



## **STAFF REPORT EXECUTIVE SUMMARY & RECOMMENDATION**

The following executive summary provides a brief description about the report and the recommendation advises on any action being requested from Council.

**Subject: 2023 Development Charges (DC) Background Study and By-laws**

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### **Executive Summary:**

This report is requesting the approval of the Development Charges Background Study and required by-laws.

### **Recommendation:**

1. That Staff Report DSR-151-23 regarding 2023 Development Charges Background Study and By-laws dated November 8, 2023, be received; and
2. That Council adopt the 2023 Development Charges Background Study, dated July 28, 2023, as amended; and
3. That approval of the capital programs included in the Development Charges Background Study, as amended, indicates Council's intention that an increase in the need for service will be met as required under paragraph 3 of Section 5(1) of the Development Charges Act, 1997 and Section 3 of Ontario Regulation 82/9, and this approval shall be subject to further annual review during the capital budget; and
4. That in accordance with s.s.5(1)5 of the Development Charges Act, 1997 and Section 5 of Ontario Regulation 82/98, it is Council's clear intention that any excess capacity identified in the Development Charges Background Study, as amended, shall be paid for by development charges contemplated in the said Development Charges Background Study, or other similar changes; and
5. That the changes made to the proposed Development Charges By-laws following the public meeting, held on August 16, 2023, be approved, and no further public meetings are required pursuant to Section 12 of the Development Charges Act, 1997; and
6. That the following Development Charge (DC) By-laws be adopted, with an effective date of January 1, 2024:
  - a. By-law 096-23 to impose DCs for the recovery of growth-related capital costs related to Town-wide General Services; and

- b. **By-law 097-23 to impose DCs for the recovery of growth-related capital costs for Town-wide development charge services related to a Highway: Roads and Related Services; and**
- c. **By-law 098-23 to impose DCs for the recovery of growth-related capital costs for Water Distribution and Wastewater Collection Services; and**
- d. **By-law 100-23 to impose DCs for the recovering of growth-related capital costs for Wastewater Treatment Service (Plant); and**
- e. **By-law 101-23 to impose DCs for the recovery of growth-related capital costs for Water Supply and Treatment Service (Plant).**

# 2023 Development Charges Background Study and By-laws



## Staff Report DSR-151-23

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To: Mayor, Deputy Mayor, and Members of Council

From: Audrey Webb, Treasurer

Date: November 8, 2023

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### Recommendation:

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2. That Council adopt the 2023 Development Charges Background Study, dated July 28, 2023, as amended; and
3. That approval of the capital programs included in the Development Charges Background Study, as amended, indicates Council's intention that an increase in the need for service will be met as required under paragraph 3 of Section 5(1) of the *Development Charges Act, 1997* and Section 3 of Ontario Regulation 82/9, and this approval shall be subject to further annual review during the capital budget; and
4. That in accordance with s.s.5(1)5 of the *Development Charges Act, 1997* and Section 5 of Ontario Regulation 82/98, it is Council's clear intention that any excess capacity identified in the Development Charges Background Study, as amended, shall be paid for by development charges contemplated in the said Development Charges Background Study, or other similar changes; and
5. That the changes made to the proposed Development Charges By-laws following the public meeting, held on August 16, 2023, be approved, and no further public meetings are required pursuant to Section 12 of the *Development Charges Act, 1997*; and
6. That the following Development Charge (DC) By-laws be adopted, with an effective date of January 1, 2024:
  - a. By-law 096-23 to impose DCs for the recovery of growth-related capital costs related to Town-wide General Services; and
  - b. By-law 097-23 to impose DCs for the recovery of growth-related capital costs for Town-wide development charge services related to a Highway: Roads and Related Services; and
  - c. By-law 098-23 to impose DCs for the recovery of growth-related capital costs for Water Distribution and Wastewater Collection Services; and
  - d. By-law 100-23 to impose DCs for the recovering of growth-related capital costs for Wastewater Treatment Service (Plant); and
  - e. By-law 101-23 to impose DCs for the recovery of growth-related capital costs for Water Supply and Treatment Service (Plant).

**Background:**

The Town's existing Development Charges (DC) By-law will expire January 1, 2024, and therefore an update to the Development Charges Background Study (DCBS) and By-law is required by the end of 2023.

On March 8, 2023, Council received Staff Report DSR-036-23, which provided Council with an overview of the Community Benefits Charge Strategy and Development Charges Background Study Project.

Stakeholder consultation sessions were held with the Developer Liaison Group (DLG) regarding the DCBS project on April 3, 2023, and June 15, 2023.

On June 7, 2023, Council received Staff Report DSR-087-23, and a presentation from Hemson Consulting Ltd, on the draft Development Charge (DC) rates. The purpose of this meeting was to update Council on the DC project, including the development forecast assumptions and capital program used in developing the draft rates. Council requested that Staff explore options for a differentiated non-residential rate that would consider a separate rate for industrial versus other non-residential development.

On June 17, 2023, Council received Staff Report DSR-098-23 regarding options for a differentiated non-residential rate. Through this report, Council directed Staff to consider including a differentiated non-residential rate in the draft DCBS and draft DC By-laws.

The draft DCBS and By-laws, prepared by Hemson Consulting Ltd, were made available on the Town's website and a link to the documents was sent to DLG. The DCBS was posted to the website on July 28, 2023, and the draft By-laws were posted on August 2, 2023.

On August 16, 2023, a Public Meeting was held to provide the public with an opportunity to review and comment on the Town's proposed DCBS and draft DC By-laws.

**Analysis/Consideration:**

Prior to enacting a DC By-law, the Town must develop a DCBS. The DCBS is prepared in accordance with the Development Charges Act (DCA) and associated regulations, including amendments that came into force through the *More Homes, More Choice Act*, the *COVID-19 Economic Recovery Act*, and the *More Homes Built Faster Act (Bill 23)*. Key elements included in the DCBS are:

- a development (growth) forecast
- historical capital service levels (inventory of existing assets)
- development related capital forecast

**Development Forecast**

The forecasts are based on the Town achieving population and employment forecasts set out in the Simcoe County Official Plan, recently amended through the County's Municipal Comprehensive Review (MCR), as well as the 2023 Draft Orbit Secondary Plan. A planning horizon of 10 years (2023-2032) is used for all Town-wide General Services, while Engineered Services use a longer planning horizon (Water/Wastewater 2023-2041, Roads 2023-2051). The table below summarizes the anticipated growth.

Table 1 – Development Forecast

Development	2022 Estimate	General Services Planning Period 2023-2032		Engineered Services Planning Period 2023-2051	
		Growth	Total at 2032	Growth	Total at 2051
<b>Residential</b>					
Total Occupied Dwellings	16,110	8,050	24,160	26,977	43,087
Total Population					
Census	45,505	15,696	61,201	54,155	99,660
<i>Population in New Dwellings</i>		<i>18,863</i>		<i>62,841</i>	
<b>Non-Residential</b>					
Employment	9,293	3,760	13,054	15,032	24,325
Non-Residential Building Space (sq. m)		231,060		998,522	

**Historical Capital Service Levels**

The DCA and associated regulations require that development charges be set at a level no higher than the average service level provided in the Town over the prior 15 years. Hemson worked with Town staff to document these historical service levels for the period 2008-2022. This process included identifying eligible capital assets and the unit values of the assets in 2022 costs. With these inputs, a ratio is calculated, which for General Services is typically on a per capita, or per capita and employee value. This per unit measurement ratio is used in calculating the maximum amount of development charges that can be collected for a particular service. As part of the changes to the DCA, the historical services level calculation period was extended from 10 years to 15 years.

**Development Related Capital Forecast**

The DCA requires the Council of a Municipality to express its intent to provide future capital facilities/infrastructure at the level incorporated in the development charges calculation. One of the recommendations contained in the DCBS is for Council to adopt the development related capital program used in the DC calculation. This capital program is informed from the Town’s various master plans and 10-year capital budget, and it includes a provision for Orbit capital works that will be needed to service the anticipated growth for Orbit. The Water/Wastewater capital program was developed using the 2018 Master Servicing Plan.

The DCBS capital program considers that portions of the projects may be funded in part from grants or third-party recoveries, and/or benefit the existing population or growth beyond the planning period, and so reductions are made for this. The benefit to existing amount is required to be funded from other revenues sources, which in the Town’s case would typically be the Alternative Revenue Source (ARS) Reserve Fund. A summary of the capital programs is contained in Tables 2-4 below.

Table 2 – General Services Capital Program 2023-2032 (in \$000)

Service	Gross Cost	Grant/ Subsidies	Net Municipal Costs	Benefit to Existing	Total DC Eligible Costs
Library	\$33,606.2	\$0.0	\$33,606.2	\$4,288.7	\$29,317.4
Fire	33,951.1	-	33,951.1	-	33,951.1
Police	16,222.4	7,547.0	8,675.4	64.6	8,610.8
Parks and Recreation	253,621.0	-	253,621.0	78,881.9	174,739.1
Public Works	20,551.3	-	20,551.3	20.8	20,530.5
Municipal Fleet	16,326.2	-	16,326.2	-	16,326.2
By-Law	643.8	-	643.8	-	643.8
<b>Total</b>	<b>\$374,922.0</b>	<b>\$7,547.0</b>	<b>\$367,375.0</b>	<b>\$83,256.0</b>	<b>\$284,118.9</b>

Table 3 – Roads 2023-2051(in \$000)

Service	Gross Cost	Grant/ Subsidies	Net Municipal Costs	Benefit to Existing	Total DC Eligible Costs
Roads	\$816,448.8	\$0.0	\$816,448.8	\$230,536.8	\$572,241.3
<b>Total</b>	<b>\$816,448.8</b>	<b>\$0.0</b>	<b>\$816,448.8</b>	<b>\$230,536.8</b>	<b>\$572,241.3</b>

Table 4 – Wastewater/Water 2023-2041 (in \$000)

Service	Gross Cost	Grant/ Subsidies	Net Municipal Costs	Benefit to Existing	Total DC Eligible Costs
Wastewater	\$396,433.5	\$0.0	\$396,433.5	\$2,035.4	\$394,398.2
Water	305,133.9	6,632.0	298,501.9	21,117.1	277,384.8
<b>Total</b>	<b>\$701,567.5</b>	<b>\$6,632.0</b>	<b>\$694,935.5</b>	<b>\$23,152.5</b>	<b>\$671,783.0</b>

### Development Charge Rates

Overall, the development charge rates are proposed to increase. Table 5 and Table 6 below illustrate the increase in rates for a single-dwelling unit (SDU).

Table 5 – SDU Rate (Town-Wide Services)

Service	Current Residential Charge Per SDU <sup>1</sup>	Calculated Residential Charge Per SDU	Difference in Charge	
General Government <sup>2</sup>	\$672	\$0	(\$672)	-100%
Library Board	2,648	2,618	(30)	-1.1%
Fire Services	2,052	2,958	906	44.2%
Police Services	719	847	128	17.8%
Parks & Recreation	16,282	18,227	1,945	11.9%
Services Related To A Highway: Public Works	972	1,848	876	90.1%
Municipal Fleet	1,518	2,139	621	40.9%
By-Law Services	0	18	18	100%
<b>Subtotal Town-Wide General Services</b>	<b>\$24,863</b>	<b>\$28,655</b>	<b>\$3,792</b>	<b>15.3%</b>
Services Related To A Highway: Roads & Related	\$23,540	\$25,037	\$1,497	6.4%
<b>Total Town-Wide Services</b>	<b>\$48,403</b>	<b>\$53,692</b>	<b>\$5,289</b>	<b>10.9%</b>

(1) Current Rates as of April 1, 2023

(2) General Government is no longer an eligible service under DCA

Table 6 - SDU Rate (Water and Wastewater)

Service	Current Residential Charge/SDU	Calculated Residential Charge/SDU	Difference in Charge	
<b>Innisfil North</b>				
Town-wide Charge	\$48,403	\$53,692	\$5,289	10.9%
Water Distribution	2,407	3,625	1,218	50.6%
Water Supply & Treatment	4,469	3,873	(596)	-13.3%
Wastewater Collection	4,398	7,065	2,667	60.6%
Wastewater Treatment	12,245	11,422	(823)	-6.7%
<b>Total Charge in Innisfil North</b>	<b>\$71,922</b>	<b>\$79,677</b>	<b>\$7,755</b>	<b>10.8%</b>
<b>Friday Harbour</b>				
Town-wide Charge	\$48,403	\$53,692	\$5,289	10.9%
Water Distribution	0	0	0	0.0%
Water Supply & Treatment	4,469	3,873	(596)	-13.3%
Wastewater Collection	3,830	4,797	967	25.2%
Wastewater Treatment	12,245	11,422	(823)	-6.7%
<b>Total Charge in Friday Harbour</b>	<b>\$68,947</b>	<b>\$73,784</b>	<b>\$4,837</b>	<b>7.0%</b>
<b>Innisfil South</b>				
Town-wide Charge	\$48,403	\$53,692	\$5,289	10.9%
Water Distribution	13,274	10,398	(2,876)	-21.7%
Water Supply & Treatment	4,469	3,873	(596)	-13.3%
Wastewater Collection	3,649	185	(3,464)	-94.9%
Wastewater Treatment	12,245	11,422	(823)	-6.7%
<b>Total Charge in Innisfil South</b>	<b>\$82,040</b>	<b>\$79,570</b>	<b>(\$2,470)</b>	<b>-3.0%</b>
<b>Innisfil Central</b>				
Town-wide Charge	\$48,403	\$53,692	\$5,289	10.9%
Water Distribution	6,199	9,030	2,831	45.7%
Water Supply & Treatment	4,469	3,873	(596)	-13.3%
Wastewater Collection	12,100	17,936	5,836	48.2%
Wastewater Treatment	12,245	11,422	(823)	-6.7%
<b>Total Charge in Innisfil Central</b>	<b>\$83,416</b>	<b>\$95,953</b>	<b>\$12,537</b>	<b>15.0%</b>
<b>Cookstown</b>				
Town-wide Charge	\$48,403	\$53,692	\$5,289	10.9%
Water Distribution	2,530	2,251	(279)	-11.0%
Water Supply & Treatment	4,469	3,873	(596)	-13.3%
Wastewater Collection	17,275	25,438	8,163	47.3%
Wastewater Treatment	0	0	0	0.0%
<b>Total Charge in Cookstown</b>	<b>\$72,677</b>	<b>\$85,254</b>	<b>\$12,577</b>	<b>17.3%</b>

The proposed DCBS includes a differentiated non-residential rate for industrial and non-industrial uses. The non-residential rates (per sq.m.), inclusive of water/wastewater services are \$240.60 for industrial and \$458.93 for non-industrial. The current non-differentiated rate is \$317.84.

### DC By-laws

As part of the Bill 23 changes, DC By-laws now expire every 10 years instead of 5 years. In considering future updates to the DCBS and related DC By-laws, Staff need to be cognizant of

the financial impacts that this may have on DC revenues, as any update to the DC By-law may require the Town to restart the phase-in for all the DC rates. Accordingly, Staff are proposing that five different By-laws be considered so that an update to a specific service does not negatively impact the DC revenues for other services. DC By-laws have been prepared as follows:

- DC By-law 096-23 – General Services (Attachment 6)
- DC By-law 097-23 – Roads and Related Services (Attachment 7)
- DC By-law 098-23 – Water and Wastewater Services (Attachment 8)
- DC By-law 100-23 – Wastewater Treatment Plant (Attachment 9)
- DC By-law 101-23 – Water Supply and Treatment Plant (Attachment 10)

InnServices is currently working on an update to the Master Servicing Plan. Once this update has been completed, Staff are planning to update the DCBS and applicable DC By-laws with the servicing requirements identified in the plan.

### Stakeholder Consultation and Feedback

Stakeholder consultation sessions were held with the Developer Liaison Group (DLG) regarding the DCBS project on April 3, 2023, and June 15, 2023. In addition to these larger group sessions, Staff and Hemson have responded to many questions and comments received from stakeholders throughout the process. Since publishing the draft DCBS and DC By-laws, the following written correspondence was received from the development industry.

Table 7 – Stakeholder Written Submissions

<b>Date of Letter</b>	<b>From</b>	<b>Response</b>
Aug 15, 2023 & Sept 14, 2023	Daryl Keleher Keleher Planning & Economic Consulting Inc. on behalf of Building Industry and Land Development Association ( <b>BILD</b> )	Attachment 11  Attachment 12: Town's response to July 7, 2023 letter received from BILD and included in their August 15, 2023 letter
Aug 15, 2023	Julie Bottos SCS Consulting Group Ltd.(SCS) on behalf of Innisfil Developers Allocation Group ( <b>IDAG</b> )	Attachment 13
Aug 31, 2023	Candice Ward SCS Consulting Group Ltd.(SCS) on behalf of <b>Stroud Village Developers Group</b>	Attachment 14
Sept 12, 2023	Rayna Thompson <b>Brookfield Properties</b>	Attachment 15
Sept 28, 2023	Keith MacKinnon KLM Planning Partners Inc. on behalf of <b>Joe Trotta</b> , owner of 1077 Ruffett Street.	Attachment 16

Staff and Hemson thoroughly reviewed all submissions and held further meetings with the developers and their consultants on August 24<sup>th</sup>, September 14<sup>th</sup>, 19<sup>th</sup>, and 26<sup>th</sup>. These meetings provided an opportunity for Staff and Hemson to gain a better understanding of the comments received, while providing the development industry with further clarity on the Town's approach, assumptions and calculations used in developing the DCBS. Responses to the



submissions were delivered through email, and two follow-up meetings were held on October 17<sup>th</sup> and 24<sup>th</sup> to address any questions related to the response letters and any outstanding concerns.

As a result of the consultation process and comments raised by the development industry, changes have been made to the historical inventories and capital program assumptions, which has resulted in a reduction to the original draft rates proposed at the August 16<sup>th</sup> public meeting. These changes include the removal of excess capacity from historical inventory levels for Library, Fire & Police, updated Library inventory materials, removal of inflation from the Library and Fire capital programs, updated costs to Parks & Rec as a result of the Lands and Lakes Master Plan, and various adjustments to the Roads capital program. Within Water and Wastewater, adjustments included separating phases 3 and 4 of the Wastewater Treatment Plan for purposes of the IDAG rates, adjustments to financing costs, correction of the development forecast, and a reduction to capital program costs. Further details on the changes made can be found in Attachment 2: Summary of Changes to DCBS & DC Rates.

**Community Strategic Plan Alignment:**

Ensuring financial sustainability includes the utilization of growth funding tools, such as DCs to improve fiscal outcomes and support longer-term financial health. A Development Charges Background Study and By-laws will ensure the Town maximizes opportunities for growth related revenues used to pay for growth costs.

**Financial Consideration:**

The 2023 DC Background Study and By-laws have been prepared with the objective of recovering the maximum allowable amount of growth-related costs as prescribed by the DCA.

The original principle behind DCs is that “growth pays for growth” so that the cost of growth-related infrastructure does not fall on the existing community in the form of higher property taxes or user fees. However, in an effort to increase the housing supply, the Province passed *Bill 23-More Homes Built Faster Act, 2022*, which is contrary to this principle as it further reduces the amount of DCs that a municipality can collect. Key Bill 23 changes that are significantly impacting the Town’s ability to fully fund growth related infrastructure is:

- Five-year mandatory phase-in of the calculated DC rates (beginning with a 20% reduction in Year 1, decreasing by 5% annually until Year 5)
- Historical service level: extended from a 10 to 15-year planning period.
- Studies: ineligible for recovery from DCs
- Discounts for purpose-built rentals based on the number of bedrooms
- Interest on DC deferrals and freezing of DC rates capped at prime plus 1%
- Exemption for non-profit housing
- Affordable/Attainable housing (not in force)

The Town’s full DC charge, which includes Town-wide and area-specific rates for water and wastewater, along with the phasing in of these rates is provided in tables 8 and 9 below for Innisfil North and Innisfil South.

Table 8 – DC Rates for Innisfil North

Charge Type	Current	Year 1	Year 2	Year 3	Year 4	Year 5
Singles & Semis	\$71,922	\$63,742	\$67,725	\$71,709	\$75,693	\$79,677
Rows & Other Multiples	62,324	51,148	54,345	57,542	60,738	63,935
Apartments-2+ bedroom	42,443	37,947	40,319	42,691	45,062	47,434
Apartments-Bachelor & 1	32,393	28,462	30,240	32,019	33,798	35,577
Industrial (\$/m2)	317.84	192.48	204.51	216.54	228.57	240.60
Non-Industrial (\$/m2)	317.84	367.14	390.09	413.03	435.98	458.93
<i>Phase-in</i>		80%	85%	90%	95%	100%

Table 9 – DC Rates for Innisfil South

Charge Type	Current	Year 1	Year 2	Year 3	Year 4	Year 5
Singles & Semis	\$82,040	\$63,656	\$67,635	\$71,613	\$75,592	\$79,570
Rows & Other Multiples	71,091	51,078	54,271	57,463	60,656	63,848
Apartments-2+ bedroom	48,414	37,896	40,265	42,633	45,002	47,370
Apartments-Bachelor & 1	36,947	28,423	30,200	31,976	33,753	35,529
Industrial (\$/m2)	317.84	93.23	99.05	104.88	110.71	116.53
Non-Industrial (\$/m2)	317.84	177.06	188.13	199.19	210.26	221.33
<i>Phase-in</i>		80%	85%	90%	95%	100%

As illustrated in the above examples, the phasing in of DC rates is going to result in a shortfall of DC revenue. Town Staff worked with Hemson in quantifying the 10-year impact of the phase-in and other DC legislated changes. Based on the projected growth in the DCBS, the Town will have a shortfall of approximately \$23.1M (Town wide) and \$12.7M (Water/Wastewater) over the 10-year period 2024-2033. The Minister did indicate that they would aim to keep Municipalities whole with regards to this, however no information has been provided at this time regarding how this would be accomplished. Without additional funding from the Provincial or Federal governments, these lost revenues will have to be funded from taxpayers through higher taxes or reduced service levels.

Table 10 – Financial Impacts Re: DC Legislation Changes 2024-2033

Description	Town	Water/ Wastewater	Total
Phase in of DC Rates (5 years only)	\$13,420,326	\$10,306,186	\$23,726,512
Rental Housing Discounts *	810,287	392,165	1,202,452
Loss of Studies' Services	4,650,000	500,000	5,150,000
Non-Profit Housing Exemption **	4,219,268	2,042,050	6,261,318
Inclusionary Zoning Exemption		Unknown	
Attainable Housing Exemption		Unknown	
Affordable Housing Exemption		Unknown	
15-Year Service Level		No impact	
<b>Total</b>	<b>\$23,099,882</b>	<b>\$13,240,401</b>	<b>\$36,340,282</b>

\* Assumes 5% of forecasted apartments being rental

\*\* Assumes 5% of forecasted apartments being non-profit

### Other Statutory and Non-Statutory Exemptions

In addition to the new statutory exemptions included above in Table 10, The DCA also requires the Town to provide an exemption for the expansion of industrial development of up to 50% on the existing industrial buildings.

Non-Statutory exemptions are not legislated through the DCA and are determined at the local municipal level. Consistent with previous Town DC By-laws, the new DC By-laws include DC exemptions for the following:

- Public Hospitals
- Places of Worship
- Agriculture Uses and Farm Buildings
- Temporary Buildings or Structures

The above non-statutory exemptions are in keeping with other municipalities throughout the Province. Both the legislated exemptions, and other exemptions which Council may choose to provide, will result in a loss of development charge revenues for the affected types of development.

### **Affordable and Attainable Housing Exemption**

On September 24, 2023, the Minister of Municipal Affairs and Housing introduced Bill 134, which addresses exemptions for “affordable” residential units, originally enacted as part of Bill 23 on November 28, 2022, but not in force yet. A key component of this legislation is the determination of an affordable residential unit that will be measured based on market prices/rents and an income test. Furthermore, this new legislation indicates, that an “Affordable Residential Units bulletin” will be published by the Minister of Municipal Affairs and Housing and will include the market prices/rents and income thresholds for purposes of this calculation. Currently, the bulletin is unavailable, and crucial details such as geographic scope are unknown. As a result, it is difficult to determine the potential impact on the Town until more details of the bulletin are known. Bill 134 is silent on the exemption for “attainable” residential units.

#### **Local Impact:**

As indicated above, with a decrease in development charge revenues as a result of Bill 23, impacts may be felt through increased property taxes and reduced service levels, including the deferral of capital related works unless additional funds are provided from other levels of government.

#### **Options/Alternatives:**

Council could choose to add additional non-statutory development charge discounts. This option is not recommended as it would require funding from non-DC revenues, which already may be required to fund the Bill 23 impacts if additional funds are not received from other levels of government.

#### **Conclusion:**

All statutory steps, timeframes and notification requirements prescribed by the Development Charges Act were followed in the development and presentation of the background study. Discussion, consultation and interaction took place with the development community through regular and special DLG meetings; specific issues meetings with affected developers and through e-mail communications. The process has included various presentations to the DLG group, Council and the public to ensure there was open and transparent communication of the progress underway.

The Town will inform residents and businesses of the approval of the DC Bylaws by making this report available on the Town’s website. In addition, as per the DCA, the Town will provide notice to the public within 20 days of the passing of its Development Charge Bylaws. Any person or organization may appeal the DC Bylaws to the Ontario Land Tribunal by filing a notice of appeal within 40 days after the By-law is passed.

InnServices is currently undertaking an update to the 2018 Master Servicing Plan and are targeting to have a new MSP in place by the end of 2024. Once the new MSP is approved, Town and InnServices will work with Hemson to update the Water and Wastewater portion of the DCBS and Water/Wastewater DC By-law.

**Prepared By:**

Audrey Webb, Treasurer

**Approved By:**

Mike Melinyshyn, CFO/Director of Corporate Service and Innovation

**Attachments:**

- Attachment 1: DC Background Study – July 28, 2023
- Attachment 2: Summary of Changes to DCBS & DC Rates
- Attachment 3: Revised General Services Inventories & Capital Programs
- Attachment 4: Revised Roads & Related Capital Program
- Attachment 5: Revised Water & Wastewater Capital Programs
- Attachment 6: DC By-law 096-23 – General Services
- Attachment 7: DC By-law 097-23 – Roads and Related Services
- Attachment 8: DC By-law 098-23 – Water and Wastewater Services
- Attachment 9: DC By-law 100-23 – Wastewater Treatment Plant
- Attachment 10: DC By-law 101-23 – Water Supply and Treatment Plant
- Attachment 11: BILD Letters Aug 15 & Sept 14
- Attachment 12: BILD Letter July 7
- Attachment 13: IDAG Letter Aug 15
- Attachment 14: Stroud Developers Letter Aug 31
- Attachment 15: Brookfield Letter Sept 12
- Attachment 16: KLM Re: Joe Trotta Sept 28

**Reference Material:**

- [DC By-law 104-18](#)
- [DC Amending By-law 099-21](#)
- [Development Charge Background Study - 2018](#)
- [Development Charges Amendment Background Study - 2021](#)
- [Staff Report DSR-036-23 – Initial report on DC Project](#)
- [Staff Report DSR-087-23 – DCBS Update – Draft Rates](#)
- [Hemson Presentation of Draft Rates – June 7, 2023](#)
- [Staff Report DSR-098-23 – Options for a differentiated non-residential rate](#)
- [Staff Report DSR-112-23 – Public meeting](#)
- [2023.08.16 Hemson DC Power Point & Presentation – Public meeting](#)
- [Community Strategic Plan](#)

**Final Report**

Prepared by Hemson for the Town of Innisfil

# 2023 Development Charges Background Study

July 28, 2023



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# Contents

Executive Summary	1
1. Introduction	8
A. Legislative Context	9
B. Relevant Analysis	10
C. Consultation and Approval Process	10
2. The DC Methodology Aligns Development-Related Costs and Benefits	11
A. Consideration for Area Rates Services	11
B. Both Town-Wide and Area-Specific Development Charges are Calculated	11
C. Key Steps In Determining DCs for Future Development-Related Projects	14
D. Operating & Capital Cost Impacts and Asset Management Plan Legislative Requirements	19
3. Development Forecast	21
4. Summary of Historical Capital Service Levels	24
5. Development-Related Capital Forecast	27
A. A Development-Related Capital Forecast is Provided for Council's Approval	27
B. The Development-Related Capital Forecast for General Services	28
C. The Development-Related Capital Forecast for Engineered Services	29
6. Development Charges are Calculated in Accordance with the DCA	34

<b>A.</b>	<b>Development Charges Calculation</b>	<b>35</b>
<b>B.</b>	<b>Adjusted Residential and Non-Residential Development Charges Rates</b>	<b>45</b>
<b>C.</b>	<b>Comparison of 2023 Newly Calculated Development Charges With Charges Currently In Force in Innisfil</b>	<b>53</b>
<b>D.</b>	<b>Developments Subject to IDAG Agreement</b>	<b>54</b>
<b>E.</b>	<b>Statutory Phase-in of Calculated Development Charges</b>	<b>54</b>
<b>7.</b>	<b>Cost of Growth Analysis</b>	<b>65</b>
<b>A.</b>	<b>Asset Management Plan</b>	<b>65</b>
<b>B.</b>	<b>Long-Term Capital and Operating Cost Impacts</b>	<b>67</b>
<b>8.</b>	<b>Other Considerations and Legislative Requirements</b>	<b>70</b>
<b>A.</b>	<b>Development Charges Administration and Collection</b>	<b>70</b>
<b>B.</b>	<b>Changes Arising From the More Homes Built Faster Act (Bill 23)</b>	<b>72</b>
<b>C.</b>	<b>Development Charges Administration</b>	<b>74</b>

# List of Appendices

Appendix A – Development Forecast	76
Appendix B – General Services	96
Appendix C – Roads and Related	205
Appendix D – Water and Wastewater	219
Appendix E – Reserves	253
Appendix F – Cost of Growth	256
Appendix G – Local Service Guidelines	267
Appendix H – By-law	278



# Executive Summary

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

Hemson Consulting Ltd. was retained by the Town of Innisfil to complete a Development Charges (DC) Background Study (herein referred to as the “DC Background Study”). This Background Study provides the basis and background to update the Town’s development charges to reflect the servicing needs of development in the Town.

### i. Study Consistent with Development Charges Legislation

The Town of Innisfil 2023 Development Charges Background Study is presented as part of the process to lead to the approval of new DC by-laws in compliance with the *Development Charges Act* (DCA). The study is prepared in accordance with the DCA and associated regulations, including amendments that came into force through the *More Homes, More Choice Act*, the *COVID-19 Economic Recovery Act*, and the *More Homes Built Faster Act (Bill 23)*.

### ii. Key Steps of the Development Charges Calculation

The DCA in Ontario is the most prescriptive of all DC legislation in Canada with respect to recovering development-related costs. Several key steps are required to calculate DCs. These include:

- Preparing a development (growth) forecast;
- Establishing historical service levels;
- Determining the increased needs for services arising from development;
- Determining how these costs are attributed to development types (i.e. residential and non-residential); and
- Adjusting for a cash flow analysis.

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

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

## **B. Development Forecast**

The forecasts are based on the Town achieving population and employment forecasts set out in the Simcoe County Official Plan, recently amended through the County's Municipal Comprehensive Review (MCR), as well as the 2023 Draft Orbit Secondary Plan estimates undertaken by the Town. A 10-year planning horizon (2023-2032) is utilized for all Town-wide General Services, while a planning horizon of 2023-2041 is used for Water and Wastewater services and 2023-2051 is utilized for Services Related to a Highway: Roads and Related.

The table below provides a summary of the anticipated residential and non-residential growth over the respective planning periods. The development forecast is further discussed in Appendix A.

Development Forecast	2022 Estimate	General Services Planning Period 2023 - 2032		Engineered Services Planning Period 2023 - 2051	
		Growth	Total at 2032	Growth	Total at 2051
<b>Residential</b>					
Total Occupied Dwellings	16,110	8,050	24,160	26,977	43,087
Total Population					
Census	45,505	15,696	61,201	54,155	99,660
<i>Population In New Dwellings</i>		<i>18,863</i>		<i>62,841</i>	
<b>Non-Residential</b>					
Employment	9,293	3,760	13,054	15,032	24,325
Non-Residential Building Space (sq.m.)		231,060		998,522	

### C. Development-Related Capital Program

The development-related capital program for General Services is planned over a 10-year period from 2023 to 2032. The gross costs amount to \$340.63 million where \$150.79 million is eligible for recovery through development charges. Details regarding the capital programs for each individual General Service are provided in Appendix B of this report.

The development-related capital program for Services Related to a Highway: Roads and Related is planned over a longer period from 2023 to 2051. The gross costs amount to \$822.88 million where \$577.30 million is eligible for recovery through development charges. Details regarding the capital programs for this service are provided in Appendix C of this report.

The development-related capital program for Water and Wastewater services is planned over a period from 2023 to 2041. In total, \$878.76 million is identified in gross project costs of which \$849.30 million is eligible for recovery through development charges. Details regarding the capital programs for each individual engineered service are provided in Appendix D of this report.

## D. Calculated Development Charges

Development charges rates have been established under the parameters and limitations of the DCA. A Town-wide uniform cost recovery approach is used to calculate development charges for the Services Related to a Highway: Roads and Related and General Services. An area-specific cost recovery approach is used to calculate development charges for residential Water and Wastewater rates, however; a Town-wide uniform cost approach for non-residential water and wastewater rates has been implemented.

The tables below provide the Town-wide and area-specific development charges for residential and non-residential development based on the aforementioned development forecasts.

### Calculated Town-wide Development Charges

Service	Residential Charge By Unit Type				Non-Residential per Sq.M.	
	Singles & Semis	Rows & Other Multiples	Apartments 2+ Bedrooms	Apartments Bachelor or 1 Bedroom	Industrial	Non-Industrial
Library Board	\$2,693	\$2,161	\$1,603	\$1,203	\$0.00	\$0.00
Fire Services	\$3,002	\$2,409	\$1,787	\$1,340	\$10.31	\$20.71
Police Services	\$856	\$687	\$510	\$382	\$3.27	\$9.04
Parks And Recreation	\$18,227	\$14,625	\$10,851	\$8,138	\$0.00	\$0.00
Services Related To A Highway: Public Works	\$1,946	\$1,562	\$1,159	\$869	\$6.68	\$13.81
Municipal Fleet	\$2,199	\$1,765	\$1,309	\$982	\$7.56	\$15.17
By-Law Services	\$0	\$0	\$0	\$0	\$0.06	\$0.13
<b>Subtotal General Services</b>	<b>\$28,923</b>	<b>\$23,209</b>	<b>\$17,219</b>	<b>\$12,914</b>	<b>\$27.89</b>	<b>\$58.85</b>
Services Related To A Highway: Roads And Related	\$25,173	\$20,199	\$14,986	\$11,240	\$89.60	\$164.80
<b>Total Town-Wide Services</b>	<b>\$54,096</b>	<b>\$43,408</b>	<b>\$32,205</b>	<b>\$24,154</b>	<b>\$117.49</b>	<b>\$223.65</b>

	Non-Residential per Sq.M.	
	Industrial	Non-Industrial
<b>All Servicing Areas</b>		
Town-wide Charge	\$117.49	\$223.65
Water Distribution	\$38.89	\$74.63
Water Supply and Treatment	\$24.22	\$46.00
Wastewater Collection	\$32.69	\$62.73
Wastewater Treatment	\$36.08	\$69.23
<b>Total Charge in All Servicing Areas</b>	<b>\$249.37</b>	<b>\$476.24</b>

## Calculated Area-Specific Development Charges

Service	Residential Charge By Unit Type			
	Singles & Semis	Rows & Other Multiples	Apartments 2+ Bedrooms	Apartments Bachelor or 1 Bedroom
<b>Innisfil North</b>				
Town-wide Charge	\$54,096	\$43,408	\$32,205	\$24,154
Water Distribution	\$3,672	\$2,946	\$2,186	\$1,640
Water Supply and Treatment	\$3,873	\$3,108	\$2,306	\$1,730
Wastewater Collection	\$7,636	\$6,127	\$4,546	\$3,410
Wastewater Treatment	\$13,643	\$10,947	\$8,122	\$6,092
<b>Total Charge in Innisfil North</b>	<b>\$82,920</b>	<b>\$66,536</b>	<b>\$49,365</b>	<b>\$37,026</b>
<b>Friday Harbour</b>				
Town-wide Charge	\$54,096	\$43,408	\$32,205	\$24,154
Water Distribution	\$0	\$0	\$0	\$0
Water Supply and Treatment	\$3,873	\$3,108	\$2,306	\$1,730
Wastewater Collection	\$4,797	\$3,849	\$2,856	\$2,142
Wastewater Treatment	\$13,643	\$10,947	\$8,122	\$6,092
<b>Total Charge in Friday Harbour</b>	<b>\$76,409</b>	<b>\$61,312</b>	<b>\$45,489</b>	<b>\$34,118</b>
<b>Innisfil South</b>				
Town-wide Charge	\$54,096	\$43,408	\$32,205	\$24,154
Water Distribution	\$10,398	\$8,343	\$6,190	\$4,643
Water Supply and Treatment	\$3,873	\$3,108	\$2,306	\$1,730
Wastewater Collection	\$185	\$148	\$110	\$83
Wastewater Treatment	\$13,643	\$10,947	\$8,122	\$6,092
<b>Total Charge in Innisfil South</b>	<b>\$82,195</b>	<b>\$65,954</b>	<b>\$48,933</b>	<b>\$36,702</b>
<b>Innisfil Central</b>				
Town-wide Charge	\$54,096	\$43,408	\$32,205	\$24,154
Water Distribution	\$9,081	\$7,286	\$5,406	\$4,055
Water Supply and Treatment	\$3,873	\$3,108	\$2,306	\$1,730
Wastewater Collection	\$18,514	\$14,856	\$11,022	\$8,267
Wastewater Treatment	\$13,643	\$10,947	\$8,122	\$6,092
<b>Total Charge in Innisfil Central</b>	<b>\$99,207</b>	<b>\$79,605</b>	<b>\$59,061</b>	<b>\$44,298</b>
<b>Cookstown</b>				
Town-wide Charge	\$54,096	\$43,408	\$32,205	\$24,154
Water Distribution	\$2,251	\$1,806	\$1,340	\$1,005
Water Supply and Treatment	\$3,873	\$3,108	\$2,306	\$1,730
Wastewater Collection	\$25,438	\$20,411	\$15,144	\$11,358
Wastewater Treatment	\$0	\$0	\$0	\$0
<b>Total Charge in Cookstown</b>	<b>\$85,658</b>	<b>\$68,733</b>	<b>\$50,995</b>	<b>\$38,247</b>

The calculated development charges will be phased-in over a 5-year time period in accordance with the DCA. The legislation requires that the following phase-in be applied to the fully calculated rates:

- Year 1 = 80% of calculated rates
- Year 2 = 85% of calculated rates
- Year 3 = 90% of calculated rates
- Year 4 = 95% of calculated rates
- Year 5 = 100% of calculated rates

## **E. Cost of Growth Analysis**

An overview of the long-term capital and operating costs as well as the asset management-related annual provisions for capital facilities and infrastructure to be included in the DC by-law is provided in Appendix F of the DC Background Study. This examination is required as one of the provisions of the DCA.

## **F. Policy Changes since 2018/2021 DC Background Studies**

As part of this DC Background Study, the Town is considering introducing a differentiated non-residential rate for industrial and non-industrial uses. Currently, the Town levies a uniform non-residential rate. As the Town continues to grow and evolve into a more urban community, the use of a differentiated rate aligns with many other municipalities in the GTHA. Council will be asked to consider and approve the differentiated rates as part of this DC Background Study process.

## **G. Key Recommendations**

- It is recommended that the present practices regarding collection of development charges and by-law administration continue to the extent possible;

- As required under the DCA, the Town should codify any rules regarding application of the by-laws and any exemptions within the development charges by-laws proposed for adoption;
- It is recommended that Council adopt the development-related capital forecast included in this background study, subject to annual review through the Town’s normal capital budget process; and
- No changes to the Town’s prevailing local service definitions and policies are being considered.

## **H. DC By-law to be Released Under Separate Cover**

The Town’s proposed DC by-law will be made available under separate cover a minimum of two weeks in advance of the statutory public meeting.

# 1. Introduction

The Town of Innisfil 2023 Development Charges (DC) Background Study is presented as part of the process to lead to the approval of a new DC by-law in compliance with the *Development Charges Act, 1997* (DCA).

The DCA and O. Reg. 82/98 require that a DC background study be prepared in which development charges are determined with reference to:

- The average capital service levels provided in the Town over the 15-year period immediately preceding the preparation of the background study;
- A review of future capital projects, including an analysis of gross expenditures, funding sources, and net expenditures incurred, or to be incurred, by the Town or its local boards to provide for the expected development, including the determination of the eligible and ineligible components of the capital projects; and,
- An examination of the long-term capital and operating costs for the capital infrastructure required for each service to which the development charges by-laws would relate.

This study presents the results of the review which determines the development-related net capital costs which are attributable to development that is forecast to occur in the Town. These development-related net capital costs are then apportioned among various types of development (residential; non-residential) in a manner that reflects the increase in the need for each service attributable to each type of development. The study arrives, therefore, at calculated development charges for various types of development.

The DCA provides for a period of public review and comment regarding the proposed development charges. Following completion of this process in



accordance with the DCA, Council will review this study, and comments received regarding this study or other information brought to Council's attention about the proposed charges. Council will then pass a new development charges by-law for the Town.

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

## **A. Legislative Context**

The study is prepared in accordance with the DCA and associated regulations, including the amendments that came into force most recently on November 28, 2022 as per *Bill 23: More Homes Built Faster Act, 2022*.

Key legislative changes include:

- Five-year mandatory phase-in of the calculated DC rates (beginning with a 20% reduction in Year 1, decreasing by 5% annually until Year 5);
- Historical service level standards have been extended from a 10 to 15-year planning period;
- DC by-laws now expire every 10 years instead of 5 years;
- The amount of interest paid on DC deferrals and freeze is capped at prime plus 1%;
- Costs associated with studies and affordable housing services are now ineligible for recovery through DCs;
- Municipalities must spend or allocate 60% of available DC reserve funds per year for roads, water and wastewater services; and
- Discounts for purpose built rentals based on the number of bedrooms.

The DCA was also amended to exempt affordable and attainable housing developments from the payment of DCs; however, the regulations which will define these types of units have not yet been released and therefore, these changes are not yet in force.

## **B. Relevant Analysis**

The underlying assumptions and calculation methodologies contained in the DC Background Study have been informed by a range of inputs including the Town’s capital budget, existing master plans, discussions with Town staff and capital cost analysis completed by other consultants.

## **C. Consultation and Approval Process**

The following provides a summary of the consultation and approval process undertaken to complete the DC Background Study. Following the release of the DC Background Study, consultation will continue with the public and development industry stakeholders prior to the passage of the new DC By-law(s) anticipated to occur in September 2023.

### **Timeline of Consultation and Approval Process**

<b>Activity</b>	<b>Date</b>
Meeting with Developer Liaison Group – Technical Meeting #1	April 3, 2023
Council Information Session	June 7, 2023
Meeting with Developer Liaison Group – Technical Meeting #2	June 15, 2023
Public Release of DC Background Study	July 27, 2023
Statutory Public Meeting	August 16, 2023
Passage of 2023 DC By-law	September, 2023

## **2. The DC Methodology Aligns Development-Related Costs and Benefits**

Several key steps are required in calculating a development charge. However, specific circumstances arise in each municipality which must be reflected in the calculation. In this study, we have tailored our approach to the Town of Innisfil's unique circumstances. The approach to the calculated development charges is focused on providing a reasonable alignment of development-related costs with the development that necessitates them. This study calculates charges on a Town-wide and area-specific basis which is consistent with the Town's 2018 and 2021 Development Charges Background Studies.

### **A. Consideration for Area Rates Services**

In accordance with the DCA, Council must give consideration to the use of area rating, also known as area-specific development charges, as part of the development charges background study. The Town of Innisfil has historically used both Town-wide and area-specific charges, a practice which is proposed to be brought forward as part of this DC Background Study update.

The rationale for the Town-wide and area-specific development charges are discussed further in following sections.

### **B. Both Town-Wide and Area-Specific Development Charges are Calculated**

The Town of Innisfil provides a range of services to its community and has a sizeable inventory of facilities, land, infrastructure, vehicles and equipment. The DCA provides the Town with flexibility when defining services that will be included in the development charge by-law, provided that the other provisions of the Act and Regulations are met. The DCA also permits the

Town to designate, in its by-laws, the areas within which the development charges shall be imposed. The charges may apply to all lands in the Town or to other designated development areas as specified in the by-law.

**i. Services Based on a Town-Wide Approach**

For the majority of services, a range of capital facilities, land, equipment and infrastructure is available throughout the Town. This includes infrastructure such as arenas, community centres, pools, libraries, fire and police stations, arterial roads, parks and so on. As new development occurs, new facilities will need to be added so that service levels in newly developing areas are provided for at levels enjoyed in existing communities. A widely accepted method for sharing the development-related capital costs for such services is to apportion them over all new growth anticipated in the Town.

The following services are included in the Town-wide development charge calculation:

- Library Services
- Fire Services
- Police Services
- Parks and Recreation
- Services Related to a Highway: Public Works
- Municipal Fleet
- By-law Services
- Services Related to a Highway: Roads & Related

These services form a reasonable basis on which to plan and administer the development charges. It is noted that the analysis of each of these services examines the individual capital facilities and equipment required. The resulting development charge for these services would be imposed against all development anywhere in the Town.

## ii. Services Based on an Area-Specific Approach

For some services that the Town provides, the need for development-related capital additions to support anticipated development is more localized. For such services, where costs and benefits are more localized, an alternative technique — the area-specific approach — is employed.

The area-specific charges relate to the provision of water and wastewater infrastructure. Charges for these services are called area-specific development charges (ASDC) and are consistent with the Town's existing development charges for such works.

The area-specific approach for these services reflects the fact that the demand for, and benefit from, the projects provided by the Town is much more localized than that for other services. Area-specific charges result in a more accurate distribution of costs among developers than the Town-wide approach. The geographic areas that are included coincide with the specific service area for each project.

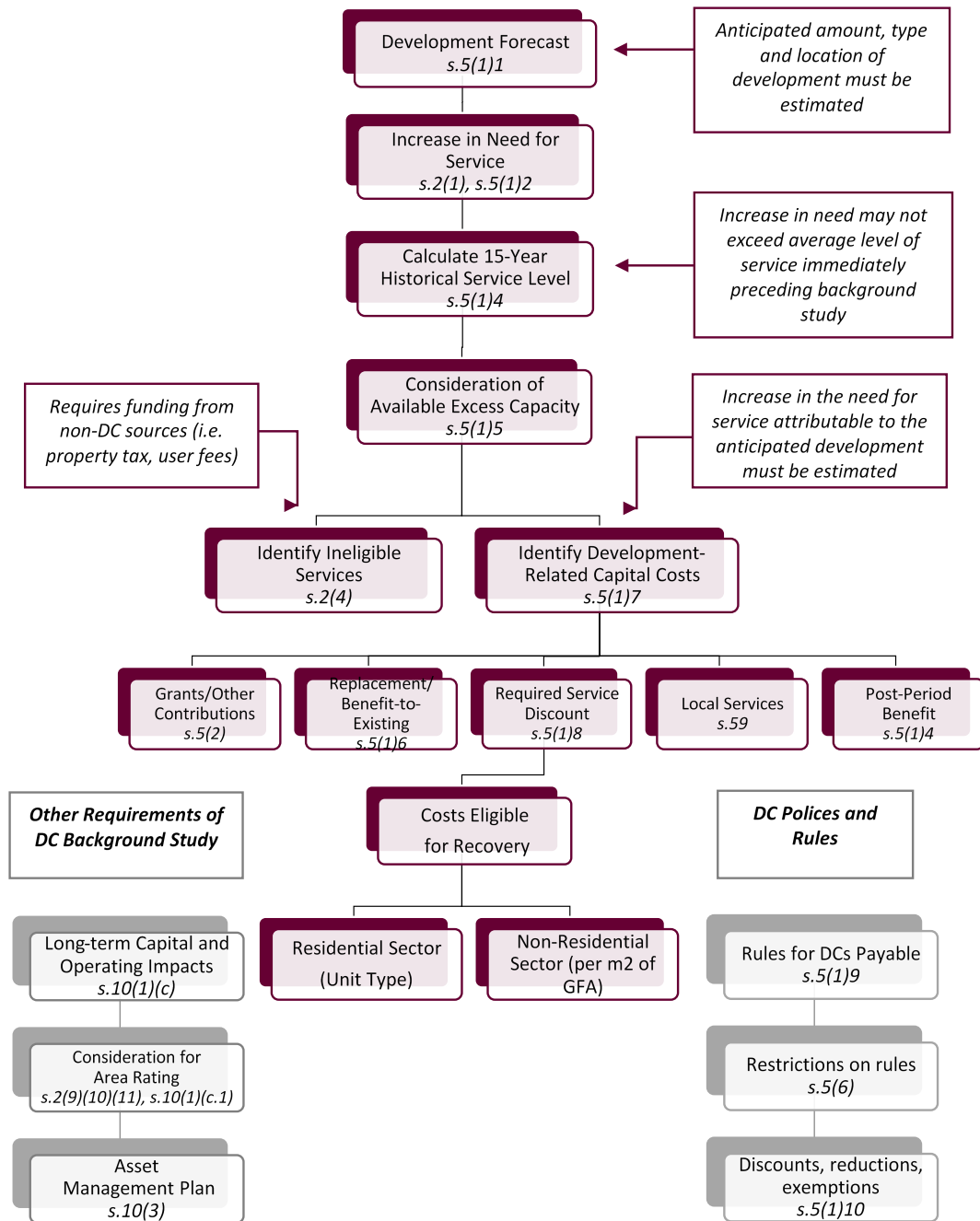
The purposes of the development charges calculation, the following benefiting areas have been identified, these areas align with the servicing zones identified in the 2018 Master Servicing Plan (MSP). Additional details regarding the location of these areas is discussed in Appendix D.

- Innisfil North
- Friday Harbour
- Innisfil South
- Innisfil Central
- Cookstown

## **C. Key Steps In Determining DCs for Future Development-Related Projects**

Several key steps are required in calculating DCs for future development-related projects. These are summarized below and shown schematically in Figure 1.

**Figure 1: Statutory Requirements of Development Charge Calculation and Study Process**



## **i. Development Forecast**

The first step in the methodology requires a development forecast to be prepared for the 10-year study period, 2023–2032, for General Services. A planning horizon of 2023-2051 is prepared for Services Related to a Highway: Roads and Related, which aligns with the planning horizon of the 2022 Transportation Master Plan. For Water and Wastewater services, a planning horizon of 2023-2041 has been used which is consistent with the planning horizon in the Town’s 2018 Master Servicing Plan (MSP).

The forecast of the future residential and non-residential development by location is based on growth anticipated to occur in the Town. For the residential portion of the forecast both the Census population growth and population growth in new units is estimated. Net population growth determines the need for additional facilities and provides the foundation for the development-related capital program.

The non-residential portion of the forecast estimates the gross floor area (GFA) of building space to be developed over the 10-year period, 2023-2032, and to 2051. The forecast of GFA is based on the employment forecast for the Town. Factors for floor space per worker by category are used to convert the employment forecast into gross floor areas for the purposes of the development charges study.

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

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

... must not include an increase that would result in the level of service exceeding the average level of that service provided in the municipality over the 15-year period immediately preceding the preparation of the background study...(s. 5. (1) 4.)



Historical 15-year average service levels thus form the basis for development charges. A review of the Town's capital service levels for buildings, land, vehicles, and so on has therefore been prepared as a reference for the calculation so that the portion of future capital projects that may be included in the development charge can be determined. The historical service levels used in this study have been calculated based on the period 2008 – 2022.

For Water and Wastewater Services, historical service levels are less applicable as the infrastructure included in the capital program required to achieve health and safety standards as identified in relevant legislation including Provincial regulations, other relevant legislation as well as Town standards. Historical service levels for the Roads and Related service have been included.

### **iii. Development-Related Capital Program and Analysis of DC Eligible Costs to be Recovered through Development Charges**

A development-related capital program has been prepared by the Town's departments as part of the present study. The program identifies development-related projects and their gross and net municipal costs, after allowing for capital grants, subsidies or other recoveries as required by the Act (DCA, s. 5. (2)). The capital program provides another cornerstone upon which development charges are based. The *DCA* requires that the increase in the need for service attributable to the anticipated development may include an increase:

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

In conjunction with DCA, s. 5. (1) 4. referenced above, these sections have the effect of requiring that the development charge be calculated on the lesser of the historical 15-year average service levels or the service levels embodied in future plans of the Town. The development-related capital program prepared for this study ensures that development charges are only imposed to help pay

for projects that have been or are intended to be purchased or built in order to accommodate future anticipated development. It is not sufficient in the calculation of development charges merely to have had the service in the past. There must also be a demonstrated commitment to continue to emplace facilities or infrastructure in the future. In this regard, O. Reg. 82/98, s. 3 states that:

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

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

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

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

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

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

The residential component of the development charges is applied to different housing types based on average occupancy factors. The non-residential component is applied on the basis of gross building space in square metres by non-residential sector (e.g. industrial and non-industrial).

#### **v. Final Adjustment**

The final determination of the development charge results from adjustments made to development-related DC eligible costs for each service and sector resulting from the application of any unallocated growth-related reserve fund balances that are available to finance the development-related capital costs in the capital program. A cash flow analysis is also undertaken to account for the timing of projects and receipt of development charges. Interest earnings or borrowing costs are therefore accounted for in the calculation as allowed under the DCA.

### **D. Operating & Capital Cost Impacts and Asset Management Plan Legislative Requirements**

Section 10 of the DCA identifies what must be included in a Development Charges Background Study, namely:

- s.10 (2) The development charge background study shall include,
  - (c) an examination, for each service to which the development charge by-law would relate, of the long term capital and operating costs for capital infrastructure required for the service; and
  - (c.2) an asset management plan prepared in accordance with subsection (3).

**i. Asset Management Plan**

- (3) 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 a prescribed manner.

The requirement to include an Asset Management Plan (AMP) was part of the DCA amendments that came into effect on January 1, 2016. A key function of the Asset Management Plan is to demonstrate that all assets proposed to be funded under the development charges by-law are financially sustainable over their full life-cycle. The section of the DC Background Study that deals with the operating and capital cost impacts and the asset management plan can be found in Appendix F.

### 3. Development Forecast

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

A 10-year development forecast, from 2023 to 2032, has been used for the General Services. For Services Related to a Highway: Roads and Related a longer term forecast to 2051 has been used, consistent with the approach used in the Town’s 2022 Transportation Master Plan (TMP). For Water and Wastewater services, a planning horizon of 2023-2041 has been used which is consistent with the planning horizon in the Town’s 2018 Master Servicing Plan (MSP).

The forecasts are based on the Town achieving population and employment forecasts set out in the Simcoe County Official Plan, recently amended through the County’s Municipal Comprehensive Review (MCR), as well as the 2023 Draft Orbit Secondary Plan estimates undertaken by the Town. For the purposes of the Town’s 2023 DC Background Study, the development forecast over the 2023-2033 and 2023-2051 planning horizons accounts for the population and employment growth forecast as part of the County’s MCR, plus the additional growth identified for the Orbit lands under the Draft Secondary Plan.

The population and household growth determines the need for additional facilities and provides the foundation for the development-related capital program. Table 1 summarizes the population and household development forecast. The table shows that the Town’s Census population is forecast to increase by roughly 15,700 over the 10-year planning period, and by approximately 54,160 to 2051. The number of dwellings will increase by 8,050 over the 10-year period and by 26,980 to 2051.

In addition to the net population forecast, a forecast of “population in new units” that will result from the addition of new housing units has been made. Population growth in new units is estimated by applying the following PPU to the housing unit forecast: 3.36 for single and semi-detached units; 2.70 for rows; and 2.00 for apartments. In total, 18,860 is the forecasted population in new dwelling units over the 10-year planning period and 62,840 is forecasted to 2051.

Non-residential development charges are calculated on a per square metre of gross floor area (GFA) basis. Therefore, as per the DCA, a forecast of non-residential building space has been developed. As with the residential forecast, a 10-year development forecast, from 2023-2033, has been used for all general services in the Town. The planning period from 2023-2051 has been utilized for Services Related to a Highway: Roads and Related.

Employment densities have been used to convert the employment forecast into building space estimates. The following densities, by employment type, have been utilized in this study:

Population-Related:	50.0 m <sup>2</sup> per employee
Employment Land:	80.0 m <sup>2</sup> per employee
Major Office:	27.0 m <sup>2</sup> per employee
Rural Based:	0.0 m <sup>2</sup> per employee

A summary of the GFA forecasts is provided in Table 1. The total GFA growth is forecast at 231,060 square metres over the 10-year period with an accompanying employment growth of 3,760. Over the longer planning period to 2051, it is forecasted that 15,030 new employees will be accommodated in 998,520 square metres of new non-residential GFA.

TABLE 1

TOWN OF INNISFIL  
 SUMMARY OF RESIDENTIAL AND NON-RESIDENTIAL  
 DEVELOPMENT FORECAST

Development Forecast	2022 Estimate	General Services Planning Period 2023 - 2032		Engineered Services Planning Period 2023 - 2051	
		Growth	Total at 2032	Growth	Total at 2051
<b>Residential</b>					
Total Occupied Dwellings	16,110	8,050	24,160	26,977	43,087
Total Population					
Census	45,505	15,696	61,201	54,155	99,660
<i>Population In New Dwellings</i>		<i>18,863</i>		<i>62,841</i>	
<b>Non-Residential</b>					
Employment	9,293	3,760	13,054	15,032	24,325
Non-Residential Building Space (sq.m.)		231,060		998,522	

## 4. Summary of Historical Capital Service Levels

The DCA and O. Reg. 82/98 require that the development charges be set at a level no higher than the average service level provided in the Town over the 15-year period immediately preceding the preparation of the background study, on a service-by-service basis.

For General Services (Library, Fire, Police, Parks and Recreation etc.), and Roads and Related infrastructure the legislative requirement is met by documenting historical service levels for the preceding 15 years, in this case, for the period 2008 to 2022. Typically, service levels for General Services are measured as a ratio of inputs per capita or per capita and employee.

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



Table 2 summarizes service levels for all services included in the development charges calculations. Appendix B provides detailed historical inventory data upon which the calculation of service levels is based for the General Services. Appendix C provides this information for Services Related to a Highway: Roads and Related Services.

TABLE 2

TOWN OF INNISFIL  
SUMMARY OF AVERAGE HISTORIC SERVICE LEVELS 2008 - 2022

Service	2008 - 2022 Service Level Indicator
<b>1.0 LIBRARY BOARD</b> Buildings Land Materials Furniture And Equipment	<b>\$815.67 per capita</b> \$483.82 per capita \$132.65 per capita \$126.47 per capita \$72.73 per capita
<b>2.0 FIRE SERVICES</b> Buildings Land Equipment Vehicles	<b>\$909.36 per capita &amp; employment</b> \$357.84 per capita & employment \$111.22 per capita & employment \$65.74 per capita & employment \$374.56 per capita & employment
<b>3.0 POLICE SERVICES</b> Police Headquarters - Innisfil Office1 Buildings Equipment Personal Police Equipment Vehicles	<b>\$266.74 per capita &amp; employment</b> \$214.25 per capita & employment \$1.96 per capita & employment \$5.65 per capita & employment \$19.28 per capita & employment \$25.60 per capita & employment
<b>4.0 PARKS AND RECREATION</b> Indoor Recreation Parkland Development Park Facilities Other Park Facilities	<b>\$6,214.68 per capita</b> \$4,100.39 per capita \$1,054.05 per capita \$602.46 per capita \$457.78 per capita
<b>5.0 SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS</b> Buildings Land Paved Surface Furniture And Equipment	<b>\$612.15 per pop &amp; employment</b> \$254.51 per pop & employment \$253.48 per pop & employment \$74.56 per pop & employment \$29.60 per pop & employment
<b>6.0 MUNICIPAL FLEET</b> By-Law Building Services ECDB (Sports and Recreation) Parks Facilities Fleet Stormwater Roads	<b>\$709.89 per pop &amp; employment</b> \$3.18 per pop & employment \$9.17 per pop & employment \$0.98 per pop & employment \$324.95 per pop & employment \$0.30 per pop & employment \$2.20 per pop & employment \$2.84 per pop & employment \$366.27 per pop & employment
<b>7.0 BY-LAW SERVICES</b> Buildings Land Furniture & Equipment	<b>\$6.34 per pop &amp; employment</b> \$3.58 per pop & employment \$2.31 per pop & employment \$0.45 per pop & employment
<b>8.0 SERVICES RELATED TO A HIGHWAY: ROADS AND RELATED</b> Roads Bridges & Culverts Signals & Crossings	<b>\$17,900.25 per population &amp; employment</b> \$16,926.83 per population & employment \$853.73 per population & employment \$119.69 per population & employment

## 5. Development-Related Capital Forecast

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

The DCA requires the Council of a Municipality to express its intent to provide future capital facilities at the level incorporated in the development charges calculation. As noted above in Section 2, *O. Reg. 82/98*, s. 3 states that:

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

Based on the growth forecasts summarized in Section 3 and detailed in Appendix A, Town staff, in collaboration with the consultants, developed a development-related capital program setting out those projects that are required to service anticipated development.

One of the recommendations contained in the DC Background Study is for Council to adopt the development-related capital program derived for the purposes of the development charges calculation. It is assumed that future capital budgets and forecasts will continue to bring forward the development-related projects contained herein that are consistent with the development occurring in the Town. It is acknowledged that changes to the capital program presented here may occur through the Town's normal capital budget process.

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

A summary of the development-related capital forecast for General Services is presented in Table 3. The table shows that the gross cost of the Town's capital forecast is estimated to be \$340.63 million. The net municipal cost lowers to \$333.08 million. Of this \$333.08 million net municipal cost, approximately 62%, or \$206.21 million, is related to capital works for **Parks and Recreation**. This capital program accounts for major facilities, various parks development projects, Innisfil Beach Park redevelopment, and recovery of remaining debt related to the Innisfil Recreation Complex and the Cookstown Community Centre and Parks.

The next largest capital program belongs to the **Library Board**. The library board intends to construct a new branch in Lefroy as well as a Stroud Branch Expansion. The capital program also recovers for outstanding debt related to the Cookstown Library. Various equipment purchases and additional collection materials are also included in the forecast. Total costs related to library services amount to \$41.12 million.

The capital program associated with **Fire Services** amounts to \$37.74 million to provide for the recovery of debt associated with the replacement and expansion of Big Bay Point Station, and the construction of a new station in Innisfil Heights and an additional facility related to Orbit. Additional fire vehicles, equipment, gear, and the recovery of prior committed capacity are also included in the DC capital forecast.

The capital forecast associated with **Public Works** includes the provisions for a new sand and salt dome, Operations Centre expansion, an Orbit-related facility, as well as a negative reserve fund balance, for a total cost of \$21.57 million.

The **Municipal Fleet** capital program totals \$17.12 million. This forecast recovers for fleet purchases along with an existing negative reserve fund balance.

The **Police Services** capital program primarily recovers for the debenture payments related to the SSPS Building and the creation of a new Police HQ. Other equipment purchases and new emergency response vehicles are included in the forecast. Innisfil's share of the police capital forecast amounts to \$8.69 million.

The **Bylaw Services** capital program totals \$643,800. This recovers for new equipment for new officers, future space, and other growth-related infrastructure.

The capital forecast incorporates those projects identified to be related to development anticipated in the next 10 years. It is not implied that all of these costs are to be recovered from new development by way of development charges. Portions of the capital forecast may be related to replacement of existing facilities, shares of projects that benefit the existing population, or growth anticipated to occur beyond the 2023 – 2032 planning period. After these reductions, the remaining development-related capital costs are brought forward to the development charges calculation. Further details on the capital forecasts for each individual service category are available in Appendix B.

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

Table 4 and Table 5 provides the development-related capital recoveries for the Engineered Services. The **Roads and Related** capital program totals \$822.88 million and is generally based on the Town's 2022 TMP. Most of the roads capital program consists of road construction, reconstruction, widening, and urbanization projects. The balance of the roads program consists of

multi-use trails and bike lanes, signalizations and other growth-related infrastructure. It also accounts for a positive reserve fund balance of \$13.72 million. No grants or subsidies have been identified to fund the roads program and as such, the net municipal cost remains at \$822.88 million. Details regarding the Roads and Related capital program is included in Appendix C.

The **Wastewater Services** capital forecast is estimated to be \$573.73 million. The largest component of this program is related to the treatment of wastewater which includes the stage three and four expansions to the Lakeshore water pollution control plant (WPCP), and for the new Cookstown WPCP. Also included are various sewage pumping stations and forcemains, and sanitary sewer trunkmains. No grants, subsidies, or other recoveries have been identified, and as such the net municipal cost of the wastewater capital program remains at \$573.73 million.

Finally, a summary of the **Water Services** capital forecast is also include. In total, the program amounts to \$305.03 million which recovers for expansions to the water treatment plant, watermains, water pumping stations and water storage facilities. Approximately \$6.63 million is deducted from the capital program to account for a share of the watermain projects falling under the responsibility of the Town of Bradford West Gwillimbury. The remaining net municipal cost of the water capital program is then reduced to \$298.40 million. Details of the water and wastewater capital forecasts, which are based upon the 2018 Water and Wastewater Master Servicing Plan, are included in Appendix D.

**TABLE 3**

**TOWN OF INNISFIL  
SUMMARY OF DEVELOPMENT-RELATED CAPITAL FORECAST  
(in \$000)**

<b>Service</b>	<b>Gross Cost</b>	<b>Grants/ Subsidies</b>	<b>Municipal Cost</b>
<b>GENERAL SERVICES 2023-2032</b>			
1.0 LIBRARY BOARD	\$41,117.9	\$0.0	\$41,117.9
2.0 FIRE SERVICES	\$37,738.1	\$0.0	\$37,738.1
3.0 POLICE SERVICES	\$16,242.4	\$7,557.0	\$8,685.4
4.0 PARKS AND RECREATION	\$206,213.0	\$0.0	\$206,213.0
5.0 SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS	\$21,571.3	\$0.0	\$21,571.3
6.0 MUNICIPAL FLEET	\$17,106.2	\$0.0	\$17,106.2
7.0 BY-LAW SERVICES	\$643.8	\$0.0	\$643.8
<b>TOTAL 2023-2032</b>	<b>\$340,632.8</b>	<b>\$7,557.0</b>	<b>\$333,075.8</b>

TABLE 4

TOWN OF INNISFIL  
 SUMMARY OF DEVELOPMENT-RELATED CAPITAL FORECAST  
 (in \$000)

Service	Gross Cost	Grants/ Subsidies	Municipal Cost
<b>SERVICES RELATED TO A HIGHWAY 2023-2051</b>			
1.0 SERVICES RELATED TO A HIGHWAY: ROADS AND RELATED	\$822,875.0	\$0.0	\$822,875.0
<b>TOTAL 2023-2051</b>	<b>\$822,875.0</b>	<b>\$0.0</b>	<b>\$822,875.0</b>



TABLE 5

**TOWN OF INNISFIL  
SUMMARY OF DEVELOPMENT-RELATED CAPITAL FORECAST  
ENGINEERED SERVICES 2023-2041  
(in \$000)**

<b>Service</b>	<b>Gross Cost</b>	<b>Grants/ Subsidies</b>	<b>Municipal Cost</b>
1.0 WASTEWATER SERVICES	\$573,731.4	\$0.0	\$573,731.4
2.0 WATER SERVICES	\$305,032.9	\$6,632.0	\$298,400.9
<b>TOTAL 2023-2041</b>	<b>\$878,764.3</b>	<b>\$6,632.0</b>	<b>\$872,132.3</b>

## 6. Development Charges are Calculated in Accordance with the DCA

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

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

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

As part of this DC Background Study update, the Town is considering introducing a differentiated non-residential rate for industrial and non-industrial uses. Currently, the Town levies a uniform non-residential. As the Town continues to grow and evolve into a more urban community, the use of a differentiated rate aligns with many other municipalities in the GTHA. Council will be asked to consider and approve the differentiated rates as part of this DC Background Study process.

## **A. Development Charges Calculation**

### **i. Unadjusted Residential and Non-Residential Development Charges Rates for Town-wide General Services**

A summary of the “unadjusted” residential and non-residential development charges for the Town-wide General Services is presented in Table 6. Further details of the calculation for each individual General Service category are available in Appendix B.

The capital forecast incorporates those projects identified to be related to growth anticipated in the next 10 years. However, not all of the capital costs are to be recovered from new development by way of development charges. Table 6 shows that \$46.41 million of the capital forecast relates to replacement of existing capital facilities or to shares of projects that provide benefit to the existing community. These portions of capital costs would have to be funded from fundraising, property taxes and other non-development charges revenue sources.

No available DC reserves have been identified. This portion would be netted out of the chargeable capital costs. Another share of the forecast, \$127.59 million, is either attributable to growth beyond the 2032 period (and can therefore only be recovered under future development charges studies) or represents a service level increase in the Town.

The remaining \$159.08 million is carried forward to the development charges calculation as a development-related cost. Of the development-related cost, \$150.79 million has been allocated to new residential development, \$2.92 million has been allocated to new industrial development, and \$5.36 million has been allocated to new non-industrial development. This results in a charge of \$7,994 per capita, \$24.30 per square metre (industrial), and \$48.41 per square metre (non-industrial).

## ii. **Unadjusted Residential and Non-Residential Development Charges Rates for Roads and Related Services**

Table 7 presents the “unadjusted” residential and non-residential development charges for Services Related to a Highway: Roads and Related infrastructure. It shows that of the total gross cost of the capital program, estimated to be \$822.88 million, \$231.85 million is considered to replace existing infrastructure or to benefit the existing population. The entirety of the capital program is associated to population and employment growth from 2023-2051. The table shows that no local shares or grants have been deducted. Available reserves, totalling \$13.72 million, has been deducted from the program. The remaining \$557.30 million is carried forward to the development charges calculation as a development-related cost. Of the development-related cost, 81%, or \$467.61 million, has been allocated to new residential development, 10%, or \$57.73 million, has been allocated to new industrial development, and 9%, or \$51.96 million, has been allocated to new non-industrial development. The unadjusted residential charge per capita for the provision of Roads and Related services is \$7,441 per capita, \$82.89 per square metre of gross floor area (industrial) and \$172.01 per square metre of gross floor area (non-industrial).

TABLE 6

TOWN OF INNISFIL  
 SUMMARY OF UNADJUSTED RESIDENTIAL AND NON-RESIDENTIAL DEVELOPMENT CHARGES  
 10-YEAR CAPITAL PROGRAM FOR GENERAL SERVICES

10 Year Growth in Population in New Units	18,863
10 Year Growth in Square Metres (Industrial)	120,325
10 Year Growth in Square Metres (Non-Industrial)	110,735

Service	Development-Related Capital Program (2023 - 2032)						Residential		Industrial		Non-Industrial	
	Total	Grants/ Subsidies/ Other	Benefit to Existing Share	Available DC Reserves	Post 2032	Total Cost Eligible For DC Recovery	per capita Share	per m <sup>2</sup> Share	per m <sup>2</sup> Share	per m <sup>2</sup> Share	per m <sup>2</sup> Share	
	Project Cost (\$000)	Contributions (\$000)	(\$000)	(\$000)	(\$000)	(\$000)	% (\$000)	% (\$000)	% (\$000)	% (\$000)	% (\$000)	
<b>1.0 LIBRARY BOARD</b> Unadjusted Development Charge	\$41,117.9	\$0.0	\$5,089.8	\$0.0	\$23,225.4	\$12,802.8	100% \$12,802.8 \$679	0% \$0.00 \$0.00	0% \$0.00 \$0.00	0% \$0.00 \$0.00	0% \$0.00 \$0.00	
<b>2.0 FIRE SERVICES</b> Unadjusted Development Charge	\$37,738.1	\$0.0	\$0.0	\$0.0	\$20,045.0	\$17,693.1	83% \$14,685.2 \$779	6% \$1,061.58 \$8.82	11% \$1,946.24 \$17.58	11% \$1,946.24 \$17.58	11% \$1,946.24 \$17.58	
<b>3.0 POLICE SERVICES</b> Unadjusted Development Charge	\$16,242.4	\$7,557.0	\$64.6	\$0.0	\$3,431.0	\$5,189.8	83% \$4,307.5 \$228	6% \$311.39 \$2.59	11% \$570.88 \$5.16	11% \$570.88 \$5.16	11% \$570.88 \$5.16	
<b>4.0 PARKS AND RECREATION</b> Unadjusted Development Charge	\$206,213.0	\$0.0	\$41,238.3	\$0.0	\$67,428.9	\$97,545.8	100% \$97,545.8 \$5,171	0% \$0.00 \$0.00	0% \$0.00 \$0.00	0% \$0.00 \$0.00	0% \$0.00 \$0.00	
<b>5.0 SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS</b> Unadjusted Development Charge	\$21,571.3	\$0.0	\$20.8	\$0.0	\$9,640.3	\$11,910.2	83% \$9,885.5 \$524	6% \$714.61 \$5.94	11% \$1,310.13 \$11.83	11% \$1,310.13 \$11.83	11% \$1,310.13 \$11.83	
<b>6.0 MUNICIPAL FLEET</b> Unadjusted Development Charge	\$17,106.2	\$0.0	\$0.0	\$0.0	\$3,294.5	\$13,811.7	83% \$11,463.7 \$608	6% \$828.70 \$6.89	11% \$1,519.29 \$13.72	11% \$1,519.29 \$13.72	11% \$1,519.29 \$13.72	
<b>7.0 BY-LAW SERVICES</b> Unadjusted Development Charge	\$643.8	\$0.0	\$0.0	\$0.0	\$520.3	\$123.5	83% \$102.5 \$5	6% \$7.41 \$0.06	11% \$13.59 \$0.12	11% \$13.59 \$0.12	11% \$13.59 \$0.12	
<b>TOTAL 10-YEAR GENERAL SERVICES</b>	<b>\$340,632.80</b>	<b>\$7,557.0</b>	<b>\$46,413.5</b>	<b>\$0.0</b>	<b>\$127,585.4</b>	<b>\$159,076.9</b>	<b>\$150,793.1</b>	<b>\$2,923.7</b>	<b>\$5,360.1</b>	<b>\$5,360.1</b>	<b>\$5,360.1</b>	
<b>Unadjusted Development Charge</b>							<b>\$7,994</b>	<b>\$24.30</b>	<b>\$48.41</b>	<b>\$48.41</b>	<b>\$48.41</b>	



TABLE 7

TOWN OF INNISFIL  
 SUMMARY OF UNADJUSTED DEVELOPMENT CHARGES  
 FOR TOWN-WIDE ENGINEERED SERVICES 2023 - 2051

Long-Term Growth in Population in New Units	62,841
Long-Term Growth in Square Metres (Industrial)	696,470
Long-Term Growth in Square Metres (Non-Industrial)	302,052

Service	Development-Related Capital Program (in \$000s)						Residential		Industrial		Non-Industrial	
	Total Project Cost (\$000)	Grants/ Subsidies/ Other Contributions (\$000)	Benefit to Existing Share (\$000)	Available DC Reserves (\$000)	Post 2051 (\$000)	Total Cost Eligible For DC Recovery (\$000)	per capita Share		per m <sup>2</sup> Share		per m <sup>2</sup> Share	
							%	(\$000)	%	(\$000)	%	(\$000)
<b>TOWN-WIDE ENGINEERED SERVICES</b>												
SERVICES RELATED TO A HIGHWAY: ROADS Unadjusted Development Charge	\$822,875.00	\$0.00	\$231,852.95	\$13,722.87	\$0.00	\$577,299.18	81.0%	\$467,612 \$7,441	10.0%	\$57,729.92 \$82.89	9.0%	\$51,956.93 \$172.01
<b>TOTAL TOWN-WIDE ENGINEERED SERVICES</b>	<b>\$822,875.00</b>	<b>\$0.00</b>	<b>\$231,852.95</b>	<b>\$13,722.87</b>	<b>\$0.00</b>	<b>\$577,299.18</b>		<b>\$467,612</b>		<b>\$57,729.92</b>		<b>\$51,956.93</b>
<b>Unadjusted Development Charge Per Capita or Per Square Metre</b>								<b>\$7,441</b>		<b>\$82.89</b>		<b>\$172.01</b>



### **iii. Residential and Non-Residential Area-Specific Development Charges Rates for Water and Wastewater Services**

Keeping with past practices in which the Town levies its water and wastewater DC, the Town will continue calculating and levying these charges on an area-specific basis. The area-specific cost recovery approach is used to calculate development charges for residential water and wastewater rates. A Town-wide uniform cost approach for non-residential water and wastewater rates has been implemented.

The net municipal cost of the sanitary sewers, sewage pumping stations and forcemains, \$573.73 million, are allocated to the service areas based on benefitting shares of average day flows (litres per day). These costs are then divided by the forecast serviced sewage flows which yields a charge per cubic metre. The cost of the wastewater treatment plant is divided by the total capacity available in the system which again yields a cost per cubic metre. These two charges are then factored up by a WPCP average day flow per capita of 0.325 cubic metres which yields a charge per capita used for the residential DCs. For the non-residential charge, the total cost per cubic metre is factored up by the average day demand of 0.0040 cubic metres per square metre of GFA. This then yields the non-residential wastewater charges per square metre. The non-residential charge is then allocated to the industrial and non-industrial sectors based on proportionate shares of anticipated employment growth over the 2023-2041 planning horizon (3,659 industrial employment growth and 5,069 non-industrial employment growth), yielding GFA cubic metres per square metre flow factors of 0.0029 for industrial development and 0.0055 for non-industrial developments.

The water costs are recovered on the same methodology as the wastewater costs. The net municipal cost of the watermains, water pumping stations, water storage facilities, and negative reserve fund balance, \$298.40 million, are allocated to the service areas based on benefitting shares of average day flows (litres per day). These costs are then divided by the forecast serviced

water demand which yields a water distribution charge per cubic metre. The cost of the water treatment plant is divided by the total capacity available in the system which again yields a water treatment charge per cubic metre. Each of these charges is then factored by a max day per capita of 0.495 cubic metres per day which yields a charge per capita used for the residential DCs. For the non-residential charges, the total cost per cubic metre is factored by the average day demand of 0.0144 cubic metres per square metre of GFA. These represent the non-residential water charges per square metre. The non-residential charge is then allocated to the industrial and non-industrial sectors based on proportionate shares of anticipated employment growth over the 2023-2046 planning horizon (3,659 industrial employment growth and 5,069 non-industrial employment growth), yielding GFA cubic metres per square metre flow factors of 0.0029 for industrial development and 0.0055 for non-industrial developments.

It should be noted that the “net costs” shown on each of the service area capital programs are not entirely recoverable against future development charges. Existing users that will connect into the water system in the future will pay a capital connection fee, equivalent to that of the DC water rate.

Tables 9-11 display the area-specific development charges calculations for water and wastewater services. Full details regarding water and wastewater services can be found in Appendix D.



TABLE 8

**TOWN OF INNISFIL  
WASTEWATER SERVICES: INNISFIL NORTH AND FRIDAY HARBOUR  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Wastewater Servicing</b>	<b>Innisfil North*</b>	<b>Friday Harbour Resort</b>
<b>1. Wastewater Collection System</b>		
1.1 Sanitary Sewers	\$19,943,916	\$967,107
1.2 Sewage Pumping Stations and Forcemains	\$51,376,098	\$3,980,044
1.3 Uncommitted Reserve Fund Balance (Dec. 31, 2022)	<u>\$4,910,450</u>	<u>\$126,049</u>
Total Wastewater Collection System	\$76,230,463	\$5,073,201
Forecast Serviced Sewage Flows (m <sup>3</sup> )	10,899	1,155
<b>Cost Per Cubic Metre</b>	<b>\$6,994.49</b>	<b>\$4,392.48</b>
Residential Charge Based On:	Residential DC (\$/capita)	
WPCP peak flow per capita: 0.3250 m <sup>3</sup> /day/cap	\$2,273	\$1,428
<b>2. Wastewater Treatment Cost Per Cubic Metre</b>		
	<b>\$12,495.42</b>	<b>\$12,495.42</b>
Residential Charge Based On:	Residential DC (\$/capita)	
WPCP peak flow per capita: 0.3250 m <sup>3</sup> /day/cap	\$4,061	\$4,061

\* Innisfil North Service Area includes the service areas of Alcona, Alcona South, Stroud, and Big Bay Point.

<b>Water Servicing</b>	<b>Innisfil North*</b>	<b>Friday Harbour Resort</b>
<b>1. Water Distribution System</b>		
1.1 Watermains	\$22,804,006	\$0
1.2 Water Pumping Stations	\$9,704,083	\$0
1.3 Water Storage	\$6,425,618	\$0
1.4 Uncommitted Reserve Fund Balance (Dec. 31, 2022)	<u>(\$1,250,844)</u>	<u>\$0</u>
Total Water Distribution System	\$37,682,863	\$0
Forecast Serviced Water Demand (m <sup>3</sup> )	17,068	1,791
<b>Cost Per Cubic Metre</b>	<b>\$2,207.80</b>	<b>\$0.00</b>
Residential Charge Based On:	Residential DC (\$/capita)	
Max Day Per Capita: 0.495 m <sup>3</sup> /day/cap	\$1,093	\$0
<b>2. Water Supply and Treatment Cost Per Cubic Metre</b>		
	<b>\$2,330.16</b>	<b>\$2,330.16</b>
Residential Charge Based On:	Residential DC (\$/capita)	
Max Day Per Capita: 0.495 m <sup>3</sup> /day/cap	\$1,153.43	\$1,153.43

\* Innisfil North Service Area includes the service areas of Alcona, Alcona South, Stroud, and Big Bay Point.



TABLE 9

**TOWN OF INNISFIL  
WASTEWATER SERVICES: INNISFIL SOUTH  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Wastewater Servicing</b>	<b>Innisfil South*</b>
<b>1. Wastewater Collection System</b>	
1.1 Sewage Pumping Stations and Force mains	\$0
1.2 Uncommitted Reserve Fund Balance (Dec. 31, 2022)	<u>\$193,218</u>
Total Wastewater Collection System	\$193,218
Forecast Serviced Sewage Flows (m <sup>3</sup> )	1,138
<b>Cost Per Cubic Metre</b>	<b>\$169.84</b>
Residential Charge Based On:	<u>Residential DC (\$/capita)</u>
WPCP peak flow per capita: 0.3250 m <sup>3</sup> /day/cap	\$55
<b>2. Wastewater Treatment Cost Per Cubic Metre</b>	
	<b>\$12,495.42</b>
Residential Charge Based On:	<u>Residential DC (\$/capita)</u>
WPCP peak flow per capita: 0.3250 m <sup>3</sup> /day/cap	\$4,061

\* Innisfil South Service Area includes the previous service areas of Gilford and Lefroy.

<b>Water Servicing</b>	<b>Innisfil South*</b>
<b>1. Water Distribution System</b>	
1.1 Water mains	\$0
1.2 Water Pumping Stations	\$400,000
1.3 Water Storage	\$5,400,000
1.4 Uncommitted Reserve Fund Balance (Dec. 31, 2022)	<u>\$10,329,582</u>
Total Water Distribution System	\$16,129,582
Forecast Serviced Water Demand (m <sup>3</sup> )	2,580
<b>Cost Per Cubic Metre</b>	<b>\$6,251.71</b>
Residential Charge Based On:	<u>Residential DC (\$/capita)</u>
Max Day Per Capita: 0.495 m <sup>3</sup> /day/cap	\$3,095
<b>2. Water Supply and Treatment Cost Per Cubic Metre</b>	
	<b>\$2,330.16</b>
Residential Charge Based On:	<u>Residential DC (\$/capita)</u>
Max Day Per Capita: 0.495 m <sup>3</sup> /day/cap	\$1,153

\* Innisfil South Service Area includes the previous service areas of Gilford and Lefroy.

TABLE 10

**TOWN OF INNISFIL  
WASTEWATER SERVICES: INNISFIL CENTRAL  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Wastewater Servicing</b>	<b>Innisfil Central*</b>
<b>1. Wastewater Collection System</b>	
1.1 Sanitary Sewers	\$50,257,943
1.2 Sewage Pumping Stations and Force mains	\$123,726,750
1.3 Uncommitted Reserve Fund Balance (Dec. 31, 2022)	<u>\$11,060,100</u>
Total Wastewater Collection System	\$185,044,794
Forecast Serviced Sewage Flows (m <sup>3</sup> )	10,912
<b>Cost Per Cubic Metre</b>	<b>\$16,957.96</b>
Residential Charge Based On:	Residential DC (\$/capita)
WPCP peak flow per capita: 0.3250	\$5,511
<b>2. Wastewater Treatment Cost Per Cubic Metre</b>	<b>\$12,495.42</b>
Residential Charge Based On:	Residential DC (\$/capita)
WPCP peak flow per capita: 0.3250	\$4,061

\* Innisfil Central Service Area includes the service areas of Innisfil Heights (including Campus Node) and Churchill.

<b>Water Servicing</b>	<b>Innisfil Central*</b>
<b>1. Water Distribution System</b>	
1.1 Water mains	\$64,709,532
1.2 Water Pumping Stations	\$24,615,917
1.3 Water Storage	\$11,910,382
1.4 Uncommitted Reserve Fund Balance (Dec. 31, 2022)	<u>\$5,923,951</u>
Total Water Distribution System	\$107,159,781
Forecast Serviced Water Demand (m <sup>3</sup> )	19,622
<b>Cost Per Cubic Metre</b>	<b>\$5,461.15</b>
Residential Charge Based On:	Residential DC (\$/capita)
Max Day Per Capita: 0.495	\$2,703
<b>2. Water Supply and Treatment Cost Per Cubic Metre</b>	<b>\$2,330.16</b>
<b>Total Water Servicing</b>	<b>\$7,791.31</b>
Residential Charge Based On:	Residential DC (\$/capita)
Max Day Per Capita: 0.495	\$1,153

\* Innisfil Central Service Area includes the service areas of Innisfil Heights (including Campus Node) and Churchill.

TABLE 11

**TOWN OF INNISFIL  
WASTEWATER SERVICES: COOKSTOWN  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Wastewater Servicing</b>	<b>Cookstown</b>
<b>1. Wastewater Collection System</b>	
1.1 Sanitary Sewers	\$0
1.2 Sewage Pumping Stations and Force mains	\$0
1.3 Wastewater Treatment Facilities	\$12,276,130
1.4 Uncommitted Reserve Fund Balance (Dec. 31, 2022)	<u>\$92,321</u>
Total Wastewater Collection System	\$12,368,451
Forecast Serviced Sewage Flows (m <sup>3</sup> )	531
<b>Cost Per Cubic Metre</b>	<b>\$23,298.95</b>
Residential Charge Based On:	Residential DC (\$/capita)
WPCP peak flow per capita:                      0.3250                      m <sup>3</sup> /day/cap	\$7,572

<b>Water Servicing</b>	<b>Cookstown</b>
<b>1. Water Distribution System</b>	
1.1 Water mains	\$530,000
1.2 Water Pumping Stations	\$0
1.3 Water Storage	\$0
1.4 Uncommitted Reserve Fund Balance (Dec. 31, 2022)	<u>\$3,634,996</u>
Total Water Distribution System	\$4,164,996
Forecast Serviced Water Demand (m <sup>3</sup> )	3,075
<b>Cost Per Cubic Metre</b>	<b>\$1,354.42</b>
Residential Charge Based On:	Residential DC (\$/capita)
Max Day Per Capita:                                      0.495 m <sup>3</sup> /day/cap	\$670
<b>2. Water Supply and Treatment Cost Per Cubic Metre</b>	
	<b>\$2,330.16</b>
Residential Charge Based On:	Residential DC (\$/capita)
Max Day Per Capita:                                      0.495 m <sup>3</sup> /day/cap	\$1,153



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

Final adjustments to the “unadjusted” development charges rates are made through a cash flow analysis. The analysis, details of which are included in Appendix B for General Services and Appendix C for Services Related to a Highway: Roads and Related, considers the borrowing cost and interest earnings associated with the timing of expenditures and development charges receipts for each service category. Table 12 summarizes the results of the cash flow adjustments for the residential development charges rates. As shown, the adjusted per capita rate increases from \$15,435 per capita to \$16,103 per capita after the cash flow analysis.

Table 12 also provides the calculated rates by residential unit with the total Town-wide charge per unit ranging from a high of \$54,096 per unit for a serviced single- and semi-detached units to a low of \$24,154 per unit for bachelor and single-bedroom apartment units.

Table 13 provides the total residential DC rates for each service area that includes the Town-wide charge, and also the water and wastewater DCs, by unit type. The water and wastewater charges differ by service area, as the charges are a function of the capital needs and the flows generated by the works. The fully calculated DC rates for a single or semi-detached unit range from a low of \$76,409 in Friday Harbour to a high of \$99,207 in Innisfil Central.

Table 14 displays the change between the unadjusted and adjusted Town-wide industrial charges. The charge increases by \$10.30 per square metre after cash flow considerations. Table 15 adds the water and sanitary sewerage non-residential charges to the Town-wide charge. Since the non-residential charges are calculated on a uniform basis, the non-residential charge is the same in each service area. The fully calculated non-residential charge is \$249.37 per square metre.

Table 16 displays the change between the unadjusted and adjusted Town-wide non-industrial charges. The charge increases by \$3.23 per square metre after cash flow considerations. Table 17 adds the water and sanitary sewerage non-residential charges to the Town-wide charge. Since the non-residential charges are calculated on a uniform basis, the non-residential charge is the same in each service area. The fully calculated non-residential charge is \$476.24 per square metre.

TABLE 12

**TOWN OF INNISFIL  
TOWN-WIDE DEVELOPMENT CHARGES  
RESIDENTIAL DEVELOPMENT CHARGES BY UNIT TYPE**

Service	Unadjusted Charge Per Capita	Adjusted Charge Per Capita	Residential Charge By Unit Type				Percentage of Charge
			Singles & Semis	Rows & Other Multiples	Apartments 2+ Bedrooms	Apartments Bachelor or 1 Bedroom	
Library Board	\$679	\$802	\$2,693	\$2,161	\$1,603	\$1,203	5.0%
Fire Services	\$779	\$894	\$3,002	\$2,409	\$1,787	\$1,340	5.5%
Police Services	\$228	\$255	\$856	\$687	\$510	\$382	1.6%
Parks And Recreation	\$5,171	\$5,425	\$18,227	\$14,625	\$10,851	\$8,138	33.7%
Services Related To A Highway: Public Works	\$524	\$579	\$1,946	\$1,562	\$1,159	\$869	3.6%
Municipal Fleet	\$608	\$655	\$2,199	\$1,765	\$1,309	\$982	4.1%
By-Law Services	\$5	\$0	\$0	\$0	\$0	\$0	0.0%
<b>Subtotal General Services</b>	<b>\$7,994</b>	<b>\$8,610</b>	<b>\$28,923</b>	<b>\$23,209</b>	<b>\$17,219</b>	<b>\$12,914</b>	<b>53.5%</b>
Services Related To A Highway: Roads And Related	\$7,441	\$7,493	\$25,173	\$20,199	\$14,986	\$11,240	46.5%
<b>Total Town-Wide Services</b>	<b>\$15,435</b>	<b>\$16,103</b>	<b>\$54,096</b>	<b>\$43,408</b>	<b>\$32,205</b>	<b>\$24,154</b>	<b>100.0%</b>
(1) Based on Persons Per Unit Of:			3.36	2.70	2.00	1.50	



TABLE 13

TOWN OF INNISFIL  
TOWN-WIDE AND AREA-SPECIFIC DEVELOPMENT CHARGES  
RESIDENTIAL DEVELOPMENT CHARGES BY UNIT TYPE

Service	Unadjusted Charge Per Capita	Adjusted Charge Per Capita	Residential Charge By Unit Type				Percentage of Charge
			Singles & Semis	Rows & Other Multiples	Apartments 2+ Bedrooms	Apartments Bachelor or 1 Bedroom	
<b>Innisfil North</b>							
Town-wide Charge	\$15,435	\$16,103	\$54,096	\$43,408	\$32,205	\$24,154	65.2%
Water Distribution	\$1,093	\$1,093	\$3,672	\$2,946	\$2,186	\$1,640	4.4%
Water Supply and Treatment	\$1,153	\$1,153	\$3,873	\$3,108	\$2,306	\$1,730	4.7%
Wastewater Collection	\$2,273	\$2,273	\$7,636	\$6,127	\$4,546	\$3,410	9.2%
Wastewater Treatment	\$4,061	\$4,061	\$13,643	\$10,947	\$8,122	\$6,092	16.5%
<b>Total Charge in Innisfil North</b>	<b>\$24,015</b>	<b>\$24,683</b>	<b>\$82,920</b>	<b>\$66,536</b>	<b>\$49,365</b>	<b>\$37,026</b>	<b>100.0%</b>
<b>Friday Harbour</b>							
Town-wide Charge	\$15,435	\$16,103	\$54,096	\$43,408	\$32,205	\$24,154	70.8%
Water Distribution	\$0	\$0	\$0	\$0	\$0	\$0	0.0%
Water Supply and Treatment	\$1,153	\$1,153	\$3,873	\$3,108	\$2,306	\$1,730	5.1%
Wastewater Collection	\$1,428	\$1,428	\$4,797	\$3,849	\$2,856	\$2,142	6.3%
Wastewater Treatment	\$4,061	\$4,061	\$13,643	\$10,947	\$8,122	\$6,092	17.9%
<b>Total Charge in Friday Harbour</b>	<b>\$22,077</b>	<b>\$22,745</b>	<b>\$76,409</b>	<b>\$61,312</b>	<b>\$45,489</b>	<b>\$34,118</b>	<b>100.0%</b>
<b>Innisfil South</b>							
Town-wide Charge	\$15,435	\$16,103	\$54,096	\$43,408	\$32,205	\$24,154	65.8%
Water Distribution	\$3,095	\$3,095	\$10,398	\$8,343	\$6,190	\$4,643	12.7%
Water Supply and Treatment	\$1,153	\$1,153	\$3,873	\$3,108	\$2,306	\$1,730	4.7%
Wastewater Collection	\$55	\$55	\$185	\$148	\$110	\$83	0.2%
Wastewater Treatment	\$4,061	\$4,061	\$13,643	\$10,947	\$8,122	\$6,092	16.6%
<b>Total Charge in Innisfil South</b>	<b>\$23,799</b>	<b>\$24,467</b>	<b>\$82,195</b>	<b>\$65,954</b>	<b>\$48,933</b>	<b>\$36,702</b>	<b>100.0%</b>
<b>Innisfil Central</b>							
Town-wide Charge	\$15,435	\$16,103	\$54,096	\$43,408	\$32,205	\$24,154	54.5%
Water Distribution	\$2,703	\$2,703	\$9,081	\$7,286	\$5,406	\$4,055	9.2%
Water Supply and Treatment	\$1,153	\$1,153	\$3,873	\$3,108	\$2,306	\$1,730	3.9%
Wastewater Collection	\$5,511	\$5,511	\$18,514	\$14,856	\$11,022	\$8,267	18.7%
Wastewater Treatment	\$4,061	\$4,061	\$13,643	\$10,947	\$8,122	\$6,092	13.8%
<b>Total Charge in Innisfil Central</b>	<b>\$28,863</b>	<b>\$29,531</b>	<b>\$99,207</b>	<b>\$79,605</b>	<b>\$59,061</b>	<b>\$44,298</b>	<b>100.0%</b>
<b>Cookstown</b>							
Town-wide Charge	\$15,435	\$16,103	\$54,096	\$43,408	\$32,205	\$24,154	63.2%
Water Distribution	\$670	\$670	\$2,251	\$1,806	\$1,340	\$1,005	2.6%
Water Supply and Treatment	\$1,153	\$1,153	\$3,873	\$3,108	\$2,306	\$1,730	4.5%
Wastewater Collection	\$7,572	\$7,572	\$25,438	\$20,411	\$15,144	\$11,358	29.7%
Wastewater Treatment	\$0	\$0	\$0	\$0	\$0	\$0	0.0%
<b>Total Charge in Cookstown</b>	<b>\$24,830</b>	<b>\$25,498</b>	<b>\$85,658</b>	<b>\$68,733</b>	<b>\$50,995</b>	<b>\$38,247</b>	<b>100.0%</b>

(1) Based on Persons Per Unit Of: 3.36 2.70 2.00 1.50





TABLE 14

**TOWN OF INNISFIL  
TOWN-WIDE DEVELOPMENT CHARGES  
INDUSTRIAL DEVELOPMENT CHARGES PER SQUARE METRE**

<b>Service</b>	<b>Unadjusted Charge per Square Metre</b>	<b>Adjusted Charge per Square Metre</b>	<b>Percentage of Charge</b>
Library Board	\$0.00	\$0.00	0.0%
Fire Services	\$8.82	\$10.31	8.8%
Police Services	\$2.59	\$3.27	2.8%
Parks And Recreation	\$0.00	\$0.00	0.0%
Services Related To A Highway: Public Works	\$5.94	\$6.68	5.7%
Municipal Fleet	\$6.89	\$7.56	6.4%
By-Law Services	\$0.06	\$0.06	0.1%
<b>Subtotal Town-Wide General Services</b>	<b>\$24.30</b>	<b>\$27.89</b>	<b>23.7%</b>
Services Related To A Highway: Roads And Related	\$82.89	\$89.60	76.3%
<b>Total Town-Wide Services</b>	<b>\$107.19</b>	<b>\$117.49</b>	<b>100.0%</b>

TABLE 15

**TOWN OF INNISFIL  
TOWN-WIDE AND AREA-SPECIFIC DEVELOPMENT CHARGES  
INDUSTRIAL DEVELOPMENT CHARGES PER SQUARE METRE**

Service	Unadjusted Charge per Square Metre	Adjusted Charge per Square Metre	Percentage of Charge
<b>All Servicing Areas</b>			
Town-wide Charge	\$107.19	\$117.49	47.1%
Water Distribution	\$38.89	\$38.89	15.6%
Water Supply and Treatment	\$24.22	\$24.22	9.7%
Wastewater Collection	\$32.69	\$32.69	13.1%
Wastewater Treatment	\$36.08	\$36.08	14.5%
<b>Total Charge in All Servicing Areas</b>	<b>\$239.07</b>	<b>\$249.37</b>	<b>100.0%</b>

TABLE 16

**TOWN OF INNISFIL  
TOWN-WIDE DEVELOPMENT CHARGES  
NON-INDUSTRIAL DEVELOPMENT CHARGES PER SQUARE METRE**

<b>Service</b>	<b>Unadjusted Charge per Square Metre</b>	<b>Adjusted Charge per Square Metre</b>	<b>Percentage of Charge</b>
Library Board	\$0.00	\$0.00	0.0%
Fire Services	\$17.58	\$20.71	9.3%
Police Services	\$5.16	\$9.04	4.0%
Parks And Recreation	\$0.00	\$0.00	0.0%
Services Related To A Highway: Public Works	\$11.83	\$13.81	6.2%
Municipal Fleet	\$13.72	\$15.17	6.8%
By-Law Services	\$0.12	\$0.13	0.1%
<b>Subtotal Town-Wide General Services</b>	<b>\$48.40</b>	<b>\$58.85</b>	<b>26.3%</b>
Services Related To A Highway: Roads And Related	\$172.01	\$164.80	73.7%
<b>Total Town-Wide Services</b>	<b>\$220.42</b>	<b>\$223.65</b>	<b>100.0%</b>

TABLE 17

**TOWN OF INNISFIL  
TOWN-WIDE AND AREA-SPECIFIC DEVELOPMENT CHARGES  
NON-INDUSTRIAL DEVELOPMENT CHARGES PER SQUARE METRE**

<b>Service</b>	<b>Unadjusted Charge per Square Metre</b>	<b>Adjusted Charge per Square Metre</b>	<b>Percentage of Charge</b>
<b>All Servicing Areas</b>			
Town-wide Charge	\$220.42	\$223.65	47.0%
Water Distribution	\$74.63	\$74.63	15.7%
Water Supply and Treatment	\$46.00	\$46.00	9.7%
Wastewater Collection	\$62.73	\$62.73	13.2%
Wastewater Treatment	\$69.23	\$69.23	14.5%
<b>Total Charge in All Servicing Areas</b>	<b>\$473.01</b>	<b>\$476.24</b>	<b>100.0%</b>

## **C. Comparison of 2023 Newly Calculated Development Charges With Charges Currently In Force in Innisfil**

Table 18 present a comparison of the newly calculated residential development charges with currently imposed development charge rates. As shown, the residential development charge rate for a single- or semi-detached unit increases by \$5,693 per unit, or 12% for the Town-wide services.

Table 19 includes a comparison of the current verses calculated rates by service area. As shown, the increase ranges from a high of \$15,791, or 19%, in Innisfil Central to a low of \$155, or just less than 1%, in Innisfil South. This is a function of the infrastructure needs required for the different servicing areas.

Table 20 displays the current uniform non-residential rate verses the industrial charge for Town-wide services. The charge will see a decrease of 10%. The total industrial charge is proposed to be applied uniformly across the water and wastewater servicing areas, and represents a decrease of 22% over the current charge (see Table 21). With respect to non-industrial development, Table 22 shows that the calculated non-industrial rate represents a 72% increase over the current uniform non-residential rate for Town-wide services. With the inclusion of water and wastewater servicing, the increase is \$158.40 per square metre or 50% (see Table 23).

Overall, the development charges rates are increasing in Innisfil. These increases are a result of the following:

- The inclusion of capital recommendations contained in various master plans;
- Higher construction costs;
- Proposed full recovery of development-related capital costs for all services; and
- Changes in maximum permissible funding envelopes arising from 15-year historical service levels.

## **D. Developments Subject to IDAG Agreement**

Certain developments in the Town fall under the “IDAG Servicing Agreement”. These lands are only required to contribute to costs associated with Phase 3 of the proposed Wastewater Treatment infrastructure, excluding financing costs. Table 24 and Table 25 provides a summary of the calculated wastewater collection and wastewater treatment development charges for developments subject to the IDAG agreement. Additional details are provided in Appendix D.

## **E. Statutory Phase-in of Calculated Development Charges**

The DCA now requires that the calculated development charge rates be phased-in over a five-year period based on the following:

- Year 1 = 80% of calculated rates
- Year 2 = 85% of calculated rates
- Year 3 = 90% of calculated rates
- Year 4 = 95% of calculated rates
- Year 5 = 100% of calculated rates

Table 26 and Table 27 provides a summary of the 5-year phase in for the calculated residential and non-residential rates in the Town of Innisfil.

TABLE 18

TOWN OF INNISFIL  
 COMPARISON OF CURRENT AND CALCULATED  
 RESIDENTIAL DEVELOPMENT CHARGES

Service	Current	Calculated	Difference in Charge	
	Residential Charge / SDU	Residential Charge / SDU		
General Government	\$672	\$0	(\$672)	-100%
Library Board	\$2,648	\$2,693	\$45	2%
Fire Services	\$2,052	\$3,002	\$950	46%
Police Services	\$719	\$856	\$137	19%
Parks And Recreation	\$16,282	\$18,227	\$1,945	12%
Services Related To A Highway: Public Works	\$972	\$1,946	\$974	100%
Municipal Fleet	\$1,518	\$2,199	\$681	45%
By-Law Services	\$0	\$0	\$0	0%
<b>Subtotal Town-Wide General Services</b>	<b>\$24,863</b>	<b>\$28,923</b>	<b>\$4,060</b>	<b>16%</b>
Services Related To A Highway: Roads And Related	\$23,540	\$25,173	\$1,633	7%
<b>Total Town-Wide Services</b>	<b>\$48,403</b>	<b>\$54,096</b>	<b>\$5,693</b>	<b>12%</b>

(1) Current rates as of April 1, 2023

(2) General Government is no longer an eligible service under the DCA

TABLE 19

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

<b>Service</b>	<b>Current Residential Charge / SDU</b>	<b>Calculated Residential Charge / SDU</b>	<b>Difference in Charge</b>	
<b>All Servicing Areas</b>				
Town-wide Charge	\$48,403	\$54,096	\$5,693	12%
Water Distribution	\$2,407	\$3,672	\$1,265	53%
Water Supply and Treatment	\$4,469	\$3,873	(\$596)	-13%
Wastewater Collection	\$4,398	\$7,636	\$3,238	74%
Wastewater Treatment	\$12,245	\$13,643	\$1,398	11%
<b>Total Charge in All Servicing Areas</b>	<b>\$71,922</b>	<b>\$82,920</b>	<b>\$10,998</b>	<b>15%</b>
<b>Friday Harbour</b>				
Town-wide Charge	\$48,403	\$54,096	\$5,693	12%
Water Distribution	\$0	\$0	\$0	0%
Water Supply and Treatment	\$4,469	\$3,873	(\$596)	-13%
Wastewater Collection	\$3,830	\$4,797	\$967	25%
Wastewater Treatment	\$12,245	\$13,643	\$1,398	11%
<b>Total Charge in Friday Harbour</b>	<b>\$68,947</b>	<b>\$76,409</b>	<b>\$7,462</b>	<b>11%</b>
<b>Innisfil South</b>				
Town-wide Charge	\$48,403	\$54,096	\$5,693	12%
Water Distribution	\$13,274	\$10,398	(\$2,876)	-22%
Water Supply and Treatment	\$4,469	\$3,873	(\$596)	-13%
Wastewater Collection	\$3,649	\$185	(\$3,464)	-95%
Wastewater Treatment	\$12,245	\$13,643	\$1,398	11%
<b>Total Charge in Innisfil South</b>	<b>\$82,040</b>	<b>\$82,195</b>	<b>\$155</b>	<b>0%</b>
<b>Innisfil Central</b>				
Town-wide Charge	\$48,403	\$54,096	\$5,693	12%
Water Distribution	\$6,199	\$9,081	\$2,882	46%
Water Supply and Treatment	\$4,469	\$3,873	(\$596)	-13%
Wastewater Collection	\$12,100	\$18,514	\$6,414	53%
Wastewater Treatment	\$12,245	\$13,643	\$1,398	11%
<b>Total Charge in Innisfil Central</b>	<b>\$83,416</b>	<b>\$99,207</b>	<b>\$15,791</b>	<b>19%</b>
<b>Cookstown</b>				
Town-wide Charge	\$48,403	\$54,096	\$5,693	12%
Water Distribution	\$2,530	\$2,251	(\$279)	-11%
Water Supply and Treatment	\$4,469	\$3,873	(\$596)	-13%
Wastewater Collection	\$17,275	\$25,438	\$8,163	47%
Wastewater Treatment	\$0	\$0	\$0	0%
<b>Total Charge in Cookstown</b>	<b>\$72,677</b>	<b>\$85,658</b>	<b>\$12,981</b>	<b>18%</b>



TABLE 20

TOWN OF INNISFIL  
 COMPARISON OF CURRENT AND CALCULATED  
 NON-RESIDENTIAL DEVELOPMENT CHARGES

Service	Current	Calculated	Difference in Charge	
	Non-Residential Charge	Industrial Charge		
General Government	\$3.13	\$0.00	(\$3.13)	0%
Library Board	\$0.00	\$0.00	\$0.00	0%
Fire Services	\$9.49	\$10.31	\$0.82	9%
Police Services	\$3.31	\$3.27	(\$0.04)	-1%
Parks And Recreation	\$0.00	\$0.00	\$0.00	0%
Services Related To A Highway: Public Works	\$4.48	\$6.68	\$2.20	49%
Municipal Fleet	\$7.11	\$7.56	\$0.45	6%
By-Law Services	\$0.00	\$0.06	\$0.06	0%
<b>Subtotal Town-Wide General Services</b>	<b>\$27.52</b>	<b>\$27.89</b>	<b>\$0.37</b>	<b>1%</b>
Services Related To A Highway: Roads And Related	\$102.64	\$89.60	(\$13.04)	-13%
<b>Total Town-Wide Services</b>	<b>\$130.16</b>	<b>\$117.49</b>	<b>(\$12.67)</b>	<b>-10%</b>

(1) Current rates as of April 1, 2023

(2) General Government is no longer an eligible service under the DCA

TABLE 21

TOWN OF INNISFIL  
 COMPARISON OF CURRENT AND CALCULATED  
 NON-RESIDENTIAL DEVELOPMENT CHARGES

	Current Non-Residential Charge	Calculated Industrial Charge	Difference in Charge	
<b>All Servicing Areas</b>				
Town-wide Charge	\$130.16	\$117.49	(\$12.67)	-10%
Water Distribution	\$40.22	\$38.89	(\$1)	-3%
Water Supply and Treatment	\$40.40	\$24.22	(\$16)	-40%
Wastewater Collection	\$41.51	\$32.69	(\$9)	-21%
Wastewater Treatment	\$65.55	\$36.08	(\$29)	-45%
<b>Total Charge in All Servicing Areas</b>	<b>\$317.84</b>	<b>\$249.37</b>	<b>(\$68.47)</b>	<b>-22%</b>

TABLE 22

TOWN OF INNISFIL  
 COMPARISON OF CURRENT AND CALCULATED  
 NON-RESIDENTIAL DEVELOPMENT CHARGES

Service	Current	Calculated	Difference in Charge	
	Non-Residential Charge	Non-Industrial Charge		
General Government	\$3.13	\$0.00	(\$3.13)	0%
Library Board	\$0.00	\$0.00	\$0.00	0%
Fire Services	\$9.49	\$20.71	\$11.22	118%
Police Services	\$3.31	\$9.04	\$5.73	173%
Parks And Recreation	\$0.00	\$0.00	\$0.00	0%
Services Related To A Highway: Public Works	\$4.48	\$13.81	\$9.33	208%
Municipal Fleet	\$7.11	\$15.17	\$8.06	113%
By-Law Services	\$0.00	\$0.13	\$0.13	0%
<b>Subtotal Town-Wide General Services</b>	<b>\$27.52</b>	<b>\$58.85</b>	<b>\$31.33</b>	<b>114%</b>
Services Related To A Highway: Roads And Related	\$102.64	\$164.80	\$62.16	61%
<b>Total Town-Wide Services</b>	<b>\$130.16</b>	<b>\$223.65</b>	<b>\$93.49</b>	<b>72%</b>

(1) Current rates as of April 1, 2023

(2) General Government is no longer an eligible service under the DCA

TABLE 23

TOWN OF INNISFIL  
 COMPARISON OF CURRENT AND CALCULATED  
 NON-RESIDENTIAL DEVELOPMENT CHARGES

	Current Non-Residential Charge	Calculated Non-Industrial Charge	Difference in Charge	
<b>All Servicing Areas</b>				
Town-wide Charge	\$130.16	\$223.65	\$93.49	72%
Water Distribution	\$40.22	\$74.63	\$34	86%
Water Supply and Treatment	\$40.40	\$46.00	\$6	14%
Wastewater Collection	\$41.51	\$62.73	\$21	51%
Wastewater Treatment	\$65.55	\$69.23	\$4	6%
<b>Total Charge in All Servicing Areas</b>	<b>\$317.84</b>	<b>\$476.24</b>	<b>\$158.40</b>	<b>50%</b>

TABLE 24

**TOWN OF INNISFIL**  
**TOWN-WIDE AND AREA-SPECIFIC DEVELOPMENT CHARGES**  
**RESIDENTIAL DEVELOPMENT CHARGES BY UNIT TYPE**  
**DEVELOPMENTS SUBJECT TO THE IDAG AGREEMENT**

Service	Unadjusted Charge Per Capita	Adjusted Charge Per Capita	Residential Charge By Unit Type (1)				Percentage of Charge
			Singles & Semis	Rows & Other Multiples	Apartments 2+ Bedrooms	Apartments Bachelor or 1 Bedroom	
<b>Innisfil North</b>							
Town-wide Charge	\$15,435	\$16,103	\$54,096	\$43,408	\$32,205	\$24,154	65.9%
Water Distribution	\$1,093	\$1,093	\$3,672	\$2,946	\$2,186	\$1,640	4.5%
Water Supply and Treatment	\$1,153	\$1,153	\$3,873	\$3,108	\$2,306	\$1,730	4.7%
Wastewater Collection	\$2,273	\$2,273	\$7,636	\$6,127	\$4,546	\$3,410	9.3%
Wastewater Treatment	\$3,819	\$3,819	\$12,830	\$10,295	\$7,638	\$5,729	15.6%
<b>Total Charge in Innisfil North</b>	<b>\$23,773</b>	<b>\$24,441</b>	<b>\$82,107</b>	<b>\$65,884</b>	<b>\$48,881</b>	<b>\$36,663</b>	<b>100.0%</b>
<b>Friday Harbour</b>							
Town-wide Charge	\$15,435	\$16,103	\$54,096	\$43,408	\$32,205	\$24,154	71.6%
Water Distribution	\$0	\$0	\$0	\$0	\$0	\$0	0.0%
Water Supply and Treatment	\$1,153	\$1,153	\$3,873	\$3,108	\$2,306	\$1,730	5.1%
Wastewater Collection	\$1,428	\$1,428	\$4,797	\$3,849	\$2,856	\$2,142	6.3%
Wastewater Treatment	\$3,819	\$3,819	\$12,830	\$10,295	\$7,638	\$5,729	17.0%
<b>Total Charge in Friday Harbour</b>	<b>\$21,835</b>	<b>\$22,503</b>	<b>\$75,596</b>	<b>\$60,660</b>	<b>\$45,005</b>	<b>\$33,755</b>	<b>100.0%</b>
<b>Innisfil South</b>							
Town-wide Charge	\$15,435	\$16,103	\$54,096	\$43,408	\$32,205	\$24,154	66.5%
Water Distribution	\$3,095	\$3,095	\$10,398	\$8,343	\$6,190	\$4,643	12.8%
Water Supply and Treatment	\$1,153	\$1,153	\$3,873	\$3,108	\$2,306	\$1,730	4.8%
Wastewater Collection	\$55	\$55	\$185	\$148	\$110	\$83	0.2%
Wastewater Treatment	\$3,819	\$3,819	\$12,830	\$10,295	\$7,638	\$5,729	15.8%
<b>Total Charge in Innisfil South</b>	<b>\$23,557</b>	<b>\$24,225</b>	<b>\$81,382</b>	<b>\$65,302</b>	<b>\$48,449</b>	<b>\$36,339</b>	<b>100.0%</b>
<b>Innisfil Central</b>							
Town-wide Charge	\$15,435	\$16,103	\$54,096	\$43,408	\$32,205	\$24,154	55.0%
Water Distribution	\$2,703	\$2,703	\$9,081	\$7,286	\$5,406	\$4,055	9.2%
Water Supply and Treatment	\$1,153	\$1,153	\$3,873	\$3,108	\$2,306	\$1,730	3.9%
Wastewater Collection	\$5,511	\$5,511	\$18,514	\$14,856	\$11,022	\$8,267	18.8%
Wastewater Treatment	\$3,819	\$3,819	\$12,830	\$10,295	\$7,638	\$5,729	13.0%
<b>Total Charge in Innisfil Central</b>	<b>\$28,621</b>	<b>\$29,289</b>	<b>\$98,394</b>	<b>\$78,953</b>	<b>\$58,577</b>	<b>\$43,935</b>	<b>100.0%</b>
<b>Cookstown</b>							
Town-wide Charge	\$15,435	\$16,103	\$54,096	\$43,408	\$32,205	\$24,154	63.2%
Water Distribution	\$670	\$670	\$2,251	\$1,806	\$1,340	\$1,005	2.6%
Water Supply and Treatment	\$1,153	\$1,153	\$3,873	\$3,108	\$2,306	\$1,730	4.5%
Wastewater Collection	\$7,572	\$7,572	\$25,438	\$20,411	\$15,144	\$11,358	29.7%
Wastewater Treatment	\$0	\$0	\$0	\$0	\$0	\$0	0.0%
<b>Total Charge in Cookstown</b>	<b>\$24,830</b>	<b>\$25,498</b>	<b>\$85,658</b>	<b>\$68,733</b>	<b>\$50,995</b>	<b>\$38,247</b>	<b>100.0%</b>
(1) Based on Persons Per Unit Of:			3.36	2.70	2.00	1.50	

TABLE 25

TOWN OF INNISFIL  
 TOWN-WIDE AND AREA-SPECIFIC DEVELOPMENT CHARGES  
 NON-RESIDENTIAL DEVELOPMENT CHARGES PER SQUARE METRE  
 DEVELOPMENTS SUBJECT TO THE IDAG AGREEMENT

Service	Unadjusted Charge per Square Metre	Adjusted Charge per Square Metre	Percentage of Charge
<b>All Servicing Areas</b>			
Town-wide Charge	\$107.19	\$117.49	39.5%
Water Distribution	\$53.88	\$53.88	18.1%
Water Supply and Treatment	\$33.55	\$33.55	11.3%
Wastewater Collection	\$45.29	\$45.29	15.2%
Wastewater Treatment	\$47.00	\$47.00	15.8%
<b>Total Charge in All Servicing Areas</b>	<b>\$286.91</b>	<b>\$297.21</b>	<b>100.0%</b>

TABLE 26

TOWN OF INNISFIL  
5-YEAR PHASE-IN OF CALCULATED DEVELOPMENT CHARGES

Town-wide

Charge Type	Year 1	Year 2	Year 3	Year 4	Year 5
Singles & Semis \$/unit	\$43,277	\$45,982	\$48,686	\$51,391	\$54,096
Rows & Other Multiples \$/unit	\$34,726	\$36,897	\$39,067	\$41,238	\$43,408
Apartments 2+ Bedrooms \$/unit	\$25,764	\$27,374	\$28,985	\$30,595	\$32,205
Apartments Bachelor or 1 Bedroom \$/unit	\$19,323	\$20,531	\$21,739	\$22,946	\$24,154
Industrial \$/m2	\$93.99	\$99.86	\$105.74	\$111.61	\$117.49
Non-Industrial \$/m2	\$178.92	\$190.10	\$201.28	\$212.47	\$223.65
<i>Phase-in</i>	<i>80%</i>	<i>85%</i>	<i>90%</i>	<i>95%</i>	<i>100%</i>

TABLE 27

**TOWN OF INNISFIL  
5-YEAR PHASE-IN OF CALCULATED DEVELOPMENT CHARGES**

**Innisfil North**

Charge Type	Year 1	Year 2	Year 3	Year 4	Year 5
Singles & Semis \$/unit	\$66,336	\$70,482	\$74,628	\$78,774	\$82,920
Rows & Other Multiples \$/unit	\$53,229	\$56,556	\$59,882	\$63,209	\$66,536
Apartments 2+ Bedrooms \$/unit	\$39,492	\$41,960	\$44,429	\$46,897	\$49,365
Apartments Bachelor or 1 Bedroom \$/unit	\$29,621	\$31,472	\$33,323	\$35,175	\$37,026
Industrial \$/m2	\$199.49	\$211.96	\$224.43	\$236.90	\$249.37
Non-Industrial \$/m2	\$380.99	\$404.80	\$428.62	\$452.43	\$476.24
<i>Phase-in</i>	<i>80%</i>	<i>85%</i>	<i>90%</i>	<i>95%</i>	<i>100%</i>

**Friday Harbour**

Charge Type	Year 1	Year 2	Year 3	Year 4	Year 5
Singles & Semis \$/unit	\$61,127	\$64,948	\$68,768	\$72,589	\$76,409
Rows & Other Multiples \$/unit	\$49,050	\$52,115	\$55,181	\$58,246	\$61,312
Apartments 2+ Bedrooms \$/unit	\$36,391	\$38,666	\$40,940	\$43,215	\$45,489
Apartments Bachelor or 1 Bedroom \$/unit	\$27,294	\$29,000	\$30,706	\$32,412	\$34,118
Industrial \$/m2	\$199.49	\$211.96	\$224.43	\$236.90	\$249.37
Non-Industrial \$/m2	\$380.99	\$404.80	\$428.62	\$452.43	\$476.24
<i>Phase-in</i>	<i>80%</i>	<i>85%</i>	<i>90%</i>	<i>95%</i>	<i>100%</i>

**Innisfil South**

Charge Type	Year 1	Year 2	Year 3	Year 4	Year 5
Singles & Semis \$/unit	\$65,756	\$69,866	\$73,976	\$78,085	\$82,195
Rows & Other Multiples \$/unit	\$52,763	\$56,061	\$59,359	\$62,656	\$65,954
Apartments 2+ Bedrooms \$/unit	\$39,146	\$41,593	\$44,040	\$46,486	\$48,933
Apartments Bachelor or 1 Bedroom \$/unit	\$29,362	\$31,197	\$33,032	\$34,867	\$36,702
Industrial \$/m2	\$93.99	\$99.86	\$105.74	\$111.61	\$117.49
Non-Industrial \$/m2	\$178.92	\$190.10	\$201.28	\$212.47	\$223.65
<i>Phase-in</i>	<i>80%</i>	<i>85%</i>	<i>90%</i>	<i>95%</i>	<i>100%</i>

**Innisfil Central**

Charge Type	Year 1	Year 2	Year 3	Year 4	Year 5
Singles & Semis \$/unit	\$79,366	\$84,326	\$89,286	\$94,247	\$99,207
Rows & Other Multiples \$/unit	\$63,684	\$67,664	\$71,645	\$75,625	\$79,605
Apartments 2+ Bedrooms \$/unit	\$47,249	\$50,202	\$53,155	\$56,108	\$59,061
Apartments Bachelor or 1 Bedroom \$/unit	\$35,438	\$37,653	\$39,868	\$42,083	\$44,298
Industrial \$/m2	\$93.99	\$99.86	\$105.74	\$111.61	\$117.49
Non-Industrial \$/m2	\$178.92	\$190.10	\$201.28	\$212.47	\$223.65
<i>Phase-in</i>	<i>80%</i>	<i>85%</i>	<i>90%</i>	<i>95%</i>	<i>100%</i>

**Cookstown**

Charge Type	Year 1	Year 2	Year 3	Year 4	Year 5
Singles & Semis \$/unit	\$68,526	\$72,809	\$77,092	\$81,375	\$85,658
Rows & Other Multiples \$/unit	\$54,986	\$58,423	\$61,860	\$65,296	\$68,733
Apartments 2+ Bedrooms \$/unit	\$40,796	\$43,346	\$45,896	\$48,445	\$50,995
Apartments Bachelor or 1 Bedroom \$/unit	\$30,598	\$32,510	\$34,422	\$36,335	\$38,247
Industrial \$/m2	\$93.99	\$99.86	\$105.74	\$111.61	\$117.49
Non-Industrial \$/m2	\$178.92	\$190.10	\$201.28	\$212.47	\$223.65
<i>Phase-in</i>	<i>80%</i>	<i>85%</i>	<i>90%</i>	<i>95%</i>	<i>100%</i>





## 7. Cost of Growth Analysis

This section provides a brief examination of the long-term capital and operating costs as well as the asset management-related annual provisions for the capital facilities and infrastructure to be included in the DC By-law. This examination is required as one of the provisions of the DCA. The analysis for all services is included in Appendix F.

### A. Asset Management Plan

Table 28 provides the calculated annual asset management contribution for both the gross capital expenditures and the share related to the 2023-2032, 2023-2046 and 2031-2051 DC recoverable portion. The year 2033, 2047 and 2052 have been included to calculate the annual contribution for the 2023-2032, 2023-2046 and 2023-2051 periods as the expenditures in 2032, 2046 and 2051 will not trigger asset management contributions until 2033, 2047 and 2052, respectively. As shown in Table 28, by 2032, the Town should fund an additional \$4.17 million per annum to fund the full life cycle costs of the new assets related to the General Services supported under the development charges by-law.

Table 28 provides a separate analysis of the annual provisions required for Services Related to a Highway: Roads and Related capital program as the program extends to 2051. As shown in Table 21, the annual provision in 2052 amounts to \$13.68 million. Finally, Table 28 provides a separate analysis of the annual provisions required for Water and Wastewater capital program as the program extends to 2041. As shown, the annual provision in 2042 amounts to \$2.79 million.

TABLE 28

**TOWN OF INNISFIL  
ANNUAL ASSET MANAGEMENT PROVISIONS**

Service	2023 - 2032 Capital Program		Calculated AMP Annual Provision by 2033	
	DC Related	Non-DC Related*	DC Related	Non-DC Related*
Library Board	\$12,802,756	\$28,315,136	\$323,754	\$389,480
Fire Services	\$17,693,070	\$20,045,032	\$579,454	\$266,204
Police Services	\$5,189,801	\$11,052,627	\$297,461	\$428,895
Parks And Recreation	\$97,545,774	\$108,667,238	\$1,779,385	\$2,321,353
Services Related To A Highway: Public Works	\$11,910,237	\$9,661,095	\$92,195	\$130,553
Municipal Fleet	\$13,811,712	\$3,294,523	\$1,088,162	\$368,897
By-Law Services	\$123,548	\$520,252	\$4,984	\$7,142
<b>TOTAL</b>	<b>\$159,076,899</b>	<b>\$181,555,904</b>	<b>\$4,165,395</b>	<b>\$3,912,525</b>

\* Includes costs that will be recovered under future development charges studies (i.e. other development-related).

Service	2023 - 2051 Capital Program		Calculated AMP Annual Provision by 2052	
	DC Related	Non-DC Related*	DC Related	Non-DC Related*
Services Related To A Highway: Roads And Related	\$577,299,184	\$245,575,816	\$13,681,643	\$7,129,962
<b>TOTAL</b>	<b>\$577,299,184</b>	<b>\$245,575,816</b>	<b>\$13,681,643</b>	<b>\$7,129,962</b>

\* Includes costs that will be recovered under future development charges studies (i.e. other development-related).

Service	2023 - 2041 Capital Program		Calculated AMP Annual Provision by 2042	
	DC Related	Non-DC Related*	DC Related	Non-DC Related*
Wastewater Treatment	\$309,386,512	\$0	\$ 585,337	\$ -
Wastewater Collection	\$264,344,923	\$1,816,934	\$ 2,007,874	\$ 1,588,567
Water Treatment	\$109,284,649	\$0	\$ 182,682	\$ -
Water Supply	\$195,748,226	\$21,016,088	\$ 14,461	\$ -
<b>TOTAL</b>	<b>\$878,764,310</b>	<b>\$22,833,022</b>	<b>\$2,790,354</b>	<b>\$1,588,567</b>

\* Includes costs that will be recovered under future development charges studies (i.e. other development-related).

## **B. Long-Term Capital and Operating Cost Impacts**

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

The Town will experience estimated increase in net operating costs for additions associated with the planned capital program. These estimates are based on average costs derived from a review of recent budgets and the FIR (additional details are included in Appendix F).

As described in Appendix F, by 2032, the Town's net operating costs are estimated to increase by \$9.45 million for property tax supported services. Increases in net operating costs will be experienced as new facilities such as community centres are opened. By 2051, the Town's net operating costs for Roads and Related services will increase by \$2.29 million. Operating and maintenance costs will also increase as additions to the Town's road network are made.

### **ii. Long-Term Capital Financing from Non-Development Charge Sources Totals \$405.85 million for Tax Supported Assets**

Table 29 summarizes the components of the development-related capital program that will require funding from non-development charges sources for tax supported assets. In total, \$278.27 million will need to be financed from non-DC sources over the 2023-2032 and 2023-2051 planning period. In addition, \$127.59 million in interim DC financing related to post-period shares of projects may be required or these costs may be recovered from other growth funding tools.

TABLE 29

TOWN OF INNISFIL  
SUMMARY OF LONG-TERM CAPITAL AND OPERATING TAX SUPPORTED ASSETS

General Services	Development-Related Capital Program (2023 - 2032)				Total DC Eligible Costs for Recovery (\$000)
	Net Municipal Cost (\$000)	Replacement & Benefit to Existing (\$000)	Available DC Reserves (\$000)	Post-Period Benefit* (\$000)	
1 LIBRARY BOARD	\$41,117.9	\$5,089.8	\$0.0	\$23,225.4	\$12,802.8
2 FIRE SERVICES	\$37,738.1	\$0.0	\$0.0	\$20,045.0	\$17,693.1
3 POLICE SERVICES	\$8,685.4	\$64.6	\$0.0	\$3,431.0	\$5,189.8
4 PARKS AND RECREATION	\$206,213.0	\$41,238.3	\$0.0	\$67,428.9	\$97,545.8
5 SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS	\$21,571.3	\$20.8	\$0.0	\$9,640.3	\$11,910.2
6 MUNICIPAL FLEET	\$17,106.2	\$0.0	\$0.0	\$3,294.5	\$13,811.7
7 BY-LAW SERVICES	\$643.8	\$0.0	\$0.0	\$520.3	\$123.5
<b>TOTAL GENERAL SERVICES</b>	<b>\$333,075.8</b>	<b>\$46,413.5</b>	<b>\$0.0</b>	<b>\$127,585.4</b>	<b>\$159,076.9</b>

\*Development related costs to be considered for funding from other tools and/or future DC Studies.

Engineered Services	Development-Related Capital Program				Total DC Eligible Costs for Recovery (\$000)
	Net Municipal Cost (\$000)	Replacement & Benefit to Existing (\$000)	Available DC Reserves (\$000)	Post-Period Benefit* (\$000)	
<b>SERVICES RELATED TO A HIGHWAY: ROADS AND RELATED (2023-2051)</b>					
1 SERVICES RELATED TO A HIGHWAY: ROADS	\$822,875.0	\$231,853.0	\$13,722.9	\$0.0	\$577,299.2
<b>TOTAL SERVICES RELATED TO A HIGHWAY: ROADS AND RELATED</b>	<b>\$822,875.0</b>	<b>\$231,853.0</b>	<b>\$13,722.9</b>	<b>\$0.0</b>	<b>\$577,299.2</b>

\*Development related costs to be considered for funding from other tools and/or future DC Studies.

<b>TOTAL TOWN-WIDE GENERAL AND ENGINEERED SERVICES</b>	<b>\$1,155,950.8</b>	<b>\$278,266.5</b>	<b>\$13,722.9</b>	<b>\$127,585.4</b>	<b>\$736,376.1</b>
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### **iii. Program is Deemed Financially Sustainable**

The calculated annual funding provision should be considered within the context of the Town's projected growth. Over the next 10 years (to 2032) the Town is projected to increase by approximately 8,000 households. In addition, the Town will also add nearly 3,760 new employees that will result in approximately 231,100 square metres of additional non-residential building space.

By 2051, there will be an increase of nearly 26,980 new households. In addition, the Town will also add nearly 15,030 new employees that will result in approximately 998,500 square metres of additional non-residential building space. This growth will have the effect of increasing the overall assessment base and additional user fee and charges revenues to offset the capital asset provisions required to replace the infrastructure proposed to be funded under the development charges by-law. The collection of these funds is intended to be allocated to the Town's reserves for the future replacement of these assets.

In addition, as part of the annual budget update the Town also contributes to asset replacement reserves and spends on yearly asset replacement needs as needed. Through this annual exercise, staff identify the required funding and propose mitigating measures in order to ensure there are sufficient funds in reserves over the long term. Life-cycle funding methodologies are also reviewed in order to ensure that the Town is continuing to implement financially sustainable practices for funding the eventual replacement of assets.

The calculated annual provisions identified are considered to be financially sustainable as it is expected that the increased capital asset management requirements can be absorbed by the tax and user base over the long-term.

## 8. Other Considerations and Legislative Requirements

This section sets out other considerations and legislative requirements relating to the DCA including administration and collection, recent legislative changes, and consideration for area rating.

### A. Development Charges Administration and Collection

The DCA requirements in respect of the collection of DCs, certification and remittance, as well as reserve fund management are outlined in this section.

#### i. Development Charges Amount Payable and Date of Payment

The total amount of a DC is the amount of the DC that would be determined under the by-law on the day of an application for site plan approval or the day of an application for rezoning or, if neither of these apply, the day of building permit issuance. Full details on determining the DCs payable in any particular case are provided in s.26 and s.26.2 of the DCA.

The default date of payment of a DC is the date of building permit issuance. However, under s.27 of the DCA the Town may enter into an agreement with a developer to alter the timing of payment.

For three specific types of development, DCs must be paid according to the following plan:

- Six equal annual installments beginning at building occupancy (permit or actual occupancy) and for the following five anniversaries of that date for rental housing and institutional development.
- Twenty-one equal annual installments beginning at building occupancy (permit or actual occupancy) and for the following twenty anniversaries of that date for non-profit housing development.

For required instalments, the Town may charge interest from the date the DC would have been payable to the date the instalment is paid. Interest may accrue on each installment until the final payment has been made. Any skipped or late payments can be added to the tax roll (including interest). Full details on the prescribed payment plans are provided in s.26.1 of the DCA. In accordance with s.26.3 the maximum interest rate a municipal can charge is prime plus 1%.

## **ii. Reserve Funds**

Under the DCA, a municipality that has passed a development charge by-law must establish a separate reserve fund for each service to which the development charge relates and pay each development charge it collects into the respective reserve fund. While the DCA does permit municipalities to borrow from the reserve fund, the amount borrowed is to be repaid with interest at a rate not less than the prescribed minimum interest rate. Additionally, money in the reserve fund is to be spent only on development-related capital costs.

Annual financial statements are to be provided to Council and must include the following:

- Opening and closing balances and in-year transactions
- A description of service or category of service
- Details on credits paid by individual credit holders
- Amounts borrowed and purpose of borrowing
- Interest accrued on borrowing
- Amount and source of money used to repay borrowing
- Projects funded from DCs including amount and source of DC and non-DC funding

Statutory and non-statutory exemptions should be funded from non-DC sources.

## B. Changes Arising From the More Homes Built Faster Act (Bill 23)

As of November 28, 2022, there are several changes to the DCA due to the enactment and Royal Assent of Bill 23. A list of the changes that are now in force is provided below in Table 30.

**Table 30: Bill 23 – DCA Changes in Force as of November 28, 2022**

<b>Section</b>	<b>Description</b>
Section 2(1)	Exemptions for existing rental residential buildings and a range of residential units in existing and new houses.
Section 2(4)	Housing services are ineligible for DC funding (repeal of paragraph 17 of ss.2(4) of the DCA). Existing by-laws are deemed to be “amended” and no development charges can be collected for housing services from November 28, 2022 onward.
Section 4.2	Exemptions for non-profit housing development. This does not apply with respect to a DC payable before November 28, 2022.
Section 4.3	Exemption for inclusionary zoning residential units. This does not apply with respect to a DC payable before November 28, 2022.
Section 5(1)	Historical service level calculation period extended from 10 years to 15 years. Does not apply to by-laws in force prior to November 28, 2022.
Section 5(4)	Studies, including DC studies, are no longer a DC-eligible capital cost. Does not apply retroactively to by-laws that were in force prior to November 28, 2022.



Section	Description
Section 5(6) and Section 5(7)	DC by-laws passed on or after November 28, 2022 must be phased-in according to a prescribed schedule. The phase-in also applies retroactively to by-laws passed on or after <b>January 1, 2022</b> as well as to the DCs “frozen” under s.26.2 of the <i>DCA</i> .
Section 9(1)	Maximum life of a DC by-law extended from 5 years to 10 years. This does not apply to by-laws in-force before November 28, 2022.
Section 26.1	Deferral payments now apply to rental housing and institutional development. Interest on deferral payments is now capped at prime plus 1% in accordance with s.26.3.
Section 26.2	DCs for rental housing development are now discounted based on the number of bedrooms proposed. Interest on DC freeze now capped at prime plus 1% in accordance with section 26.3.
Section 26.3	Maximum interest rates are capped at prime plus 1%. This does not apply with respect to a DC that was payable before November 28, 2022.
Section 35	Municipalities are now required to spend or allocate at least 60% of reserve balances each year for Water Supply, Wastewater, and services related to a highway beginning in 2023.
Section 60(1)(s.4)	Additional services for which municipalities are required to spend or allocate at least 60% of reserve fund balances may be prescribed through Regulations (none are proposed as of yet).

Table 31 summarizes the DCA changes that will take effect at a date to be determined. It is noted that section 60(1)(l) of the DCA allows for future regulations to identify services for which land will be an ineligible capital cost. No regulations have been released in this regard.

**Table 31: Bill 23 – DCA Changes Not Currently In Force**

<b>Section</b>	<b>Description</b>
<i>DCA</i> , Section 4.1	Exemptions for affordable and attainable residential units.  <b>Note:</b> Implementation is contingent on the Minister developing a definition of “attainable residential unit” as well as bulletins to establish eligibility and (possibly) standard forms of agreement to assist with administration.
<i>DCA</i> , Section 44(4)	Rules for front ending agreements as they relate to affordable and attainable residential units.
<i>DCA</i> , Section 60(1)(d.2) and 9d.3)	Prescribes developments and criteria related to attainable residential units (section 4.1).

### **C. Development Charges Administration**

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

- It is recommended that the present practices regarding collection of development charges and by-law administration continue to the extent possible;

- As required under the DCA, the Town should codify any rules regarding application of the by-laws and any exemptions within the development charges by-laws proposed for adoption;
- It is recommended that the Town develop reporting policies consistent with the requirements of the DCA;
- It is recommended that the by-laws permit the payment of a development charge in cash or through services-in-lieu agreements. The municipality is not obligated to enter into services-in-lieu agreements;
- The proposed draft by-law sets out the rules to determine development charges applicable in any particular case. Rules for exemptions are also outlined in the proposed draft by-law;
- It is recommended that Council adopt the development-related capital forecast included in this background study, subject to annual review through the Town's normal capital budget process; and
- No changes to the Town's prevailing local service definitions and policies are being considered.

# **APPENDIX A**

## **DEVELOPMENT FORECAST**

# Appendix A – Development Forecast

This appendix provides the details of the development forecast used to prepare the 2023 Development Charges Background Study for the Town of Innisfil. The forecast method and key assumptions are discussed. The results of the forecasts are presented in the following tables:

## Historical Development

- A.1 Population, Dwellings and Employment
- A.2 Housing Activity – Units
- A.3 Residential Building Permits
- A.4 Households by Period of Construction Showing Household Size
- A.5 Place of Work Employment

## Forecast Development

- A.6 Population, Household and Employment Growth Summary
- A.7 Households by Unit Type
- A.8 Growth in Households by Unit Type
- A.9 Population in New Households by Unit Type
- A.10 Employment
- A.11 New Non-Residential Space

## A. Forecast Approach, Key Assumptions and Definitions

The development forecast was prepared by Hemson Consulting in consultation with Town planning staff. The *Development Charges Act* (DCA) requires that the Town estimate “the anticipated amount, type and location of development” for which development charges may be imposed. The forecast must cover both residential and non-residential development and be specific enough regarding the quantum, type, location and timing of development to allow the Town to prepare a reasonable development-related capital program.

## **i. Forecast Targets**

A 10-year development forecast, from 2023 to 2032, has been used for the General Services. For Services Related to a Highway: Roads and Related a longer term forecast to 2051 has been used, consistent with the approach used in the Town's 2022 Transportation Master Plan (TMP). For Water and Wastewater services, a planning horizon of 2023-2041 has been used which is consistent with the planning horizon in the Town's 2018 Master Servicing Plan (MSP).

The forecasts are based on the Town achieving population and employment forecasts set out in the Simcoe County Official Plan, recently amended through the County's Municipal Comprehensive Review (MCR), as well as the 2023 Draft Orbit Secondary Plan estimates undertaken by the Town. By way of background:

- Phase 1 of the MCR resulted in the adoption of Official Plan Amendment (OPA) No. 7 which establishes population and employment forecasts for the local municipalities in Simcoe, including Innisfil, to 2051 (it is noted that although OPA no. 7 has been adopted by County Council it has not yet been approved by the Minister). Based on this work, the Town is forecast to reach a population of 84,450 and employment of 30,270 by 2051. Within the Orbit community, the MCR forecasts for the Town assumed that 3,850 units would be constructed over the 2051 planning horizon, which reflects build out of lands covered by the Ministerial Zoning Order (MZO) along 6<sup>th</sup> Line and surrounding the proposed Innisfil GO Station.
- Following the adoption of OPA No. 7 by County Council, the Town completed a Draft Secondary Plan for the Orbit community which identified population and employment growth over a 10-year (2023-2033), medium-term (2034-2051), and long-term (2051-2091) planning horizon. According to this draft plan, 26,700 people and 5,000 employees will be accommodated within the Orbit lands by 2051, largely in high

density, transit-orientated development forms. These growth forecasts for Orbit are higher than those assumed as part of the technical background work undertaken for the MCR.

- For the purposes of the Town’s 2024 DC Background Study, the development forecast over the 2023-2033 and 2023-2051 planning horizons accounts for the population and employment growth forecast as part of the County’s MCR, plus the additional growth identified for the Orbit lands under the Draft Secondary Plan.

**ii. Total Population and Employment vs. Census Population and Employment Used for the DC Background Study**

Population figures used in the forecasts represent the population recorded in the Census (“Census population”). This definition excludes the Census net under-coverage (approximately 3.31% of the total population), which represents those who were missed or double-counted by the Census and which is included in the definition of population used in the Town’s TMP and MSP. Population figures shown in the development forecast represent mid-year estimates.

Household figures represent occupied private dwellings, and reflect the year in which the dwellings are anticipated to be occupied.

Employment figures in the forecasts are based on Statistics Canada place of work data. “Place of work employment” data record where people work rather than their place of residence. It includes all employment with a regular or no fixed place of work. However, work-at-home employment is excluded from the figures as, for development charge purposes, this type of employment is considered not to require building floorspace for its activities. The Town’s infrastructure master plans typically include work-at-home employment in assessing servicing capacity needs.

Employment is categorized based on land use:

- **Population-related employment** is employment that primarily serves the Town’s resident population. This category captures most tourism, retail, and other commercial activities.
- **Employment land** employment refers to traditional industrial-type employment accommodated primarily in low-rise industrial buildings in business parks and industrial areas.
- **Major office** employment refers to office type employment contained within free standing buildings more than 20,000 net sq.ft. (1,858 m<sup>2</sup>). Although there is currently very little major office employment in Innisfil, the forecasts assume that additional major office concentrations will develop in the Orbit community before 2051.
- **Rural Employment** refers to jobs scattered throughout rural areas and includes agricultural and primary industries plus uses typically found in urban employment areas, but not located on urban land designated and serviced for industrial or commercial use.

## **B. Historical Development in the Town of Innisfil**

Historical population and employment set out below is used to determine the average service levels attained in the Town over the last 15 years (2008-2022). Since 2021 was the year of the most recent Census, population and employment figures for 2022 are estimated based on Statistics Canada *Annual Demographic Estimates* and monthly *Labour Force Survey*.

### **i. Historical Residential Development**

The Simcoe Census Division is the geographic area containing Simcoe County and the Cities of Barrie and Orillia. Innisfil is one of the fastest growing municipalities in Simcoe County, having rapidly expanded its population and employment base over the past decade.



Table A-1 shows that between 2008 and 2022 the Town's population increased from 31,480 to 45,505, or 44%, with growth accelerating since 2011. The number of households in the Town grew at a slightly lower pace than the population over the same period. As of 2022, there are an estimated 16,110 households in the Town.

Details on historical housing growth in the Town are provided in Tables A-2, A-3 and A-4. This information is sourced from CHMC housing market data and Statistics Canada Census data. Single and semi-detach units are the predominate unit type in the Town. These units represent 66% of all homes completed between 2012 and 2022.

Table A-5 provides details on historical occupancy patterns for different unit types in the Town by period of unit construction. The overall average occupancy level for single and semi-detached units is 2.77 persons per unit (PPU). Occupancy levels for recently constructed units, built between 2011 and 2021, are higher than the overall average and are used in the development charges calculations since they better reflect the number of people that are likely to reside in new development. The average PPU of single and semi-detached units built in the Town between 2011 to 2021 is 3.36. Average PPUs for recently constructed row housing and apartments are 2.70 and 1.76 respectively. For the purpose of the development charges calculations, the following PPUs are assumed:

- **Single & Semi-Detached** = 3.36 PPU, based on occupancy levels for units constructed between 2011 and 2021.
- **Rows** = 2.70 PPU, based on occupancy levels for units constructed between 2011 and 2021.
- **Apartments** = 2.00 PPU has been estimated due to the limited sample size of recently constructed apartment units. A higher PPU reflects the Town's plan to accommodate a greater range and mix of apartment unit

types moving forward accommodating a range of household sizes, including in the Orbit community.

## ii. Historical Non-Residential Development

Historical employment figures are shown in Table A-5. Overall employment grew steadily in the Town between 2006 and 2019. As with most communities in Ontario, the COVID-19 pandemic resulted in a severe shock to the local economy, the effects of which are still being felt. At the time of the 2021 Census business closures and stay-at-home orders were still in effect. As such, a large portion of the labour force was unemployed and many others were working from home on a full-time basis, and often outside the City.

Total employment in Innisfil declined by roughly 1,500 jobs in 2020, with a significant increase in work-at-home employment of 4,600 jobs over the same period. And although employees continue to gradually return to their usual place of work, either full-time or under hybrid arrangements, it is evident that some shifts in work-at-home patterns will be long-lasting (see Table A-10).

## C. Forecast Results

Development charges are levied on residential development as a charge per new unit. Therefore, for the residential forecast, a projection of both the *population growth*, commonly referred to as net population in the context of development charges studies, as well as the *population in new units* is required.

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

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

#### **i. Residential Development Forecast**

As shown in Table A-6, the Town's population is anticipated to increase from 45,505 in 2022 to 99,660 in 2051. The number of households is forecast to increase from 16,110 in 2022 to 24,160 in 2032 and 43,090 in 2051. The rate of household growth is anticipated to be higher after the initial 10 years of the forecast period: about 800 new households per year between 2023 and 2032; and just less than 1,000 new households per year between 2033 and 2051.

A breakdown of the forecast of housing by unit type in the Town is shown in Tables A-7 and A-8.

- The market share of single and semi-detached units is forecast to decline over the long-term, as new development increasingly takes the form of higher density units.
- The current share of housing growth that is row housing is anticipated to remain relatively steady over the period, consistent with recent trends.
- The Town will start to experience a shift towards higher density housing, including a greater range and mix of apartment building types over time.

Population growth in the new units is estimated by applying the following PPU's to the housing unit forecast: 3.36 for single and semi-detached units; 2.70 for rows; and 2.00 for apartments. The forecast population growth in new units is set out in Table A-9. Over the 10-year planning horizon the population in new units is forecasted to be 18,860. Over the longer planning horizon to 2051 the population in new units is forecast to be 62,840.

## ii. Non-Residential Development Forecast

Non-residential development charges are calculated on a per unit of gross floor area basis. Therefore, as per the DCA, a forecast of future non-residential building space has been developed.

Over the 10-year planning horizon 3,760 employees will be added in the Town. Over the long-term planning horizon to 2051, forecast growth will be 15,030 employees. New employees are anticipated require 231,060 square metres of new non-residential floor space over the 2023-2032 planning period. Over the longer planning horizon to 2051, a total of 998,520 square metres will be required. The majority of new space is anticipated to be needed to accommodate employment land employment (70%) and population-related employment (27%). About 3% of future non-residential space to 2051 will be in major office development in the Orbit community.

An assumed floor space per worker (FSW) for each employment category is applied to the new floorspace forecast in order to establish the number of associated employees. The following FSW assumptions have been used:

Population-Related:	50.0 m <sup>2</sup> per employee
Employment Land:	80.0 m <sup>2</sup> per employee
Major Office:	27.0 m <sup>2</sup> per employee
Rural Based:	0.0 m <sup>2</sup> per employee

TABLE A.1

## Historical Population, Dwellings &amp; Employment

Mid-Year	Census Population	Annual Growth	Occupied Households	Annual Growth	Av. Household Size (PPU)	Place of Work Employment	Annual Growth	Activity Rate
<b>2006</b>	<b>31,175</b>	<b>519</b>	<b>11,405</b>	<b>253</b>	<b>2.73</b>	<b>6,060</b>	<b>30</b>	<b>19.4%</b>
2007	31,479	304	11,578	173	2.72	6,123	63	19.4%
2008	31,786	307	11,753	175	2.70	6,187	64	19.5%
2009	32,096	310	11,931	178	2.69	6,252	65	19.5%
2010	32,409	313	12,111	180	2.68	6,318	66	19.5%
<b>2011</b>	<b>32,727</b>	<b>318</b>	<b>12,294</b>	<b>183</b>	<b>2.66</b>	<b>6,386</b>	<b>68</b>	<b>19.5%</b>
2012	33,735	1,008	12,607	313	2.68	6,651	265	19.7%
2013	34,774	1,039	12,927	320	2.69	6,927	276	19.9%
2014	35,845	1,071	13,256	329	2.70	7,215	288	20.1%
2015	36,949	1,104	13,593	337	2.72	7,516	301	20.3%
<b>2016</b>	<b>38,088</b>	<b>1,139</b>	<b>13,938</b>	<b>345</b>	<b>2.73</b>	<b>7,831</b>	<b>314</b>	<b>20.6%</b>
2017	39,082	994	14,275	337	2.74	8,024	193	20.5%
2018	40,102	1,020	14,620	345	2.74	8,169	146	20.4%
2019	41,149	1,047	14,974	354	2.75	8,374	204	20.3%
2020	42,223	1,074	15,336	362	2.75	6,873	(1,501)	16.3%
<b>2021</b>	<b>43,326</b>	<b>1,103</b>	<b>15,708</b>	<b>372</b>	<b>2.76</b>	<b>8,271</b>	<b>1,398</b>	<b>19.1%</b>
2022	45,505	2,179	16,110	402	2.82	9,293	1,023	20.4%
<b>Growth 2008-2022</b>		<b>14,026</b>		<b>4,532</b>			<b>3,171</b>	

Source: Statistics Canada, Census of Canada, Hemson Consulting Ltd., 2023

Note: Activity Rate represents the ratio between total employment and Census population.

Note: Census Population does not include Census net undercoverage of roughly 2.4%.

**TABLE A.2**  
**Historical Housing Activity - Units**

Year	CMHC Annual Housing Completions				Shares by Unit Type			
	Singles/Semis	Rows	Apts.	Total	Singles/Semis	Rows	Apts.	Total
2011	148	22	0	170	87%	13%	0%	100%
2012	152	31	0	183	83%	17%	0%	100%
2013	362	61	0	423	86%	14%	0%	100%
2014	324	14	0	338	96%	4%	0%	100%
2015	353	34	0	387	91%	9%	0%	100%
<b>2016</b>	<b>279</b>	<b>33</b>	<b>0</b>	<b>312</b>	<b>89%</b>	<b>11%</b>	<b>0%</b>	<b>100%</b>
2017	302	88	222	612	49%	14%	36%	100%
2018	388	253	267	908	43%	28%	29%	100%
2019	395	96	93	584	68%	16%	16%	100%
2020	129	14	195	338	38%	4%	58%	100%
<b>2021</b>	<b>176</b>	<b>24</b>	<b>3</b>	<b>203</b>	<b>87%</b>	<b>12%</b>	<b>1%</b>	<b>100%</b>
2022	186	83	4	273	68%	30%	1%	100%
<b>Growth 2013 - 2022</b>	<b>2,894</b>	<b>700</b>	<b>784</b>	<b>4,378</b>	<b>66%</b>	<b>16%</b>	<b>18%</b>	<b>100%</b>

Source: Canada Mortgage and Housing Corporation (CMHC), Housing Market Information, 2023

**TABLE A.3**  
**Historical Residential Building Permits**

Year	Building Permits				Shares by Unit Type			
	Singles/Semis	Rows	Apts.	Total	Singles/Semis	Rows	Apts.	Total
<b>2006</b>	<b>175</b>	<b>0</b>	<b>1</b>	<b>176</b>	<b>99%</b>	<b>0%</b>	<b>1%</b>	<b>100%</b>
2007	277	9	0	286	97%	3%	0%	100%
2008	381	72	0	453	84%	16%	0%	100%
2009	55	7	0	62	89%	11%	0%	100%
2010	137	15	0	152	90%	10%	0%	100%
<b>2011</b>	<b>181</b>	<b>6</b>	<b>4</b>	<b>191</b>	<b>95%</b>	<b>3%</b>	<b>2%</b>	<b>100%</b>
2012	237	0	0	237	100%	0%	0%	100%
2013	377	7	0	384	98%	2%	0%	100%
2014	397	0	0	397	100%	0%	0%	100%
2015	377	0	10	387	97%	0%	3%	100%
<b>2016</b>	<b>353</b>	<b>162</b>	<b>12</b>	<b>527</b>	<b>67%</b>	<b>31%</b>	<b>2%</b>	<b>100%</b>
2017	387	183	131	701	55%	26%	19%	100%
2018	385	87	20	492	78%	18%	4%	100%
2019	101	0	31	132	77%	0%	23%	100%
2020	193	18	247	458	42%	4%	54%	100%
2021	599	0	32	631	95%	0%	5%	100%
2022	113	0	115	228	50%	0%	50%	100%
Growth 2013 - 2022	3,282	457	598	4,337	76%	11%	14%	100%

Source: Stats Can, Building Permit Data

**TABLE A.4**  
**Historical Households by Period of Construction Showing Household Size**

Dwelling Unit Type	Period of Construction											Period of Construction Summary		
	Pre 1945	1946-1960	1961-1970	1971-1980	1981-1990	1991-1995	1996-2000	2001-2005	2006-2010	2011-2016	2016-2021	Pre 2011	2011-2021	Total
<b><i>Singles &amp; Semis</i></b>														
Household Population	2,230	2,375	2,550	5,065	5,665	2,320	3,420	3,015	2,680	4,720	5,560	29,320	10,280	39,600
Households	840	1,055	1,180	2,120	2,155	825	1,180	1,010	860	1,380	1,680	11,225	3,060	14,285
Household Size	2.65	2.25	2.16	2.39	2.63	2.81	2.90	2.99	3.12	3.42	3.31	2.61	3.36	2.77
<b><i>Rows</i></b>														
Household Population	0	0	0	70	65	385	80	225	420	400	220	1,245	620	1,865
Households	10	0	0	15	25	140	40	95	135	150	80	460	230	690
Household Size	0.00	0.00	0.00	0.00	2.60	2.75	2.00	2.37	3.11	2.67	2.75	2.71	2.70	2.70
<b><i>Apartments (excluding Duplexes)</i></b>														
Household Population	120	15	45	130	275	115	60	0	0	60	460	760	520	1,280
Households	75	40	30	65	105	55	25	15	0	35	260	410	295	705
Household Size	1.60	0.38	1.50	2.00	2.62	2.09	2.40	0.00	0.00	1.71	1.77	1.85	1.76	1.82
<b><i>All Units</i></b>														
Household Population	2,350	2,390	2,595	5,265	6,005	2,820	3,560	3,240	3,100	5,180	6,240	31,325	11,420	42,745
Households	925	1,095	1,210	2,200	2,285	1,020	1,245	1,120	995	1,565	2,020	12,095	3,585	15,680
Household Size	2.54	2.18	2.14	2.39	2.63	2.76	2.86	2.89	3.12	3.31	3.09	2.59	3.19	2.73

Source: Statistics Canada, 2021 Census Special Run



TABLE A.5

Historical Place of Work Employment

Year	Total for DC Study	Annual Growth	Work at Home	Annual Growth	Total with Work at Home	Annual Growth
<b>2006</b>	<b>6,060</b>		<b>1,035</b>		<b>7,095</b>	
2007	6,123	63	1,092	57	7,215	120
2008	6,187	64	1,153	60	7,340	125
2009	6,252	65	1,217	64	7,469	129
2010	6,318	66	1,284	67	7,602	134
<b>2011</b>	<b>6,386</b>	<b>68</b>	<b>1,355</b>	<b>71</b>	<b>7,796</b>	<b>194</b>
2012	6,651	265	1,318	(37)	7,969	173
2013	6,927	276	1,282	(36)	8,209	240
2014	7,215	288	1,247	(35)	8,462	253
2015	7,516	301	1,213	(34)	8,729	267
<b>2016</b>	<b>7,831</b>	<b>314</b>	<b>1,180</b>	<b>(33)</b>	<b>9,011</b>	<b>281</b>
2017	8,024	193	1,211	31	9,234	224
2018	8,169	146	1,242	32	9,412	177
2019	8,374	204	1,275	32	9,649	237
2020	6,873	(1,501)	5,875	4,601	12,748	3,100
<b>2021</b>	<b>8,271</b>	<b>1,398</b>	<b>4,385</b>	<b>(1,490)</b>	<b>12,656</b>	<b>(93)</b>
2022	9,293	1,023	3,021	(1,364)	12,315	(341)
<b>Growth 2008-2022</b>		<b>3,171</b>		<b>1,929</b>		<b>5,100</b>

**TABLE A.6**  
Forecast Population, Household & Employment Growth Summary

Mid-Year	Census Population	Annual Growth	Total Private Dwellings	Annual Growth	Av. Household Size (PPU)	Place of Work Employment*	Annual Growth	Activity Rate
<b>2021</b>	<b>44,176</b>		<b>15,708</b>		<b>2.71</b>	<b>8,271</b>		<b>18.7%</b>
2022	45,505	1,329	16,110	402	2.82	9,293	1,023	20.4%
2023	46,874	1,369	16,575	465	2.83	9,614	321	20.5%
2024	48,284	1,410	17,292	717	2.79	9,752	138	20.2%
2025	49,736	1,452	18,017	725	2.76	9,856	104	19.8%
<b>2026</b>	<b>51,232</b>	<b>1,496</b>	<b>18,917</b>	<b>900</b>	<b>2.71</b>	<b>9,945</b>	<b>89</b>	<b>19.4%</b>
2027	52,773	1,541	19,498	581	2.71	10,411	466	19.7%
2028	54,360	1,587	20,163	665	2.70	10,909	498	20.1%
2029	55,995	1,635	20,932	769	2.68	11,442	532	20.4%
2030	57,679	1,684	21,837	905	2.64	12,011	569	20.8%
<b>2031</b>	<b>59,414</b>	<b>1,735</b>	<b>22,920</b>	<b>1,083</b>	<b>2.59</b>	<b>12,620</b>	<b>609</b>	<b>21.2%</b>
2032	61,201	1,787	24,160	1,240	2.53	13,054	434	21.3%
2033	62,792	1,591	25,696	1,536	2.44	13,754	701	21.9%
2034	64,424	1,632	26,515	819	2.43	14,226	472	22.1%
2035	66,099	1,675	27,381	866	2.41	14,718	492	22.3%
<b>2036</b>	<b>67,817</b>	<b>1,718</b>	<b>28,298</b>	<b>917</b>	<b>2.40</b>	<b>15,231</b>	<b>513</b>	<b>22.5%</b>
2037	69,580	1,763	29,131	833	2.39	15,684	453	22.5%
2038	71,389	1,809	30,004	873	2.38	16,154	470	22.6%
2039	73,245	1,856	30,919	915	2.37	16,987	832	23.2%
2040	75,149	1,904	31,878	959	2.36	17,494	507	23.3%
<b>2041</b>	<b>77,103</b>	<b>1,954</b>	<b>32,881</b>	<b>1,003</b>	<b>2.34</b>	<b>18,021</b>	<b>527</b>	<b>23.4%</b>
2042	79,107	2,004	33,769	888	2.34	18,602	581	23.5%
2043	81,163	2,056	34,692	923	2.34	19,206	604	23.7%
2044	83,273	2,110	35,654	962	2.34	20,122	916	24.2%
2045	85,438	2,165	36,658	1,004	2.33	20,775	654	24.3%
<b>2046</b>	<b>87,659</b>	<b>2,221</b>	<b>37,704</b>	<b>1,046</b>	<b>2.32</b>	<b>21,456</b>	<b>680</b>	<b>24.5%</b>
2047	89,938	2,279	38,696	992	2.32	21,914	459	24.4%
2048	92,276	2,338	39,729	1,033	2.32	22,394	479	24.3%
2049	94,675	2,399	40,804	1,075	2.32	23,254	861	24.6%
2050	97,136	2,461	41,922	1,118	2.32	23,778	523	24.5%
<b>2051</b>	<b>99,660</b>	<b>2,524</b>	<b>43,087</b>	<b>1,165</b>	<b>2.31</b>	<b>24,325</b>	<b>547</b>	<b>24.4%</b>
Growth 2023 - 2032		15,696		8,050			3,760	
Growth 2023 - 2051		54,155		26,977			15,032	

Source: Simcoe MCR 2022, Hemson Consulting 2023

\*Excludes Work at Home Employment

TABLE A.7

Forecast of Households by Unit Type

Year	Occupied Dwellings				Shares By Unit Type			
	Singles/Semis	Rows	Apartments	Total	Singles/Semis	Rows	Apartments	Total
<b>2021</b>	<b>14,320</b>	<b>1,028</b>	<b>360</b>	<b>15,708</b>	91%	7%	2%	100%
2022	14,480	1,136	494	16,110	90%	7%	3%	100%
2023	14,642	1,255	678	16,575	88%	8%	4%	100%
2024	14,806	1,408	1,078	17,292	86%	8%	6%	100%
2025	14,972	1,562	1,483	18,017	83%	9%	8%	100%
<b>2026</b>	<b>15,139</b>	<b>1,735</b>	<b>2,043</b>	<b>18,917</b>	80%	9%	11%	100%
2027	15,284	1,857	2,357	19,498	78%	10%	12%	100%
2028	15,431	1,993	2,739	20,163	77%	10%	14%	100%
2029	15,579	2,145	3,208	20,932	74%	10%	15%	100%
2030	15,728	2,316	3,793	21,837	72%	11%	17%	100%
<b>2031</b>	<b>15,879</b>	<b>2,512</b>	<b>4,529</b>	<b>22,920</b>	69%	11%	20%	100%
2032	16,052	2,727	5,381	24,160	66%	11%	22%	100%
2033	16,227	2,983	6,486	25,696	63%	12%	25%	100%
2034	16,404	3,156	6,955	26,515	62%	12%	26%	100%
2035	16,583	3,340	7,458	27,381	61%	12%	27%	100%
<b>2036</b>	<b>16,764</b>	<b>3,535</b>	<b>7,999</b>	<b>28,298</b>	59%	12%	28%	100%
2037	16,945	3,709	8,477	29,131	58%	13%	29%	100%
2038	17,128	3,892	8,984	30,004	57%	13%	30%	100%
2039	17,313	4,085	9,521	30,919	56%	13%	31%	100%
2040	17,500	4,288	10,090	31,878	55%	13%	32%	100%
<b>2041</b>	<b>17,689</b>	<b>4,500</b>	<b>10,692</b>	<b>32,881</b>	<b>54%</b>	<b>14%</b>	<b>33%</b>	<b>100%</b>
2042	17,859	4,684	11,226	33,769	53%	14%	33%	100%
2043	18,030	4,875	11,787	34,692	52%	14%	34%	100%
2044	18,203	5,075	12,376	35,654	51%	14%	35%	100%
2045	18,378	5,285	12,995	36,658	50%	14%	35%	100%
<b>2046</b>	<b>18,554</b>	<b>5,504</b>	<b>13,646</b>	<b>37,704</b>	<b>49%</b>	<b>15%</b>	<b>36%</b>	<b>100%</b>
2047	18,722	5,708	14,266	38,696	48%	15%	37%	100%
2048	18,891	5,922	14,916	39,729	48%	15%	38%	100%
2049	19,062	6,145	15,597	40,804	47%	15%	38%	100%
2050	19,234	6,378	16,310	41,922	46%	15%	39%	100%
<b>2051</b>	<b>19,407</b>	<b>6,624</b>	<b>17,056</b>	<b>43,087</b>	<b>45%</b>	<b>15%</b>	<b>40%</b>	<b>100%</b>

TABLE A.8

Growth in Households by Unit Type

Year	Occupied Dwellings				Shares By Unit Type			
	Singles/Semis	Rows	Apartments	Total	Singles/Semis	Rows	Apartments	Total
<b>2021</b>								
2022	160	108	134	402	40%	27%	33%	100%
2023	162	119	184	465	35%	26%	40%	100%
2024	164	153	400	717	23%	21%	56%	100%
2025	166	154	405	725	23%	21%	56%	100%
<b>2026</b>	<b>167</b>	<b>173</b>	<b>560</b>	<b>900</b>	<b>19%</b>	<b>19%</b>	<b>62%</b>	<b>100%</b>
2027	145	122	314	581	25%	21%	54%	100%
2028	147	136	382	665	22%	20%	57%	100%
2029	148	152	469	769	19%	20%	61%	100%
2030	149	171	585	905	16%	19%	65%	100%
<b>2031</b>	<b>151</b>	<b>196</b>	<b>736</b>	<b>1,083</b>	<b>14%</b>	<b>18%</b>	<b>68%</b>	<b>100%</b>
2032	173	215	852	1,240	14%	17%	69%	100%
2033	175	256	1,105	1,536	11%	17%	72%	100%
2034	177	173	469	819	22%	21%	57%	100%
2035	179	184	503	866	21%	21%	58%	100%
<b>2036</b>	<b>181</b>	<b>195</b>	<b>541</b>	<b>917</b>	<b>20%</b>	<b>21%</b>	<b>59%</b>	<b>100%</b>
2037	181	174	478	833	22%	21%	57%	100%
2038	183	183	507	873	21%	21%	58%	100%
2039	185	193	537	915	20%	21%	59%	100%
2040	187	203	569	959	19%	21%	59%	100%
<b>2041</b>	<b>189</b>	<b>212</b>	<b>602</b>	<b>1,003</b>	<b>19%</b>	<b>21%</b>	<b>60%</b>	<b>100%</b>
2042	170	184	534	888	19%	21%	60%	100%
2043	171	191	561	923	19%	21%	61%	100%
2044	173	200	589	962	18%	21%	61%	100%
2045	175	210	619	1,004	17%	21%	62%	100%
<b>2046</b>	<b>176</b>	<b>219</b>	<b>651</b>	<b>1,046</b>	<b>17%</b>	<b>21%</b>	<b>62%</b>	<b>100%</b>
2047	168	204	620	992	17%	21%	63%	100%
2048	169	214	650	1,033	16%	21%	63%	100%
2049	171	223	681	1,075	16%	21%	63%	100%
2050	172	233	713	1,118	15%	21%	64%	100%
<b>2051</b>	<b>173</b>	<b>246</b>	<b>746</b>	<b>1,165</b>	<b>15%</b>	<b>21%</b>	<b>64%</b>	<b>100%</b>
Growth 2023 - 2032	1,572	1,591	4,887	8,050	20%	20%	61%	100%
Growth 2023 - 2051	4,927	5,488	16,562	26,977	18%	20%	61%	100%

TABLE A.9

Forecast Population in New Households by Unit Type

Year	Average Household Size (PPU)				Population in New HH			
	Singles/Semis	Rows	Apartments	Total	Singles/Semis	Rows	Apartments	Total
<b>2021</b>								
2022	3.36	2.70	1.90	2.70	538	292	255	1,085
2023	3.36	2.70	1.90	2.61	544	321	350	1,215
2024	3.36	2.70	1.90	2.40	551	413	760	1,724
2025	3.36	2.70	1.90	2.40	558	416	770	1,744
<b>2026</b>	3.36	2.70	1.90	2.32	<b>561</b>	<b>467</b>	<b>1,064</b>	<b>2,092</b>
2027	3.36	2.70	1.90	2.43	487	329	597	1,413
2028	3.36	2.70	1.90	2.39	494	367	726	1,587
2029	3.36	2.70	1.90	2.34	497	410	891	1,798
2030	3.36	2.70	1.90	2.29	501	462	1,112	2,075
<b>2031</b>	3.36	2.70	1.90	2.25	<b>507</b>	<b>529</b>	<b>1,398</b>	<b>2,434</b>
2032	3.36	2.70	1.90	2.24	581	581	1,619	2,781
2033	3.36	2.70	1.90	2.20	588	691	2,100	3,379
2034	3.36	2.70	1.90	2.38	595	467	891	1,953
2035	3.36	2.70	1.90	2.37	601	497	956	2,054
<b>2036</b>	3.36	2.70	1.90	2.36	<b>608</b>	<b>527</b>	<b>1,028</b>	<b>2,163</b>
2037	3.36	2.70	1.90	2.38	608	470	908	1,986
2038	3.36	2.70	1.90	2.37	615	494	963	2,072
2039	3.36	2.70	1.90	2.36	622	521	1,020	2,163
2040	3.36	2.70	1.90	2.35	628	548	1,081	2,257
<b>2041</b>	<b>3.36</b>	<b>2.70</b>	<b>1.90</b>	<b>2.34</b>	<b>635</b>	<b>572</b>	<b>1,144</b>	<b>2,351</b>
2042	3.36	2.70	1.90	2.35	571	497	1,015	2,083
2043	3.36	2.70	1.90	2.34	575	516	1,066	2,157
2044	3.36	2.70	1.90	2.33	581	540	1,119	2,240
2045	3.36	2.70	1.90	2.32	588	567	1,176	2,331
<b>2046</b>	<b>3.36</b>	<b>2.70</b>	<b>1.90</b>	<b>2.31</b>	<b>591</b>	<b>591</b>	<b>1,237</b>	<b>2,419</b>
2047	3.36	2.70	1.90	2.31	564	551	1,178	2,293
2048	3.36	2.70	1.90	2.30	568	578	1,235	2,381
2049	3.36	2.70	1.90	2.30	575	602	1,294	2,471
2050	3.36	2.70	1.90	2.29	578	629	1,355	2,562
<b>2051</b>	<b>3.36</b>	<b>2.70</b>	<b>1.90</b>	<b>2.29</b>	<b>581</b>	<b>665</b>	<b>1,417</b>	<b>2,663</b>
Growth 2023 - 2032	3.36	2.70	1.90	2.34	5,281	4,295	9,287	18,863
Growth 2023 - 2051	3.36	2.70	1.90	2.33	16,553	14,818	31,470	62,841

TABLE A.10  
Forecast Employment

Year	Pop-Related Employment	Annual Growth	Emp Land Employment	Annual Growth	Major Office	Annual Growth	Rural Employment	Annual Growth	Total for DC Study	Annual Growth	Work at Home	Annual Growth	Total Employment
2021	2,446		2,726		0		3,099		8,271		4,385		12,656
2022	3,179	734	2,958	232	0	0	3,156	57	9,293	1,023	3,021	(1,364)	12,315
2023	3,345	165	3,085	127	0	0	3,184	28	9,614	321	2,937	(84)	12,552
2024	3,398	54	3,144	59	0	0	3,210	25	9,752	138	2,895	(42)	12,647
2025	3,439	41	3,188	44	0	0	3,229	19	9,856	104	2,832	(63)	12,688
2026	3,480	41	3,220	32	0	0	3,245	16	9,945	89	2,781	(51)	12,726
2027	3,769	289	3,378	158	0	0	3,264	19	10,411	466	2,873	92	13,284
2028	4,082	313	3,544	166	0	0	3,283	19	10,909	498	2,967	95	13,876
2029	4,421	339	3,719	174	0	0	3,302	19	11,442	532	3,065	98	14,507
2030	4,788	367	3,902	183	0	0	3,321	19	12,011	569	3,166	101	15,177
2031	5,185	398	4,094	192	0	0	3,341	19	12,620	609	3,270	104	15,890
2032	5,394	209	4,295	201	0	0	3,365	24	13,054	434	3,410	139	16,463
2033	5,611	217	4,506	211	248	248	3,389	24	13,754	701	3,555	145	17,309
2034	5,837	226	4,728	222	248	0	3,413	24	14,226	472	3,706	151	17,932
2035	6,072	235	4,961	233	248	0	3,438	25	14,718	492	3,864	158	18,582
2036	6,316	244	5,205	244	248	0	3,462	25	15,231	513	4,029	165	19,260
2037	6,487	170	5,461	256	248	0	3,489	26	15,684	453	4,135	106	19,819
2038	6,662	175	5,729	269	248	0	3,515	27	16,154	470	4,244	109	20,398
2039	6,841	180	6,011	282	592	344	3,542	27	16,987	832	4,356	112	21,343
2040	7,026	185	6,307	296	592	0	3,569	27	17,494	507	4,471	115	21,965
2041	7,216	190	6,617	310	592	0	3,596	27	18,021	527	4,589	118	22,610
2042	7,442	226	6,943	326	592	0	3,625	29	18,602	581	4,709	121	23,311
2043	7,675	233	7,284	342	592	0	3,655	29	19,206	604	4,833	124	24,039
2044	7,915	240	7,643	358	880	288	3,684	30	20,122	916	4,960	127	25,082
2045	8,163	248	8,019	376	880	0	3,714	30	20,775	654	5,091	130	25,866
2046	8,419	256	8,413	394	880	0	3,744	30	21,456	680	5,224	134	26,680
2047	8,445	26	8,827	414	880	26	3,762	19	21,914	459	5,361	137	27,276
2048	8,471	26	9,261	434	880	0	3,781	19	22,394	479	5,502	140	27,895
2049	8,498	26	9,717	456	1,240	360	3,800	19	23,254	861	5,646	144	28,900
2050	8,524	27	10,195	478	1,240	0	3,819	19	23,778	523	5,793	148	29,571
2051	8,551	27	10,697	502	1,240	0	3,838	19	24,325	547	5,945	152	30,270
Growth 2023 - 2032		2,215		1,337		-		209		3,760		388	
Growth 2023 - 2051		5,371		7,739		1,240		682		15,032		2,924	

**TABLE A.11**  
**Forecast New Non-Residential Space**

<b>Employment Density</b>	
Population Related Employment	50.0 m <sup>2</sup> per employee
Employment Land Employment	90.0 m <sup>2</sup> per employee
Major Office	27.0 m <sup>2</sup> per employee
Other Rural Based Employment	- m <sup>2</sup> per employee

Mid-Year	Population Related Employment	Employment Land	Major Office	Other Rural Based	Total for DC Study
<b>2021</b>					
2022	36,686	20,856	0	0	57,542
2023	8,267	11,448	0	0	19,715
2024	2,676	5,276	0	0	7,952
2025	2,039	3,961	0	0	6,000
<b>2026</b>	<b>2,046</b>	<b>2,869</b>	<b>0</b>	<b>0</b>	<b>4,915</b>
2027	14,448	14,256	0	0	28,704
2028	15,648	14,957	0	0	30,605
2029	16,947	15,693	0	0	32,640
2030	18,354	16,465	0	0	34,819
<b>2031</b>	<b>19,878</b>	<b>17,275</b>	<b>0</b>	<b>0</b>	<b>37,153</b>
2032	10,432	18,125	0	0	28,557
2033	10,852	19,017	6,696	0	36,565
2034	11,289	19,953	0	0	31,242
2035	11,743	20,934	0	0	32,677
<b>2036</b>	<b>12,215</b>	<b>21,964</b>	<b>0</b>	<b>0</b>	<b>34,179</b>
2037	8,523	23,045	0	0	31,568
2038	8,753	24,178	0	0	32,931
2039	8,989	25,368	9,288	0	43,645
2040	9,232	26,616	0	0	35,848
<b>2041</b>	<b>9,481</b>	<b>27,925</b>	<b>0</b>	<b>0</b>	<b>37,406</b>
2042	11,299	29,299	0	0	40,598
2043	11,652	30,741	0	0	42,393
2044	12,017	32,253	7,776	0	52,046
2045	12,394	33,840	0	0	46,234
<b>2046</b>	<b>12,782</b>	<b>35,505</b>	<b>0</b>	<b>0</b>	<b>48,287</b>
2047	1,315	37,251	0	0	38,566
2048	1,319	39,084	0	0	40,403
2049	1,323	41,007	9,720	0	52,050
2050	1,327	43,024	0	0	44,351
<b>2051</b>	<b>1,332</b>	<b>45,141</b>	<b>0</b>	<b>0</b>	<b>46,473</b>
Growth 2023 - 2032	110,735	120,325	0	0	231,060
Growth 2023 - 2051	268,572	696,470	33,480	0	998,522

Source: Hemson Consulting Ltd.

**Appendix B**  
**General Services**  
**Technical Appendix**



# Appendix B – General Services Technical Appendix

The following appendix provides the detailed analysis undertaken to establish the development charge rates for each of the general services under the Town’s 2023 Development Charges Background Study. Four soft services have been analysed as part of the study:

Appendix B.1	Library Board
Appendix B.2	Fire Services
Appendix B.3	Police Services
Appendix B.4	Parks and Recreation
Appendix B.5	Services Related to a Highway: Public Works
Appendix B.6	Municipal Fleet
Appendix B.7	By-law Services

For each of these services, a set of three tables is provided. The tables provide the background data and analysis undertaken to arrive at the calculated development charge rates for that particular service. An overview of the content and purpose of each of the tables is given below.

## Table 1 Historical Service Levels

Table 1 presents the data used to determine the 15-year historical service level. The DCA and O. Reg. 82/98 require that development charges be set at a level no higher than the average service level provided in the Town over the 15-year period immediately preceding the preparation of the background study, on a service-by-service basis. For the purpose of this study, the historical inventory period has been defined as 2008 to 2022.

O. Reg. 82/98 requires that when defining and determining historical service levels, both the quantity and quality of service be taken into consideration.

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

The final page of Table 1 shows the calculation of the maximum allowable development charge revenue that can be raised for each service. The “maximum allowable” development charge revenue is calculated by taking the 15-year historical service level (expressed as either \$/capita or \$/population & employment) multiplied by the forecast increase in net population, or net population and employment growth over the planning period. The resulting figure is the value of capital infrastructure that must be constructed for that particular service so that the fifteen-year historical service level is maintained.

There is also a requirement in the DCA to consider “excess capacity” within the Town’s existing infrastructure that may be available to partially meet the future servicing requirements. If Council has expressed its intent before or at the time the capacity was created to recoup the cost of providing the capacity from new development, it is considered “committed excess capacity” under the DCA, and the associated capital cost is eligible for recovery. This requirement has been addressed through the use of “net” population and employment in the determination of maximum permissible funding envelopes.

## **Table 2 2023 – 2032 Development-Related Capital Program and Calculation of the Unadjusted Development Charge**

The DCA requires that Council express its intent to provide future capital facilities to support future growth. Based on the development forecasts presented in Appendix A, Hemson, in collaboration with Town staff, has developed a development-related capital program which set out the projects required to service anticipated growth for the 10 -year period from 2023 to 2032.

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

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

The capital program, less any replacement or benefit to existing shares, yields the development related costs. Although deemed development-related, not all of the net development-related capital program may be recoverable from development charges in the period from 2023 to 2032. For some of the services, reserve fund balances may be available to fund a share of the program. In addition, a portion of the capital program may service growth occurring after 2032, and therefore be recovered under future DCs. These costs are removed from the development charge calculation.

The remaining portion of the net capital program represents the development-related cost that may be included in the development charge.

In all cases, as required, this amount is equal to or less than the maximum allowable capital amount as calculated on the final page of Table 1. The result is the discounted development-related net capital cost that is eligible for recovery against development over the planning period.

As part of the Town's 2023 DC Background Study update a provision for growth-related infrastructure to service the proposed Orbit development has been included for most services. Recognizing that the Town's growth allocations, as informed by the recent Municipal Comprehensive Review completed by Simcoe County, did not capture the total amount of anticipated development identified in the Draft Orbit Secondary Plan, it is reasonable to assume that the Town will need to provide additional infrastructure in order to meet the servicing needs arising from this development. Town Council will approve the DC capital program as part of this study, including the growth-related costs for future infrastructure to service the Orbit lands. These costs will be further refined as part of the Town's future master plan updates and annual capital budgeting process.

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

The section below the capital program displays the calculation of the "unadjusted" development charge rates. The term "unadjusted" development charge is used to distinguish the charge that is calculated prior to cash flow financing considerations.

The first step when determining the unadjusted development charge rate is to allocate the development-related net capital cost between the residential and non-residential sectors. For Fire Services, Police Services, Public Works, Municipal Fleet, and By-Law Services, the development-related costs have been apportioned as 83% residential, 6% industrial, and 11% non-industrial. This apportionment is based on the anticipated shares of population in new units and employment growth over the 10-year forecast period.

The development-related costs associated with the Library Board and Parks and Recreation have been allocated 100% to the residential sector because the need for these services is generally driven entirely by residential development.

The residential share of the 2023-2032 DC eligible costs are then divided by the forecast population growth in new units. This gives the unadjusted residential development charge per capita. The industrial and non-industrial development-related net capital costs are divided by the forecast increase in non-residential gross floor area (GFA). This yields a charge per square metre of new industrial and non-industrial GFA.

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

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

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

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

# Appendix B.1

## Library Board

## Appendix B.1 – Library Board

The Town of Innisfil provides library services through four branches in each of its urban communities. The Library provides a wide range of resources in a variety of formats as well as a number of programs to the residents of the Town of Innisfil. The library has a variety of collection materials available for the community's use.

### Table 1 2008-2022 Historical Service Levels

Table 1 displays the Library's 15-year historical inventory for buildings, land, materials, and furniture and equipment (excluding computer equipment). The building space amounts to nearly 34,500 square feet; however, 1,000 square feet have been netted off of the Cookstown branch to account for excess capacity related to outstanding debt. After accounting for this excess capacity, the current value of library buildings is \$21.41 million. The library buildings occupy approximately 2.18 hectares of land worth approximately \$5.46 million.

Collection materials are valued at \$4.26 million. Finally, furniture and equipment associated with the branches is valued at \$3.85 million.

The 2022 full replacement value of the inventory of capital assets amounts to \$34.99 million and the 15-year historical average service level is \$815.67 per capita.

The historical service level multiplied by the 10-year forecast of net population growth results in a maximum allowable funding envelope of \$12.80 million (15,696 net population growth X historical service level of \$815.67/capita).

## **Table 2 2023 – 2032 Development-Related Capital Program and Calculation of the Unadjusted Development Charge**

The Library Board’s total 10-year capital forecast amounts to \$41.12 million. A portion of this forecast recovers for past commitments including the remaining principal payments associated with the Cookstown Library debt (\$641,600) and the current negative reserve fund balance (\$5.81 million).

Other projects in the Library Board capital forecast include a new Lefroy branch at a total cost of \$8.80 million, a new Orbit branch (Phase 1) for a total of \$11.98 million, as well as a 10,000 square foot Stroud branch, which replaces the current facility, at a total of \$11.19 million (including site planning and design costs).

Some equipment purchases are also included in the capital forecast, and these include RFID equipment, a mobile kiosk, and a moveable meeting space that total \$290,000. Additional collections materials are also included for DC recovery at a rate that will maintain historical service levels. Approximately \$2.4 million has been included in the capital program for collection material acquisitions.

No grants, subsidies, or other recoveries are anticipated to fund any shares of the above mentioned projects and as such, the net cost to the municipality remains at \$41.12 million. A 45% share of the Stroud branch expansion is deemed to be a replacement, resulting in a \$5.09 million deduction for replacement that benefits the existing population.

In total, \$36.03 million of this program is deemed to be DC eligible. However, \$23.23 million will benefit development beyond 2032, and will not be recovered under this DC by-law, but will be considered in future DC studies, subject to service level restrictions.



The remaining \$12.80 million is related to growth between 2023 and 2032 which is allocated entirely against future residential development in the Town of Innisfil. This results in an unadjusted development charge of \$679 per capita.

### Table 3 Cash Flow Analysis

After cash flow analysis, the residential calculated charge increases to \$802 per capita. The increase reflects the front-ended nature of the capital program and the inclusion of interest costs associated with the Cookstown Library Branch debenture.

The following table summarizes the calculation of the Library Board development charge:

15-year Hist. Service Level per capita	2023 - 2032		LIBRARY BOARD SUMMARY			Adjusted DC		
	Development-Related Capital Program		Unadjusted DC			Res. \$/capita	Indust. \$/sq.m	Non-Indus. \$/sq.m
	Total	Net DC Recoverable	Res. \$/capita	Indust. \$/sq.m	Non-Indus. \$/sq.m			
\$815.67	\$41,117,893	\$12,802,756	\$679	\$0.00	\$0.00	<b>\$802</b>	<b>\$0.00</b>	<b>\$0.00</b>

APPENDIX B.1

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
LIBRARY BOARD

BUILDINGS	# of Square Feet															2023	
	Branch Name	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	UNIT COST (\$/sq.ft.)
Stroud Branch	4,547	4,547	4,547	4,547	4,547	4,547	4,547	4,547	4,547	4,547	4,547	4,547	4,547	4,547	4,547	4,547	\$640
Churchill Branch	1,784	1,784	1,784	1,784	1,784	1,784	1,784	1,784	1,784	1,784	1,784	1,784	1,784	1,784	1,784	1,784	\$640
Lakeshore Branch	11,506	11,506	11,506	11,506	11,506	11,506	11,506	11,506	21,522	21,522	21,522	21,522	21,522	21,522	21,522	21,522	\$640
Cookstown Branch (20 Church Street)	-	6,600	6,600	6,600	6,600	6,600	6,600	6,600	6,600	6,600	6,600	6,600	6,600	6,600	6,600	6,600	\$640
Cookstown Branch (excess capacity)	-	(1,000)	(1,000)	(1,000)	(1,000)	(1,000)	(1,000)	(1,000)	(1,000)	(1,000)	(1,000)	(1,000)	(1,000)	(1,000)	(1,000)	(1,000)	\$640
<b>Total (sq.ft.)</b>	<b>17,837</b>	<b>23,437</b>	<b>23,437</b>	<b>23,437</b>	<b>23,437</b>	<b>23,437</b>	<b>23,437</b>	<b>23,437</b>	<b>33,453</b>	<b>33,453</b>	<b>33,453</b>	<b>33,453</b>	<b>33,453</b>	<b>33,453</b>	<b>33,453</b>	<b>33,453</b>	
<b>Total (\$000)</b>	<b>\$11,415.7</b>	<b>\$14,999.7</b>	<b>\$14,999.7</b>	<b>\$14,999.7</b>	<b>\$14,999.7</b>	<b>\$14,999.7</b>	<b>\$14,999.7</b>	<b>\$14,999.7</b>	<b>\$21,409.9</b>	<b>\$21,409.9</b>	<b>\$21,409.9</b>	<b>\$21,409.9</b>	<b>\$21,409.9</b>	<b>\$21,409.9</b>	<b>\$21,409.9</b>	<b>\$21,409.9</b>	

LAND	# of Hectares															2023	
	Branch Name	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	UNIT COST (\$/ha)
Stroud Branch	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	\$2,500,000
Churchill Branch	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	\$2,500,000
Lakeshore Branch	0.60	0.60	0.60	0.60	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	\$2,500,000
Cookstown Branch (20 Church)	-	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	\$2,500,000
<b>Total (ha)</b>	<b>1.03</b>	<b>1.56</b>	<b>1.56</b>	<b>1.56</b>	<b>2.18</b>	<b>2.18</b>	<b>2.18</b>	<b>2.18</b>	<b>2.18</b>	<b>2.18</b>	<b>2.18</b>	<b>2.18</b>	<b>2.18</b>	<b>2.18</b>	<b>2.18</b>	<b>2.18</b>	
<b>Total (\$000)</b>	<b>\$2,575.0</b>	<b>\$3,911.5</b>	<b>\$3,911.5</b>	<b>\$3,911.5</b>	<b>\$5,461.5</b>	<b>\$5,461.5</b>	<b>\$5,461.5</b>	<b>\$5,461.5</b>	<b>\$5,461.5</b>	<b>\$5,461.5</b>	<b>\$5,461.5</b>	<b>\$5,461.5</b>	<b>\$5,461.5</b>	<b>\$5,461.5</b>	<b>\$5,461.5</b>	<b>\$5,461.5</b>	

APPENDIX B.1

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
LIBRARY BOARD

2023

MATERIALS Type of Collection	# of Collection Materials															UNIT COST
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	(\$/item)
Books - Adult	29,660	29,950	30,242	30,538	31,479	32,448	33,448	34,478	33,872	35,379	35,340	34,497	36,481	35,445	34,936	\$50
Books - Children	17,818	17,992	18,167	18,345	18,910	19,493	20,093	20,712	20,065	20,665	20,876	21,759	23,247	24,020	24,064	\$20
Books - Teen	1,985	2,005	2,024	2,044	2,107	2,172	2,239	2,308	2,200	2,253	2,347	2,524	2,499	2,656	2,640	\$40
Audio - audiobooks & music	2,858	2,886	2,914	2,942	3,033	3,126	3,223	3,322	3,356	3,481	3,278	3,128	3,270	2,933	2,686	\$60
Video - DVDs/Blu-Rays	7,254	7,325	7,396	7,469	7,699	7,936	8,180	8,432	9,061	9,342	9,968	10,841	11,121	10,431	8,672	\$45
Video - Games	408	412	416	420	433	446	460	474	623	659	807	806	1,075	1,126	1,178	\$100
Periodicals - Magazines	2,289	2,311	2,334	2,357	2,430	2,504	2,581	2,661	2,547	1,982	2,081	1,911	1,754	1,825	1,575	\$9
Digital - eBooks*	51,744	52,249	52,758	53,276	41,572	66,835	52,587	60,149	52,270	52,331	58,957	68,198	25,137	19,528	20,684	\$35
Digital - eAudiobooks**	-	-	-	-	-	-	-	-	-	-	-	-	7,950	5,352	5,738	\$75
Digital - Pay per Use	-	-	-	-	-	-	-	-	2,965	3,265	3,643	4,758	5,309	4,640	1,698	\$2
Digital - Subscription	-	-	-	-	21	25	55	46	28	27	28	29	27	27	30	\$1,850
Equipment - Technology	-	-	-	-	12	12	12	12	12	20	27	29	46	73	74	\$400
Equipment - Other	-	-	-	-	-	-	-	-	-	-	-	-	-	68	106	\$40
<b>Total (#)</b>	<b>114,016</b>	<b>115,128</b>	<b>116,251</b>	<b>117,392</b>	<b>107,695</b>	<b>134,998</b>	<b>122,878</b>	<b>132,594</b>	<b>126,999</b>	<b>129,404</b>	<b>137,352</b>	<b>148,480</b>	<b>117,916</b>	<b>108,124</b>	<b>104,081</b>	
<b>Total (\$000)</b>	<b>\$4,289.1</b>	<b>\$4,330.9</b>	<b>\$4,373.2</b>	<b>\$4,416.1</b>	<b>\$4,128.7</b>	<b>\$5,101.3</b>	<b>\$4,741.6</b>	<b>\$5,075.7</b>	<b>\$4,770.4</b>	<b>\$4,882.7</b>	<b>\$5,157.9</b>	<b>\$5,497.9</b>	<b>\$4,766.0</b>	<b>\$4,311.2</b>	<b>\$4,264.8</b>	

\*eBook data for 2012-2019 includes eaudiobooks

\*\*The drop in ebook and eaudiobook numbers from 2019 to 2020 is due to the dissolution of the Libraries on the Go consortium.

FURNITURE AND EQUIPMENT Branch Name	Total Value of Furniture and Equipment (\$)														
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Stroud Branch	\$322,000	\$325,000	\$360,000	\$438,000	\$455,000	\$495,000	\$497,000	\$521,000	\$524,000	\$525,000	\$525,000	\$525,000	\$525,000	\$525,000	\$525,000
Churchill Branch	\$131,000	\$138,000	\$138,000	\$154,000	\$154,000	\$169,000	\$169,000	\$169,000	\$170,000	\$170,000	\$170,000	\$170,000	\$170,000	\$170,000	\$170,000
Cookstown Branch	\$140,000	\$435,000	\$466,000	\$523,000	\$525,000	\$607,000	\$746,000	\$757,000	\$870,000	\$1,016,000	\$1,033,000	\$1,033,000	\$1,172,000	\$1,172,000	\$1,172,000
Lakeshore Branch	\$498,000	\$546,000	\$630,000	\$744,000	\$777,000	\$921,000	\$971,000	\$1,750,000	\$1,907,000	\$1,983,000	\$1,983,000	\$1,983,000	\$1,983,000	\$1,983,000	\$1,983,000
<b>Total (\$000)</b>	<b>\$1,091.0</b>	<b>\$1,444.0</b>	<b>\$1,594.0</b>	<b>\$1,859.0</b>	<b>\$1,911.0</b>	<b>\$2,192.0</b>	<b>\$2,383.0</b>	<b>\$3,197.0</b>	<b>\$3,471.0</b>	<b>\$3,694.0</b>	<b>\$3,711.0</b>	<b>\$3,711.0</b>	<b>\$3,850.0</b>	<b>\$3,850.0</b>	<b>\$3,850.0</b>



APPENDIX B.1

TABLE 1

TOWN OF INNISFIL  
CALCULATION OF SERVICE LEVELS  
LIBRARY BOARD

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Historic Population	31,786	32,096	32,409	32,727	33,735	34,774	35,845	36,949	38,088	39,082	40,102	41,149	42,223	43,326	45,505

INVENTORY SUMMARY (\$000)

Buildings	\$11,415.7	\$14,999.7	\$14,999.7	\$14,999.7	\$14,999.7	\$14,999.7	\$14,999.7	\$21,409.9	\$21,409.9	\$21,409.9	\$21,409.9	\$21,409.9	\$21,409.9	\$21,409.9	\$21,409.9
Land	\$2,575.0	\$3,911.5	\$3,911.5	\$3,911.5	\$5,461.5	\$5,461.5	\$5,461.5	\$5,461.5	\$5,461.5	\$5,461.5	\$5,461.5	\$5,461.5	\$5,461.5	\$5,461.5	\$5,461.5
Materials	\$4,289.1	\$4,330.9	\$4,373.2	\$4,416.1	\$4,128.7	\$5,101.3	\$4,741.6	\$5,075.7	\$4,770.4	\$4,882.7	\$5,157.9	\$5,497.9	\$4,766.0	\$4,311.2	\$4,264.8
Furniture And Equipment	\$1,091.0	\$1,444.0	\$1,594.0	\$1,859.0	\$1,911.0	\$2,192.0	\$2,383.0	\$3,197.0	\$3,471.0	\$3,694.0	\$3,711.0	\$3,711.0	\$3,850.0	\$3,850.0	\$3,850.0
<b>Total (\$000)</b>	<b>\$19,370.8</b>	<b>\$24,686.1</b>	<b>\$24,878.4</b>	<b>\$25,186.3</b>	<b>\$26,500.9</b>	<b>\$27,754.5</b>	<b>\$27,585.8</b>	<b>\$35,144.1</b>	<b>\$35,112.8</b>	<b>\$35,448.1</b>	<b>\$35,740.3</b>	<b>\$36,080.3</b>	<b>\$35,487.4</b>	<b>\$35,032.6</b>	<b>\$34,986.2</b>

SERVICE LEVEL (\$/capita)

Average  
Service  
Level

Buildings	\$359.14	\$467.34	\$462.82	\$458.33	\$444.63	\$431.35	\$418.46	\$579.45	\$562.12	\$547.82	\$533.89	\$520.30	\$507.07	\$494.16	\$470.50	\$483.82
Land	\$81.01	\$121.87	\$120.69	\$119.52	\$161.89	\$157.06	\$152.36	\$147.81	\$143.39	\$139.74	\$136.19	\$132.72	\$129.35	\$126.06	\$120.02	\$132.65
Materials	\$134.94	\$134.94	\$134.94	\$134.94	\$122.39	\$146.70	\$132.28	\$137.37	\$125.25	\$124.94	\$128.62	\$133.61	\$112.88	\$99.51	\$93.72	\$126.47
Furniture And Equipment	\$34.32	\$44.99	\$49.18	\$56.80	\$56.65	\$63.04	\$66.48	\$86.52	\$91.13	\$94.52	\$92.54	\$90.18	\$91.18	\$88.86	\$84.61	\$72.73
<b>Total (\$/capita)</b>	<b>\$609.41</b>	<b>\$769.13</b>	<b>\$767.64</b>	<b>\$769.59</b>	<b>\$785.56</b>	<b>\$798.14</b>	<b>\$769.59</b>	<b>\$951.15</b>	<b>\$921.89</b>	<b>\$907.02</b>	<b>\$891.24</b>	<b>\$876.82</b>	<b>\$840.48</b>	<b>\$808.58</b>	<b>\$768.84</b>	<b>\$815.67</b>

TOWN OF INNISFIL  
CALCULATION OF MAXIMUM ALLOWABLE  
LIBRARY BOARD

15-Year Funding Envelope Calculation	
15 Year Average Service Level 2008 - 2022	\$815.67
Net Population Growth 2023 - 2032	15,696
<b>Maximum Allowable Funding Envelope</b>	<b>\$12,802,756</b>

APPENDIX B.1  
TABLE 2

TOWN OF INNISFIL  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
LIBRARY BOARD

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					Replacement & BTE Shares	Replacement & BTE Shares		Available DC Reserves	2023 - 2032	Post 2032
<b>1.0 LIBRARY BOARD</b>										
<b>1.1 Recovery of Negative Reserve Fund Balance</b>										
1.1.1 Balance as at December 31, 2022	2023	\$ 5,805,467	\$ -	\$ 5,805,467	0%	\$ -	\$ 5,805,467	\$ -	\$ 5,805,467	\$ -
Subtotal Recovery of Negative Reserve Fund Balance		\$ 5,805,467	\$ -	\$ 5,805,467		\$ -	\$ 5,805,467	\$ -	\$ 5,805,467	\$ -
<b>1.2 Recovery of Cookstown Library Debt</b>										
1.2.1 Principal Payment (Library DC Eligible Share)	2023	\$ 85,541	\$ -	\$ 85,541	0%	\$ -	\$ 85,541	\$ -	\$ 85,541	\$ -
1.2.2 Principal Payment (Library DC Eligible Share)	2024	\$ 85,541	\$ -	\$ 85,541	0%	\$ -	\$ 85,541	\$ -	\$ 85,541	\$ -
1.2.3 Principal Payment (Library DC Eligible Share)	2025	\$ 85,541	\$ -	\$ 85,541	0%	\$ -	\$ 85,541	\$ -	\$ 85,541	\$ -
1.2.4 Principal Payment (Library DC Eligible Share)	2026	\$ 85,541	\$ -	\$ 85,541	0%	\$ -	\$ 85,541	\$ -	\$ 85,541	\$ -
1.2.5 Principal Payment (Library DC Eligible Share)	2027	\$ 85,541	\$ -	\$ 85,541	0%	\$ -	\$ 85,541	\$ -	\$ 85,541	\$ -
1.2.6 Principal Payment (Library DC Eligible Share)	2028	\$ 85,541	\$ -	\$ 85,541	0%	\$ -	\$ 85,541	\$ -	\$ 85,541	\$ -
1.2.7 Principal Payment (Library DC Eligible Share)	2029	\$ 85,541	\$ -	\$ 85,541	0%	\$ -	\$ 85,541	\$ -	\$ 85,541	\$ -
1.2.8 Principal Payment (Library DC Eligible Share)	2030	\$ 42,770	\$ -	\$ 42,770	0%	\$ -	\$ 42,770	\$ -	\$ 42,770	\$ -
Subtotal Recovery of Cookstown Library Debt		\$ 641,554	\$ -	\$ 641,554		\$ -	\$ 641,554	\$ -	\$ 641,554	\$ -
<b>1.3 Buildings and Land</b>										
1.3.1 Lefroy Branch & ideaLAB (5,750 sq.ft.)	2026	\$ 8,806,300	\$ -	\$ 8,806,300	0%	\$ -	\$ 8,806,300	\$ -	\$ 3,665,736	\$ 5,140,564
1.3.2 Stroud Expansion Site Planning & Design (10,000 sq.ft.)	2027	\$ 1,615,252	\$ -	\$ 1,615,252	45%	\$ 734,455	\$ 880,797	\$ -	\$ -	\$ 880,797
1.3.3 Stroud Expansion Site Construction (10,000 sq.ft.)	2028	\$ 9,578,441	\$ -	\$ 9,578,441	45%	\$ 4,355,317	\$ 5,223,124	\$ -	\$ -	\$ 5,223,124
1.3.4 Orbit Phase 1 (10,500 sq.ft.)	2031	\$ 11,980,879	\$ -	\$ 11,980,879	0%	\$ -	\$ 11,980,879	\$ -	\$ -	\$ 11,980,879
Subtotal Buildings and Land		\$ 31,980,872	\$ -	\$ 31,980,872		\$ 5,089,772	\$ 26,891,100	\$ -	\$ 3,665,736	\$ 23,225,364

APPENDIX B.1  
TABLE 2

TOWN OF INNISFIL  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
LIBRARY BOARD

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					Replacement & BTE Shares	Replacement & BTE Shares		Available DC Reserves	2023 - 2032	Post 2032
<b>1.4 Equipment</b>										
1.4.1 RFID - Equipment to Scan Books	2023	\$ 50,000	\$ -	\$ 50,000	0%	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -
1.4.2 ideaLAB & Library Mobile Kiosk	2024	\$ 150,000	\$ -	\$ 150,000	0%	\$ -	\$ 150,000	\$ -	\$ 150,000	\$ -
1.4.3 Movable Meeting Space	2023	\$ 90,000	\$ -	\$ 90,000	0%	\$ -	\$ 90,000	\$ -	\$ 90,000	\$ -
Subtotal Equipment		\$ 290,000	\$ -	\$ 290,000		\$ -	\$ 290,000	\$ -	\$ 290,000	\$ -
<b>1.5 Materials Acquisitions</b>										
1.5.1 Additional Collections Materials	Various	\$ 2,400,000	\$ -	\$ 2,400,000	0%	\$ -	\$ 2,400,000	\$ -	\$ 2,400,000	\$ -
Subtotal Materials Acquisitions		\$ 2,400,000	\$ -	\$ 2,400,000		\$ -	\$ 2,400,000	\$ -	\$ 2,400,000	\$ -
<b>TOTAL LIBRARY BOARD</b>		<b>\$ 41,117,893</b>	<b>\$ -</b>	<b>\$ 41,117,893</b>		<b>\$ 5,089,772</b>	<b>\$ 36,028,121</b>	<b>\$ -</b>	<b>\$ 12,802,756</b>	<b>\$ 23,225,364</b>

Residential Development Charge Calculation		
Residential Share of 2023 - 2032 DC Eligible Costs	100%	\$12,802,756
10-Year Growth in Population in New Units		18,863
Unadjusted Development Charge Per Capita		<b>\$679</b>
Industrial Development Charge Calculation		
Industrial Share of 2023 - 2032 DC Eligible Costs	0%	\$0
10-Year Growth in Square Metres		120,325
Unadjusted Development Charge Per Square Metre		<b>\$0.00</b>
Non-Industrial Development Charge Calculation		
Non-Industrial Share of 2023 - 2032 DC Eligible Costs	0%	\$0
10-Year Growth in Square Metres		110,735
Unadjusted Development Charge Per Square Metre		<b>\$0.00</b>

2023 - 2032 Net Funding Envelope	\$12,802,756
Reserve Fund Balance	
Balance as at December 31, 2022	(\$5,805,467)

**APPENDIX B.1  
TABLE 3**

**TOWN OF INNISFIL  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
LIBRARY BOARD  
RESIDENTIAL DEVELOPMENT CHARGE  
(in \$000)**

<b>LIBRARY BOARD</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>2032</b>	<b>TOTAL</b>
OPENING CASH BALANCE	(\$5,805.5)	(\$5,645.0)	(\$5,021.8)	(\$4,162.9)	(\$6,948.1)	(\$6,450.8)	(\$5,732.9)	(\$4,891.4)	(\$3,598.7)	(\$1,756.3)	
<b>2023 - 2032 RESIDENTIAL FUNDING REQUIREMENTS</b>											
- Prior Growth (Funding from DC Reserve Balance)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	<b>\$0.0</b>
- Library Service (New Projects): Non Inflated	\$380.0	\$390.0	\$240.0	\$3,905.7	\$240.0	\$240.0	\$240.0	\$240.0	\$240.0	\$240.0	<b>\$6,355.7</b>
- Cookstown Debenture Principal Payments <sup>1</sup>	\$85.5	\$85.5	\$85.5	\$85.5	\$85.5	\$85.5	\$85.5	\$42.8	\$0.0	\$0.0	<b>\$641.6</b>
- Library Service (New Projects): Inflated	\$465.54	\$483.3	\$335.2	\$4,230.3	\$345.3	\$350.5	\$355.8	\$318.5	\$281.2	\$286.8	<b>\$7,452.6</b>
<b>NEW RESIDENTIAL DEVELOPMENT</b>											
- Population Growth in New Units	1,215	1,724	1,744	2,092	1,413	1,587	1,798	2,075	2,434	2,781	<b>18,863</b>
<b>REVENUE</b>											
- DC Receipts: Inflated	\$974.1	\$1,409.8	\$1,454.7	\$1,779.9	\$1,226.2	\$1,404.8	\$1,623.4	\$1,911.0	\$2,286.4	\$2,664.6	<b>\$16,735.1</b>
<b>INTEREST</b>											
- Interest on Opening Balance	(\$319.3)	(\$310.5)	(\$276.2)	(\$229.0)	(\$382.1)	(\$354.8)	(\$315.3)	(\$269.0)	(\$197.9)	(\$96.6)	<b>(\$2,750.7)</b>
- Interest on In-year Transactions	\$8.9	\$16.2	\$19.6	(\$67.4)	\$15.4	\$18.4	\$22.2	\$27.9	\$35.1	\$41.6	<b>\$137.9</b>
- Interest Payments for Cookstown Debenture <sup>2</sup>	(\$37.7)	(\$9.0)	(\$4.0)	(\$38.4)	(\$16.9)	\$0.0	(\$133.0)	(\$58.6)	\$0.0	(\$566.5)	<b>(\$864.2)</b>
<b>TOTAL REVENUE</b>	<b>\$626.0</b>	<b>\$1,106.6</b>	<b>\$1,194.1</b>	<b>\$1,445.1</b>	<b>\$842.6</b>	<b>\$1,068.4</b>	<b>\$1,197.3</b>	<b>\$1,611.2</b>	<b>\$2,123.6</b>	<b>\$2,043.1</b>	<b>\$13,258.1</b>
CLOSING CASH BALANCE	(\$5,645.0)	(\$5,021.8)	(\$4,162.9)	(\$6,948.1)	(\$6,450.8)	(\$5,732.9)	(\$4,891.4)	(\$3,598.7)	(\$1,756.3)	\$0.0	

Note 1: Debenture principal payments not inflated.

Note 2: Interest on debenture payments not inflated.

<b>2023 Adjusted Charge Per Capita</b>	<b>\$801.74</b>
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<b>Allocation of Capital Program</b>	
Residential Sector	100%
Non-Residential Sector	0%
<b>Rates for 2023</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

## **Appendix B.2**

### **Fire Services**



## Appendix B.2 – Fire Services

The Town of Innisfil Fire Department is responsible for serving the citizens of the Town by keeping them and their property protected from fire and other emergencies. The Town operates a several fire stations, possesses accredited training in emergency response, enforces fire codes, and provides public education to keep residents safe.

### Table 1 2008-2022 Historical Service Levels

The 15-year historical inventory of Fire Services capital assets includes 5 fire stations and 1 tower totaling 47,426 square feet of indoor space. Approximately 11,230 square feet related to the Big Bay Point Fire Station has been removed from the inventory as it is related to the recovery of the outstanding debt associated with the station of \$7.3 million. After accounting for this adjustment, 36,195 of building space remains. The value of the building space included in the inventory is approximately \$23.50 million. The land associated with the stations amounts to 4.13 hectares, and is valued at \$10.33 million.

The inventory of Fire Services fleet includes communications equipment, SCBA, and additional station equipment, and totals \$3.65 million. The 31 vehicles add a total replacement value of \$18.19 million.

The 15-year historical average service level is \$909.37 per capita and employment and this, multiplied by the 10-year forecast net population and employment growth (19,456), results in a maximum allowable of \$17.69 million.

## **Table 2 2023 – 2032 Development-Related Capital Program and Calculation of the Unadjusted Development Charge**

The 2023-2032 development-related capital program for fire services amounts to \$37.74 million. It includes development of new fire stations and vehicles as well as the recovery of past commitments and the negative reserve balance. It includes the recovery of the Big Bay Point Station debt, to a total of \$7.3 million over the 10-year period.

A new 20,000 square foot fire station is planned in the Innisfil Heights area at a total cost of \$12.5 million (building and land included). In addition, several new vehicles for inspections and training, along with additional rescue and frontline apparatus are planned for the 10-year period at a gross cost of \$4.92 million. Equipment acquisitions related to new staff are planned to amount to \$141,900. Finally, the capital program accounts for provisions for growth-related facilities in Orbit community which totals \$11.06 million.

No grants or subsidies have been identified for the Fire Services capital program, and as such the net capital cost remains at \$37.74 million. No replacement or benefit to existing shares amount to have been identified as the program is entirely growth-related. Of the DC eligible costs, \$20.05 million is deemed to benefit development beyond 2032 and will not be recovered under this DC by-law, but is eligible for consideration in future development charge studies.

The 2023-2032 DC costs eligible for recovery amount to \$17.69 million is allocated 83%, or \$14.69 million, against new residential development; 6%, or \$1.06 million against new industrial development, and 11%, or \$1.95 million, against non-industrial development. This yields an unadjusted development charge of \$779 per capita, \$8.82 per square metre for industrial developments, and \$17.58 per square metre for non-industrial developments.

### Table 3 Cash Flow Analysis

After cash flow analysis, the residential calculated charge increases to \$894 per capita, \$10.31 per square metre for industrial, and the non-industrial charge increases to \$20.71 per square metre. This is a reflection of the timing of the capital program and development charges revenues as well as the inclusion of interest related to the Big Bay Point Fire Station debt.

The following table summarizes the calculation of the municipal fleet development charge:

FIRE SERVICES SUMMARY								
15-year Hist.	2023 - 2032		Unadjusted DC			Adjusted DC		
Service Level	Development-Related Capital Program		Res.	Indust.	Non-Indus.	Res.	Indust.	Non-Indus.
per pop & emp	Total	Net DC Recoverable	\$/capita	\$/sq.m	\$/sq.m	\$/capita	\$/sq.m	\$/sq.m
\$909.37	\$37,738,102	\$17,693,070	\$779	\$8.82	\$17.58	<b>\$894</b>	<b>\$10.31</b>	<b>\$20.71</b>

APPENDIX B.2

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
FIRE SERVICES

BUILDINGS Station Name	2023 # of Square Feet															UNIT COST (\$/sq.ft.)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Station #1 - Headquarters, Alcona, 8th Line	9,222	9,222	9,222	9,222	9,222	9,222	9,222	9,222	9,222	9,222	9,222	9,222	9,222	9,222	9,222	\$650
Station #2 - Lefroy, Ardill St	2,305	2,305	2,305	2,305	2,305	2,305	2,305	2,305	2,305	2,305	-	-	-	-	-	\$650
Station #2 - Lefroy, 20th Sdrd	-	-	-	-	-	-	-	-	-	-	11,400	11,400	11,400	11,401	11,402	\$650
Station #3 - Stroud, Yonge & Victoria St	5,502	5,502	5,502	5,502	5,502	5,502	5,502	5,502	5,502	5,502	5,502	5,502	5,502	5,502	5,502	\$650
Station #4 - Cookstown, King St	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	9,200	9,200	9,200	9,200	\$650
Station #5 - 740 Big Bay Point	-	-	-	-	-	-	-	-	-	-	-	-	12,000	12,000	12,000	\$650
Excess Capacity	-	-	-	-	-	-	-	-	-	-	-	-	(11,231)	(11,231)	(11,231)	\$650
Big Bay Point Tower	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	\$300
<b>Total (sq.ft.)</b>	<b>20,129</b>	<b>20,129</b>	<b>20,129</b>	<b>20,129</b>	<b>20,129</b>	<b>20,129</b>	<b>20,129</b>	<b>20,129</b>	<b>20,129</b>	<b>20,129</b>	<b>29,224</b>	<b>35,424</b>	<b>36,193</b>	<b>36,194</b>	<b>36,195</b>	
<b>Total (\$000)</b>	<b>\$13,048.9</b>	<b>\$13,048.9</b>	<b>\$13,048.9</b>	<b>\$13,048.9</b>	<b>\$13,048.9</b>	<b>\$13,048.9</b>	<b>\$13,048.9</b>	<b>\$13,048.9</b>	<b>\$13,048.9</b>	<b>\$13,048.9</b>	<b>\$18,960.6</b>	<b>\$22,990.6</b>	<b>\$23,490.6</b>	<b>\$23,491.3</b>	<b>\$23,491.9</b>	

LAND Station Name	2023 # of Hectares															UNIT COST (\$/ha)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Station #1 - Headquarters, Alcona, 8th Line	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	\$2,500,000
Station #2 - Lefroy, Ardill St	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	-	-	-	-	-	\$2,500,000
Station #2 - Lefroy, 20th Sdrd	-	-	-	-	-	-	-	-	-	-	1.21	1.21	1.21	1.21	1.21	\$2,500,000
Station #3 - Stroud, Yonge & Victoria St	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	\$2,500,000
Station #4 - Cookstown, King St	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.31	0.31	0.31	0.31	0.31	0.31	0.31	\$2,500,000
Station #5 - 740 Big Bay Point	-	-	-	-	-	-	-	-	-	-	-	-	1.56	1.56	1.56	\$2,500,000
<b>Total (ha)</b>	<b>1.30</b>	<b>1.30</b>	<b>1.30</b>	<b>1.30</b>	<b>1.30</b>	<b>1.30</b>	<b>1.30</b>	<b>1.30</b>	<b>1.51</b>	<b>1.51</b>	<b>2.57</b>	<b>2.57</b>	<b>4.13</b>	<b>4.13</b>	<b>4.13</b>	
<b>Total (\$000)</b>	<b>\$3,250.0</b>	<b>\$3,250.0</b>	<b>\$3,250.0</b>	<b>\$3,250.0</b>	<b>\$3,250.0</b>	<b>\$3,250.0</b>	<b>\$3,250.0</b>	<b>\$3,250.0</b>	<b>\$3,775.0</b>	<b>\$3,775.0</b>	<b>\$6,425.0</b>	<b>\$6,425.0</b>	<b>\$10,325.0</b>	<b>\$10,325.0</b>	<b>\$10,325.0</b>	

APPENDIX B.2

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
FIRE SERVICES

2023

EQUIPMENT Station Name	Total Value of Equipment (\$)															UNIT COST (\$/item)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Chief/Deputy Bunker Gear	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	\$6,450
Fightfighters - Full Time	12	12	12	12	12	12	12	17	20	28	32	40	40	40	40	\$11,000
Fire Prevention/Training Officer	1	1	1	1	1	1	1	2	2	2	3	3	3	3	3	\$6,450
Firefighters - Volunteer	80	80	80	80	80	80	80	96	96	96	96	96	96	84	84	\$6,450
Spare Bunker Gear	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	\$4,500
Big Bay Point Tower	\$98,000	\$98,000	\$98,000	\$98,000	\$98,000	\$98,000	\$98,000	\$98,000	\$119,000	\$119,000	\$165,000	\$165,000	\$165,000	\$165,000	\$165,000	
Communications Equipment	\$191,000	\$191,000	\$191,000	\$191,000	\$191,000	\$191,000	\$191,000	\$191,000	\$191,000	\$191,000	\$278,000	\$278,000	\$278,000	\$278,000	\$278,000	
Other Station Equipment	\$640,000	\$640,000	\$640,000	\$640,000	\$640,000	\$640,000	\$640,000	\$640,000	\$640,000	\$660,000	\$693,000	\$792,000	\$792,000	\$792,000	\$792,000	
SCBA	\$660,000	\$660,000	\$660,000	\$660,000	\$660,000	\$660,000	\$660,000	\$660,000	\$660,000	\$792,000	\$792,000	\$792,000	\$792,000	\$792,000	\$792,000	
Additional Station Equipment	\$238,000	\$238,000	\$238,000	\$238,000	\$238,000	\$238,000	\$238,000	\$238,000	\$238,000	\$238,000	\$346,000	\$420,000	\$562,000	\$562,000	\$562,000	
<b>Total (items)</b>	<b>105.00</b>	<b>105.00</b>	<b>105.00</b>	<b>105.00</b>	<b>105.00</b>	<b>105.00</b>	<b>105.00</b>	<b>127.00</b>	<b>131.00</b>	<b>139.00</b>	<b>144.00</b>	<b>152.00</b>	<b>152.00</b>	<b>140.00</b>	<b>140.00</b>	
<b>Total (\$000)</b>	<b>\$2,539.4</b>	<b>\$2,539.4</b>	<b>\$2,539.4</b>	<b>\$2,539.4</b>	<b>\$2,539.4</b>	<b>\$2,539.4</b>	<b>\$2,539.4</b>	<b>\$2,704.0</b>	<b>\$2,764.5</b>	<b>\$3,004.5</b>	<b>\$3,328.9</b>	<b>\$3,589.9</b>	<b>\$3,731.9</b>	<b>\$3,654.5</b>	<b>\$3,654.5</b>	

APPENDIX B.2

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
FIRE SERVICES

VEHICLES Vehicle Type	# of Vehicles															2023 UNIT COST (\$/vehicle)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
50' Telesquirt	1	1	1	1	1	1	-	-	-	-	-	-	-	-	-	\$2,300,000
Fire Prevention vehicle	1	1	1	1	1	1	1	1	1	1	1	-	-	-	-	\$50,000
Pumpers	3	2	2	1	1	1	1	-	-	-	-	-	-	-	-	\$1,500,000
Rescue (Van Type)	1	1	1	1	1	1	1	1	1	-	-	-	-	-	-	\$135,000
Tanker 1500 Gallon	2	2	2	2	2	2	1	1	1	1	-	-	-	-	-	\$725,000
Tanker 3000 Gallon	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$725,000
Unit 00-163 Pumper (Spare)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$1,200,000
Unit 02-164 Emergency Response Trailer (white)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$5,000
Unit 06-166 Pumper (P2)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$1,500,000
Unit 07-167 Pumper (P4)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$1,500,000
Unit 07-168 Fire Safety Trailer	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$163,000
Unit 07-169 Tanker (T3)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$725,000
Unit 09-172 Pumper (P1)	-	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$1,500,000
Unit 11-173 Ladder (L2)	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	\$2,300,000
Unit 11-174 Pumper (P3)	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	\$1,500,000
Unit 12-152 Trailer (red)	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	\$10,000
Unit 12-175 Dodge Ram (Utility 3)	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	\$70,000
Unit 12-176 Tanker (T5)	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	\$725,000
Unit 13-177 Dodge Ram (Car 4)	-	-	-	-	-	1	1	1	1	1	1	1	1	1	1	\$70,000
Unit 14-178 Tanker (T4)	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	\$725,000
Unit 14-179 Ford Explorer (Car 3)	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1	\$70,000
Unit 14-180 Chevrolet Silverado (Utility 2)	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1	\$70,000
Unit 15-181 Ford F150 (Car 2)	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1	\$70,000
Unit 15-182 Tanker Pumper (P5)	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1	\$725,000
Unit 16-170 Ford Cargo Van (FP 1)	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	\$70,000
Unit 16-184 Pumper (R2)	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	\$1,500,000
Unit 17-165 Ford F350 (Rescue 4)	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$70,000
Unit 17-171 Ford F250 (Utility 1)	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$70,000
Unit 17-186 Ford F150 (Car 1)	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$70,000
Unit 18-183 Tanker (T2)	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	\$725,000
Unit 19-162 Pumper (R5)	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	\$1,500,000
Unit 19-187 Chevrolet 2500 (Utility 5)	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	\$70,000
Unit 19-225 Ford Escape (FP 2)	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	\$50,000
Unit 20-191 Fire Boat	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1	\$0
Unit 95-160 Tanker (T1)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$725,000
Unit 98-161 Airboat	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$400,000
Unit 98-161B Airboat Trailer	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$7,000
Utility Pick Up	1	1	1	1	-	-	-	-	-	-	-	-	-	-	-	\$70,000
<b>Total (#)</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>19</b>	<b>21</b>	<b>22</b>	<b>22</b>	<b>24</b>	<b>26</b>	<b>28</b>	<b>27</b>	<b>30</b>	<b>31</b>	<b>31</b>	<b>31</b>	
<b>Total (\$000)</b>	<b>\$14,730.0</b>	<b>\$14,730.0</b>	<b>\$14,730.0</b>	<b>\$17,030.0</b>	<b>\$17,765.0</b>	<b>\$17,835.0</b>	<b>\$15,605.0</b>	<b>\$14,970.0</b>	<b>\$16,540.0</b>	<b>\$16,615.0</b>	<b>\$15,890.0</b>	<b>\$18,185.0</b>	<b>\$18,185.0</b>	<b>\$18,185.0</b>	<b>\$18,185.0</b>	



APPENDIX B.2

TABLE 1

TOWN OF INNISFIL  
CALCULATION OF SERVICE LEVELS  
FIRE SERVICES

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Historic Population	31,786	32,096	32,409	32,727	33,735	34,774	35,845	36,949	38,088	39,082	40,102	41,149	42,223	43,326	45,505
Historic Employment	6,187	6,252	6,318	6,386	6,651	6,927	7,215	7,516	7,831	8,024	8,169	8,374	8,673	8,271	9,293
<b>Total Historic Population &amp; Employment</b>	<b>37,973</b>	<b>38,348</b>	<b>38,727</b>	<b>39,113</b>	<b>40,386</b>	<b>41,701</b>	<b>43,060</b>	<b>44,465</b>	<b>45,919</b>	<b>47,106</b>	<b>48,271</b>	<b>49,523</b>	<b>49,096</b>	<b>51,597</b>	<b>54,798</b>

INVENTORY SUMMARY (\$000)

Buildings	\$13,048.9	\$13,048.9	\$13,048.9	\$13,048.9	\$13,048.9	\$13,048.9	\$13,048.9	\$13,048.9	\$13,048.9	\$13,048.9	\$18,960.6	\$22,990.6	\$23,490.6	\$23,491.3	\$23,491.9
Land	\$3,250.0	\$3,250.0	\$3,250.0	\$3,250.0	\$3,250.0	\$3,250.0	\$3,250.0	\$3,250.0	\$3,775.0	\$3,775.0	\$6,425.0	\$6,425.0	\$10,325.0	\$10,325.0	\$10,325.0
Equipment	\$2,539.4	\$2,539.4	\$2,539.4	\$2,539.4	\$2,539.4	\$2,539.4	\$2,539.4	\$2,704.0	\$2,764.5	\$3,004.5	\$3,328.9	\$3,589.9	\$3,731.9	\$3,654.5	\$3,654.5
Vehicles	\$14,730.0	\$14,730.0	\$14,730.0	\$17,030.0	\$17,765.0	\$17,835.0	\$15,605.0	\$14,970.0	\$16,540.0	\$16,615.0	\$15,890.0	\$18,185.0	\$18,185.0	\$18,185.0	\$18,185.0
<b>Total (\$000)</b>	<b>\$33,568.2</b>	<b>\$33,568.2</b>	<b>\$33,568.2</b>	<b>\$35,868.2</b>	<b>\$36,603.2</b>	<b>\$36,673.2</b>	<b>\$34,443.2</b>	<b>\$33,972.9</b>	<b>\$36,128.3</b>	<b>\$36,443.3</b>	<b>\$44,604.5</b>	<b>\$51,190.5</b>	<b>\$55,732.5</b>	<b>\$55,655.8</b>	<b>\$55,656.4</b>

SERVICE LEVEL (\$/capita & employment)

Average  
Service  
Level

Buildings	\$343.64	\$340.27	\$336.94	\$333.62	\$323.11	\$312.91	\$303.04	\$293.46	\$284.17	\$277.01	\$392.79	\$464.24	\$478.47	\$455.29	\$428.70	\$357.84
Land	\$85.59	\$84.75	\$83.92	\$83.09	\$80.47	\$77.94	\$75.48	\$73.09	\$82.21	\$80.14	\$133.10	\$129.74	\$210.30	\$200.11	\$188.42	\$111.22
Equipment	\$66.87	\$66.22	\$65.57	\$64.92	\$62.88	\$60.89	\$58.97	\$60.81	\$60.20	\$63.78	\$68.96	\$72.49	\$76.01	\$70.83	\$66.69	\$65.74
Vehicles	\$387.91	\$384.11	\$380.35	\$435.41	\$439.88	\$427.69	\$362.40	\$336.67	\$360.20	\$352.72	\$329.18	\$367.21	\$370.40	\$352.45	\$331.85	\$374.56
<b>Total (\$/pop &amp; emp)</b>	<b>\$884.01</b>	<b>\$875.36</b>	<b>\$866.78</b>	<b>\$917.04</b>	<b>\$906.34</b>	<b>\$879.43</b>	<b>\$799.88</b>	<b>\$764.03</b>	<b>\$786.79</b>	<b>\$773.65</b>	<b>\$924.04</b>	<b>\$1,033.68</b>	<b>\$1,135.18</b>	<b>\$1,078.67</b>	<b>\$1,015.66</b>	<b>\$909.37</b>

TOWN OF INNISFIL  
CALCULATION OF MAXIMUM ALLOWABLE  
FIRE SERVICES

15-Year Funding Envelope Calculation	
15 Year Average Service Level 2008 - 2022	\$909.37
Net Population & Employment Growth 2023 - 2032	19,456
<b>Maximum Allowable Funding Envelope</b>	<b>\$17,693,070</b>

APPENDIX B.2  
TABLE 2

TOWN OF INNISFIL  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
FIRE SERVICES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					Replacement & BTE Shares	Replacement & BTE Shares		Available DC Reserves	2023 - 2032	Post 2032
<b>2.0 FIRE SERVICES</b>										
<b>2.1 Recovery of Negative Reserve Fund Balance</b>										
2.1.1 Balance as at December 31, 2022	2023	\$ 1,816,202	\$ -	\$ 1,816,202	0%	\$ -	\$ 1,816,202	\$ -	\$ 1,816,202	\$ -
Subtotal Recovery of Negative Reserve Fund Balance		\$ 1,816,202	\$ -	\$ 1,816,202		\$ -	\$ 1,816,202	\$ -	\$ 1,816,202	\$ -
<b>2.2 Recovery of Big Bay Point Station Debt</b>										
2.2.1 Principal Payment	2023	\$ 594,065	\$ -	\$ 594,065	0%	\$ -	\$ 594,065	\$ -	\$ 594,065	\$ -
2.2.2 Principal Payment	2024	\$ 620,798	\$ -	\$ 620,798	0%	\$ -	\$ 620,798	\$ -	\$ 620,798	\$ -
2.2.3 Principal Payment	2025	\$ 648,734	\$ -	\$ 648,734	0%	\$ -	\$ 648,734	\$ -	\$ 648,734	\$ -
2.2.4 Principal Payment	2026	\$ 677,927	\$ -	\$ 677,927	0%	\$ -	\$ 677,927	\$ -	\$ 677,927	\$ -
2.2.5 Principal Payment	2027	\$ 708,434	\$ -	\$ 708,434	0%	\$ -	\$ 708,434	\$ -	\$ 708,434	\$ -
2.2.6 Principal Payment	2028	\$ 740,314	\$ -	\$ 740,314	0%	\$ -	\$ 740,314	\$ -	\$ 740,314	\$ -
2.2.7 Principal Payment	2029	\$ 773,628	\$ -	\$ 773,628	0%	\$ -	\$ 773,628	\$ -	\$ 773,628	\$ -
2.2.8 Principal Payment	2030	\$ 808,441	\$ -	\$ 808,441	0%	\$ -	\$ 808,441	\$ -	\$ 808,441	\$ -
2.2.9 Principal Payment	2031	\$ 844,821	\$ -	\$ 844,821	0%	\$ -	\$ 844,821	\$ -	\$ 844,821	\$ -
2.2.10 Principal Payment	2032	\$ 882,838	\$ -	\$ 882,838	0%	\$ -	\$ 882,838	\$ -	\$ 882,838	\$ -
Subtotal Recovery of Big Bay Point Station Debt		\$ 7,300,000	\$ -	\$ 7,300,000		\$ -	\$ 7,300,000	\$ -	\$ 7,300,000	\$ -
<b>2.3 Buildings, Land and Furnishings</b>										
2.3.1 Fire Station #6 - Innisfil Heights - Land	2025	\$ 2,000,000	\$ -	\$ 2,000,000	0%	\$ -	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -
2.3.2 Fire Station #6 - Innisfil Heights - Building (20,000 sf)	2026	\$ 10,500,000	\$ -	\$ 10,500,000	0%	\$ -	\$ 10,500,000	\$ -	\$ 1,514,968	\$ 8,985,032
Subtotal Buildings, Land and Furnishings		\$ 12,500,000	\$ -	\$ 12,500,000		\$ -	\$ 12,500,000	\$ -	\$ 3,514,968	\$ 8,985,032



APPENDIX B.2  
TABLE 2

TOWN OF INNISFIL  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
FIRE SERVICES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					Replacement & BTE Shares	Replacement & BTE Shares		Available DC Reserves	2023 - 2032	Post 2032
<b>2.4 Vehicles</b>										
2.4.1 Addition of Fire Inspector Vehicle	2024	\$ 50,000	\$ -	\$ 50,000	0%	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -
2.4.2 Addition of Fire Training Vehicle	2024	\$ 70,000	\$ -	\$ 70,000	0%	\$ -	\$ 70,000	\$ -	\$ 70,000	\$ -
2.4.3 Addition of Utility Vehicle - Station #6	2025	\$ 75,000	\$ -	\$ 75,000	0%	\$ -	\$ 75,000	\$ -	\$ 75,000	\$ -
2.4.4 Addition of Tanker Truck & Equipment - Station #6	2025	\$ 725,000	\$ -	\$ 725,000	0%	\$ -	\$ 725,000	\$ -	\$ 725,000	\$ -
2.4.5 Addition of Pumper/Rescue Truck & Equipment - Station #6	2025	\$ 1,700,000	\$ -	\$ 1,700,000	0%	\$ -	\$ 1,700,000	\$ -	\$ 1,700,000	\$ -
2.4.6 Addition of Aerial Truck & Equipment - Station #6	2025	\$ 2,300,000	\$ -	\$ 2,300,000	0%	\$ -	\$ 2,300,000	\$ -	\$ 2,300,000	\$ -
Subtotal Vehicles		\$ 4,920,000	\$ -	\$ 4,920,000		\$ -	\$ 4,920,000	\$ -	\$ 4,920,000	\$ -
<b>2.5 Equipment and Gear</b>										
2.5.1 Provision for 1 Training Officer and 1 Fire Insepctor	2024	\$ 12,900	\$ -	\$ 12,900	0%	\$ -	\$ 12,900	\$ -	\$ 12,900	\$ -
2.5.2 Provision for 20 New Fire Fighters - Station #6	2024	\$ 129,000	\$ -	\$ 129,000	0%	\$ -	\$ 129,000	\$ -	\$ 129,000	\$ -
Subtotal Equipment and Gear		\$ 141,900	\$ -	\$ 141,900		\$ -	\$ 141,900	\$ -	\$ 141,900	\$ -
<b>2.6 Future Growth-Related Projects</b>										
2.6.1 Provision for Orbit Growth-Related Facilities	Various	\$ 11,060,000	\$ -	\$ 11,060,000	0%	\$ -	\$ 11,060,000	\$ -	\$ -	\$ 11,060,000
Subtotal Future Growth-Related Projects		\$ 11,060,000	\$ -	\$ 11,060,000		\$ -	\$ 11,060,000	\$ -	\$ -	\$ 11,060,000
<b>TOTAL FIRE SERVICES</b>		<b>\$ 37,738,102</b>	<b>\$ -</b>	<b>\$ 37,738,102</b>		<b>\$ -</b>	<b>\$ 37,738,102</b>	<b>\$ -</b>	<b>\$ 17,693,070</b>	<b>\$ 20,045,032</b>

<b>Residential Development Charge Calculation</b>		
Residential Share of 2023 - 2032 DC Eligible Costs	83%	\$14,685,248
10-Year Growth in Population in New Units		18,863
Unadjusted Development Charge Per Capita		<b>\$779</b>
<b>Industrial Development Charge Calculation</b>		
Industrial Share of 2023 - 2032 DC Eligible Costs	6%	\$1,061,584
10-Year Growth in Square Metres		120,325
Unadjusted Development Charge Per Square Metre		<b>\$8.82</b>
<b>Non-Industrial Development Charge Calculation</b>		
Non-Industrial Share of 2023 - 2032 DC Eligible Costs	11%	\$1,946,238
10-Year Growth in Square Metres		110,735
Unadjusted Development Charge Per Square Metre		<b>\$17.58</b>

2023 - 2032 Net Funding Envelope	\$17,693,070
Reserve Fund Balance	
Balance as at December 31, 2022	(\$1,816,202)

**APPENDIX B.2  
TABLE 3**

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

<b>FIRE SERVICES</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>2032</b>	<b>TOTAL</b>
OPENING CASH BALANCE	(\$1,507.4)	(\$1,260.0)	(\$730.9)	(\$5,919.2)	(\$6,359.6)	(\$6,094.8)	(\$5,613.4)	(\$4,858.1)	(\$3,735.7)	(\$2,126.3)	
2023 - 2032 RESIDENTIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding from DC Reserve Balance)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
- Fire Services: Non Inflated	\$0.0	\$217.4	\$5,644.0	\$1,257.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$7,118.8
- Big Bay Point Principal Payments <sup>1</sup>	\$493.1	\$515.3	\$538.4	\$562.7	\$588.0	\$614.5	\$642.1	\$671.0	\$701.2	\$732.8	\$6,059.0
- Fire Services: Inflated	\$493.1	\$737.0	\$6,410.5	\$1,897.1	\$588.0	\$614.5	\$642.1	\$671.0	\$701.2	\$732.8	\$13,487.1
NEW RESIDENTIAL DEVELOPMENT											
- Population Growth in New Units	1,215	1,724	1,744	2,092	1,413	1,587	1,798	2,075	2,434	2,781	18,863
REVENUE											
- DC Receipts: Inflated	\$1,085.7	\$1,571.3	\$1,621.3	\$1,983.8	\$1,366.7	\$1,565.7	\$1,809.3	\$2,129.8	\$2,548.3	\$2,969.8	\$18,651.7
INTEREST											
- Interest on Opening Balance	(\$82.9)	(\$69.3)	(\$40.2)	(\$325.6)	(\$349.8)	(\$335.2)	(\$308.7)	(\$267.2)	(\$205.5)	(\$116.9)	(\$2,101.3)
- Interest on In-year Transactions	\$10.4	\$14.6	(\$131.7)	\$1.5	\$13.6	\$16.6	\$20.4	\$25.5	\$32.3	\$39.1	\$42.5
- Interest Payments for Big Bay Point Debenture <sup>2</sup>	(\$272.7)	(\$250.5)	(\$227.3)	(\$203.0)	(\$177.7)	(\$151.3)	(\$123.6)	(\$94.7)	(\$64.5)	(\$33.0)	(\$1,598.3)
TOTAL REVENUE	\$740.5	\$1,266.1	\$1,222.2	\$1,456.7	\$852.8	\$1,095.8	\$1,397.4	\$1,793.4	\$2,310.6	\$2,859.0	\$14,994.6
CLOSING CASH BALANCE	(\$1,260.0)	(\$730.9)	(\$5,919.2)	(\$6,359.6)	(\$6,094.8)	(\$5,613.4)	(\$4,858.1)	(\$3,735.7)	(\$2,126.3)	\$0.0	

Note 1: Debenture principal payments not inflated.

Note 2: Interest on debenture payments not inflated.

<b>2023 Adjusted Charge Per Capita</b>	<b>\$893.6</b>
--	----------------

<b>Allocation of Capital Program</b>	
Residential Sector	83%
Non-Residential Sector	17%
<b>Rates for 2023</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

APPENDIX B.2  
TABLE 3

TOWN OF INNISFIL  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
FIRE SERVICES  
INDUSTRIAL DEVELOPMENT CHARGE  
(in \$000)

FIRE SERVICES	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	TOTAL
OPENING CASH BALANCE	(\$109.0)	(\$50.79)	(\$69.42)	(\$522.14)	(\$674.18)	(\$605.40)	(\$521.51)	(\$420.88)	(\$301.73)	(\$162.14)	
2023 - 2032 NON-RESIDENTIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding from DC Reserve Balance)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
- Fire Services (New Projects): Non Inflated	\$0.0	\$15.7	\$408.0	\$90.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$514.6
- Big Bay Point Principal Payments <sup>1</sup>	\$35.6	\$37.2	\$38.9	\$40.7	\$42.5	\$44.4	\$46.4	\$48.5	\$50.7	\$53.0	\$438.0
- Fire Services (New Projects): Inflated	\$35.6	\$53.3	\$463.4	\$137.1	\$42.5	\$44.4	\$46.4	\$48.5	\$50.7	\$53.0	\$975.0
NEW NON-RESIDENTIAL DEVELOPMENT											
- Industrial Growth in Square Metres	11,448	5,276	3,961	2,869	14,256	14,957	15,693	16,465	17,275	18,125	120,325
REVENUE											
- DC Receipts: Inflated	\$118.1	\$55.5	\$42.5	\$31.4	\$159.2	\$170.3	\$182.3	\$195.1	\$208.8	\$223.4	\$1,386.6
INTEREST											
- Interest on Opening Balance	(\$6.0)	(\$2.8)	(\$3.8)	(\$28.7)	(\$37.1)	(\$33.3)	(\$28.7)	(\$23.1)	(\$16.6)	(\$8.9)	(\$189.0)
- Interest on In-year Transactions	\$1.4	\$0.0	(\$11.6)	(\$2.9)	\$2.0	\$2.2	\$2.4	\$2.6	\$2.8	\$3.0	\$1.9
- Interest Payments for Big Bay Point Debenture <sup>2</sup>	(\$19.7)	(\$18.1)	(\$16.4)	(\$14.7)	(\$12.8)	(\$10.9)	(\$8.9)	(\$6.8)	(\$4.7)	(\$2.4)	(\$115.5)
TOTAL REVENUE	\$93.8	\$34.6	\$10.7	(\$14.9)	\$111.3	\$128.3	\$147.1	\$167.7	\$190.3	\$215.1	\$1,083.9
CLOSING CASH BALANCE	(\$50.8)	(\$69.4)	(\$522.1)	(\$674.2)	(\$605.4)	(\$521.5)	(\$420.9)	(\$301.7)	(\$162.1)	\$0.0	

2023 Adjusted Charge Per Square Metre

\$10.31

Allocation of Capital Program

Residential Sector	83%
Industrial	6%
Non-Industrial	11%

Rates for 2023

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

APPENDIX B.2  
TABLE 3

TOWN OF INNISFIL  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
FIRE SERVICES  
NON-INDUSTRIAL DEVELOPMENT CHARGE  
(in \$000)

FIRE SERVICES	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	TOTAL
OPENING CASH BALANCE	(\$199.8)	(\$139.23)	(\$222.37)	(\$1,092.53)	(\$1,391.67)	(\$1,241.58)	(\$1,048.79)	(\$807.37)	(\$510.64)	(\$151.16)	
2023 - 2032 NON-RESIDENTIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding from DC Reserve Balance)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
- Fire Services (New Projects): Non Inflated	\$0.0	\$28.8	\$748.0	\$166.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$943.5
- Big Bay Point Principal Payments <sup>1</sup>	\$65.3	\$68.3	\$71.4	\$74.6	\$77.9	\$81.4	\$85.1	\$88.9	\$92.9	\$97.1	\$803.0
- Fire Services (New Projects): Inflated	\$65.3	\$97.7	\$849.6	\$251.4	\$77.9	\$81.4	\$85.1	\$88.9	\$92.9	\$97.1	\$1,787.5
NEW NON-RESIDENTIAL DEVELOPMENT											
- Non-Industrial Growth in Square Metres	8,267	2,676	2,039	2,046	14,448	15,648	16,947	18,354	19,878	10,432	110,735
REVENUE											
- DC Receipts: Inflated	\$171.2	\$56.5	\$43.9	\$45.0	\$323.8	\$357.7	\$395.2	\$436.5	\$482.2	\$258.1	\$2,570.2
INTEREST											
- Interest on Opening Balance	(\$11.0)	(\$7.7)	(\$12.2)	(\$60.1)	(\$76.5)	(\$68.3)	(\$57.7)	(\$44.4)	(\$28.1)	(\$8.3)	(\$374.3)
- Interest on In-year Transactions	\$1.9	(\$1.1)	(\$22.2)	(\$5.7)	\$4.3	\$4.8	\$5.4	\$6.1	\$6.8	\$2.8	\$3.2
- Interest Payments for Big Bay Point Debenture <sup>2</sup>	(\$36.1)	(\$33.2)	(\$30.1)	(\$26.9)	(\$23.6)	(\$20.0)	(\$16.4)	(\$12.6)	(\$8.6)	(\$4.4)	(\$211.8)
TOTAL REVENUE	\$125.9	\$14.5	(\$20.6)	(\$47.7)	\$228.0	\$274.2	\$326.5	\$385.7	\$452.4	\$248.3	\$1,987.2
CLOSING CASH BALANCE	(\$139.2)	(\$222.4)	(\$1,092.5)	(\$1,391.7)	(\$1,241.6)	(\$1,048.8)	(\$807.4)	(\$510.6)	(\$151.2)	\$0.0	

2023 Adjusted Charge Per Square Metre	\$20.71
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<b>Allocation of Capital Program</b>	
Residential Sector	83%
Industrial	6%
Non-Industrial	11%
<b>Rates for 2023</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%



# Appendix B.3

## Police Services

## Appendix B.3 – Police Services

Policing for the Town of Innisfil is provided by the South Simcoe Police Service (SSPS) through a joint contract between the Towns of Innisfil and Bradford West Gwillimbury. The service level calculations, development-related capital program and per capita development charge rates have been calculated based on the total growth requirements of only the Town of Innisfil.

### Table 1 2008-2022 Historical Service Levels

The 15-year historical inventory of Police Services capital assets includes a Police Headquarters building fully related to the Town of Innisfil, totaling 16,500 square feet. After accounting for excess capacity associated with the outstanding debenture for the Police Headquarters, 14,686 square feet of building space is included in the historical service level calculation. Including storage space and the land the building sits on, the value of the building in the inventory is approximately \$11.94 million.

Equipment includes radio towers and communications equipment, generators, and personal police equipment, totaling \$3.49 million of which \$1.75 million is related to the Town of Innisfil. The inventory of Police Services fleet includes a command post and marine unit, totaling 56 vehicles with a replacement value of \$3.07 million. Since only 50% of these vehicles are attributable to Innisfil, this has been reduced to \$1.54 million.

The 2023 full replacement value of the inventory of capital assets for Police Services for the Town of Innisfil amounts to \$15.22 million. The combined 15-year historical average service level is \$266.74 per capita.

The historical service level multiplied by the 15-year forecast of net population and employment growth results in a maximum allowable funding envelope of \$5.19 million (19,456 net population and employment growth X historical service level of \$266.74/capita).

## **Table 2 2023 – 2032 Development-Related Capital Program and Calculation of the Unadjusted Development Charge**

The 2023-2032 development-related capital program for Police Services amounts to \$16.24 million. The program includes the recovery of past commitments and the negative reserve balance, a new consolidated police headquarters, vehicle and equipment acquisitions as well as a provision for future infrastructure to service the Orbit development.

In total, approximately \$130,900 has been identified as a negative DC reserve fund balance and is related to infrastructure which has been pre-emplaced in advance of development occurring. A further \$997,500 is related to the outstanding principal balance associated with the existing Police Headquarters.

The Town's existing Police Headquarters is unable to accommodate future staff and as such a new building is required. An initial cost estimate for a new police headquarters is planned and is included in the capital program at a total cost of \$6.5 million. In addition, various vehicle and equipment acquisitions are planned for the 10-year period at a gross cost of \$5.59 million. Finally, the capital program accounts for provisions for Orbit growth-related facilities in the amount of \$3.02 million.

This program includes subsidies of \$7.56 million for growth-related assets that are attributable to the Town of Bradford West Gwillimbury, resulting in a net municipal cost of \$8.69 million. Replacement or benefit to existing shares amount to approximately \$64,600 for the Network Switch Replacement projects. This reduces the DC eligible costs to \$8.62 million, of which \$3.43 million is deemed to benefit development beyond 2032 and will not be recovered under this DC by-law, but is eligible for consideration in future development charge studies.

The 2023-2032 DC costs eligible for recovery amount to \$5.19 million is allocated 83%, or \$4.31 million, against new residential development, 6%, or \$311,400 against new industrial development, and 11%, or \$570,900, against non-industrial development. This yields an unadjusted development charge of \$228 per capita, \$2.59 per square metre for industrial developments, and \$5.16 per square metre for non-industrial developments.

### Table 3 Cash Flow Analysis

After cash flow analysis, the residential calculated charge increases to \$255 per capita, \$3.27 per square metre for industrial, and the non-industrial charge increases to \$9.04 per square metre. This is a reflection of the timing of the capital program and development charges revenues and the inclusions of interest costs associated with the Police Headquarters debt.

The following table summarizes the calculation of the Police Services development charge:

POLICE SERVICES SUMMARY								
15-year Hist. Service Level per pop & emp	2023 - 2032		Unadjusted DC			Adjusted DC		
	Development-Related Total	Capital Program Net DC Recoverable	Res. \$/capita	Indust. \$/sq.m	Non-Indus. \$/sq.m	Res. \$/capita	Indust. \$/sq.m	Non-Indus. \$/sq.m
\$266.74	\$16,242,428	\$5,189,801	\$228	\$2.59	\$5.16	\$255	\$3.27	\$9.04



APPENDIX B.3

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
POLICE SERVICES

POLICE HEADQUARTERS - INNISFIL OFFICE <sup>1</sup>	# of Hectares / Square Feet															2023
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	UNIT COST (\$/ha / sq.ft.)
Land (ha)	0.50	0.50	0.62	0.50	0.50	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	\$2,500,000
Building (sq.ft.)	7,300	7,300	7,300	7,300	7,300	16,500	16,500	16,500	16,500	16,500	16,500	16,500	16,500	16,500	16,500	\$550
Excess Capacity	(1,814)	(1,814)	(1,814)	(1,814)	(1,814)	(1,814)	(1,814)	(1,814)	(1,814)	(1,814)	(1,814)	(1,814)	(1,814)	(1,814)	(1,814)	\$550
Equipment (\$)	\$1,022,000	\$1,022,000	\$1,022,000	\$1,022,000	\$1,022,000	\$2,310,000	\$2,310,000	\$2,310,000	\$2,310,000	\$2,310,000	\$2,310,000	\$2,310,000	\$2,310,000	\$2,310,000	\$2,310,000	\$140
<b>Total (\$000)</b>	<b>\$5,289.3</b>	<b>\$5,289.3</b>	<b>\$5,589.3</b>	<b>\$5,289.3</b>	<b>\$5,289.3</b>	<b>\$11,937.3</b>	<b>\$11,937.3</b>	<b>\$11,937.3</b>	<b>\$11,937.3</b>	<b>\$11,937.3</b>	<b>\$11,937.3</b>	<b>\$11,937.3</b>	<b>\$11,937.3</b>	<b>\$11,937.3</b>	<b>\$11,937.3</b>	

<sup>1</sup>The assets above are fully related to Innisfil and therefore are included at 100%

BUILDINGS	# of Square Feet															2023
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	UNIT COST (\$/sq.ft.)
Portable @ Innisfil Office	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$90
Storage Containers (3) @ Innisfil Office	960	960	960	960	960	-	-	-	-	-	-	-	-	-	-	\$22
Storage Containers	-	-	-	-	-	-	-	-	-	-	-	-	160	160	160	\$20
Sub-Station - Outlet Mall	369	369	369	369	369	369	369	369	369	369	-	-	-	-	-	\$230
Sub-Station - Cookstown Library	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$230
Dissette St. Temporary Location	1,478	1,478	1,478	1,478	-	-	-	-	-	-	-	-	-	-	-	\$230
<b>Total (sq.ft.)</b>	<b>2,807</b>	<b>2,807</b>	<b>2,807</b>	<b>2,807</b>	<b>1,329</b>	<b>369</b>	<b>369</b>	<b>369</b>	<b>369</b>	<b>369</b>	<b>-</b>	<b>-</b>	<b>160</b>	<b>160</b>	<b>160</b>	
<b>Total South Simcoe (\$000)</b>	<b>\$446.3</b>	<b>\$446.3</b>	<b>\$446.3</b>	<b>\$446.3</b>	<b>\$106.3</b>	<b>\$84.9</b>	<b>\$84.9</b>	<b>\$84.9</b>	<b>\$84.9</b>	<b>\$84.9</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$3.2</b>	<b>\$3.2</b>	<b>\$3.2</b>	
<b>Innisfil Share @50%</b>	<b>\$223.1</b>	<b>\$223.1</b>	<b>\$223.1</b>	<b>\$223.1</b>	<b>\$53.2</b>	<b>\$42.4</b>	<b>\$42.4</b>	<b>\$42.4</b>	<b>\$42.4</b>	<b>\$42.4</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$1.6</b>	<b>\$1.6</b>	<b>\$1.6</b>	

EQUIPMENT	Total Value of & Equipment (\$)															2023
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	UNIT COST (\$/item)
Radio Tower	3	3	3	3	3	3	4	4	4	4	4	4	7	7	7	\$116,000
Small Generator	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	\$2,000
Large Generator	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$21,200
<b>Total South Simcoe (\$000)</b>	<b>\$375.2</b>	<b>\$375.2</b>	<b>\$375.2</b>	<b>\$375.2</b>	<b>\$375.2</b>	<b>\$375.2</b>	<b>\$491.2</b>	<b>\$491.2</b>	<b>\$491.2</b>	<b>\$491.2</b>	<b>\$491.2</b>	<b>\$491.2</b>	<b>\$839.2</b>	<b>\$839.2</b>	<b>\$839.2</b>	
<b>Innisfil Share @50%</b>	<b>\$187.6</b>	<b>\$187.6</b>	<b>\$187.6</b>	<b>\$187.6</b>	<b>\$187.6</b>	<b>\$187.6</b>	<b>\$245.6</b>	<b>\$245.6</b>	<b>\$245.6</b>	<b>\$245.6</b>	<b>\$245.6</b>	<b>\$245.6</b>	<b>\$419.6</b>	<b>\$419.6</b>	<b>\$419.6</b>	

APPENDIX B.3  
TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
POLICE SERVICES

PERSONAL POLICE EQUIPMENT Equipment Type	Total Value of Equipment (\$)															UNIT COST (\$/item)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Number of Officers	59	62	66	59	62	66	67	68	67	67	74	72	87	110	112	
<b>Equipment Value for Officers</b>																
Personal Police Equipment	\$436,600	\$458,800	\$488,400	\$436,600	\$458,800	\$488,400	\$495,800	\$503,200	\$495,800	\$495,800	\$547,600	\$532,800	\$643,800	\$814,000	\$828,800	\$7,400
Communications Equipment	\$961,700	\$1,010,600	\$1,075,800	\$961,700	\$1,010,600	\$1,075,800	\$1,092,100	\$1,108,400	\$1,092,100	\$1,092,100	\$1,206,200	\$1,173,600	\$1,418,100	\$1,793,000	\$1,825,600	\$16,300
<b>Total South Simcoe (\$000)</b>	<b>\$1,398.3</b>	<b>\$1,469.4</b>	<b>\$1,564.2</b>	<b>\$1,398.3</b>	<b>\$1,469.4</b>	<b>\$1,564.2</b>	<b>\$1,587.9</b>	<b>\$1,611.6</b>	<b>\$1,587.9</b>	<b>\$1,587.9</b>	<b>\$1,753.8</b>	<b>\$1,706.4</b>	<b>\$2,061.9</b>	<b>\$2,607.0</b>	<b>\$2,654.4</b>	
Innisfil Share @50%	\$699.2	\$734.7	\$782.1	\$699.2	\$734.7	\$782.1	\$794.0	\$805.8	\$794.0	\$794.0	\$876.9	\$853.2	\$1,031.0	\$1,303.5	\$1,327.2	

VEHICLES Vehicle Type	Total # of Vehicles															UNIT COST (\$/vehicle)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Paddy Wagons	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$69,500
Patrol Cars	10	10	10	10	10	10	11	12	13	15	15	18	21	21	23	\$61,000
Marine Unit - New Boat	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$365,100
Marine Unit - Personal Water Craft (2)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	\$21,500
Mobile Command Post - Trailer	1	1	1	1	1	1	1	1	1	1	1	1	1	-	-	\$27,710
Court Services Car	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	\$61,000
Community Services Car	3	3	3	3	3	3	3	3	3	3	3	3	2	2	2	\$50,000
Snowmobiles (2)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	\$22,700
Motorcycles	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$40,000
ATV's	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2	\$20,000
Bicycles	9	9	9	9	9	9	9	9	9	9	9	4	4	4	4	\$1,500
Van for Coast	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	\$55,000
Chevy Tahoe	1	1	1	1	1	1	1	1	1	1	1	-	-	-	-	\$76,830
Chevy Savana	2	2	1	2	2	1	-	-	-	-	-	-	-	-	-	\$63,780
Honda Odyssey	1	1	1	1	1	1	1	-	-	-	-	-	-	-	-	\$60,880
Honda Pilot	2	3	3	2	3	3	1	-	-	-	-	-	-	-	-	\$60,880
Ford Escape	-	-	-	-	-	-	-	1	1	1	1	-	-	-	-	\$57,980
Honda Accord	-	-	-	-	-	-	-	3	3	3	3	-	-	-	-	\$59,430
Identification Unit - Van	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	\$55,000
Training Unit - Truck	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$44,000
3 Destination Cars	-	-	-	-	-	-	-	-	-	-	-	3	3	4	4	\$40,000
Admin Vehicles	-	-	-	-	-	-	-	-	-	-	-	3	3	3	3	\$48,500
Staff Sergeant X 2 (on call and shared)	-	-	-	-	-	-	-	-	-	-	-	2	2	2	2	\$48,500
CIB X 2, Support Service Truck	-	-	-	-	-	-	-	-	-	-	-	3	3	2	2	\$55,600
Incident Command Post	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	\$110,000
<b>Total (#)</b>	<b>39.0</b>	<b>40.0</b>	<b>39.0</b>	<b>39.0</b>	<b>40.0</b>	<b>39.0</b>	<b>39.0</b>	<b>42.0</b>	<b>43.0</b>	<b>46.0</b>	<b>46.0</b>	<b>50.0</b>	<b>52.0</b>	<b>54.0</b>	<b>56.0</b>	
<b>Total South Simcoe (\$000)</b>	<b>1,934.24</b>	<b>\$1,995.1</b>	<b>\$1,931.3</b>	<b>\$1,934.2</b>	<b>\$1,995.1</b>	<b>\$1,931.3</b>	<b>\$1,971.8</b>	<b>\$2,147.3</b>	<b>\$2,208.3</b>	<b>\$2,374.3</b>	<b>\$2,374.3</b>	<b>\$2,766.0</b>	<b>\$2,899.0</b>	<b>\$2,950.7</b>	<b>\$3,072.7</b>	
Innisfil Share @50%	\$967.1	\$997.6	\$965.7	\$967.1	\$997.6	\$965.7	\$985.9	\$1,073.7	\$1,104.2	\$1,187.2	\$1,187.2	\$1,383.0	\$1,449.5	\$1,475.4	\$1,536.4	



APPENDIX B.3

TABLE 1

TOWN OF INNISFIL  
CALCULATION OF SERVICE LEVELS  
POLICE SERVICES

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Historic Population	31,786	32,096	32,409	32,727	33,735	34,774	35,845	36,949	38,088	39,082	40,102	41,149	42,223	43,326	45,505
Historic Employment	6,187	6,252	6,318	6,386	6,651	6,927	7,215	7,516	7,831	8,024	8,169	8,374	8,873	8,271	9,293
Total Historic Population & Employment	37,973	38,348	38,727	39,113	40,386	41,701	43,060	44,465	45,919	47,106	48,271	49,523	49,096	51,597	54,798

INVENTORY SUMMARY (\$000)

Police Headquarters - Innisfil Office1	\$5,289.3	\$5,289.3	\$5,589.3	\$5,289.3	\$5,289.3	\$11,937.3	\$11,937.3	\$11,937.3	\$11,937.3	\$11,937.3	\$11,937.3	\$11,937.3	\$11,937.3	\$11,937.3	\$11,937.3
Buildings	\$223.1	\$223.1	\$223.1	\$223.1	\$53.2	\$42.4	\$42.4	\$42.4	\$42.4	\$42.4	\$0.0	\$0.0	\$1.6	\$1.6	\$1.6
Equipment	\$187.6	\$187.6	\$187.6	\$187.6	\$187.6	\$187.6	\$245.6	\$245.6	\$245.6	\$245.6	\$245.6	\$245.6	\$419.6	\$419.6	\$419.6
Personal Police Equipment	\$699.2	\$734.7	\$782.1	\$699.2	\$734.7	\$782.1	\$794.0	\$805.8	\$794.0	\$794.0	\$876.9	\$853.2	\$1,031.0	\$1,303.5	\$1,327.2
Vehicles	\$967.1	\$997.6	\$965.7	\$967.1	\$997.6	\$965.7	\$985.9	\$1,073.7	\$1,104.2	\$1,187.2	\$1,187.2	\$1,383.0	\$1,449.5	\$1,475.4	\$1,536.4
<b>Total (\$000)</b>	<b>\$7,366.3</b>	<b>\$7,432.3</b>	<b>\$7,747.8</b>	<b>\$7,366.3</b>	<b>\$7,262.3</b>	<b>\$13,915.1</b>	<b>\$14,005.2</b>	<b>\$14,104.8</b>	<b>\$14,123.4</b>	<b>\$14,206.4</b>	<b>\$14,247.0</b>	<b>\$14,419.1</b>	<b>\$14,839.0</b>	<b>\$15,137.4</b>	<b>\$15,222.1</b>

SERVICE LEVEL (\$/capita & employment)

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Average Service Level
Police Headquarters - Innisfil Office1	\$139.3	\$137.9	\$144.3	\$135.2	\$131.0	\$286.3	\$277.2	\$268.5	\$260.0	\$253.4	\$247.3	\$241.0	\$243.1	\$231.4	\$217.8	\$214.3
Buildings	\$5.9	\$5.8	\$5.8	\$5.7	\$1.3	\$1.0	\$1.0	\$1.0	\$0.9	\$0.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$2.0
Equipment	\$4.9	\$4.9	\$4.8	\$4.8	\$4.6	\$4.5	\$5.7	\$5.5	\$5.3	\$5.2	\$5.1	\$5.0	\$8.5	\$8.1	\$7.7	\$5.7
Personal Police Equipment	\$18.4	\$19.2	\$20.2	\$17.9	\$18.2	\$18.8	\$18.4	\$18.1	\$17.3	\$16.9	\$18.2	\$17.2	\$21.0	\$25.3	\$24.2	\$19.3
Vehicles	\$25.5	\$26.0	\$24.9	\$24.7	\$24.7	\$23.2	\$22.9	\$24.1	\$24.0	\$25.2	\$24.6	\$27.9	\$29.5	\$28.6	\$28.0	\$25.6
<b>Total (\$/capita &amp; employment)</b>	<b>\$193.99</b>	<b>\$193.81</b>	<b>\$200.06</b>	<b>\$188.33</b>	<b>\$179.82</b>	<b>\$333.69</b>	<b>\$325.25</b>	<b>\$317.21</b>	<b>\$307.58</b>	<b>\$301.59</b>	<b>\$295.14</b>	<b>\$291.16</b>	<b>\$302.25</b>	<b>\$293.38</b>	<b>\$277.78</b>	<b>\$266.74</b>

TOWN OF INNISFIL  
CALCULATION OF MAXIMUM ALLOWABLE  
POLICE SERVICES

<b>15-Year Funding Envelope Calculation</b>	
15 Year Average Service Level 2008 - 2022	\$266.74
Net Population & Employment Growth 2023 - 2032	19,456
<b>Maximum Allowable Funding Envelope</b>	<b>\$5,189,801</b>

APPENDIX B.3

TABLE 2

TOWN OF INNISFIL  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
POLICE SERVICES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					Replacement & BTE Shares	Replacement & BTE Shares		Available DC Reserves	2023 - 2032	Post 2032
<b>3.0 POLICE SERVICES</b>										
<b>3.1 Recovery of Negative Reserve Fund Balance</b>										
3.1.1 Balance as at December 31, 2022	2023	\$ 130,892	\$ -	\$ 130,892	0%	\$ -	\$ 130,892	\$ -	\$ 130,892	\$ -
Subtotal Recovery of Negative Reserve Fund Balance		\$ 130,892	\$ -	\$ 130,892		\$ -	\$ 130,892	\$ -	\$ 130,892	\$ -
<b>3.2 Recovery of SSPS Building Debt</b>										
3.2.1 Principal Payment	2023	\$ 133,000	\$ -	\$ 133,000	0%	\$ -	\$ 133,000	\$ -	\$ 133,000	\$ -
3.2.2 Principal Payment	2024	\$ 133,000	\$ -	\$ 133,000	0%	\$ -	\$ 133,000	\$ -	\$ 133,000	\$ -
3.2.3 Principal Payment	2025	\$ 133,000	\$ -	\$ 133,000	0%	\$ -	\$ 133,000	\$ -	\$ 133,000	\$ -
3.2.4 Principal Payment	2026	\$ 133,000	\$ -	\$ 133,000	0%	\$ -	\$ 133,000	\$ -	\$ 133,000	\$ -
3.2.5 Principal Payment	2027	\$ 133,000	\$ -	\$ 133,000	0%	\$ -	\$ 133,000	\$ -	\$ 133,000	\$ -
3.2.6 Principal Payment	2028	\$ 133,000	\$ -	\$ 133,000	0%	\$ -	\$ 133,000	\$ -	\$ 133,000	\$ -
3.2.7 Principal Payment	2029	\$ 133,000	\$ -	\$ 133,000	0%	\$ -	\$ 133,000	\$ -	\$ 133,000	\$ -
3.2.8 Principal Payment	2030	\$ 66,500	\$ -	\$ 66,500	0%	\$ -	\$ 66,500	\$ -	\$ 66,500	\$ -
Subtotal Recovery of SSPS Building Debt		\$ 997,500	\$ -	\$ 997,500		\$ -	\$ 997,500	\$ -	\$ 997,500	\$ -
<b>3.3 Buildings</b>										
3.3.1 Provision for New Consolidated HQ	2026	\$ 6,500,000	\$ 3,250,000	\$ 3,250,000	0%	\$ -	\$ 3,250,000	\$ -	\$ 1,468,972	\$ 1,781,028
Subtotal Buildings		\$ 6,500,000	\$ 3,250,000	\$ 3,250,000		\$ -	\$ 3,250,000	\$ -	\$ 1,468,972	\$ 1,781,028

APPENDIX B.3

TABLE 2

TOWN OF INNISFIL  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
POLICE SERVICES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					Replacement & BTE Shares	Replacement & BTE Shares		Available DC Reserves	2023 - 2032	Post 2032
<b>3.4 Vehicles &amp; Equipment</b>										
3.4.1 Radio Equipment Replacement	2024	\$ 56,380	\$ 28,190	\$ 28,190	0%	\$ -	\$ 28,190	\$ -	\$ 28,190	\$ -
3.4.2 Replace Mobile Car Radios	2025	\$ 204,000	\$ 102,000	\$ 102,000	0%	\$ -	\$ 102,000	\$ -	\$ 102,000	\$ -
3.4.3 Radio Infrastructure	2026	\$ 685,763	\$ 342,882	\$ 342,882	0%	\$ -	\$ 342,882	\$ -	\$ 342,882	\$ -
3.4.4 Vehicles	2027	\$ 1,900,000	\$ 950,000	\$ 950,000	0%	\$ -	\$ 950,000	\$ -	\$ 950,000	\$ -
3.4.5 Vehicle Uplifting	2027	\$ 560,000	\$ 280,000	\$ 280,000	0%	\$ -	\$ 280,000	\$ -	\$ 280,000	\$ -
3.4.6 Furniture	2027	\$ 75,000	\$ 37,500	\$ 37,500	0%	\$ -	\$ 37,500	\$ -	\$ 37,500	\$ -
3.4.7 Computers - Office Vehicles	2027	\$ 466,050	\$ 233,025	\$ 233,025	0%	\$ -	\$ 233,025	\$ -	\$ 233,025	\$ -
3.4.8 Server - 2 Audio Recorders - Replacement	2023	\$ 339,500	\$ 169,750	\$ 169,750	0%	\$ -	\$ 169,750	\$ -	\$ 169,750	\$ -
3.4.9 Axon - Body Worn Cameras	2027	\$ 560,000	\$ 280,000	\$ 280,000	0%	\$ -	\$ 280,000	\$ -	\$ 280,000	\$ -
3.4.10 Network Switch Replacement	2027	\$ 72,730	\$ 36,365	\$ 36,365	100%	\$ 36,365	\$ -	\$ -	\$ -	\$ -
3.4.11 Network Storage Replacement	2026	\$ 56,500	\$ 28,250	\$ 28,250	100%	\$ 28,250	\$ -	\$ -	\$ -	\$ -
3.4.12 UPS Battery Replacement	2027	\$ 63,280	\$ 31,640	\$ 31,640	0%	\$ -	\$ 31,640	\$ -	\$ 31,640	\$ -
3.4.13 Audio/Video Equipment	2026	\$ 13,560	\$ 6,780	\$ 6,780	0%	\$ -	\$ 6,780	\$ -	\$ 6,780	\$ -
3.4.14 Backup SAN - (backup hardware)	2023	\$ 28,250	\$ 14,125	\$ 14,125	0%	\$ -	\$ 14,125	\$ -	\$ 14,125	\$ -
3.4.15 NG911 Support	2027	\$ 83,091	\$ 41,546	\$ 41,546	0%	\$ -	\$ 41,546	\$ -	\$ 41,546	\$ -
3.4.16 NG911 Project - Infrastructure and Licensing	2024	\$ 150,000	\$ 75,000	\$ 75,000	0%	\$ -	\$ 75,000	\$ -	\$ 75,000	\$ -
3.4.17 PRIDE Reserves	2027	\$ 151,932	\$ 75,966	\$ 75,966	0%	\$ -	\$ 75,966	\$ -	\$ -	\$ 75,966
3.4.18 Speed Measuring Devices	2027	\$ 30,000	\$ 15,000	\$ 15,000	0%	\$ -	\$ 15,000	\$ -	\$ -	\$ 15,000
3.4.19 Drug Screening Devices	2027	\$ 24,000	\$ 12,000	\$ 12,000	0%	\$ -	\$ 12,000	\$ -	\$ -	\$ 12,000
3.4.20 Intoxilyzer/ASD(s)	2027	\$ 24,000	\$ 12,000	\$ 12,000	0%	\$ -	\$ 12,000	\$ -	\$ -	\$ 12,000
3.4.21 Weapons	2027	\$ 50,000	\$ 25,000	\$ 25,000	0%	\$ -	\$ 25,000	\$ -	\$ -	\$ 25,000
Subtotal Vehicles & Equipment		\$ 5,594,036	\$ 2,797,018	\$ 2,797,018		\$ 64,615	\$ 2,732,403	\$ -	\$ 2,592,437	\$ 139,966
<b>3.5 Future Growth-Related Projects</b>										
3.5.1 Provision for Orbit Growth-Related Facilities	Various	\$ 3,020,000	\$ 1,510,000	\$ 1,510,000	0%	\$ -	\$ 1,510,000	\$ -	\$ -	\$ 1,510,000
Subtotal Future Growth-Related Projects		\$ 3,020,000	\$ 1,510,000	\$ 1,510,000		\$ -	\$ 1,510,000	\$ -	\$ -	\$ 1,510,000
<b>TOTAL POLICE SERVICES</b>		<b>\$ 16,242,428</b>	<b>\$ 7,557,018</b>	<b>\$ 8,685,410</b>		<b>\$ 64,615</b>	<b>\$ 8,620,795</b>	<b>\$ -</b>	<b>\$ 5,189,801</b>	<b>\$ 3,430,994</b>

Residential Development Charge Calculation		
Residential Share of 2023 - 2032 DC Eligible Costs	83%	\$4,307,535
10-Year Growth in Population in New Units		18,863
Unadjusted Development Charge Per Capita		<b>\$228</b>
Industrial Development Charge Calculation		
Industrial Share of 2023 - 2032 DC Eligible Costs	6%	\$311,388
10-Year Growth in Square Metres		120,325
Unadjusted Development Charge Per Square Metre		<b>\$2.59</b>
Non-Industrial Development Charge Calculation		
Non-Industrial Share of 2023 - 2032 DC Eligible Costs	11%	\$570,878
10-Year Growth in Square Metres		110,735
Unadjusted Development Charge Per Square Metre		<b>\$5.16</b>

2023 - 2032 Net Funding Envelope	\$5,189,801
Reserve Fund Balance	
Balance as at December 31, 2022	(\$130,892)

**APPENDIX B.3  
TABLE 3**

**TOWN OF INNISFIL  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
POLICE SERVICES  
RESIDENTIAL DEVELOPMENT CHARGE  
(in \$000)**

<b>POLICE SERVICES</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>2032</b>	<b>TOTAL</b>
OPENING CASH BALANCE	(\$108.6)	(\$115.8)	\$89.3	\$322.9	(\$876.7)	(\$2,376.7)	(\$2,187.9)	(\$1,931.3)	(\$1,475.5)	(\$817.1)	
<b>2023 - 2032 RESIDENTIAL FUNDING REQUIREMENTS</b>											
- Prior Growth (Funding from DC Reserve Balance)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	<b>\$0.0</b>
- Police Services (New Projects): Non Inflated	\$152.6	\$85.6	\$84.7	\$1,509.5	\$1,538.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	<b>\$3,371.0</b>
- SSPS Debenture Principal Payments <sup>1</sup>	\$110.4	\$110.4	\$110.4	\$110.4	\$110.4	\$110.4	\$110.4	\$55.2	\$0.0	\$0.0	<b>\$827.9</b>
- Police Services (New Projects): Inflated	\$263.01	\$197.75	\$198.47	\$1,712.25	\$1,775.80	\$110.39	\$110.39	\$55.20	\$0.00	\$0.00	<b>\$4,423.2</b>
<b>NEW RESIDENTIAL DEVELOPMENT</b>											
- Population Growth in New Units	1,215	1,724	1,744	2,092	1,413	1,587	1,798	2,075	2,434	2,781	<b>18,863</b>
<b>REVENUE</b>											
- DC Receipts: Inflated	\$309.7	\$448.2	\$462.5	\$565.9	\$389.9	\$446.6	\$516.1	\$607.6	\$726.9	\$847.2	<b>\$5,320.6</b>
<b>INTEREST</b>											
- Interest on Opening Balance	(\$6.0)	(\$6.4)	\$3.1	\$11.3	(\$48.2)	(\$130.7)	(\$120.3)	(\$106.2)	(\$81.2)	(\$44.9)	<b>(\$529.5)</b>
- Interest on In-year Transactions	\$0.8	\$4.4	\$4.6	(\$31.5)	(\$38.1)	\$5.9	\$7.1	\$9.7	\$12.7	\$14.8	<b>(\$9.6)</b>
- Interest Payments for SSPS Debenture <sup>2</sup>	(\$48.7)	(\$43.4)	(\$38.2)	(\$33.1)	(\$27.7)	(\$22.6)	(\$35.9)				<b>(\$249.6)</b>
<b>TOTAL REVENUE</b>	<b>\$255.9</b>	<b>\$402.8</b>	<b>\$432.1</b>	<b>\$512.6</b>	<b>\$275.8</b>	<b>\$299.2</b>	<b>\$367.0</b>	<b>\$511.0</b>	<b>\$658.5</b>	<b>\$817.1</b>	<b>\$4,531.9</b>
CLOSING CASH BALANCE	(\$115.8)	\$89.3	\$322.9	(\$876.7)	(\$2,376.7)	(\$2,187.9)	(\$1,931.3)	(\$1,475.5)	(\$817.1)	\$0.0	

Note 1: Debenture principal payments not inflated.

Note 2: Interest on debenture payments not inflated.

<b>2023 Adjusted Charge Per Capita</b>	<b>\$254.90</b>
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<b>Allocation of Capital Program</b>	
Residential Sector	83%
Non-Residential Sector	17%
<b>Rates for 2023</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

APPENDIX B.3  
TABLE 3

TOWN OF INNISFIL  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
POLICE SERVICES  
INDUSTRIAL DEVELOPMENT CHARGE  
(in \$000)

POLICE SERVICES	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	TOTAL
OPENING CASH BALANCE	(\$7.85)	\$5.81	\$5.10	\$0.44	(\$120.01)	(\$209.76)	(\$177.19)	(\$138.60)	(\$87.31)	(\$58.71)	
2023 - 2032 NON-RESIDENTIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding from DC Reserve Balance)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
- Police Services (New Projects): Non Inflated	\$11.0	\$6.2	\$6.1	\$109.1	\$111.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$243.7
- SSPS Debenture Principal Payments <sup>1</sup>	\$8.0	\$8.0	\$8.0	\$8.0	\$8.0	\$8.0	\$8.0	\$4.0	\$0.0	\$0.0	\$59.9
- Police Services (New Projects): Inflated	\$19.01	\$14.3	\$14.3	\$123.8	\$128.4	\$8.0	\$8.0	\$4.0	\$0.0	\$0.0	\$319.8
NEW NON-RESIDENTIAL DEVELOPMENT											
- Industrial Growth in Square Metres	11,448	5,276	3,961	2,869	14,256	14,957	15,693	16,465	17,275	18,125	120,325
REVENUE											
- DC Receipts: Inflated	\$37.5	\$17.6	\$13.5	\$10.0	\$50.5	\$54.0	\$57.8	\$61.9	\$66.2	\$70.9	\$439.9
INTEREST											
- Interest on Opening Balance	(\$0.4)	\$0.2	\$0.2	\$0.0	(\$6.6)	(\$11.5)	(\$9.7)	(\$7.6)	(\$4.8)	(\$3.2)	(\$43.6)
- Interest on In-year Transactions	\$0.3	\$0.1	(\$0.0)	(\$3.1)	(\$2.1)	\$0.8	\$0.9	\$1.0	\$1.2	\$1.2	\$0.2
- Interest Payments for SSPS Debenture <sup>2</sup>	(\$4.7)	(\$4.3)	(\$4.0)	(\$3.5)	(\$3.1)	(\$2.8)	(\$2.4)	\$0.0	(\$34.0)	(\$10.2)	(\$68.9)
TOTAL REVENUE	\$32.7	\$13.6	\$9.7	\$3.3	\$38.6	\$40.6	\$46.6	\$55.3	\$28.6	\$58.7	\$327.6
CLOSING CASH BALANCE	\$5.8	\$5.1	\$0.4	(\$120.0)	(\$209.8)	(\$177.2)	(\$138.6)	(\$87.3)	(\$58.7)	\$0.0	

Note 1: Debenture principal payments not inflated.

Note 2: Interest on debenture payments not inflated.

<b>2023 Adjusted Charge Per Square Metre</b>	<b>\$3.27</b>
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<b>Allocation of Capital Program</b>	
Residential Sector	83%
Industrial	6%
Non-Industrial	11%
<b>Rates for 2023</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

APPENDIX B.3  
TABLE 3

TOWN OF INNISFIL  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
POLICE SERVICES  
NON-INDUSTRIAL DEVELOPMENT CHARGE  
(in \$000)

POLICE SERVICES	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	TOTAL
OPENING CASH BALANCE	(\$14.40)	\$16.78	\$15.78	(\$53.31)	(\$305.75)	(\$419.19)	(\$298.29)	(\$262.80)	(\$154.51)	(\$51.62)	
2023 - 2032 NON-RESIDENTIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding from DC Reserve Balance)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
- Police Services (New Projects): Non Inflated	\$20.2	\$11.4	\$11.2	\$200.0	\$203.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$446.8
- SSPS Debenture Principal Payments <sup>1</sup>	\$14.6	\$14.6	\$14.6	\$14.6	\$14.6	\$14.6	\$14.6	\$7.3	\$0.0	\$0.0	\$109.7
- Police Services (New Projects): Inflated	\$34.86	\$26.2	\$26.3	\$226.9	\$235.3	\$14.6	\$14.6	\$7.3	\$0.0	\$0.0	\$586.2
NEW NON-RESIDENTIAL DEVELOPMENT											
- Non-Industrial Growth in Square Metres	8,267	2,676	2,039	2,046	14,448	15,648	16,947	18,354	19,878	10,432	110,735
REVENUE											
- DC Receipts: Inflated	\$74.7	\$24.7	\$19.2	\$19.6	\$141.3	\$156.1	\$172.4	\$190.5	\$210.4	\$112.6	\$1,121.6
INTEREST											
- Interest on Opening Balance	(\$0.8)	\$0.6	\$0.6	(\$2.9)	(\$16.8)	(\$23.1)	(\$16.4)	(\$14.5)	(\$8.5)	(\$2.8)	(\$84.7)
- Interest on In-year Transactions	\$0.7	(\$0.0)	(\$0.2)	(\$5.7)	(\$2.6)	\$2.5	\$2.8	\$3.2	\$3.7	\$2.0	\$6.3
- Interest Payments for SSPS Debenture <sup>2</sup>	(\$8.6)	\$0.0	(\$62.3)	(\$36.5)	\$0.0	\$0.0	(\$108.7)	(\$63.6)	(\$102.7)	(\$60.2)	(\$442.6)
TOTAL REVENUE	\$66.0	\$25.2	(\$42.8)	(\$25.5)	\$121.9	\$135.5	\$50.1	\$115.6	\$102.9	\$51.6	\$600.6
CLOSING CASH BALANCE	\$16.8	\$15.8	(\$53.3)	(\$305.7)	(\$419.2)	(\$298.3)	(\$262.8)	(\$154.5)	(\$51.6)	\$0.0	

Note 1: Debenture principal payments not inflated.

Note 2: Interest on debenture payments not inflated.

<b>2023 Adjusted Charge Per Square Metre</b>	<b>\$9.04</b>
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<b>Allocation of Capital Program</b>	
Residential Sector	83%
Industrial	6%
Non-Industrial	11%
<b>Rates for 2023</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%



# Appendix B.4

## Parks and Recreation

## Appendix B.4 – Parks and Recreation

The Town of Innisfil Parks and Recreation Department is responsible for the recreation and leisure needs of the community, including the provision and maintenance of arenas, facilities, parks, recreation services and programs to the residents of Innisfil. The Town operates a number of recreational facilities, parks, playgrounds, and sports fields.

### Table 1 2008-2022 Historical Service Levels

The 15-year historical inventory of Indoor Recreation capital assets includes 278,980 square feet of indoor recreation building space accommodated within the Innisfil Recreation Complex, various community centres, as well as shared spaces in churches, schools and other public facilities. After accounting for excess capacity associated with the shares of the facilities to continue to be funded through the 2023 Development Charges by-law, 264,610 of building space remains. The value of the building space included in the inventory is approximately \$131.27 million. Shares of Town Hall, which are used for recreation programming, have been included in the historical inventory calculation; all other portions of the building, which are related to the general administration of the Town, have been excluded consistent with the requirements of the DCA.

The land associated with the buildings amounts to 8.27 hectares, and is valued at \$20.52 million. Finally, furniture and equipment associated with indoor recreation facilities has a total value of \$2.67 million.

The Town's developed parkland amounts to approximately 270 hectares in numerous parkettes; neighbourhood, community, and regional parks; road ends and lake access points; open spaces; linear parks; and walkways. The total value of parkland development is \$40.05 million. The Town also has a number of park amenities such as a variety of sports fields (soccer pitches,

baseball diamonds) and various ball courts, playgrounds, skate and bike parks, park bridges, pathways, splash pads, walkways and trails; these types of above base amenities are valued at a total of \$26.78 million. Other park facilities such as docks, park buildings (e.g., washrooms, pavilions, concessions, storage buildings) and parking areas are also included in the service level calculation, at a total value of \$19.68 million.

The 2023 full replacement value of the inventory of capital assets for the Parks and Recreation amounts to \$240.98 million, including \$154.47 for indoor recreation and \$86.51 million for parks. The combined 15-year historical average service level is \$6,214.69 per capita.

The historical service level multiplied by the 10-year forecast of net population growth results in a maximum allowable funding envelope of \$97.55 million (15,696 net population growth X historical service level of \$6,214.69/capita).

## **Table 2 2023 – 2032 Development-Related Capital Program and Calculation of the Unadjusted Development Charge**

The 2023-2032 development-related capital program for parks and recreation amounts to \$206.21 million. It includes new parks development and facilities as well as the recovery of past commitments and a negative reserve fund balance.

A total of \$1.42 million is identified as a negative reserve fund balance and is included for recovery in the DC capital program. The Innisfil Recreation Complex (IRC) and the Cookstown Park and Community Centre principal payment debentures, to a total of \$7.77 million over the 10-year period, all of which are fully attributed to future development. The Town is currently in the process of completing the Land and Lake Master Plan, which identifies the parks related needs for the Town over the short term (5-year), medium term (6-10 year) and long-term (beyond 10 year) planning horizon. Only

costs identified over the short and medium term are included in the DC capital program. As the Land and Lakes Master Plan is not yet complete, the costs are considered to be preliminary and may be updated as part of the final plan and/or through the Town's annual capital budgeting process. A description of the types of parks and how the benefit to existing shares were determined is described below:

- **Parks** – these projects largely relate to the repair/replacement of existing parks with some additional amenities and enhancements. As a result, a 90% ineligible share has been applied to these projects.
- **Trails** – includes trail infrastructure proposed to be constructed throughout the Town. A 69% benefit to existing (BTE) share has been applied to these projects and is based on the overall BTE share identified for Active Transportation projects identified in the Roads and Related capital program.
- **Undeveloped Parks** – includes the development of new parks in the Town and associated amenities. These parks would not be constructed in the absence of growth and are therefore fully attributed to future development.
- **Lakeside Parks** – are similar to “Parks” in that the costs largely relate to the repair and replacement of existing parks; however, some net new amenities will be added as part of this scope of work. As such, a 90% ineligible share has been applied to these projects.
- **Facilities** - includes for the replacement and enhancement of one of the existing IRC fields with a domed, multi-purpose artificial turf. The creation of a domed turf will allow for increases in programming as the facility can be used year round. A 50% ineligible share has been assigned to the project.

A new indoor community space is planned at 25<sup>th</sup> Sideroad and Big Bay Point and is included in the capital program at a total cost of \$6.53 million. Other Town-wide projects include the development of the Innisfil Beach Park (IBP) Pop-up Shop Canisters and the Mobility Orbit Square and GO Station Park. These projects add a further \$17.66 million to the capital program. A 10% benefit to existing share has been identified for the Mobility Orbit Square and GO Station Park and is removed from the DC eligible costs.

The program also includes costs related to Phase 1, 2 and 3 related to Innisfil Beach Park Project Redevelopment as supported by the Town's Innisfil Beach Park Master Plan which identified the investments needed to revitalize the Town's existing park. The total cost amounts to \$33.95 million of which, \$17.41 million relates to shares of projects which will provide a benefit to existing residents. The ineligible shares of projects associated with each phase has been determined based on an assessment of individual projects. Finally, the capital program accounts for provisions for Orbit growth-related facilities in the amount of \$48.11 million.

No grants or subsidies have been identified for the parks and recreation capital program, and as such the net capital cost remains at \$206.21 million. Replacement or benefit to existing shares amount to \$41.24 million and are not included in the DC calculation. This reduces the DC eligible costs to \$164.97 million, of which \$67.43 million is deemed to benefit development beyond 2032 and will not be recovered under this DC by-law, but is eligible for consideration in future development charge studies.

The 2023-2032 DC costs eligible for recovery amount to \$97.55 million, which is allocated entirely against future residential development in the Town of Innisfil. This results in an unadjusted development charge of \$5,171 per capita.

### Table 3 Cash Flow Analysis

After cash flow consideration, the residential charge increases to \$5,425 per capita. The increase reflects the front-ended nature of the capital program as well as the inclusion of interest costs related to the recovery of the outstanding debentures.

The following table summarizes the calculation of the parks and recreation development charge:

PARKS AND RECREATION SUMMARY								
15-year Hist. Service Level per capita	2023 - 2032 Development-Related Capital Program		Unadjusted DC			Adjusted DC		
	Total	Net DC Recoverable	Res. \$/capita	Indust. \$/sq.m	Non-Indus. \$/sq.m	Res. \$/capita	Indust. \$/sq.m	Non-Indus. \$/sq.m
\$6,214.69	\$206,213,013	\$97,545,774	\$5,171	\$0.00	\$0.00	\$5,425	\$0.00	\$0.00

APPENDIX B.4

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
PARKS AND RECREATION  
INDOOR RECREATION

2023

MAJOR FACILITIES Facility Name	# of Square Feet															UNIT COST (\$/sq.ft.)	
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022		
Knock Community Centre (580980020)	1,260	1,260	1,260	1,260	1,260	1,260	1,260	1,260	1,260	1,260	1,260	1,260	1,260	1,260	1,260	1,260	\$300
Cookstown Theatre (580600063)	5,060	5,060	5,060	5,060	5,060	5,060	5,060	5,060	5,060	5,060	5,060	5,060	5,060	5,060	5,060	5,060	\$0
Stroud Arena (580940004)	50,400	50,400	50,400	50,400	50,400	50,400	50,400	50,400	50,400	50,400	50,400	50,400	50,400	50,400	50,400	50,400	\$640
Innisfil Recreational Complex (580640233)	140,425	140,425	140,425	140,425	140,425	140,425	140,425	140,425	140,425	140,425	140,425	140,425	140,425	140,425	140,425	140,425	\$530
<i>Excess Capacity</i>	<i>(13,981)</i>	<i>(13,981)</i>	<i>(13,981)</i>	<i>(13,981)</i>	<i>(13,981)</i>	<i>(13,981)</i>	<i>(13,981)</i>	<i>(13,981)</i>	<i>(13,981)</i>	<i>(13,981)</i>	<i>(13,981)</i>	<i>(13,981)</i>	<i>(13,981)</i>	<i>(13,981)</i>	<i>(13,981)</i>	<i>(13,981)</i>	<i>\$530</i>
Town Hall (580640233) <sup>1</sup>	1,152	1,152	1,152	1,152	1,152	1,152	1,152	1,152	1,152	1,152	1,152	1,152	1,152	1,152	1,152	1,152	\$530
Churchill Community Centre (580630157)	5,300	5,300	5,300	5,300	5,300	5,300	5,300	5,300	5,300	5,300	5,300	5,300	5,300	5,300	5,300	5,300	\$300
Morgan Russell (Formally Lefroy Arena) (580650407)	33,400	33,400	33,400	33,400	33,400	33,400	33,400	33,400	33,400	33,400	33,400	33,400	33,400	33,400	33,400	33,400	\$450
Cookstown Community Centre	-	3,400	3,400	3,400	3,400	3,400	3,400	3,400	3,400	3,400	3,400	3,400	3,400	3,400	3,400	3,400	\$740
<i>Excess Capacity</i>	-	<i>(390)</i>	<i>(390)</i>	<i>(390)</i>	<i>(390)</i>	<i>(390)</i>	<i>(390)</i>	<i>(390)</i>	<i>(390)</i>	<i>(390)</i>	<i>(390)</i>	<i>(390)</i>	<i>(390)</i>	<i>(390)</i>	<i>(390)</i>	<i>(390)</i>	<i>\$740</i>
Rizzardo	-	-	-	-	-	-	-	-	-	-	-	-	2,184	2,184	2,184	2,184	\$570
<b>Other Facilities</b>																	
Alcona Glen School Gym	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	\$300
Cookstown Public School Gym	611	611	611	611	611	611	-	-	-	-	-	-	-	-	-	-	\$300
Cookstown Public School Library	614	614	614	614	614	614	-	-	-	-	-	-	-	-	-	-	\$300
Cookstown United Church	300	300	300	300	300	300	-	-	-	-	-	-	-	-	-	-	\$300
Country Concessions	125	125	125	125	125	125	-	-	-	-	-	-	-	-	-	-	\$300
Goodfellow Public School	-	-	-	-	-	-	3,486	3,486	3,486	3,486	3,486	-	-	-	-	-	\$300
Grange Hall	450	450	450	450	450	450	450	450	450	450	450	450	450	450	450	450	\$300
Holy Cross Separate School Gym	787	787	787	787	787	787	787	787	787	787	787	787	787	787	787	787	\$300
Killarney Beach Public School	618	618	618	618	618	618	-	-	-	-	-	-	-	-	-	-	\$300
Lake Simcoe Public School	-	-	-	-	-	-	-	-	-	-	4,273	4,273	4,273	4,273	4,273	4,273	\$300
Lake Simcoe Public School - Multi	2,077	2,077	2,077	2,077	2,077	2,077	2,077	2,077	2,077	2,077	2,077	2,077	2,077	2,077	2,077	2,077	\$300
Miss Jennies Dance Studio	1,155	1,155	1,155	1,155	1,155	1,155	1,155	1,155	1,155	1,155	1,155	1,155	1,155	1,155	1,155	1,155	\$300
Nantyr - Cafeteria	4,456	4,456	4,456	4,456	4,456	4,456	4,456	4,456	4,456	4,456	4,456	4,456	4,456	4,456	4,456	4,456	\$300
Nantyr Shores High School Gym	11,528	11,528	11,528	11,528	11,528	11,528	11,528	11,528	11,528	11,528	11,528	11,528	11,528	11,528	11,528	11,528	\$300
Rankin Residence (Folk Art Studio)	88	88	88	88	88	88	-	-	-	-	-	-	-	-	-	-	\$300
Sunnybrae Public School Gym	1,980	1,980	1,980	1,980	1,980	1,980	1,980	1,980	1,980	1,980	1,980	1,980	1,980	1,980	1,980	1,980	\$300
YMCA - Gymnasium	-	-	-	-	-	-	-	-	-	-	-	7,039	7,039	7,039	7,039	7,039	\$300
Yujo Martial Arts	156	156	156	156	156	156	156	156	156	156	156	156	156	156	156	156	\$300
<b>Total (sq.ft.)</b>	<b>250,461</b>	<b>253,471</b>	<b>253,471</b>	<b>253,471</b>	<b>253,471</b>	<b>253,471</b>	<b>254,601</b>	<b>254,601</b>	<b>254,601</b>	<b>258,874</b>	<b>265,913</b>	<b>264,611</b>	<b>264,611</b>	<b>264,611</b>	<b>264,611</b>	<b>264,611</b>	
<b>Total (\$000)</b>	<b>\$125,113.3</b>	<b>\$127,341.0</b>	<b>\$127,341.0</b>	<b>\$127,341.0</b>	<b>\$127,341.0</b>	<b>\$127,341.0</b>	<b>\$127,680.0</b>	<b>\$127,680.0</b>	<b>\$127,680.0</b>	<b>\$128,961.9</b>	<b>\$131,073.6</b>	<b>\$131,272.6</b>	<b>\$131,272.6</b>	<b>\$131,272.6</b>	<b>\$131,272.6</b>	<b>\$131,272.6</b>	

APPENDIX B.4

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
PARKS AND RECREATION  
INDOOR RECREATION

2023

LAND Facility Name	# of Hectares															UNIT COST (\$/ha)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Churchill Community Centre (580630157)	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	\$2,500,000
Cookstown Community Centre	-	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	\$2,500,000
Cookstown Theatre (580600063)	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	\$0
Innisfil Recreational Complex (580640233)	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	\$2,500,000
Knock Community Centre (580980020)	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	\$2,500,000
Morgan Russell Memorial Arena (Formally Lefroy Arena) (580650407)	1.79	1.79	1.79	1.79	1.79	1.79	1.79	1.79	1.79	1.79	1.79	1.79	1.79	1.79	1.79	\$2,500,000
Stroud Arena (580940004)	3.29	3.29	3.29	3.29	3.29	3.29	3.29	3.29	3.29	3.29	3.29	3.29	3.29	3.29	3.29	\$2,500,000
Town Hall (580640233)	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	\$2,500,000
<b>Total (ha)</b>	<b>7.99</b>	<b>8.27</b>	<b>8.27</b>	<b>8.27</b>	<b>8.27</b>	<b>8.27</b>	<b>8.27</b>	<b>8.27</b>	<b>8.27</b>	<b>8.27</b>	<b>8.27</b>	<b>8.27</b>	<b>8.27</b>	<b>8.27</b>	<b>8.27</b>	
<b>Total (\$000)</b>	<b>\$19,831.4</b>	<b>\$20,519.9</b>	<b>\$20,519.9</b>	<b>\$20,519.9</b>	<b>\$20,519.9</b>	<b>\$20,519.9</b>	<b>\$20,519.9</b>	<b>\$20,519.9</b>	<b>\$20,519.9</b>	<b>\$20,519.9</b>	<b>\$20,519.9</b>	<b>\$20,519.9</b>	<b>\$20,519.9</b>	<b>\$20,519.9</b>	<b>\$20,519.9</b>	

<sup>1</sup> Only includes land area related to Indoor Recreation programming. Total land area is 2.60ha

FURNITURE & EQUIPMENT Facility Name	Total Value of Furniture & Equipment (\$)														
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Alcona Glen School	\$25,000	\$20,000	\$20,000	\$23,400	\$24,600	\$24,600	\$24,600	\$24,600	\$24,600	\$24,600	\$24,600	\$24,600	\$24,600	\$24,600	\$24,600
Centennial Park Summer Camp Location	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000
Churchill Community Centre (580630157)	\$108,000	\$82,000	\$82,000	\$94,000	\$95,000	\$95,000	\$95,000	\$95,000	\$95,000	\$95,000	\$95,000	\$95,000	\$95,000	\$95,000	\$95,000
Innisfil Recreational Complex (580640233)	\$1,387,000	\$1,051,000	\$1,051,000	\$1,186,000	\$1,304,000	\$1,304,000	\$1,304,000	\$1,304,000	\$1,304,000	\$1,304,000	\$1,304,000	\$1,304,000	\$1,304,000	\$1,304,000	\$1,304,000
Knock Community Centre (580980020)	\$16,000	\$12,700	\$12,700	\$14,700	\$15,400	\$15,400	\$15,400	\$15,400	\$15,400	\$15,400	\$15,400	\$15,400	\$15,400	\$15,400	\$15,400
Morgan Russell Memorial Arena (Formally Lefroy Arena) (580650407)	\$236,000	\$181,000	\$181,000	\$205,000	\$205,000	\$205,000	\$205,000	\$205,000	\$205,000	\$205,000	\$205,000	\$205,000	\$205,000	\$205,000	\$205,000
Cookstown Community Centre	-	\$17,000	\$17,000	\$17,000	\$17,000	\$17,000	\$17,000	\$17,000	\$17,000	\$17,000	\$17,000	\$17,000	\$17,000	\$17,000	\$17,000
Mobile Youth Centre	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
Rizado	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$641,700	\$641,700	\$641,700	\$641,700	\$641,700
Stroud Arena (580940004)	\$368,000	\$281,000	\$281,000	\$320,000	\$322,000	\$322,000	\$322,000	\$322,000	\$322,000	\$322,000	\$322,000	\$322,000	\$322,000	\$322,000	\$322,000
<b>Total (\$000)</b>	<b>\$2,160.0</b>	<b>\$1,664.7</b>	<b>\$1,664.7</b>	<b>\$1,880.1</b>	<b>\$2,003.0</b>	<b>\$2,003.0</b>	<b>\$2,003.0</b>	<b>\$2,003.0</b>	<b>\$2,003.0</b>	<b>\$2,003.0</b>	<b>\$2,033.0</b>	<b>\$2,674.7</b>	<b>\$2,674.7</b>	<b>\$2,674.7</b>	<b>\$2,674.7</b>



APPENDIX B.4

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
PARKS AND RECREATION  
PARKLAND DEVELOPMENT

NEIGHBOURHOOD PARKS Park Name	# of Hectares of Developed Area															2023
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	UNIT COST (\$/ha)
Alcona Park	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	\$350,000
Andrade Memorial Park (589950215)	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	\$350,000
Anna Maria Park (740090084)	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	\$350,000
Aspen Street Park (740000050)	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	\$350,000
Church Street Park (580650265)	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	\$350,000
Crossroads Park (589940042)	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	\$350,000
Dempster Street Park (580960068)	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	\$350,000
Hastings Avenue Park (580710181)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$350,000
Huron Court Park (589930002)	-	-	-	-	-	2.30	2.30	2.30	2.30	2.30	2.30	2.30	2.30	2.30	2.30	\$350,000
Kidd's Lane Park (580480052)	-	-	-	-	-	-	-	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	\$350,000
Lawrence Avenue Park (580950148)	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	\$350,000
Linda Street Park (580850235)	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	\$350,000
Nantyr Park (580690091)	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	\$350,000
Previn Court Park (580690412)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	\$350,000
Meadows of Stroud Park (580930240)	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	\$350,000
Trinity Street Park (740070043)	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	\$350,000
Warrington Way Park (580750215)	-	-	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$350,000
Webster Boulevard Park (740110244)	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60	\$350,000
Ireton Street Park (580800301)	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	\$350,000
Orm Membership Park (580530415)	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	\$350,000
Pitt Street Park (580850037)	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	\$350,000
Ashwood Avenue Park (580740125)	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	\$350,000
<b>Total (ha)</b>	<b>27.40</b>	<b>27.40</b>	<b>28.40</b>	<b>28.40</b>	<b>28.40</b>	<b>30.70</b>	<b>30.70</b>	<b>32.40</b>	<b>32.40</b>	<b>32.40</b>	<b>32.40</b>	<b>32.40</b>	<b>32.40</b>	<b>32.40</b>	<b>32.40</b>	
<b>Total (\$000)</b>	<b>\$9,590.0</b>	<b>\$9,590.0</b>	<b>\$9,940.0</b>	<b>\$9,940.0</b>	<b>\$9,940.0</b>	<b>\$10,745.0</b>	<b>\$10,745.0</b>	<b>\$11,340.0</b>	<b>\$11,340.0</b>	<b>\$11,340.0</b>	<b>\$11,340.0</b>	<b>\$11,340.0</b>	<b>\$11,340.0</b>	<b>\$11,340.0</b>	<b>\$11,340.0</b>	

APPENDIX B.4

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
PARKS AND RECREATION  
PARKLAND DEVELOPMENT

COMMUNITY/DISTRICT PARKS Park Name	# of Hectares of Developed Area															2023 UNIT COST (\$/ha)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Cookstown Community Park (580600290)	-	-	-	-	-	-	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60	\$250,000
<i>Excess Capacity</i>	-	-	-	-	-	-	(0.27)	(0.27)	(0.27)	(0.27)	(0.27)	(0.27)	(0.27)	(0.27)	(0.27)	\$250,000
Innisfil Recreation Complex (580640233)	23.71	23.71	23.71	23.71	23.71	23.71	23.71	23.71	23.71	23.71	23.71	23.71	23.71	23.71	23.71	\$250,000
Lefroy Arena Park (580650407)	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	\$250,000
Stroud Arena Park (580940038)	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	\$250,000
Knock Community Park (580980144)	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	\$250,000
Fennell's Corner Park (580500029)	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	\$250,000
Coral Woods Park (580630065)	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	\$250,000
<b>Total (ha)</b>	<b>30.60</b>	<b>30.60</b>	<b>30.60</b>	<b>30.60</b>	<b>30.60</b>	<b>30.60</b>	<b>34.93</b>	<b>34.93</b>	<b>34.93</b>	<b>34.93</b>	<b>34.93</b>	<b>34.93</b>	<b>34.93</b>	<b>34.93</b>	<b>34.93</b>	
<b>Total (\$000)</b>	<b>\$7,650.0</b>	<b>\$7,650.0</b>	<b>\$7,650.0</b>	<b>\$7,650.0</b>	<b>\$7,650.0</b>	<b>\$7,650.0</b>	<b>\$8,732.4</b>	<b>\$8,732.4</b>	<b>\$8,732.4</b>	<b>\$8,732.4</b>	<b>\$8,732.4</b>	<b>\$8,732.4</b>	<b>\$8,732.4</b>	<b>\$8,732.4</b>	<b>\$8,732.4</b>	

REGIONAL PARKS/SPECIAL USE PARKS Park Name	# of Hectares of Developed Area															2023 UNIT COST (\$/ha)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
<b>Regional Parks</b>																
Centennial Park (580630176)	39.40	39.40	39.40	39.40	39.40	39.40	39.40	39.40	39.40	39.40	39.40	39.40	39.40	39.40	39.40	\$200,000
Innisfil Beach Park (740030157)	27.60	27.60	27.60	27.60	27.60	27.60	27.60	27.60	27.60	27.60	27.60	27.60	27.60	27.60	27.60	\$200,000
<b>Special Use Parks</b>																
Cookstown Memorial Park (580600233)	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	\$200,000
<b>Total (ha)</b>	<b>67.80</b>	<b>67.80</b>	<b>67.80</b>	<b>67.80</b>	<b>67.80</b>	<b>67.80</b>	<b>67.80</b>	<b>67.80</b>	<b>67.80</b>	<b>67.80</b>	<b>67.80</b>	<b>67.80</b>	<b>67.80</b>	<b>67.80</b>	<b>67.80</b>	
<b>Total (\$000)</b>	<b>\$13,560.0</b>	<b>\$13,560.0</b>	<b>\$13,560.0</b>	<b>\$13,560.0</b>	<b>\$13,560.0</b>	<b>\$13,560.0</b>	<b>\$13,560.0</b>	<b>\$13,560.0</b>	<b>\$13,560.0</b>	<b>\$13,560.0</b>	<b>\$13,560.0</b>	<b>\$13,560.0</b>	<b>\$13,560.0</b>	<b>\$13,560.0</b>	<b>\$13,560.0</b>	

CONSERVATION PARK Park Name	# of Hectares of Developed Area															2023 UNIT COST (\$/ha)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
South Innisfil Arboretum (580530008)	20.10	20.10	20.10	20.10	20.10	20.10	20.10	20.10	20.10	20.10	20.10	20.10	20.10	20.10	20.10	\$147,800
Circle Park (580530070)	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20	\$147,800
<b>Total (ha)</b>	<b>22.30</b>	<b>22.30</b>	<b>22.30</b>	<b>22.30</b>	<b>22.30</b>	<b>22.30</b>	<b>22.30</b>	<b>22.30</b>	<b>22.30</b>	<b>22.30</b>	<b>22.30</b>	<b>22.30</b>	<b>22.30</b>	<b>22.30</b>	<b>22.30</b>	
<b>Total (\$000)</b>	<b>\$3,295.9</b>	<b>\$3,295.9</b>	<b>\$3,295.9</b>	<b>\$3,295.9</b>	<b>\$3,295.9</b>	<b>\$3,295.9</b>	<b>\$3,295.9</b>	<b>\$3,295.9</b>	<b>\$3,295.9</b>	<b>\$3,295.9</b>	<b>\$3,295.9</b>	<b>\$3,295.9</b>	<b>\$3,295.9</b>	<b>\$3,295.9</b>	<b>\$3,295.9</b>	

APPENDIX B.4

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
PARKS AND RECREATION  
PARKLAND DEVELOPMENT

LAKESIDE PARKS Park Name	# of Hectares															2023
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	UNIT COST (\$/ha)
<b>Lakeside Parks Neighbourhood</b>																
1387 Maple Road Access Point (580680125)	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	\$29,600
13th Line Roadend (580850002)	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	\$29,600
1421 Maple Road Access Point (580680117)	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	-	-	-	-	-	\$29,600
20th Sideroad Roadend (580890001)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	\$29,600
25th Sideroad Roadend (580710001)	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	\$29,600
2nd Line Roadend (580540002)	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	\$29,600
30th Side Road South Roadend (580860001)	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	\$29,600
3rd Line Roadend (580550002)	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	-	-	-	-	\$29,600
6th Line Roadend (580700002)	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	\$29,600
7th Line Roadend (580720002)	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	\$29,600
Alcona Avenue Roadend (580870108)	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	\$29,600
Alfred Street Roadend (580670095)	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	\$29,600
Algonquin Avenue Roadend (580870112)	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	\$29,600
Arnold Street Roadend (580670002)	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	\$29,600
Bayshore Road Park (580530080)	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	\$29,600
Bayview Avenue Roadend (580700133)	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	\$29,600
Belle Aire Beach Road Roadend (589890280)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	\$29,600
Belle Aire Community Beach (580680167)	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	\$29,600
Center Street Roadend (580710118)	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	\$29,600
Chapman Street Roadend (580670028)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	\$29,600
Cumberland Street Roadend (580660124)	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	\$29,600
Eastern Avenue Roadend (580710116)	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	\$29,600

APPENDIX B.4

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
PARKS AND RECREATION  
PARKLAND DEVELOPMENT

LAKESIDE PARKS Park Name	# of Hectares															2023 UNIT COST (\$/ha)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Edgewood Avenue Roadend (580700029)	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	\$29,600
Evans Place Roadend (580660032)	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	-	-	-	\$29,600
Ewart Street Roadend (580670001)	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	\$29,600
Frederick Street Roadend (580670277)	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	\$29,600
Gilford Road Roadend (580520208)	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.04	0.04	0.04	\$29,600
Irwin Street Roadend (580870183)	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	\$29,600
Killarney Beach Road Roadend (580660002)	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	\$29,600
Lakeshore Boulevard Roadend (580530188)	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	\$29,600
Lindy Road Roadend (580520130)	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	\$29,600
Little Cedar Avenue Roadend (580670183)	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	\$29,600
Lockhart Road Roadend (580810001)	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	\$29,600
Mapleview Drive Roadend (580840002)	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	\$29,600
Moyer Avenue Roadend (580700226)	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	\$29,600
North Shore Drive Roadend (580530319)	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	\$29,600
Northern Street Roadend (580710120)	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	\$29,600
Poplar Road Roadend (580520211)	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	\$29,600
Purvis Street Access Point (580800246)	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	\$29,600
Robinson Street Roadend (580670246)	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	\$29,600
Roslyn Avenue Roadend (580700129)	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	\$29,600
Saint John's Road Roadend (580680071)	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	\$29,600
West St. (58050120)	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	\$29,600
Wood Street Roadend (580530153)	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	\$29,600
Woodgreen Avenue Roadend (580700057)	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	\$29,600
<b>Lakeside Community/District Parks</b>																
10th Line Beach Park (580800272)	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	\$147,800
12th Line Park (740010043)	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	\$147,800
30th Side Road North Roadend (580870229)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	\$147,800
9th Line Roadend (Bon Secours Beach Park - Lakeside Park) (740060003)	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	\$147,800
Belle Ewart Park (580660025)	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	\$147,800
Big Bay Point Roadend (580870002)	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	\$147,800
Shore Acres Drive Roadend (580530002)	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	\$147,800
Isabella Street Roadend (580660056)	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	\$147,800
Dudley Road Roadend (580680143)	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	\$29,600
Guest Road Roadend (580880001)	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	\$29,600
<b>Total (ha)</b>	<b>8.19</b>	<b>8.19</b>	<b>8.19</b>	<b>8.19</b>	<b>8.19</b>	<b>8.19</b>	<b>8.19</b>	<b>8.19</b>	<b>8.19</b>	<b>8.19</b>	<b>8.09</b>	<b>7.97</b>	<b>7.86</b>	<b>7.86</b>	<b>7.86</b>	
<b>Total (\$000)</b>	<b>582.78</b>	<b>582.8</b>	<b>582.8</b>	<b>582.8</b>	<b>582.8</b>	<b>582.8</b>	<b>582.8</b>	<b>582.8</b>	<b>582.8</b>	<b>582.8</b>	<b>579.8</b>	<b>576.3</b>	<b>573.0</b>	<b>573.0</b>	<b>573.0</b>	



APPENDIX B.4

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
PARKS AND RECREATION  
PARKLAND DEVELOPMENT

OPEN SPACE Park Name	# of Hectares of Parkettes															2023
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	UNIT COST (\$/ha)
Bowman Street (580980225)	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	\$25,000
Forest Valley Drive (580620164)	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	\$25,000
Forest Valley Drive (580620197)	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	\$25,000
Innisfil Heights Crescent (580620089)	6.68	6.68	6.68	6.68	6.68	6.68	6.68	6.68	6.68	6.68	6.68	6.68	6.68	6.68	6.68	\$25,000
Thomas Street (580980061)	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	\$25,000
Thomas Street (580620089)	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	\$25,000
01st Line (580490015)	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	\$25,000
Evelyn Street (581420076 - part #1)	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	\$25,000
Evelyn Street (581420076 - part #2)	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	\$25,000
Riley Street (581420196)	-	-	-	-	-	-	-	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	\$25,000
Victoria Street West (581410171)	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	\$25,000
10th Line (580930312)	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	\$25,000
Innisfil Beach Road (580640229)	1.78	1.78	1.78	1.78	1.78	1.78	1.78	1.78	1.78	1.78	1.78	1.78	1.78	1.78	1.78	\$25,000
Innisfil Beach Road (580940351)	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	\$25,000
Cairns Gate (580630104)	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	\$25,000
John Street (580580042)	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	\$25,000
Yonge Street (580630159)	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	\$25,000
13th Line (580840186)	20.23	20.23	20.23	20.23	20.23	20.23	20.23	20.23	20.23	20.23	20.23	20.23	20.23	20.23	20.23	\$25,000
30th Sideroad (580870018)	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	\$25,000
East Street (580850141)	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	\$25,000
Kimberley Street (580850276)	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	\$25,000
Whitcap Drive (580890069)	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	\$25,000
Wilkinson Street (580900064)	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	\$25,000
25th Sideroad (580790043)	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	\$25,000
Henderson Drive (580810057)	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	\$25,000
Ireton Street (580800197)	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	\$25,000
Oak Street (589980063)	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	\$25,000
Abram Court (580750484)	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	\$25,000

APPENDIX B.4

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
PARKS AND RECREATION  
PARKLAND DEVELOPMENT

OPEN SPACE Park Name	# of Hectares of Parkettes															2023
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	UNIT COST (\$/ha)
Abram Court (580751118)	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	\$25,000
Abram Court (580751119)	-	-	-	-	-	-	-	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	\$25,000
Abram Court (580751120)	-	-	-	-	-	-	-	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	\$25,000
Abram Court (580751121)	-	-	-	-	-	-	-	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	\$25,000
Abram Court (580751122)	-	-	-	-	-	-	-	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	\$25,000
Abram Court (580751123)	-	-	-	-	-	-	-	2.92	2.92	2.92	2.92	2.92	2.92	2.92	2.92	\$25,000
Alderslea Crescent (740030190)	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	\$25,000
Benson Street (580750957)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	\$25,000
Benson Street (580751177)	9.06	9.06	9.06	9.06	9.06	9.06	9.06	9.06	9.06	9.06	9.06	9.06	9.06	9.06	9.06	\$25,000
Benson Street (589940044)	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	\$25,000
Chalmers Crescent (580940083)	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	\$25,000
Chappell Court (580760321)	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	\$25,000
Corrie Street (589950103)	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	\$25,000
Goodfellow Avenue (740050080)	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	\$25,000
Innisfil Beach Road (580750568)	-	-	-	-	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	\$25,000
Jans Boulevard (589940043)	3.38	3.38	3.38	3.38	3.38	3.38	3.38	3.38	3.38	3.38	3.38	3.38	3.38	3.38	3.38	\$25,000
Leslie Drive (580750088)	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	\$25,000
Leslie Drive (580750090)	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	\$25,000
Oriole Crescent (589940007)	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	\$25,000
Oriole Crescent (589940008)	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	\$25,000
Oriole Crescent (589940111)	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	\$25,000
Reid Street (740050030)	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	\$25,000
Reid Street (740050087)	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	\$25,000
Rose Lane (740060019)	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	\$25,000
Rose Lane (740080146)	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	\$25,000
Webster Boulevard (580750792)	1.79	1.79	1.79	1.79	1.79	1.79	1.79	1.79	1.79	1.79	1.79	1.79	1.79	1.79	1.79	\$25,000
Webster Boulevard (580750804)	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	\$25,000
Whitewood Crescent (580750960)	1.41	1.41	1.41	1.41	1.41	1.41	1.41	1.41	1.41	1.41	1.41	1.41	1.41	1.41	1.41	\$25,000

APPENDIX B.4

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
PARKS AND RECREATION  
PARKLAND DEVELOPMENT

OPEN SPACE Park Name	# of Hectares of Parkettes															2023
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	UNIT COST (\$/ha)
7th Line (580690820)	1.47	1.47	1.47	1.47	1.47	1.47	1.47	1.47	1.47	1.47	1.47	1.47	1.47	1.47	1.47	\$25,000
7th Line (740090085)	4.59	4.59	4.59	4.59	4.59	4.59	4.59	4.59	4.59	4.59	4.59	4.59	4.59	4.59	4.59	\$25,000
7th Line (740090096)	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	\$25,000
Adams Road (580720322)	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	\$25,000
Booth Avenue (580690821)	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25	\$25,000
Booth Avenue (580690980)	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	\$25,000
Ceresino Crescent (580741123)	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	\$25,000
Corm Street (580740723)	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	\$25,000
Dale Road (580741888)	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	\$25,000
Dale Road (580741889)	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	\$25,000
Galloway Street (580741714)	-	-	-	-	-	-	-	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	\$25,000
Galloway Street (580741715)	-	-	-	-	-	-	-	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	\$25,000
Gibson Street (580741719)	-	-	-	-	-	-	-	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	\$25,000
Lilac Drive (580720443)	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	\$25,000
Lowrie Street (580740998)	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	\$25,000
Saint John's Road (580691012)	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	\$25,000
Saint Paul Road (580730060)	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	\$25,000
Swan Street (580741001)	2.27	2.27	2.27	2.27	2.27	2.27	2.27	2.27	2.27	2.27	2.27	2.27	2.27	2.27	2.27	\$25,000
Webster Boulevard (580741482)	1.87	1.87	1.87	1.87	1.87	1.87	1.87	1.87	1.87	1.87	1.87	1.87	1.87	1.87	1.87	\$25,000
Webster Boulevard (740110250)	3.46	3.46	3.46	3.46	3.46	3.46	3.46	3.46	3.46	3.46	3.46	3.46	3.46	3.46	3.46	\$25,000
20th Sideroad (580650634)	-	-	-	-	-	-	-	-	0.51	0.51	0.51	0.51	0.51	0.51	0.51	\$25,000
20th Sideroad (580650636)	-	-	-	-	-	-	-	-	0.01	0.01	0.01	0.01	0.01	0.01	0.01	\$25,000
Barry Avenue (580660186)	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	\$25,000
Little Cedar Avenue (580670165)	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	\$25,000
Little Cedar Avenue (580670171)	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	\$25,000
10th Line (580800215)	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	\$25,000
Fennell's Corner (580500031)	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	\$25,000
Shore Acres Drive (580520324)	-	-	-	-	-	-	-	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	\$25,000
<b>Total (ha)</b>	<b>82.82</b>	<b>82.82</b>	<b>82.82</b>	<b>82.82</b>	<b>82.97</b>	<b>82.97</b>	<b>82.97</b>	<b>87.35</b>	<b>87.87</b>	<b>87.87</b>	<b>87.87</b>	<b>87.87</b>	<b>87.87</b>	<b>87.87</b>	<b>87.87</b>	
<b>Total (\$000)</b>	<b>\$2,070.5</b>	<b>\$2,070.5</b>	<b>\$2,070.5</b>	<b>\$2,070.5</b>	<b>\$2,074.3</b>	<b>\$2,074.3</b>	<b>\$2,074.3</b>	<b>\$2,183.8</b>	<b>\$2,196.8</b>	<b>\$2,196.8</b>	<b>\$2,196.8</b>	<b>\$2,196.8</b>	<b>\$2,196.8</b>	<b>\$2,196.8</b>	<b>\$2,196.8</b>	

APPENDIX B.4

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
PARKS AND RECREATION  
PARKLAND DEVELOPMENT

LINEAR PARKS Park Name	# of Hectares of Developed Area															UNIT COST (\$/ha)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Trans Canada Trail (581420023)	3.61	3.61	3.61	3.61	3.61	3.61	3.61	3.61	3.61	3.61	3.61	3.61	3.61	3.61	3.61	\$25,000
Trans Canada Trail (581410184)	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	\$25,000
Trans Canada Trail (581410289)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	\$25,000
Trans Canada Trail (581410112)	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	\$25,000
Trans Canada Trail (580990046)	8.09	8.09	8.09	8.09	8.09	8.09	8.09	8.09	8.09	8.09	8.09	8.09	8.09	8.09	8.09	\$25,000
Trans Canada Trail (581410064)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.50	\$25,000
<b>Total (ha)</b>	<b>13.43</b>	<b>13.43</b>	<b>13.43</b>	<b>13.43</b>	<b>13.43</b>	<b>13.43</b>	<b>13.43</b>	<b>13.43</b>	<b>13.43</b>	<b>13.43</b>	<b>13.43</b>	<b>13.43</b>	<b>13.43</b>	<b>13.43</b>	<b>13.93</b>	
<b>Total (\$000)</b>	<b>\$335.8</b>	<b>\$335.8</b>	<b>\$335.8</b>	<b>\$335.8</b>	<b>\$335.8</b>	<b>\$335.8</b>	<b>\$335.8</b>	<b>\$335.8</b>	<b>\$335.8</b>	<b>\$335.8</b>	<b>\$335.8</b>	<b>\$335.8</b>	<b>\$335.8</b>	<b>\$335.8</b>	<b>\$348.3</b>	

WALKWAYS Park Name	# of Hectares of Developed Area															UNIT COST (\$/ha)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Walkways Assumed by Town	1.44	1.44	1.45	1.45	1.45	1.45	1.47	1.49	1.49	1.51	1.51	1.51	1.51	1.51	1.60	\$0
<b>Total (ha)</b>	<b>1.44</b>	<b>1.44</b>	<b>1.45</b>	<b>1.45</b>	<b>1.45</b>	<b>1.45</b>	<b>1.47</b>	<b>1.49</b>	<b>1.49</b>	<b>1.51</b>	<b>1.51</b>	<b>1.51</b>	<b>1.51</b>	<b>1.51</b>	<b>1.60</b>	
<b>Total (\$000)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	



APPENDIX B.4  
TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
PARKS AND RECREATION  
PARK FACILITIES

SOCCER PITCHES Park Name	# of Soccer Pitches															UNIT COST (\$/unit)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
<b>Major</b>																
Innisfil Beach Park (740030157)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Innisfil Recreation Complex (580640233)	-	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Previn Court Park (580690412)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
<b>Minor Unlit</b>																
Andrade Memorial Park (589950215)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	-	
Hastings Avenue Park (580710181)	1	1	1	1	1	1	1	1	1	1	1	-	-	-	-	
Huron Court Park (589930002)	-	-	-	-	-	1	1	1	1	1	1	1	1	1	1	
Nantyr Park (580690091)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Saint John's Road Park (580690671)	1	1	1	1	1	1	1	1	1	1	1	1	-	-	-	
Warrington Way Park (580750215)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Webster Boulevard Park (740110244)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
<b>Mini</b>																
Coral Woods Park (580630065)	2	2	2	2	2	2	2	2	2	2	2	-	-	-	-	
Innisfil Beach Park (740030157)	1	1	1	1	1	1	1	1	1	1	-	-	-	-	-	
Meadows of Stroud Park (580930240)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Trinity Street Park (740070043)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	-	
<b>Total (#)</b>	<b>14</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>18</b>	<b>15</b>	<b>14</b>	<b>14</b>	<b>12</b>	
<b>Total (\$000)</b>	<b>\$1,904.0</b>	<b>\$3,712.0</b>	<b>\$3,712.0</b>	<b>\$3,712.0</b>	<b>\$3,712.0</b>	<b>\$3,825.0</b>	<b>\$3,825.0</b>	<b>\$3,825.0</b>	<b>\$3,825.0</b>	<b>\$3,825.0</b>	<b>\$3,787.0</b>	<b>\$3,598.0</b>	<b>\$3,485.0</b>	<b>\$3,485.0</b>	<b>\$3,259.0</b>	

BASEBALL DIAMONDS Park Name	# of Baseball Diamonds															UNIT COST (\$/unit)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
<b>Unit</b>																
Church Street Park (580650265)	1	1	1	1	1	1	1	1	1	1	1	-	-	-	-	
Dempster Street Park (580960068)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Innisfil Beach Park (740030157)	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	
Knock Community Park (580980144)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Nantyr Park (580690091)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Pitt Street Park (580850037)	1	1	1	1	1	1	1	1	1	1	-	-	-	-	-	
Stroud Arena Park (580940038)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
<b>Lit</b>																
Fennell's Corner Park (580500029)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Innisfil Beach Park (740030157)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Innisfil Recreation Complex (580640233)	-	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
<b>Total (#)</b>	<b>8</b>	<b>10</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>10</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>9</b>	
<b>Total (\$000)</b>	<b>\$2,826.0</b>	<b>\$4,362.0</b>	<b>\$4,577.0</b>	<b>\$4,577.0</b>	<b>\$4,577.0</b>	<b>\$4,577.0</b>	<b>\$4,577.0</b>	<b>\$4,577.0</b>	<b>\$4,577.0</b>	<b>\$4,577.0</b>	<b>\$4,362.0</b>	<b>\$4,147.0</b>	<b>\$4,147.0</b>	<b>\$4,147.0</b>	<b>\$4,147.0</b>	

APPENDIX B.4  
TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
PARKS AND RECREATION  
PARK FACILITIES

2023  
2023

TENNIS COURTS Park Name	# of Tennis Courts															UNIT COST (\$/unit)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Innisfil Beach Park (740030157)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	\$133,000
Crossroads Park (589940042)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	\$133,000
Meadows of Stroud Park (580930240)	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1	\$257,000
<b>Total (#)</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>7</b>	<b>7</b>	<b>7</b>	
<b>Total (\$000)</b>	<b>\$798.0</b>	<b>\$798.0</b>	<b>\$798.0</b>	<b>\$798.0</b>	<b>\$798.0</b>	<b>\$798.0</b>	<b>\$798.0</b>	<b>\$798.0</b>	<b>\$798.0</b>	<b>\$798.0</b>	<b>\$798.0</b>	<b>\$798.0</b>	<b>\$1,055.0</b>	<b>\$1,055.0</b>	<b>\$1,055.0</b>	

2023

BASKETBALL COURTS Park Name	# of Basketball Courts															UNIT COST (\$/unit)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Innisfil Beach Park (740030157)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$53,000
Centennial Park (580630176)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$53,000
Huron Court Park (589930002)	-	-	-	-	-	1	1	1	1	1	1	1	1	1	1	\$53,000
Cookstown Community Park (580600290)	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	\$53,000
12th Line Park (740010043)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$53,000
Belle Ewart Park (580660025)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$53,000
Crossroads Park (589940042)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$53,000
Hastings Avenue Park (580710181)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$53,000
LSAMI (580650631)	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$53,000
Meadows of Stroud Park (5809304240) <sup>1</sup>	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1	\$0
<b>Total (#)</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>10</b>	<b>10</b>	<b>10</b>	
<b>Total (\$000)</b>	<b>\$318.0</b>	<b>\$318.0</b>	<b>\$318.0</b>	<b>\$318.0</b>	<b>\$318.0</b>	<b>\$371.0</b>	<b>\$424.0</b>	<b>\$424.0</b>	<b>\$424.0</b>	<b>\$477.0</b>	<b>\$477.0</b>	<b>\$477.0</b>	<b>\$477.0</b>	<b>\$477.0</b>	<b>\$477.0</b>	

<sup>1</sup>Multipurpose Tennis/Basketball- costs in Tennis Courts

2023

BEACH VOLLEYBALL COURTS Park Name	# of Volleyball Courts															UNIT COST (\$/unit)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Innisfil Beach Park (740030157)	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	\$40,000
Centennial Park (580630176)	1	1	1	1	1	1	1	1	1	1	-	-	-	-	-	\$40,000
IRC (Campus)	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$40,000
<b>Total (#)</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	
<b>Total (\$000)</b>	<b>\$80.0</b>	<b>\$80.0</b>	<b>\$80.0</b>	<b>\$120.0</b>	<b>\$120.0</b>	<b>\$120.0</b>	<b>\$120.0</b>	<b>\$120.0</b>	<b>\$160.0</b>	<b>\$160.0</b>	<b>\$120.0</b>	<b>\$120.0</b>	<b>\$120.0</b>	<b>\$120.0</b>	<b>\$120.0</b>	

APPENDIX B.4  
TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
PARKS AND RECREATION  
PARK FACILITIES

2023  
2023

PLAYGROUNDS Park Name	# of Play Equipment															UNIT COST (\$/unit)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
10th Line Beach Park (580800272)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Anna Maria Park (740090084)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Aspen Street Park (740000050)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Belle Ewart Park (580660025)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Dempster Street Park (580960068)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Linda Street Park (580850235)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Church Street Park (580650265)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Coral Woods Park (580630065)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Innisfil Beach Park (740030157)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Kidd's Lane Park (TBD)	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1	\$179,000
Nantyr Park (580690091)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Andrade Memorial Park (589950215)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Stroud Arena Park (580940038)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Lawrence Avenue Park (580950148)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Ashwood Avenue Park (580740125)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
12th Line Park (740010043)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Centennial Park (580630176)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Meadows of Stroud Park (580930240)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Orm Membre Park (580530415)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Fennell's Corner Park (580500029)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Ireton Street Park (580800301)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Previn Court Park (580690412)	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Webster Boulevard Park (740110244)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Cookstown Community Park (580600290)	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	\$179,000
Pitt Street Park (580850037)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Warrington Way Park (580750215)	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Huron Court Park (589930002)	-	-	-	-	-	2	2	2	2	2	2	2	2	2	2	\$179,000
Cookshill Park	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	\$179,000
Rizzardo HWC	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$179,000
Crossroads Park (589940042)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Trinity Street Park (740070043)	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	\$179,000
Town Square	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$179,000
LSAMI (580650631)	-	-	-	-	-	-	-	-	-	-	1	1	1	1	1	\$179,000
<b>Total (#)</b>	<b>23</b>	<b>23</b>	<b>24</b>	<b>25</b>	<b>25</b>	<b>27</b>	<b>28</b>	<b>29</b>	<b>30</b>	<b>31</b>	<b>32</b>	<b>32</b>	<b>32</b>	<b>33</b>	<b>34</b>	
<b>Total (\$000)</b>	<b>\$4,117.0</b>	<b>\$4,117.0</b>	<b>\$4,296.0</b>	<b>\$4,475.0</b>	<b>\$4,475.0</b>	<b>\$4,833.0</b>	<b>\$5,012.0</b>	<b>\$5,191.0</b>	<b>\$5,370.0</b>	<b>\$5,549.0</b>	<b>\$5,728.0</b>	<b>\$5,728.0</b>	<b>\$5,728.0</b>	<b>\$5,907.0</b>	<b>\$6,086.0</b>	

APPENDIX B.4  
TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
PARKS AND RECREATION  
PARK FACILITIES

2023  
2023

SKATE/BIKE PARKS Park Name	# of Skate/Bike Parks															UNIT COST (\$/unit)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Stroud Arena Park (580940038)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$346,000
Lefroy Arena Park (580650407)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$346,000
Town Square	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$76,000
Innisfil Beach Park (74003015)	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	\$73,000
<b>Total (#)</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>3</b>	
<b>Total (\$000)</b>	<b>\$692.0</b>	<b>\$692.0</b>	<b>\$692.0</b>	<b>\$692.0</b>	<b>\$692.0</b>	<b>\$692.0</b>	<b>\$692.0</b>	<b>\$692.0</b>	<b>\$692.0</b>	<b>\$692.0</b>	<b>\$692.0</b>	<b>\$692.0</b>	<b>\$692.0</b>	<b>\$765.0</b>	<b>\$765.0</b>	

2023

BRIDGES Park Name	# of Linear Metres															UNIT COST (\$/metre)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
<b>Steel</b>																
Innisfil Beach Park (740030157)	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	\$22,000
Innisfil Beach Park (740030157)	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	\$22,000
Innisfil Beach Park (740030157)	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	\$22,000
Innisfil Beach Park (740030157)	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	\$22,000
Swan Street (580741001)	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	\$22,000
Jack Cres Boardwalk (580750214)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	\$9,000
Trans Canada Trail (581420023)	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	\$22,000
Trans Canada Trail (581420023)	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	\$17,000
<b>Concrete Culvert Pedestrian Bridge</b>																
Trinity Street Park (740070043)	-	-	-	-	-	-	-	-	-	-	-	-	-	11	11	\$13,000
<b>Total (#)</b>	<b>183</b>	<b>183</b>	<b>183</b>	<b>183</b>	<b>183</b>	<b>183</b>	<b>183</b>	<b>183</b>	<b>183</b>	<b>183</b>	<b>183</b>	<b>183</b>	<b>183</b>	<b>194</b>	<b>235</b>	
<b>Total (\$000)</b>	<b>\$3,689.8</b>	<b>\$3,689.8</b>	<b>\$3,689.8</b>	<b>\$3,689.8</b>	<b>\$3,689.8</b>	<b>\$3,689.8</b>	<b>\$3,689.8</b>	<b>\$3,689.8</b>	<b>\$3,689.8</b>	<b>\$3,689.8</b>	<b>\$3,689.8</b>	<b>\$3,689.8</b>	<b>\$3,689.8</b>	<b>\$3,828.9</b>	<b>\$4,197.9</b>	

APPENDIX B.4  
TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
PARKS AND RECREATION  
PARK FACILITIES

2023  
2023

PATHWAYS Park Name	# of Linear Metres															UNIT COST (\$/metre)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
<b>Paved</b>																
Cookstown Community Park (580600290)	-	-	-	-	-	-	295	295	295	295	295	295	295	295	295	\$290
Kidd's Lane Park (TBD)	-	-	-	-	-	-	-	259	259	259	259	259	259	259	259	\$290
Meadows of Stroud Park (580930240) (path added in 2021)	210	210	210	210	210	210	210	210	210	210	210	210	210	210	210	\$290
Coral Woods Park (580630065)	177	177	177	177	177	177	177	177	177	177	177	177	177	177	177	\$290
Linda Street Park (580850235)	160	160	160	160	160	160	160	160	160	160	160	160	160	160	160	\$290
Ireton Street Park (580800301)	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	\$290
10th Line Beach Park (580800272)	97	97	97	97	97	97	97	97	97	97	97	97	97	97	97	\$290
Huron Court Park (589930002)	-	-	-	-	-	-	183	183	183	183	183	183	183	183	183	\$290
Crossroads Park (589940042)	129	129	129	129	129	129	129	129	129	129	129	129	129	129	129	\$290
Warrington Way Park (580750215)	-	-	207	207	207	207	207	207	207	207	207	207	207	207	207	\$290
Webster Boulevard Park (740110244)	281	281	281	281	281	281	281	281	281	281	281	281	281	281	281	\$290
Ashwood Avenue Park (580740125)	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	\$290
Nantyr Park (580690091)	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	\$290
Previn Court Park (580690412)	384	384	384	384	384	384	384	384	384	384	384	384	384	384	384	\$290
Lefroy Arena Park (580650407)	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	\$290
Hastings Avenue Park (580710181)	127	127	127	127	127	127	127	127	127	127	127	127	127	127	127	\$290
Orm Membry Park (580530415)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	\$290
Dempster (2020)	-	-	-	-	-	-	-	-	-	-	-	-	119	119	119	\$290
Campus Trails (RHWC/IRC)	-	-	-	-	-	-	-	-	-	-	-	-	1,145	1,145	1,145	\$290
10th Line Beach Park (580800272)	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	\$290
Innisfil Beach Park	2,087	2,087	2,087	2,087	2,087	2,087	2,087	2,087	2,087	2,087	2,087	2,087	2,087	2,087	2,087	\$290
Innisfil Beach Park	-	-	-	-	-	-	-	-	-	-	-	-	-	-	500	\$290
Belle Ewart Park (580660025)	-	-	-	-	-	-	-	-	-	-	92	92	92	92	92	\$290
<b>Stone</b>																
Cookstown Memorial Park (580600233)	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	\$80
Coral Woods Park (580630065)	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	\$80
10th Line Beach Park (580800272)	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	\$80
Webster Boulevard Park (740110244)	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	\$80
Anna Maria Park (740090084)	233	233	233	233	233	233	233	233	233	233	233	233	233	233	233	\$80
Nantyr Park (580690091)	233	233	233	233	233	233	233	233	233	233	233	233	233	233	233	\$80
Belle Ewart Park (580660025)	193	193	193	193	193	193	193	193	193	193	193	193	193	193	193	\$80
Church Street Park (580650265)	420	420	420	420	420	420	420	420	420	420	420	420	420	420	420	\$80
Orm Membry Park (580530415)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	\$80
Cookstown Community Park (580600290)	-	-	-	-	-	-	-	-	-	-	-	-	474	474	474	\$80
Stroud Arena Park	-	-	-	-	-	-	-	-	-	-	-	-	230	230	230	\$80
<b>Woodchip</b>																
Campus Rotary Trail	-	-	-	-	-	-	-	-	-	-	-	270	270	270	270	\$70
Hastings	-	-	-	-	-	-	-	-	-	-	-	-	345	345	345	\$70
<b>Total (#)</b>	<b>5,379</b>	<b>5,379</b>	<b>5,586</b>	<b>5,586</b>	<b>5,586</b>	<b>5,769</b>	<b>6,064</b>	<b>6,323</b>	<b>6,323</b>	<b>6,323</b>	<b>6,415</b>	<b>7,159</b>	<b>8,998</b>	<b>8,998</b>	<b>9,498</b>	
<b>Total (\$000)</b>	<b>\$1,265.3</b>	<b>\$1,265.3</b>	<b>\$1,325.3</b>	<b>\$1,325.3</b>	<b>\$1,325.3</b>	<b>\$1,378.4</b>	<b>\$1,463.9</b>	<b>\$1,539.0</b>	<b>\$1,539.0</b>	<b>\$1,539.0</b>	<b>\$1,565.7</b>	<b>\$1,622.5</b>	<b>\$2,031.7</b>	<b>\$2,031.7</b>	<b>\$2,176.7</b>	

APPENDIX B.4  
TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
PARKS AND RECREATION  
PARK FACILITIES

2023  
2023

WATER PARKS/SPLASH PADS Pool Name	# of Waterplay Facilities															UNIT COST (\$/unit)	
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022		
Cookstown Community Park (580600290)	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	1	\$724,470
Town Square Splash Pad	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$202,000
Town Square Water Feature	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$129,300
<b>Total (#)</b>	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	3	
<b>Total (\$000)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$724.5</b>	<b>\$724.5</b>	<b>\$724.5</b>	<b>\$724.5</b>	<b>\$724.5</b>	<b>\$724.5</b>	<b>\$724.5</b>	<b>\$724.5</b>	<b>\$724.5</b>	<b>\$1,055.8</b>	

2023

WALKWAYS (PAVED) Park Name	# of Linear Metres																	UNIT COST (\$/metre)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		
Cloverhill Crescent (580480099)	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	\$290	
Sunnybrae Avenue (580930399)	141	141	141	141	141	141	141	141	141	141	141	141	141	141	141	141	\$290	
Lawrence Avenue (580950144)	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	\$290	
Dempster Avenue (580960052)	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	\$290	
Benson Street (580750955)	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	\$290	
Coleman Crescent (580750962)	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	\$290	
Leslie Drive (589950132)	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	\$290	
Carrie Street (589950090)	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	\$290	
Gina Street (580740573)	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	\$290	
Mill Street (580740003)	83	83	83	83	83	83	83	83	83	83	83	83	83	83	83	83	\$290	
Romina Court (580740435)	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	\$290	
Westmount Avenue (580741271)	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	\$290	
Mcfadden Street (580741718)	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	\$290	
<b>Total (#)</b>	<b>839</b>	<b>839</b>	<b>839</b>	<b>839</b>	<b>839</b>	<b>839</b>	<b>839</b>	<b>839</b>	<b>839</b>	<b>839</b>	<b>839</b>	<b>839</b>	<b>839</b>	<b>839</b>	<b>839</b>	<b>839</b>		
<b>Total (\$000)</b>	<b>\$243.3</b>	<b>\$243.3</b>	<b>\$243.3</b>	<b>\$243.3</b>	<b>\$243.3</b>	<b>\$243.3</b>	<b>\$243.3</b>	<b>\$243.3</b>	<b>\$243.3</b>	<b>\$243.3</b>	<b>\$243.3</b>	<b>\$243.3</b>	<b>\$243.3</b>	<b>\$243.3</b>	<b>\$243.3</b>	<b>\$243.3</b>		

APPENDIX B.4  
TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
PARKS AND RECREATION  
PARK FACILITIES

TRAILS (STONE) Park Name	# of Linear Metres															UNIT COST (\$/metre)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Trans Canada Trail (581420023)	1,581	1,581	1,581	1,581	1,581	1,581	1,581	1,581	1,581	1,581	1,581	1,581	1,581	1,581	1,581	\$170
Trans Canada Trail (581410184)	322	322	322	322	322	322	322	322	322	322	322	322	322	322	322	\$170
Trans Canada Trail (581410289)	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	\$50
Trans Canada Trail (581410112)	490	490	490	490	490	490	490	490	490	490	490	490	490	490	490	\$170
Trans Canada Trail (580990046)	3,244	3,244	3,244	3,244	3,244	3,244	3,244	3,244	3,244	3,244	3,244	3,244	3,244	3,244	3,244	\$170
Trans Canada Trail (581410064)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	622	\$170
<b>Total (#)</b>	<b>5,717</b>	<b>5,717</b>	<b>5,717</b>	<b>5,717</b>	<b>5,717</b>	<b>5,717</b>	<b>5,717</b>	<b>5,717</b>	<b>5,717</b>	<b>5,717</b>	<b>5,717</b>	<b>5,717</b>	<b>5,717</b>	<b>5,717</b>	<b>6,339</b>	
<b>Total (\$000)</b>	<b>\$962.3</b>	<b>\$962.3</b>	<b>\$962.3</b>	<b>\$962.3</b>	<b>\$962.3</b>	<b>\$962.3</b>	<b>\$962.3</b>	<b>\$962.3</b>	<b>\$962.3</b>	<b>\$962.3</b>	<b>\$962.3</b>	<b>\$962.3</b>	<b>\$962.3</b>	<b>\$962.3</b>	<b>\$1,068.0</b>	

Outdoor Ice Rinks Park Name	# of Outdoor Ice Rinks															UNIT COST (\$/unit)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Cookstown Community Park (580600290)	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	\$ 465,000
Town Square	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$ 1,668,000
<b>Total (#)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	
<b>Total (\$000)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$465.0</b>	<b>\$465.0</b>	<b>\$465.0</b>	<b>\$465.0</b>	<b>\$465.0</b>	<b>\$465.0</b>	<b>\$465.0</b>	<b>\$465.0</b>	<b>\$2,133.0</b>	

2023  
2023

2023

APPENDIX B.4

TABLE 1

TOWN OF INNISFIL  
 INVENTORY OF CAPITAL ASSETS  
 PARKS AND RECREATION  
 OTHER PARK FACILITIES

SPECIAL FACILITIES Name	# of Facilities															2023 UNIT COST (\$/unit)	
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022		
30th Side Road North Dock	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$826,100
Innisfil Beach Park Dock	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$826,100
Isabella Street Dock	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$826,100
Picnic Tables	120	120	120	124	124	128	128	132	132	140	170	170	170	170	170	170	\$1,300
Electronic sign IRC complex	-	-	-	-	2	2	2	2	2	2	2	2	2	2	2	2	\$112,200
Gateway Sign	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	\$265,200
Entrance Signs	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	\$10,000
Innisfil Beach Park Floating Docks	-	-	-	-	-	-	-	-	6	6	6	6	6	6	6	6	\$86,800
Shore Acres Dock	-	-	-	-	-	-	-	-	-	-	-	2	2	2	2	2	\$102,100
Bleachers	11	11	11	11	11	11	11	11	11	12	12	12	12	12	12	12	\$3,300
<b>Total (#)</b>	<b>149</b>	<b>149</b>	<b>149</b>	<b>153</b>	<b>156</b>	<b>160</b>	<b>160</b>	<b>164</b>	<b>170</b>	<b>179</b>	<b>209</b>	<b>211</b>	<b>211</b>	<b>211</b>	<b>211</b>	<b>211</b>	
<b>Total (\$000)</b>	<b>\$2,820.6</b>	<b>\$2,820.6</b>	<b>\$2,820.6</b>	<b>\$2,825.8</b>	<b>\$3,315.4</b>	<b>\$3,320.6</b>	<b>\$3,320.6</b>	<b>\$3,325.8</b>	<b>\$3,846.6</b>	<b>\$3,860.3</b>	<b>\$3,899.3</b>	<b>\$4,103.5</b>	<b>\$4,103.5</b>	<b>\$4,103.5</b>	<b>\$4,103.5</b>	<b>\$4,103.5</b>	



APPENDIX B.4  
TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
PARKS AND RECREATION  
OTHER PARK FACILITIES

OTHER SPECIAL FACILITIES Name	# of Facilities															2023 UNIT COST (\$/unit)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
<b>Innisfil Beach Park</b>																
Pavillion East	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$248,000
Pavillion West	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$124,000
Washrooms	2	2	2	2	2	3	3	3	4	4	4	4	4	4	4	\$413,000
Restaurant Concession	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$372,000
Storage Garage Compound	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$637,000
Boat Launch	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$199,000
Grand Stand	1	1	1	1	1	1	1	1	1	-	-	-	-	-	-	\$497,000
Gatehouse	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$372,000
<b>Centennial Park</b>																
Pavillion	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$248,000
Washrooms, Storage Building & Gatehouse	3	3	3	3	3	3	3	3	3	3	3	3	1	1	1	\$762,000
<b>Town Square</b>																
Washrooms, Concession	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$751,000
Mechanical, Storage, Zamboni Garage	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$851,000
<b>Other</b>																
Belle Ewart Pavilion	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	\$140,000
Cookstown Quanset Hut	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	\$182,000
Cookstown Splash Pad Mechanical Building	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	\$165,000
Cookstown Watch Tower	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$50,000
Cookstown Gazebo	-	1	1	1	1	1	1	1	1	1	1	1	1	1	-	\$83,000
Town Hall Gazebo	-	-	-	-	-	-	-	-	-	-	1	1	1	1	1	\$37,000
Hastings Gazebo	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1	\$94,000
<b>Total (#)</b>	<b>14</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>18</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>20</b>	<b>19</b>	<b>20</b>	<b>20</b>	<b>19</b>	<b>19</b>	<b>20</b>	
<b>Total (\$000)</b>	<b>\$5,859.0</b>	<b>\$5,942.0</b>	<b>\$5,942.0</b>	<b>\$5,942.0</b>	<b>\$6,429.0</b>	<b>\$6,842.0</b>	<b>\$6,842.0</b>	<b>\$6,842.0</b>	<b>\$7,255.0</b>	<b>\$6,758.0</b>	<b>\$6,795.0</b>	<b>\$6,795.0</b>	<b>\$5,365.0</b>	<b>\$5,365.0</b>	<b>\$6,884.0</b>	

APPENDIX B.4

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
PARKS AND RECREATION  
OTHER PARK FACILITIES

PARKING AREA FOR PARK FACILITIES Park Name	# of Square Feet															2023 UNIT COST (\$/unit)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
<b>Paved &amp; Lit</b>																
Previn Court Park (580690412)	12,916	12,916	12,916	12,916	12,916	12,916	12,916	12,916	12,916	12,916	12,916	12,916	12,916	12,916	12,916	\$25
<b>Paved</b>																
10th Line (580800215)	20,451	20,451	20,451	20,451	20,451	20,451	20,451	20,451	20,451	20,451	20,451	20,451	20,451	20,451	20,451	\$21
Centennial Park (580630176)	25,833	25,833	25,833	25,833	25,833	25,833	25,833	25,833	25,833	25,833	25,833	25,833	25,833	25,833	25,833	\$21
Coral Woods Park (580630065)	6,458	6,458	6,458	6,458	6,458	6,458	6,458	6,458	6,458	6,458	6,458	6,458	6,458	6,458	6,458	\$21
Dempster Street Park (580960068)	7,868	7,868	7,868	7,868	7,868	7,868	7,868	7,868	7,868	7,868	7,868	7,868	7,868	7,868	7,868	\$21
Guest Road (580890099)	13,993	13,993	13,993	13,993	13,993	13,993	13,993	13,993	13,993	13,993	13,993	13,993	13,993	13,993	13,993	\$21
Huron Court Park (589930002)	-	-	-	-	-	12,917	12,917	12,917	12,917	12,917	12,917	12,917	12,917	12,917	12,917	\$18
Innisfil Beach Park (740030157)	-	-	-	-	258,388	258,388	258,388	258,388	258,388	258,388	258,388	258,388	258,388	258,388	258,388	\$18
Shore Acres Drive (580520324)	-	-	-	-	-	-	-	-	28,578	28,578	28,578	28,578	28,578	28,578	28,578	\$18
<b>Unpaved</b>																
12th Line Park (740010043)	7,535	7,535	7,535	7,535	7,535	7,535	7,535	7,535	7,535	7,535	7,535	7,535	7,535	7,535	7,535	\$18
30th Side Road North Roadend (580870229)	3,229	3,229	3,229	3,229	3,229	3,229	3,229	3,229	3,229	3,229	3,229	3,229	3,229	3,229	3,229	\$18
9th Line	-	-	-	-	-	-	-	-	-	-	-	-	8,553	8,553	8,553	\$18
Belle Ewart Park (580660025)	7,534	7,534	7,534	7,534	7,534	7,534	7,534	7,534	7,534	7,534	7,534	7,534	7,534	7,534	7,534	\$18
Fennell's Corner (580500031)	16,146	16,146	16,146	16,146	16,146	16,146	16,146	16,146	16,146	16,146	16,146	16,146	16,146	16,146	16,146	\$18
Nantyr Park (580690091)	11,840	11,840	11,840	11,840	11,840	11,840	11,840	11,840	11,840	11,840	11,840	11,840	11,840	11,840	11,840	\$18
Saint John's Road Park (580690671)	19,375	19,375	19,375	19,375	19,375	19,375	19,375	19,375	19,375	19,375	19,375	11,840	11,840	-	-	\$18
South Innisfil Arboretum (580530008)	11,840	11,840	11,840	11,840	11,840	11,840	11,840	11,840	11,840	11,840	11,840	11,840	11,840	11,840	11,840	\$18
Trans Canada Trail (580990046)	11,302	11,302	11,302	11,302	11,302	11,302	11,302	11,302	11,302	11,302	11,302	11,302	11,302	11,302	11,302	\$18
<b>Total (sq.ft.)</b>	<b>176,320</b>	<b>176,320</b>	<b>176,320</b>	<b>176,320</b>	<b>434,708</b>	<b>447,625</b>	<b>447,625</b>	<b>447,625</b>	<b>476,203</b>	<b>476,203</b>	<b>468,668</b>	<b>468,668</b>	<b>465,380</b>	<b>465,380</b>	<b>465,380</b>	
<b>Total (\$000)</b>	<b>\$3,488.0</b>	<b>\$3,488.0</b>	<b>\$3,488.0</b>	<b>\$3,488.0</b>	<b>\$8,139.0</b>	<b>\$8,371.5</b>	<b>\$8,371.5</b>	<b>\$8,371.5</b>	<b>\$8,885.9</b>	<b>\$8,885.9</b>	<b>\$8,750.2</b>	<b>\$8,750.2</b>	<b>\$8,691.1</b>	<b>\$8,691.1</b>	<b>\$8,691.1</b>	

APPENDIX B.4  
TABLE 1

TOWN OF INNISFIL  
CALCULATION OF SERVICE LEVELS  
PARKS AND RECREATION

Historic Population	2008 31,786	2009 32,096	2010 32,409	2011 32,727	2012 33,735	2013 34,774	2014 35,845	2015 36,949	2016 38,088	2017 39,082	2018 40,102	2019 41,149	2020 42,223	2021 43,326	2022 45,505
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INVENTORY SUMMARY (\$000)

Indoor Recreation	\$147,104.8	\$149,525.6	\$149,525.6	\$149,741.0	\$149,863.9	\$149,863.9	\$150,202.9	\$150,202.9	\$150,202.9	\$151,484.8	\$153,626.5	\$154,467.3	\$154,467.3	\$154,467.3	\$154,467.3
Parkland Development	\$37,085.0	\$37,085.0	\$37,435.0	\$37,435.0	\$37,438.7	\$38,243.7	\$39,326.1	\$40,030.6	\$40,043.6	\$40,043.6	\$40,040.7	\$40,037.1	\$40,033.8	\$40,033.8	\$40,046.3
Park Facilities	\$16,895.7	\$20,239.7	\$20,693.7	\$20,912.7	\$20,912.7	\$21,489.8	\$22,996.8	\$23,250.9	\$23,469.9	\$23,701.9	\$23,614.6	\$23,267.4	\$23,820.5	\$24,211.6	\$26,783.7
Other Park Facilities	\$12,167.6	\$12,250.6	\$12,250.6	\$12,255.8	\$17,883.4	\$18,534.1	\$18,534.1	\$18,539.3	\$19,987.5	\$19,504.2	\$19,444.5	\$19,648.7	\$18,159.6	\$18,159.6	\$19,678.6
<b>Total (\$000)</b>	<b>\$213,253.0</b>	<b>\$219,100.9</b>	<b>\$219,904.9</b>	<b>\$220,344.5</b>	<b>\$226,098.7</b>	<b>\$228,131.5</b>	<b>\$231,059.9</b>	<b>\$232,023.7</b>	<b>\$233,703.9</b>	<b>\$234,734.5</b>	<b>\$236,726.3</b>	<b>\$237,420.6</b>	<b>\$236,481.2</b>	<b>\$236,872.3</b>	<b>\$240,975.9</b>

SERVICE LEVEL (\$/capita)

Average  
Service  
Level

Indoor Recreation	\$4,627.97	\$4,658.70	\$4,613.71	\$4,575.46	\$4,442.39	\$4,309.65	\$4,190.34	\$4,065.14	\$3,943.58	\$3,876.08	\$3,830.89	\$3,753.85	\$3,658.37	\$3,565.23	\$3,394.51	\$4,100.39
Parkland Development	\$1,166.71	\$1,155.44	\$1,155.08	\$1,143.86	\$1,109.79	\$1,099.78	\$1,097.12	\$1,083.40	\$1,051.34	\$1,024.61	\$998.47	\$972.98	\$948.15	\$924.01	\$880.04	\$1,054.05
Park Facilities	\$531.55	\$630.60	\$638.52	\$639.01	\$619.91	\$617.98	\$641.56	\$629.27	\$616.20	\$606.47	\$588.86	\$565.44	\$564.16	\$558.82	\$588.59	\$602.46
Other Park Facilities	\$382.80	\$381.69	\$378.00	\$374.49	\$530.11	\$532.99	\$517.06	\$501.75	\$524.77	\$499.06	\$484.88	\$477.50	\$430.09	\$419.14	\$432.45	\$457.78
<b>Total (\$/capita)</b>	<b>\$6,709.02</b>	<b>\$6,826.42</b>	<b>\$6,785.30</b>	<b>\$6,732.80</b>	<b>\$6,702.20</b>	<b>\$6,560.40</b>	<b>\$6,446.08</b>	<b>\$6,279.57</b>	<b>\$6,135.89</b>	<b>\$6,006.21</b>	<b>\$5,903.10</b>	<b>\$5,769.78</b>	<b>\$5,600.77</b>	<b>\$5,467.21</b>	<b>\$5,295.59</b>	<b>\$6,214.69</b>

TOWN OF INNISFIL  
CALCULATION OF MAXIMUM ALLOWABLE  
PARKS AND RECREATION

15-Year Funding Envelope Calculation

15 Year Average Service Level 2008 - 2022	\$6,214.69
Net Population Growth 2023 - 2032	15,696
<b>Maximum Allowable Funding Envelope</b>	<b>\$97,545,774</b>

APPENDIX B.4

TABLE 2

TOWN OF INNISFIL  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
PARKS AND RECREATION

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					Replacement & BTE Shares	Replacement & BTE Shares		Available DC Reserves	2023 - 2032	Post 2032
<b>4.0 PARKS AND RECREATION</b>										
<b>4.1 Recovery of Negative Reserve Fund Balance</b>										
4.1.1 Balance as at December 31, 2022	2023	\$ 1,419,147	\$ -	\$ 1,419,147	0%	\$ -	\$ 1,419,147	\$ -	\$ 1,419,147	\$ -
Subtotal Recovery of Negative Reserve Fund Balance		\$ 1,419,147	\$ -	\$ 1,419,147		\$ -	\$ 1,419,147	\$ -	\$ 1,419,147	\$ -
<b>4.2 Recovery of IRC Debt</b>										
4.2.1 Principal Payment	2023	\$ 988,000	\$ -	\$ 988,000	0%	\$ -	\$ 988,000	\$ -	\$ 988,000	\$ -
4.2.2 Principal Payment	2024	\$ 988,000	\$ -	\$ 988,000	0%	\$ -	\$ 988,000	\$ -	\$ 988,000	\$ -
4.2.3 Principal Payment	2025	\$ 988,000	\$ -	\$ 988,000	0%	\$ -	\$ 988,000	\$ -	\$ 988,000	\$ -
4.2.4 Principal Payment	2026	\$ 988,000	\$ -	\$ 988,000	0%	\$ -	\$ 988,000	\$ -	\$ 988,000	\$ -
4.2.5 Principal Payment	2027	\$ 988,000	\$ -	\$ 988,000	0%	\$ -	\$ 988,000	\$ -	\$ 988,000	\$ -
4.2.6 Principal Payment	2028	\$ 988,000	\$ -	\$ 988,000	0%	\$ -	\$ 988,000	\$ -	\$ 988,000	\$ -
4.2.7 Principal Payment	2029	\$ 988,000	\$ -	\$ 988,000	0%	\$ -	\$ 988,000	\$ -	\$ 988,000	\$ -
4.2.8 Principal Payment	2030	\$ 494,000	\$ -	\$ 494,000	0%	\$ -	\$ 494,000	\$ -	\$ 494,000	\$ -
Subtotal Recovery of IRC Debt		\$ 7,410,000	\$ -	\$ 7,410,000		\$ -	\$ 7,410,000	\$ -	\$ 7,410,000	\$ -
<b>4.3 Recovery of Cookstown Community Centre</b>										
4.3.1 Principal Payment	2023	\$ 38,446	\$ -	\$ 38,446	0%	\$ -	\$ 38,446	\$ -	\$ 38,446	\$ -
4.3.2 Principal Payment	2024	\$ 38,446	\$ -	\$ 38,446	0%	\$ -	\$ 38,446	\$ -	\$ 38,446	\$ -
4.3.3 Principal Payment	2025	\$ 38,446	\$ -	\$ 38,446	0%	\$ -	\$ 38,446	\$ -	\$ 38,446	\$ -
4.3.4 Principal Payment	2026	\$ 38,446	\$ -	\$ 38,446	0%	\$ -	\$ 38,446	\$ -	\$ 38,446	\$ -
4.3.5 Principal Payment	2027	\$ 38,446	\$ -	\$ 38,446	0%	\$ -	\$ 38,446	\$ -	\$ 38,446	\$ -
4.3.6 Principal Payment	2028	\$ 38,446	\$ -	\$ 38,446	0%	\$ -	\$ 38,446	\$ -	\$ 38,446	\$ -
4.3.7 Principal Payment	2029	\$ 38,446	\$ -	\$ 38,446	0%	\$ -	\$ 38,446	\$ -	\$ 38,446	\$ -
4.3.8 Principal Payment	2030	\$ 19,223	\$ -	\$ 19,223	0%	\$ -	\$ 19,223	\$ -	\$ 19,223	\$ -
Subtotal Recovery of Cookstown Community Centre		\$ 288,342	\$ -	\$ 288,342		\$ -	\$ 288,342	\$ -	\$ 288,342	\$ -
<b>4.4 Recovery of Cookstown Parks Debt</b>										
4.4.1 Principal Payment	2023	\$ 9,014	\$ -	\$ 9,014	0%	\$ -	\$ 9,014	\$ -	\$ 9,014	\$ -
4.4.2 Principal Payment	2024	\$ 9,014	\$ -	\$ 9,014	0%	\$ -	\$ 9,014	\$ -	\$ 9,014	\$ -
4.4.3 Principal Payment	2025	\$ 9,014	\$ -	\$ 9,014	0%	\$ -	\$ 9,014	\$ -	\$ 9,014	\$ -
4.4.4 Principal Payment	2026	\$ 9,014	\$ -	\$ 9,014	0%	\$ -	\$ 9,014	\$ -	\$ 9,014	\$ -
4.4.5 Principal Payment	2027	\$ 9,014	\$ -	\$ 9,014	0%	\$ -	\$ 9,014	\$ -	\$ 9,014	\$ -
4.4.6 Principal Payment	2028	\$ 9,014	\$ -	\$ 9,014	0%	\$ -	\$ 9,014	\$ -	\$ 9,014	\$ -
4.4.7 Principal Payment	2029	\$ 9,014	\$ -	\$ 9,014	0%	\$ -	\$ 9,014	\$ -	\$ 9,014	\$ -
4.4.8 Principal Payment	2030	\$ 4,507	\$ -	\$ 4,507	0%	\$ -	\$ 4,507	\$ -	\$ 4,507	\$ -
Subtotal Recovery of Cookstown Parks Debt		\$ 67,604	\$ -	\$ 67,604		\$ -	\$ 67,604	\$ -	\$ 67,604	\$ -

APPENDIX B.4  
TABLE 2

TOWN OF INNISFIL  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
PARKS AND RECREATION

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					Replacement & BTE Shares	Replacement & BTE Shares		Available DC Reserves	2023 - 2032	Post 2032
<b>4.5 Land &amp; Lake Master Plan Projects<sup>1</sup></b>										
4.5.1 Parks	Various	\$ 11,285,000	\$ -	\$ 11,285,000	90%	\$ 10,156,500	\$ 1,128,500	\$ -	\$ 1,128,500	\$ -
4.5.2 Trails	Various	\$ 1,183,000	\$ -	\$ 1,183,000	69%	\$ 812,793	\$ 370,207	\$ -	\$ 370,207	\$ -
4.5.3 Undeveloped Parks	Various	\$ 64,648,000	\$ -	\$ 64,648,000	0%	\$ -	\$ 64,648,000	\$ -	\$ 58,183,200	\$ 6,464,800
4.5.4 Lakeside Parks	Various	\$ 10,665,000	\$ -	\$ 10,665,000	90%	\$ 9,598,500	\$ 1,066,500	\$ -	\$ 1,066,500	\$ -
4.5.5 Facilities	Various	\$ 3,000,000	\$ -	\$ 3,000,000	50%	\$ 1,500,000	\$ 1,500,000	\$ -	\$ 1,500,000	\$ -
Subtotal Land & Lake Master Plan Projects <sup>1</sup>		\$ 90,781,000	\$ -	\$ 90,781,000		\$ 22,067,793	\$ 68,713,207	\$ -	\$ 62,248,407	\$ 6,464,800
<b>4.6 Indoor Recreation Facilities</b>										
4.6.1 25th Sideroad & Big Bay Point - New Community Space	2028	\$ 6,532,724	\$ -	\$ 6,532,724	0%	\$ -	\$ 6,532,724	\$ -	\$ -	\$ 6,532,724
Subtotal Indoor Recreation Facilities		\$ 6,532,724	\$ -	\$ 6,532,724		\$ -	\$ 6,532,724	\$ -	\$ -	\$ 6,532,724
<b>4.7 Other Town-Wide Projects</b>										
4.7.1 IBP Pop-up Shops- Canisters	2025	\$ 81,500	\$ -	\$ 81,500	0%	\$ -	\$ 81,500	\$ -	\$ 81,500	\$ -
4.7.3 Mobility Orbit Square and GO Station Park	2026	\$ 17,574,605	\$ -	\$ 17,574,605	10%	\$ 1,757,461	\$ 15,817,145	\$ -	\$ 15,817,145	\$ -
Subtotal Other Town-Wide Projects		\$ 17,656,105	\$ -	\$ 17,656,105		\$ 1,757,461	\$ 15,898,645	\$ -	\$ 15,898,645	\$ -
<b>4.8 Innisfil Beach Park Project Redevelopment</b>										
4.8.1 Phase 1 (Beaches Area and New Park Access)	2026	\$ 9,402,780	\$ -	\$ 9,402,780	50%	\$ 4,707,420	\$ 4,695,360	\$ -	\$ 4,695,360	\$ -
4.8.2 Phase 2 (Gateway Area, Neighbourhood Area and Youth Area)	2029	\$ 11,953,590	\$ -	\$ 11,953,590	41%	\$ 4,915,937	\$ 7,037,653	\$ -	\$ 2,815,061	\$ 4,222,592
4.8.3 Phase 3 (Port of Innisfil)	2032	\$ 12,591,720	\$ -	\$ 12,591,720	62%	\$ 7,789,725	\$ 4,801,995	\$ -	\$ -	\$ 4,801,995
Subtotal Innisfil Beach Park Project Redevelopment		\$ 33,948,090	\$ -	\$ 33,948,090		\$ 17,413,082	\$ 16,535,008	\$ -	\$ 7,510,421	\$ 9,024,587
<b>4.9 Future Growth-Related Projects</b>										
4.9.1 Provision for Orbit Growth-Related Facilities	Various	\$ 48,110,000	\$ -	\$ 48,110,000	0%	\$ -	\$ 48,110,000	\$ -	\$ 2,703,208	\$ 45,406,792
Subtotal Future Growth-Related Projects		\$ 48,110,000	\$ -	\$ 48,110,000		\$ -	\$ 48,110,000	\$ -	\$ 2,703,208	\$ 45,406,792
<b>TOTAL PARKS AND RECREATION</b>		<b>\$ 206,213,013</b>	<b>\$ -</b>	<b>\$ 206,213,013</b>		<b>\$ 41,238,336</b>	<b>\$ 164,974,677</b>	<b>\$ -</b>	<b>\$ 97,545,774</b>	<b>\$ 67,428,903</b>

<sup>1</sup> Only projects identified in the Land and Lakes Master Plan over the next 10-years have been included in the capital program. Costs beyond this period will be examined as part of future DC Study updates.

Residential Development Charge Calculation		
Residential Share of 2023 - 2032 DC Eligible Costs	100%	\$97,545,774
10-Year Growth in Population in New Units		18,863
Unadjusted Development Charge Per Capita		<b>\$5,171</b>
Industrial Development Charge Calculation		
Industrial Share of 2023 - 2032 DC Eligible Costs	0%	\$0
10-Year Growth in Square Metres		120,325
Unadjusted Development Charge Per Square Metre		<b>\$0.00</b>
Non-Industrial Development Charge Calculation		
Non-Industrial Share of 2023 - 2032 DC Eligible Costs	0%	\$0
10-Year Growth in Square Metres		110,735
Unadjusted Development Charge Per Square Metre		<b>\$0.00</b>

2023 - 2032 Net Funding Envelope	\$97,545,774
Reserve Fund Balance	
Balance as at December 31, 2022	(\$1,419,147)

**APPENDIX B.4  
TABLE 3**

**TOWN OF INNISFIL  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
PARKS AND RECREATION  
RESIDENTIAL DEVELOPMENT CHARGE  
(in \$000)**

<b>PARKS AND RECREATION</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>2032</b>	<b>TOTAL</b>
OPENING CASH BALANCE	(\$1,419.15)	(\$2,918.24)	(\$1,573.07)	(\$16.70)	(\$18,464.79)	(\$19,504.34)	(\$19,254.66)	(\$20,863.02)	(\$16,970.79)	(\$9,904.36)	
<b>2023 - 2032 RESIDENTIAL FUNDING REQUIREMENTS</b>											
- Prior Growth (Funding from DC Reserve Balance)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	<b>\$0.0</b>
- New Projects: Non Inflated	\$6,495.2	\$6,495.2	\$6,576.7	\$27,007.7	\$6,495.2	\$6,495.2	\$9,310.2	\$6,495.2	\$6,495.2	\$6,495.2	<b>\$88,360.7</b>
- IRC Debenture Principal Payments <sup>1</sup>	\$988.0	\$988.0	\$988.0	\$988.0	\$988.0	\$988.0	\$988.0	\$494.0	\$0.0	\$0.0	<b>\$7,410.0</b>
- Cookstown CC Debenture Principal Payments <sup>1</sup>	\$38.4	\$38.4	\$38.4	\$38.4	\$38.4	\$38.4	\$38.4	\$19.2	\$0.0	\$0.0	<b>\$288.3</b>
- Cookstown Park Debenture Principal Payments <sup>1</sup>	\$9.0	\$9.0	\$9.0	\$9.0	\$9.0	\$9.0	\$9.0	\$4.5	\$0.0	\$0.0	<b>\$67.6</b>
- Projects: Inflated	\$7,530.62	\$7,660.5	\$7,877.8	\$29,696.2	\$8,066.0	\$8,206.6	\$11,520.3	\$7,978.6	\$7,610.1	\$7,762.3	<b>\$103,909.2</b>
<b>NEW RESIDENTIAL DEVELOPMENT</b>											
- Population Growth in New Units	1,215	1,724	1,744	2,092	1,413	1,587	1,798	2,075	2,434	2,781	<b>18,863</b>
<b>REVENUE</b>											
- DC Receipts: Inflated	\$6,591.9	\$9,540.5	\$9,844.2	\$12,044.7	\$8,298.1	\$9,506.3	\$10,985.6	\$12,931.6	\$15,472.4	\$18,031.7	<b>\$113,247.1</b>
<b>INTEREST</b>											
- Interest on Opening Balance	(\$78.1)	(\$160.5)	(\$86.5)	(\$0.9)	(\$1,015.6)	(\$1,072.7)	(\$1,059.0)	(\$1,147.5)	(\$933.4)	(\$544.7)	<b>(\$6,098.9)</b>
- Interest on In-year Transactions	(\$25.8)	\$32.9	\$34.4	(\$485.4)	\$4.1	\$22.7	(\$14.7)	\$86.7	\$137.6	\$179.7	<b>(\$27.8)</b>
- Interest Payments for IRC Debenture <sup>2</sup>	(\$435.6)	(\$388.6)	(\$341.5)	(\$296.0)	(\$248.2)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	<b>(\$1,709.9)</b>
- Interest Payments for Cookstown Park Debenture <sup>2</sup>	(\$4.0)	(\$3.5)	(\$3.1)	(\$2.7)	(\$2.3)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	<b>(\$15.6)</b>
- Interest Payments for Cookstown CC Debenture <sup>2</sup>	(\$16.9)	(\$15.1)	(\$13.3)	(\$11.5)	(\$9.7)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	<b>(\$66.5)</b>
<b>TOTAL REVENUE</b>	<b>\$6,031.5</b>	<b>\$9,005.7</b>	<b>\$9,434.2</b>	<b>\$11,248.1</b>	<b>\$7,026.5</b>	<b>\$8,456.3</b>	<b>\$9,911.9</b>	<b>\$11,870.9</b>	<b>\$14,676.5</b>	<b>\$17,666.7</b>	<b>\$105,328.3</b>
CLOSING CASH BALANCE	(\$2,918.2)	(\$1,573.1)	(\$16.7)	(\$18,464.8)	(\$19,504.3)	(\$19,254.7)	(\$20,863.0)	(\$16,970.8)	(\$9,904.4)	\$0.0	

Note 1: Debenture principal payments not inflated.

Note 2: Interest on debenture payments not inflated.

<b>2023 Adjusted Charge Per Capita</b>	<b>\$5,425</b>
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<b>Allocation of Capital Program</b>	
Residential Sector	100%
Non-Residential Sector	0%
<b>Rates for 2023</b>	
Inflation Rate:	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%



# **Appendix B.5**

## **Services Related a Highway: Public Works**

## Appendix B.5 – Services Related a Highway: Public Works

The Public Works Department is responsible for the maintenance of all roads, sidewalks and curbs within the Town boundaries. The capital costs associated with public works functions are accounted for in this section. Information regarding Roads and Related infrastructure can be found in Appendix C.

### **Table 1 2008-2022 Historical Service Levels**

The 15-year historical inventory of Public Works capital assets includes several facilities for salt management and operations totaling 102,505 square feet valued at \$19.98 million. The land inventory includes a gravel pit, operations center, roads depot yard, and salt management facility, which resides on on 25.80 hectares. The total value of this land is \$26.19 million.

The inventory also includes parking lots and other asphalt surfaces with a total area of 28,000 square metres, valued at \$5.6 million. Furniture and equipment include items such as towers, winter liquid storage, and fuel systems totaling \$1.37 million.

The 2023 full replacement value of the inventory of capital assets for Public Works amounts to \$53.14 million. The combined 15-year historical average service level is \$612.15 per capita.

The historical service level multiplied by the 10-year forecast of net population and employment growth results in a maximum allowable funding envelope of \$11.91 million (19,456 net population and employment growth X historical service level of \$612.15/capita).



## **Table 2 2023 – 2032 Development-Related Capital Program and Calculation of the Unadjusted Development Charge**

The 2023-2032 development-related capital program for Public Works services amounts to \$21.57 million. Approximately \$5.09 million relates to the recovery of the negative DC reserve fund balance. The program also includes provisions for a new 50,000 square foot sand/salt dome, a 2,600 square foot expansion of the existing operations centre, and asphalt works at the waste storage facility totaling \$5.92 million. Finally, the capital program accounts for provisions for Orbit growth-related facilities in the amount of \$10.56 million.

No grants or subsidies have been identified for the Public Works capital program, and as such the net capital cost remains at \$21.57 million. Replacement or benefit to existing shares amount to \$20,800 for the Waste Storage and Asphalt Works. This reduces the DC eligible costs to \$21.55 million, of which \$9.64 million is deemed to benefit development beyond 2032 and will not be recovered under this DC by-law, but is eligible for consideration in future development charge studies.

The 2023-2032 DC costs eligible for recovery amount to \$11.91 million is allocated 83%, or \$9.89 million, against new residential development, 6%, or \$714,600 against new industrial development, and 11%, or \$1.31 million, against non-industrial development. This yields an unadjusted development charge of \$524 per capita, \$5.94 per square metre for industrial developments, and \$11.83 per square metre for non-industrial developments.

## **Table 3 Cash Flow Analysis**

After cash flow analysis, the residential calculated charge increases to \$579 per capita, \$6.68 per square metre for industrial, and the non-industrial charge increases to \$13.81 per square metre. This is a reflection of the timing of the capital program and development charges revenues.

The following table summarizes the calculation of the municipal fleet development charge:

<b>SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS SUMMARY</b>								
15-year Hist.	2023 - 2032		Unadjusted DC			Adjusted DC		
Service Level	Development-Related Capital Program		Res.	Indust.	Non-Indus.	Res.	Indust.	Non-Indus.
per pop & emp	Total	Net DC Recoverable	\$/capita	\$/sq.m	\$/sq.m	\$/capita	\$/sq.m	\$/sq.m
\$612.15	\$21,571,332	\$11,910,237	\$524	\$5.94	\$11.83	\$579	\$6.68	\$13.81

APPENDIX B.5

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS

BUILDINGS Facility Name	# of Square Feet															2023 UNIT COST (\$/sq.ft.)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Coverall	3,050	3,050	3,050	3,050	3,050	3,050	3,050	3,050	3,050	3,050	3,250	3,250	3,250	3,250	6,850	\$45
Operations Centre (including Fleet Shop)	-	-	-	-	-	-	-	-	-	-	32,775	32,775	32,775	32,775	32,775	\$340
Salt Management Facility	-	-	-	-	-	-	-	-	-	-	60,000	60,000	60,000	60,000	60,000	\$140
Salt/Patch Coverall	3,108	3,108	3,108	3,108	3,108	3,108	3,108	3,108	3,108	3,108	2,880	2,880	2,880	2,880	2,880	\$45
Sand Dome	9,500	9,500	9,500	9,500	9,500	9,500	9,500	9,500	9,500	9,500	-	-	-	-	-	\$100
Shop	12,264	12,264	12,264	12,264	12,264	12,264	12,264	12,264	12,264	12,264	-	-	-	-	-	\$520
Winter Storage Shed	512	512	512	512	512	512	512	512	512	512	-	-	-	-	-	\$160
<b>Total (#)</b>	<b>28,434</b>	<b>28,434</b>	<b>28,434</b>	<b>28,434</b>	<b>28,434</b>	<b>28,434</b>	<b>28,434</b>	<b>28,434</b>	<b>28,434</b>	<b>28,434</b>	<b>98,905</b>	<b>98,905</b>	<b>98,905</b>	<b>98,905</b>	<b>102,505</b>	
<b>Total (\$000)</b>	<b>\$7,686.3</b>	<b>\$7,686.3</b>	<b>\$7,686.3</b>	<b>\$7,686.3</b>	<b>\$7,686.3</b>	<b>\$7,686.3</b>	<b>\$7,686.3</b>	<b>\$7,686.3</b>	<b>\$7,686.3</b>	<b>\$7,686.3</b>	<b>\$19,819.4</b>	<b>\$19,819.4</b>	<b>\$19,819.4</b>	<b>\$19,819.4</b>	<b>\$19,981.4</b>	

LAND Facility Name	# of Hectares															2023 UNIT COST (\$/ha)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Gravel Pit	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	-	-	-	\$435,000
Operations Center	-	-	-	-	-	-	-	-	-	-	2.30	2.30	2.30	2.30	2.30	\$1,015,000
Roads Depot Yard	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	-	-	-	-	-	\$1,015,000
Salt Management Facility	-	-	-	-	-	-	-	-	-	-	23.50	23.50	23.50	23.50	23.50	\$1,015,000
<b>Total (ha)</b>	<b>8.94</b>	<b>8.94</b>	<b>8.94</b>	<b>8.94</b>	<b>8.94</b>	<b>8.94</b>	<b>8.94</b>	<b>8.94</b>	<b>8.94</b>	<b>8.94</b>	<b>33.80</b>	<b>33.80</b>	<b>25.80</b>	<b>25.80</b>	<b>25.80</b>	
<b>Total (\$000)</b>	<b>\$4,434.1</b>	<b>\$4,434.1</b>	<b>\$4,434.1</b>	<b>\$4,434.1</b>	<b>\$4,434.1</b>	<b>\$4,434.1</b>	<b>\$4,434.1</b>	<b>\$4,434.1</b>	<b>\$4,434.1</b>	<b>\$4,434.1</b>	<b>\$29,667.0</b>	<b>\$29,667.0</b>	<b>\$26,187.0</b>	<b>\$26,187.0</b>	<b>\$26,187.0</b>	

APPENDIX B.5

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS

PAVED SURFACE Facility Name	# of Square Metres															2023
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	UNIT COST (\$/sq.m.)
Parking Lots/Asphalt Surfaces	9,425	9,425	9,425	9,425	9,425	9,425	9,425	9,425	25,600	25,600	25,600	25,600	25,600	28,000	28,000	\$200
<b>Total (ha)</b>	<b>9,425</b>	<b>9,425</b>	<b>9,425</b>	<b>9,425</b>	<b>9,425</b>	<b>9,425</b>	<b>9,425</b>	<b>9,425</b>	<b>25,600</b>	<b>25,600</b>	<b>25,600</b>	<b>25,600</b>	<b>25,600</b>	<b>28,000</b>	<b>28,000</b>	
<b>Total (\$000)</b>	<b>\$1,885.0</b>	<b>\$1,885.0</b>	<b>\$1,885.0</b>	<b>\$1,885.0</b>	<b>\$1,885.0</b>	<b>\$1,885.0</b>	<b>\$1,885.0</b>	<b>\$1,885.0</b>	<b>\$5,120.0</b>	<b>\$5,120.0</b>	<b>\$5,120.0</b>	<b>\$5,120.0</b>	<b>\$5,120.0</b>	<b>\$5,600.0</b>	<b>\$5,600.0</b>	

FURNITURE AND EQUIPMENT Description	Total Value of Furniture & Equipment (\$)														
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fuel Systems	\$389,900	\$401,500	\$401,500	\$389,900	\$401,500	\$401,500	\$413,100	\$413,100	\$413,100	\$413,100	\$510,690	\$561,000	\$561,000	\$576,900	\$576,900
Operations Centre (including Fleet Shop)	-	-	-	-	-	-	-	-	-	-	\$385,000	\$385,000	\$385,000	\$385,000	\$385,000
Salt Management Facility	-	-	-	-	-	-	-	-	-	-	\$158,350	\$158,350	\$158,350	\$158,350	\$158,350
Total Roads Depot Yard	\$621,900	\$621,900	\$621,900	\$621,900	\$621,900	\$621,900	\$621,900	\$621,900	\$621,900	\$621,900	-	-	-	-	-
Towers - Churchill	\$216,000	\$221,800	\$221,800	\$216,000	\$221,800	\$221,800	\$229,000	\$229,000	\$229,000	\$229,000	\$234,800	\$242,100	\$249,300	\$249,300	\$249,300
Winter Liquid Storage System	\$39,100	\$40,600	\$40,600	\$39,100	\$40,600	\$40,600	\$42,000	\$42,000	\$42,000	\$42,000	-	-	-	-	-
<b>Total (\$000)</b>	<b>\$1,266.9</b>	<b>\$1,285.8</b>	<b>\$1,285.8</b>	<b>\$1,266.9</b>	<b>\$1,285.8</b>	<b>\$1,285.8</b>	<b>\$1,306.0</b>	<b>\$1,306.0</b>	<b>\$1,306.0</b>	<b>\$1,306.0</b>	<b>\$1,288.8</b>	<b>\$1,346.5</b>	<b>\$1,353.7</b>	<b>\$1,369.6</b>	<b>\$1,369.6</b>

APPENDIX B.5

TABLE 1

TOWN OF INNISFIL  
CALCULATION OF SERVICE LEVELS  
SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Historic Population	31,786	32,096	32,409	32,727	33,735	34,774	35,845	36,949	38,088	39,082	40,102	41,149	42,223	43,326	45,505
Historic Employment	<u>6,187</u>	<u>6,252</u>	<u>6,318</u>	<u>6,386</u>	<u>6,651</u>	<u>6,927</u>	<u>7,215</u>	<u>7,516</u>	<u>7,831</u>	<u>8,024</u>	<u>8,169</u>	<u>8,374</u>	<u>8,673</u>	<u>8,271</u>	<u>9,293</u>
Total Historic Population & Employment	37,973	38,348	38,727	39,113	40,386	41,701	43,060	44,465	45,919	47,106	48,271	49,523	49,096	51,597	54,798

INVENTORY SUMMARY (\$000)

Buildings	\$7,686.3	\$7,686.3	\$7,686.3	\$7,686.3	\$7,686.3	\$7,686.3	\$7,686.3	\$7,686.3	\$7,686.3	\$7,686.3	\$19,819.4	\$19,819.4	\$19,819.4	\$19,819.4	\$19,981.4
Land	\$4,434.1	\$4,434.1	\$4,434.1	\$4,434.1	\$4,434.1	\$4,434.1	\$4,434.1	\$4,434.1	\$4,434.1	\$4,434.1	\$29,667.0	\$29,667.0	\$26,187.0	\$26,187.0	\$26,187.0
Paved Surface	\$1,885.0	\$1,885.0	\$1,885.0	\$1,885.0	\$1,885.0	\$1,885.0	\$1,885.0	\$1,885.0	\$1,885.0	\$5,120.0	\$5,120.0	\$5,120.0	\$5,120.0	\$5,600.0	\$5,600.0
Furniture And Equipment	\$1,266.9	\$1,285.8	\$1,285.8	\$1,266.9	\$1,285.8	\$1,285.8	\$1,306.0	\$1,306.0	\$1,306.0	\$1,306.0	\$1,288.8	\$1,346.5	\$1,353.7	\$1,369.6	\$1,369.6
<b>Total (\$000)</b>	<b>\$15,272.3</b>	<b>\$15,291.2</b>	<b>\$15,291.2</b>	<b>\$15,272.3</b>	<b>\$15,291.2</b>	<b>\$15,291.2</b>	<b>\$15,311.4</b>	<b>\$15,311.4</b>	<b>\$18,546.4</b>	<b>\$18,546.4</b>	<b>\$55,895.2</b>	<b>\$55,952.8</b>	<b>\$52,480.0</b>	<b>\$52,975.9</b>	<b>\$53,137.9</b>

SERVICE LEVEL (\$/pop & emp)

																Average Service Level
Buildings	\$202.42	\$200.44	\$198.47	\$196.52	\$190.32	\$184.32	\$178.50	\$172.86	\$167.39	\$163.17	\$410.58	\$400.21	\$403.69	\$384.12	\$364.63	\$254.51
Land	\$116.77	\$115.63	\$114.50	\$113.37	\$109.79	\$106.33	\$102.97	\$99.72	\$96.56	\$94.13	\$614.59	\$599.06	\$533.39	\$507.53	\$477.88	\$253.48
Paved Surface	\$49.64	\$49.16	\$48.67	\$48.19	\$46.68	\$45.20	\$43.78	\$42.39	\$111.50	\$108.69	\$106.07	\$103.39	\$104.29	\$108.53	\$102.19	\$74.56
Furniture And Equipment	\$33.36	\$33.53	\$33.20	\$32.39	\$31.84	\$30.83	\$30.33	\$29.37	\$28.44	\$27.72	\$26.70	\$27.19	\$27.57	\$26.54	\$24.99	\$29.60
<b>Total (\$/pop &amp; emp)</b>	<b>\$402.19</b>	<b>\$398.75</b>	<b>\$394.84</b>	<b>\$390.47</b>	<b>\$378.63</b>	<b>\$366.69</b>	<b>\$355.58</b>	<b>\$344.34</b>	<b>\$403.90</b>	<b>\$393.72</b>	<b>\$1,157.94</b>	<b>\$1,129.84</b>	<b>\$1,068.93</b>	<b>\$1,026.73</b>	<b>\$969.70</b>	<b>\$612.15</b>

TOWN OF INNISFIL  
CALCULATION OF MAXIMUM ALLOWABLE  
SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS

<b>15-Year Funding Envelope Calculation</b>	
15 Year Average Service Level 2008 - 2022	\$612.15
Net Population & Employment Growth 2023 - 2032	19,456
<b>Discounted Maximum Allowable Funding Envelope</b>	<b>\$11,910,237</b>

APPENDIX B.5  
TABLE 2

TOWN OF INNISFIL  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					Replacement & BTE Shares	Replacement & BTE Shares		Available DC Reserves	2023 - 2032	Post 2032
<b>5.0 SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS</b>										
<b>5.1 Recovery of Negative Reserve Fund Balance</b>										
5.1.1 Balance as at December 31, 2022	2023	\$ 5,087,332	\$ -	\$ 5,087,332	0%	\$ -	\$ 5,087,332	\$ -	\$ 5,087,332	\$ -
Subtotal Recovery of Negative Reserve Fund Balance		\$ 5,087,332	\$ -	\$ 5,087,332		\$ -	\$ 5,087,332	\$ -	\$ 5,087,332	\$ -
<b>5.2 Buildings and Land</b>										
5.2.1 Waste Storage Facility Asphalt Works	2024	\$ 40,000	\$ -	\$ 40,000	52%	\$ 20,800	\$ 19,200	\$ -	\$ 19,200	\$ -
5.2.2 Provision for Sand/Salt Dome (50,000 sf)	Various	\$ 5,000,000	\$ -	\$ 5,000,000	0%	\$ -	\$ 5,000,000	\$ -	\$ 5,000,000	\$ -
5.2.3 Provision for Operations Centre Expansion (2,600 sf)	Various	\$ 884,000	\$ -	\$ 884,000	0%	\$ -	\$ 884,000	\$ -	\$ 884,000	\$ -
Subtotal Buildings and Land		\$ 5,924,000	\$ -	\$ 5,924,000		\$ 20,800	\$ 5,903,200	\$ -	\$ 5,903,200	\$ -
<b>5.3 Future Growth-Related Projects</b>										
5.3.1 Provision for Orbit Growth-Related Facilities	Various	\$ 10,560,000	\$ -	\$ 10,560,000	0%	\$ -	\$ 10,560,000	\$ -	\$ 919,705	\$ 9,640,295
Subtotal Future Growth-Related Projects		\$ 10,560,000	\$ -	\$ 10,560,000		\$ -	\$ 10,560,000	\$ -	\$ 919,705	\$ 9,640,295
<b>TOTAL SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS</b>		<b>\$ 21,571,332</b>	<b>\$ -</b>	<b>\$ 21,571,332</b>		<b>\$ 20,800</b>	<b>\$ 21,550,532</b>	<b>\$ -</b>	<b>\$ 11,910,237</b>	<b>\$ 9,640,295</b>

<b>Residential Development Charge Calculation</b>		
Residential Share of 2023 - 2032 DC Eligible Costs	83%	\$9,885,497
10-Year Growth in Population in New Units		18,863
Unadjusted Development Charge Per Capita		<b>\$524</b>
<b>Industrial Development Charge Calculation</b>		
Industrial Share of 2023 - 2032 DC Eligible Costs	6%	\$ 714,614
10-Year Growth in Square Metres		120,325
Unadjusted Development Charge Per Square Metre		<b>\$5.94</b>
<b>Non-Industrial Development Charge Calculation</b>		
Non-Industrial Share of 2023 - 2032 DC Eligible Costs	11%	\$1,310,126
10-Year Growth in Square Metres		110,735
Unadjusted Development Charge Per Square Metre		<b>\$11.83</b>

2023 - 2032 Net Funding Envelope	\$11,910,237
Reserve Fund Balance	
Balance as at December 31, 2022	(\$5,087,332)

**APPENDIX B.5  
TABLE 3**

**TOWN OF INNISFIL  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS  
RESIDENTIAL DEVELOPMENT CHARGE  
(in \$000)**

<b>SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>2032</b>	<b>TOTAL</b>
OPENING CASH BALANCE	(\$4,222.49)	(\$4,313.03)	(\$4,116.18)	(\$3,870.68)	(\$3,384.53)	(\$3,290.96)	(\$3,073.38)	(\$2,695.78)	(\$2,098.90)	(\$1,206.32)	
<b>2023 - 2032 RESIDENTIAL FUNDING REQUIREMENTS</b>											
- Prior Growth (Funding from DC Reserve Balance)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	<b>\$0.0</b>
- Services Related To A Highway: Public Works: Non Inflated	\$564.7	\$580.6	\$564.7	\$564.7	\$564.7	\$564.7	\$564.7	\$564.7	\$564.7	\$564.7	<b>\$5,663.0</b>
- Services Related To A Highway: Public Works: Inflated	\$564.7	\$592.3	\$587.5	\$599.3	\$611.3	\$623.5	\$636.0	\$648.7	\$661.6	\$674.9	<b>\$6,199.6</b>
<b>NEW RESIDENTIAL DEVELOPMENT</b>											
- Population Growth in New Units	1,215	1,724	1,744	2,092	1,413	1,587	1,798	2,075	2,434	2,781	<b>18,863</b>
<b>REVENUE</b>											
- DC Receipts: Inflated	\$704.0	\$1,018.9	\$1,051.3	\$1,286.3	\$886.2	\$1,015.2	\$1,173.2	\$1,381.0	\$1,652.3	\$1,925.7	<b>\$12,094.0</b>
<b>INTEREST</b>											
- Interest on Opening Balance	(\$232.2)	(\$237.2)	(\$226.4)	(\$212.9)	(\$186.1)	(\$181.0)	(\$169.0)	(\$148.3)	(\$115.4)	(\$66.3)	<b>(\$1,775.0)</b>
- Interest on In-year Transactions	\$2.4	\$7.5	\$8.1	\$12.0	\$4.8	\$6.9	\$9.4	\$12.8	\$17.3	\$21.9	<b>\$103.2</b>
<b>TOTAL REVENUE</b>	<b>\$474.2</b>	<b>\$789.1</b>	<b>\$833.0</b>	<b>\$1,085.4</b>	<b>\$704.8</b>	<b>\$841.1</b>	<b>\$1,013.6</b>	<b>\$1,245.6</b>	<b>\$1,554.2</b>	<b>\$1,881.2</b>	<b>\$10,422.1</b>
CLOSING CASH BALANCE	(\$4,313.0)	(\$4,116.2)	(\$3,870.7)	(\$3,384.5)	(\$3,291.0)	(\$3,073.4)	(\$2,695.8)	(\$2,098.9)	(\$1,206.3)	\$0.0	

<b>2023 Adjusted Charge Per Capita</b>	<b>\$579.40</b>
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<b>Allocation of Capital Program</b>	
Residential Sector	83%
Non-Residential Sector	17%
<b>Rates for 2023</b>	
Inflation Rate:	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%



APPENDIX B.5  
TABLE 3

TOWN OF INNISFIL  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS  
INDUSTRIAL DEVELOPMENT CHARGE  
(in \$000)

SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	TOTAL
OPENING CASH BALANCE	(\$305.24)	(\$285.73)	(\$308.49)	(\$340.80)	(\$383.15)	(\$344.27)	(\$296.78)	(\$239.73)	(\$172.03)	(\$92.54)	
2023 - 2032 NON-RESIDENTIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding from DC Reserve Balance)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
- Services Related To A Highway: Public Works: Non Inflated	\$40.8	\$42.0	\$40.8	\$40.8	\$40.8	\$40.8	\$40.8	\$40.8	\$40.8	\$40.8	\$409.4
- Services Related To A Highway: Public Works: Inflated	\$40.8	\$42.8	\$42.5	\$43.3	\$44.2	\$45.1	\$46.0	\$46.9	\$47.8	\$48.8	\$448.2
NON-RESIDENTIAL SPACE GROWTH											
- Industrial Growth in Square Metres	11,448	5,276	3,961	2,869	14,256	14,957	15,693	16,465	17,275	18,125	120,325
REVENUE											
- DC Receipts: Inflated	\$76.5	\$36.0	\$27.5	\$20.3	\$103.1	\$110.3	\$118.1	\$126.4	\$135.2	\$144.7	\$898.3
INTEREST											
- Interest on Opening Balance	(\$16.8)	(\$15.7)	(\$17.0)	(\$18.7)	(\$21.1)	(\$18.9)	(\$16.3)	(\$13.2)	(\$9.5)	(\$5.1)	(\$152.3)
- Interest on In-year Transactions	\$0.6	(\$0.2)	(\$0.4)	(\$0.6)	\$1.0	\$1.1	\$1.3	\$1.4	\$1.5	\$1.7	\$7.4
TOTAL REVENUE	\$60.3	\$20.1	\$10.2	\$1.0	\$83.1	\$92.6	\$103.0	\$114.6	\$127.3	\$141.3	\$753.4
CLOSING CASH BALANCE	(\$285.7)	(\$308.5)	(\$340.8)	(\$383.2)	(\$344.3)	(\$296.8)	(\$239.7)	(\$172.0)	(\$92.5)	\$0.0	

2023 Adjusted Charge Per Square Metre

\$6.68

Allocation of Capital Program

Residential Sector	83%
Industrial	6%
Non-Industrial	11%

Rates for 2023

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



APPENDIX B.5  
TABLE 3

TOWN OF INNISFIL  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS  
NON-INDUSTRIAL DEVELOPMENT CHARGE  
(in \$000)

SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	TOTAL
OPENING CASH BALANCE	(\$559.61)	(\$550.36)	(\$623.59)	(\$709.93)	(\$803.04)	(\$714.26)	(\$600.44)	(\$457.89)	(\$282.44)	(\$69.44)	
2023 - 2032 NON-RESIDENTIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding from DC Reserve Balance)	\$0.0	\$1.0	\$2.0	\$3.0	\$4.0	\$5.0	\$6.0	\$7.0	\$8.0	\$9.0	\$45.0
- Services Related To A Highway: Public Works: Non Inflated	\$74.8	\$77.0	\$74.8	\$74.8	\$74.8	\$74.8	\$74.8	\$74.8	\$74.8	\$74.8	\$750.5
- Services Related To A Highway: Public Works: Inflated	\$74.8	\$79.5	\$79.9	\$82.6	\$85.3	\$88.2	\$91.0	\$94.0	\$97.1	\$100.2	\$872.7
NON-RESIDENTIAL SPACE GROWTH											
- Non-Industrial Growth in Square Metres	8,267	2,676	2,039	2,046	14,448	15,648	16,947	18,354	19,878	10,432	110,735
REVENUE											
- DC Receipts: Inflated	\$114.2	\$37.7	\$29.3	\$30.0	\$216.0	\$238.6	\$263.6	\$291.2	\$321.7	\$172.2	\$1,714.4
INTEREST											
- Interest on Opening Balance	(\$30.8)	(\$30.3)	(\$34.3)	(\$39.0)	(\$44.2)	(\$39.3)	(\$33.0)	(\$25.2)	(\$15.5)	(\$3.8)	(\$295.4)
- Interest on In-year Transactions	\$0.7	(\$1.1)	(\$1.4)	(\$1.4)	\$2.3	\$2.6	\$3.0	\$3.5	\$3.9	\$1.3	\$13.3
TOTAL REVENUE	\$84.1	\$6.3	(\$6.4)	(\$10.5)	\$174.1	\$202.0	\$233.6	\$269.5	\$310.1	\$169.6	\$1,432.3
CLOSING CASH BALANCE	(\$550.4)	(\$623.6)	(\$709.9)	(\$803.0)	(\$714.3)	(\$600.4)	(\$457.9)	(\$282.4)	(\$69.4)	(\$0.0)	

2023 Adjusted Charge Per Square Metre

\$13.81

Allocation of Capital Program

Residential Sector	83%
Industrial	6%
Non-Industrial	11%

Rates for 2023

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

# Appendix B.6

## Municipal Fleet

## Appendix B.6 – Municipal Fleet

This section deals with the Town-wide municipal fleet and equipment for all DC-eligible services, with the exception of the Fire and Police Departments which maintain their own rolling stock. Included in this category are vehicles for By-law, Building, Parks as well as Roads and Related Services.

### **Table 1 2008-2022 Historical Service Levels**

The 15-year historical inventory of capital assets for municipal fleet includes 304 vehicles and equipment items with a total replacement value of \$36.19 million. The 15-year historical average service level is \$709.88 per capita and employment and this, multiplied by the 10-year forecast net population and employment growth (19,456), results in a maximum allowable of \$13.81 million.

### **Table 2 2023 – 2032 Development-Related Capital Program and Calculation of the Unadjusted Development Charges**

The total 2023-2032 development-related capital program for the municipal fleet amounts to \$17.12 million. It includes the recovery of the negative reserve fund balance of \$3.94 million as well as new vehicles and related equipment items amounting to \$5.45 million for Parks and Recreation and Public Works departments. A further \$260,600 is identified for the provision of four new by-law vehicles and \$260,000 for four new Buildings Department vehicles. A further \$7.19 million has been identified as growth-related costs for the future Orbit development.

No replacement shares have been identified for this service. A portion of the municipal fleet capital program, \$3.29 million, is determined to be development related, but will not be funded through this DC study and is eligible for consideration in future development charge studies, subject to service level restrictions.

The 2023-2032 DC costs eligible for recovery amount to \$13.81 million is allocated 83%, or \$11.46 million, against new residential development; 6%, or \$828,700 against new industrial development, and 11%, or \$1.52 million, against non-industrial development. This yields an unadjusted development charge of \$608 per capita, \$6.89 per square metre for industrial developments, and \$13.72 per square metre for non-industrial developments.

### Table 3 Cash Flow Analysis

After cash flow analysis, the residential calculated charge increases to \$655 per capita, \$7.56 per square metre for industrial, and the non-industrial charge increases to \$15.17 per square metre. This is a reflection of the timing of the capital program and development charges revenues.

The following table summarizes the calculation of the municipal fleet development charge:

MUNICIPAL FLEET SUMMARY								
15-year Hist.	2023 - 2032		Unadjusted DC			Adjusted DC		
Service Level	Development-Related Capital Program		Res.	Indust.	Non-Indus.	Res.	Indust.	Non-Indus.
per pop & emp	Total	Net DC Recoverable	\$/capita	\$/sq.m	\$/sq.m	\$/capita	\$/sq.m	\$/sq.m
\$709.88	\$17,083,835	\$13,811,712	\$608	\$6.89	\$13.72	\$655	\$7.56	\$15.17

APPENDIX B.6  
TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
MUNICIPAL FLEET

BY-LAW Vehicle Details	# of Vehicles															2023 UNIT COST (\$/vehicle)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Unit 07-56 Ford Ranger	1	1	1	1	1	1	1	1	1	1	1	-	-	-	-	\$59,400
Unit 11-136 Ford Escape	-	-	-	1	1	1	1	1	1	1	1	1	-	-	-	\$59,400
Unit 19-50 Ford Escape	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	\$59,400
Unit 19-59 Ford Escape	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	\$59,400
Unit 19-61 Ford Escpae	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	\$59,400
Unit 20-136 Ram Van	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1	\$65,000
Unit 22-159 Ram Van	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$65,000
Unit 22-192 Chevy Equinox	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$58,300
<b>Total (#)</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>6</b>	
<b>Total (\$000)</b>	<b>\$59.4</b>	<b>\$59.4</b>	<b>\$59.4</b>	<b>\$118.8</b>	<b>\$118.8</b>	<b>\$118.8</b>	<b>\$118.8</b>	<b>\$118.8</b>	<b>\$118.8</b>	<b>\$118.8</b>	<b>\$118.8</b>	<b>\$237.6</b>	<b>\$243.2</b>	<b>\$243.2</b>	<b>\$366.5</b>	

BUILDING SERVICES Vehicle Details	# of Vehicles															2023 UNIT COST (\$/vehicle)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Unit 12-98 Ford Escape	-	-	-	1	1	1	1	1	1	1	1	1	1	1	-	\$59,400
Unit 11-135 Ford Escape	-	-	-	1	1	1	1	1	1	1	1	1	1	1	-	\$59,400
Unit 09-61 Ford Ranger	-	1	1	1	1	1	1	1	1	1	1	1	-	-	-	\$59,400
Unit 08-50 Ford Ranger	1	1	1	1	1	1	1	1	1	1	1	-	-	-	-	\$59,400
Unit 07-59 Ford Ranger	1	1	1	1	1	1	1	1	1	1	1	-	-	-	-	\$59,400
Unit 99-60 Ford Ranger	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	\$59,400
Unit 99-61 Ford Ranger	1	1	1	-	-	-	-	-	-	-	-	-	-	-	-	\$59,400
Unit 96-50 Ford F150	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	\$59,400
Unit 15-56 Chevrolet Equinox	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1	\$59,400
Unit 15-58 Chevrolet Equinox	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1	\$59,400
Unit 15-60 Chevrolet equinox	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1	\$59,400
15-63 Ford F150	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1	\$80,000
19-135 Ford Escape	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	\$59,400
Unit 22-98 Chevy Equinox	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$59,400
Unit 22-135 Ford SPE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$58,300
Unit 22-189 Ford Escape	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$58,300
Unit 22-193 Chevy Equinox	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$58,300
<b>Total (#)</b>	<b>5</b>	<b>6</b>	<b>4</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>8</b>	<b>7</b>	<b>7</b>	<b>9</b>	
<b>Total (\$000)</b>	<b>\$297.0</b>	<b>\$356.4</b>	<b>\$237.6</b>	<b>\$297.0</b>	<b>\$297.0</b>	<b>\$297.0</b>	<b>\$297.0</b>	<b>\$555.2</b>	<b>\$555.2</b>	<b>\$555.2</b>	<b>\$555.2</b>	<b>\$495.8</b>	<b>\$436.4</b>	<b>\$436.4</b>	<b>\$551.9</b>	

ECDB (Sports and Recreation) VEHICLES & EQUIPMENT	# of Vehicles															2023 UNIT COST (\$/vehicle)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Unit 16-83 Chevrolet Traverse	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	\$59,380
Unit 12-153 Trailer	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	\$26,390
<b>Total (#)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	
<b>Total (\$000)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$26.4</b>	<b>\$26.4</b>	<b>\$26.4</b>	<b>\$26.4</b>	<b>\$85.8</b>	<b>\$85.8</b>	<b>\$85.8</b>	<b>\$85.8</b>	<b>\$85.8</b>	<b>\$85.8</b>	<b>\$85.8</b>	

APPENDIX B.6

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
MUNICIPAL FLEET

PARKS Vehicle Details	# of Vehicles															2023 UNIT COST (\$/vehicle)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
<b>Light Duty Vehicles</b>																
Unit 12-150 Ford F450 W/Haul-All & Fassi Crane (2 ton)	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	\$207,000
Unit 13-45 Ford F450 (1 1/2 ton)	-	-	-	-	-	1	1	1	1	1	1	1	1	1	1	\$140,000
Unit 14-155 Ford F250 (3/4 ton)	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	\$106,000
Unit 15-38 Chevrolet Silverado 2500 (3/4 ton)	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1	\$106,000
Unit 16-43 Chevrolet Silverado 2500 (3/4 ton)	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	\$106,000
Unit 17-46 Ford F150 (1/2 ton)	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$80,000
Unit 17-93 Ford F550 (2 ton)	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$158,000
Unit 18-212 Ford Escape	-	-	-	-	-	-	-	-	-	-	1	1	1	1	1	\$45,000
Unit 18-24 Ford 350 (1 ton)	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	\$80,000
Unit 19-124 Dodge (3/4 ton)	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1	\$80,000
Unit 19-40 Ford F150 (1/2 ton)	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1	\$80,000
Unit 21-37 Ford F450 (1 1/2 ton)	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	\$130,000
18-210 Ford Escape	-	-	-	-	-	-	-	-	-	-	1	1	1	1	1	\$45,000
Unit 19-15 Ford Super Duty (3/4 ton)	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	\$106,000
Unit 22-29 Dodge Ram (1/2 ton)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$80,000
Unit 22-151 Dodge Ram (1/2 ton)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$80,000
Unit 22-36 Ford F550	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$145,000
<b>Heavy Equipment</b>																
Unit 13-47 Kubota M7040	-	-	-	-	-	1	1	1	1	1	1	1	1	1	1	\$92,000
Unit 13-99 Kubota L5740	-	-	-	-	-	1	1	1	1	1	1	1	1	1	1	\$92,000
Unit 19-112 Kubota w Plow attachment	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	\$120,000
Unit 22-121 John Deere	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$35,000

APPENDIX B.6  
TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
MUNICIPAL FLEET

PARKS Vehicle Details	# of Vehicles															2023
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	UNIT COST (\$/vehicle)
<b>Sport, Recreation, &amp; Turf Equipment</b>																
Unit 09-111 Toro Workman HDX-D	-	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$59,000
Unit 11-138 Zamboni Ice Resurfacer	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	\$150,000
Unit 12-141 Jacobsen Turfcat 628D	-	-	-	-	-	1	1	1	1	1	1	1	1	1	1	\$44,000
Unit 14-148 Yamaha Viking YX70ME	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	\$37,000
Unit 14-156 Toro Grounds Master 7210	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	\$46,000
Unit 14-82 Madvac LN50T	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	\$132,000
Unit 15-157 Kubota RTV-X11120D	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1	\$106,000
Unit 16-41 Jacobsen HR600	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	\$132,000
Unit 16-42 Jacobsen HR600	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	\$132,000
Unit 16-44 Madvac LR50	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	\$132,000
Unit 16-49 Jacobsen HR9016T	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	\$198,000
Unit 16-66 Jacobsen HR600	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	\$132,000
Unit 17-95 Zamboni	-	-	-	-	-	-	-	-	-	-	1	1	1	1	1	\$150,000
Unit 17-96 Zamboni	-	-	-	-	-	-	-	-	-	-	1	1	1	1	1	\$150,000
Unit 19-111 Toro	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	\$56,000
Unit 19-113 Toro Workman	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	\$56,000
Unit 20-198 Toro	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1	\$35,000
Unit 20-199 Toro	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1	\$35,000
Unit 21-105 Toro Mower	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	\$35,000
Unit 21-106 Toro Mower	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	\$35,000
Unit 21-118 Toro Mower	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	\$35,000
Unit 21-119 Toro Mower	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	\$150,000
Unit 21-123 Toro Mower	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	\$35,000
Unit 21-140 Toro Mower	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	\$150,000
Unit 22-116 Toro Mower	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$35,000
Unit 22-117 Toro Mower	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$35,000
Unit 22-137 Toro	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$35,000
Unit 22-188 Toro	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$25,000
Unit 22-196 Bomford Autonomous Mower	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$80,000
Unit 22-197 Electric Zamboni	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$150,000

APPENDIX B.6  
TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
MUNICIPAL FLEET

PARKS Vehicle Details	# of Vehicles															2023
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	UNIT COST (\$/vehicle)
<b>Trailers</b>																
Unit 18-213 Mobark M12D	-	-	-	-	-	-	-	-	-	-	1	1	1	1	1	\$100,000
Unit 14-154 Trailer (tandem axle)	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	\$30,000
Unit 16-73 Trailer (tandem axle)	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	\$20,000
Unit 17-201 Trailer (tandem axle)	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$25,000
Unit 17-202 Trailer (tandem axle)	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$25,000
Unit 17-203 Trailer (tandem axle)	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$25,000
Unit 21-107 Trailer (tandem axle)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$25,000
Unit 21-113 Trailer (tandem axle)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$25,000
Unit 11-139 Verti-Cut VC-220	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	\$52,000
Unit 22-94 Trailer (tandem axle)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$20,000
Unit 08-97 and Unit 08-97B Utility Vehicle and Industrial Spray Cart	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$93,000
<b>Miscellaneous Attachments</b>																
Unit 09-110A Rahn Ball Diamond Groomer	-	2	2	2	2	2	2	2	2	2	2	2	2	2	2	\$7,000
Unit 10-122 Redexim Aerator	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	\$44,000
Unit 17-127 Reist Ball Diamond Groomer	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$11,000
Unit 18-07 Kubota	-	-	-	-	-	-	-	-	-	-	1	1	1	1	1	\$15,000
Unit 10-120 Turfco CR10	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	\$52,000
<b>FE</b>																
Unit 08-67 SkyJack Scissor Lift	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$30,000
Unit 06-43 Dodge Ram 2500	1	1	1	1	1	1	1	1	1	-	-	-	-	-	-	\$89,000
Unit 07-96 Zamboni Ice resurfacers	1	1	1	1	1	1	1	1	1	1	-	-	-	-	-	\$150,000
Unit 09-105 Toro Z-Master	-	1	1	1	1	1	1	1	1	1	1	1	1	-	-	\$46,000
Unit 09-106 Toro Z-Master	-	1	1	1	1	1	1	1	1	1	1	1	1	-	-	\$46,000
Unit 09-108 Ford 450	-	1	1	1	1	1	1	1	1	1	1	1	-	-	-	\$111,000
Unit 09-112 Kubota B3030	-	1	1	1	1	1	1	1	1	1	1	1	-	-	-	\$59,000
Unit 09-113 Trailer	-	1	1	1	1	1	1	1	1	1	1	1	1	-	-	\$26,000
Unit 09-15 Ford F250	-	1	1	1	1	1	1	1	1	1	1	-	-	-	-	\$89,000
Unit 09-24 Ford F250	-	1	1	1	1	1	1	1	1	1	1	1	-	-	-	\$89,000
Unit 09-40 Ford F150	-	1	1	1	1	1	1	1	1	1	1	-	-	-	-	\$59,000
Unit 10-118 Toro Grounds Master 7210	-	-	-	1	1	1	1	1	1	1	1	1	1	-	-	\$46,000
Unit 10-116 Toro Grounds Master 7210	-	-	1	1	1	1	1	1	1	1	1	1	1	1	-	\$46,000
Unit 10-117 Toro Grounds Master 7210	-	-	1	1	1	1	1	1	1	1	1	1	1	1	-	\$46,000
Unit 10-121 John Deere 400X	-	-	1	1	1	1	1	1	1	1	1	1	1	1	-	\$106,000
Unit 10-124 Ford F250	-	-	1	1	1	1	1	1	1	1	1	1	-	-	-	\$89,000
Unit 11-119 Toro Grounds Master 4700D	-	-	1	1	1	1	1	1	1	1	1	1	1	1	-	\$145,000
Unit 11-123 Toro Grounds Master 7210	-	-	-	1	1	1	1	1	1	1	1	1	1	-	-	\$46,000



APPENDIX B.6  
TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
MUNICIPAL FLEET

PARKS Vehicle Details	# of Vehicles															2023
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	UNIT COST (\$/vehicle)
Unit 11-125 Toro Workman HDX-D	-	-	-	1	1	1	1	1	1	1	-	-	-	-	-	\$59,000
Unit 12-140 Jacobsen HR9016	-	-	-	1	1	1	1	1	1	1	1	1	1	-	-	\$211,140
Unit 12-151 Dodge Ram 1500	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	\$59,000
Unit 12-29 Dodge Ram 1500	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	\$59,000
Misc. Tractor Attachments	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	\$30,000
Unit 00-29 GMC Van	1	1	1	1	1	-	-	-	-	-	-	-	-	-	-	\$66,000
Unit 03-47 Kubota Tractor	1	1	1	1	1	1	-	-	-	-	-	-	-	-	-	\$74,000
Unit 03-64 Olympia Ice Resurfacer	1	1	1	1	1	1	-	-	-	-	-	-	-	-	-	\$150,000
Unit 04-01 Kubota RTV 900	1	1	1	1	1	1	1	-	-	-	-	-	-	-	-	\$57,000
Unit 04--38 2004 Ford F250	1	1	1	1	1	-	-	-	-	-	-	-	-	-	-	\$89,000
Unit 04-45 Ford F550	-	1	1	1	1	1	-	-	-	-	-	-	-	-	-	\$111,000
Unit 05-82 Madvac	1	1	1	1	1	1	1	1	-	-	-	-	-	-	-	\$81,160
Unit 06-127 Bannerman Ball Diamond Groomer	1	1	1	1	1	1	1	1	1	-	-	-	-	-	-	\$11,000
Unit 06-43 Dodge Ram 2500	1	1	1	1	1	1	1	1	1	-	-	-	-	-	-	\$89,000
Unit 06-83 Ford F150	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$59,000
Unit 06-84 Kubota Zero Turn	1	1	1	1	1	1	1	-	-	-	-	-	-	-	-	\$37,000
Unit 06-85 Kubota Zero Turn	1	1	1	1	1	1	1	-	-	-	-	-	-	-	-	\$37,000
Unit 06-86 John Deere Zero Turn	1	1	1	1	1	-	-	-	-	-	-	-	-	-	-	\$37,000
Unit 07-46 Dodge Ram 1500	1	1	1	1	1	1	1	1	1	1	-	-	-	-	-	\$79,000
Unit 07-49 Toro Grounds Master 7210	1	1	1	1	1	1	1	1	-	-	-	-	-	-	-	\$133,000
Unit 07-65 Zamboni Ice Resurfacer	1	1	1	1	1	1	1	1	1	1	1	-	-	-	-	\$150,000
Unit 07-90 Massie Zero Turn	1	1	1	1	1	-	-	-	-	-	-	-	-	-	-	\$37,000
Unit 07-91 Massie Zero Turn	1	1	1	1	1	-	-	-	-	-	-	-	-	-	-	\$37,000
Unit 07--93 Ford Water Truck	1	1	1	1	1	1	1	1	1	1	-	-	-	-	-	\$158,350
Unit 07-95 Zamboni Ice Resurfacer	1	1	1	1	1	1	1	1	1	1	-	-	-	-	-	\$150,000
Unit 09 - 110 Toro Grounds Master 7210	-	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$46,000
Unit 09-107 Trailer	-	1	1	1	1	1	1	1	1	1	1	1	1	-	-	\$30,000
Unit 19-65 Zamboni	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	\$150,000
Unit 72-66 Zamboni Ice Resurfacer	1	1	1	1	1	1	1	-	-	-	-	-	-	-	-	\$150,000
Unit 86-42 GMC 3500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$111,000
Unit 89-44 Ford F550	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	\$111,000
Unit 92-15 GMC 3500	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	\$111,000
Unit 96-25 Ford F150	1	1	1	-	-	-	-	-	-	-	-	-	-	-	-	\$59,000
Unit 96-52 Ford Econoline	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	\$66,000
Unit 97-24 GMC Van	1	1	1	1	1	1	1	1	-	-	-	-	-	-	-	\$66,000
Unit 97-40 Ford F150	1	1	1	1	1	1	1	1	-	-	-	-	-	-	-	\$59,000
Unit 97-41 GMC 1500	1	1	1	1	1	1	1	1	-	-	-	-	-	-	-	\$59,000
Unit 97-73 Trailer	1	1	1	1	1	1	1	1	1	-	-	-	-	-	-	\$22,000
Unit 99-04 Kubota Tractor	1	1	1	1	1	1	1	1	-	-	-	-	-	-	-	\$74,000
Unit 99-65 Olympia Ice Resurfacer	1	1	1	1	1	1	1	-	-	-	-	-	-	-	-	\$150,000
Unit 99-75 Land Pride Wide Area Cutter	1	1	1	1	1	1	1	1	-	-	-	-	-	-	-	\$37,000
Small Engine Equipment	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	\$120,000
<b>Total (#)</b>	<b>120</b>	<b>134</b>	<b>138</b>	<b>143</b>	<b>146</b>	<b>145</b>	<b>147</b>	<b>144</b>	<b>144</b>	<b>146</b>	<b>147</b>	<b>151</b>	<b>150</b>	<b>152</b>	<b>159</b>	
<b>Total (\$000)</b>	<b>\$12,578.5</b>	<b>\$13,363.5</b>	<b>\$13,603.5</b>	<b>\$14,108.7</b>	<b>\$14,433.7</b>	<b>\$14,535.7</b>	<b>\$14,551.7</b>	<b>\$14,332.7</b>	<b>\$14,675.5</b>	<b>\$14,788.5</b>	<b>\$14,697.1</b>	<b>\$15,047.1</b>	<b>\$14,849.1</b>	<b>\$15,018.0</b>	<b>\$15,395.0</b>	

APPENDIX B.6  
TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
MUNICIPAL FLEET

Facilities Vehicle Details	# of Vehicles															2023 UNIT COST (\$/vehicle)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
18-211 Ford Escape	-	-	-	-	-	-	-	-	-	-	1	1	1	1	1	\$45,000
<b>Total (#)</b>	-	-	-	-	-	-	-	-	-	-	1	1	1	1	1	
<b>Total (\$000)</b>	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$45.0	\$45.0	\$45.0	\$45.0	\$45.0	
2023																
Fleet Vehicle Details	# of Vehicles															UNIT COST (\$/vehicle)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Unit 17-206 Ford F550	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$199,260
Unit 17-84 Fleet Forklift	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$75,000
<b>Total (#)</b>	-	-	-	-	-	-	-	-	-	2	2	2	2	2	2	
<b>Total (\$000)</b>	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$274.3	\$274.3	\$274.3	\$274.3	\$274.3	\$274.3	
2023																
Stormwater Vehicle Details	# of Vehicles															UNIT COST (\$/vehicle)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Unit 15-16 Chevrolet Silerado 1500	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1	\$95,940
Manual Tools and Equipment	-	-	-	-	-	-	-	-	1	1	3	3	4	4	9	\$55,000
<b>Total (#)</b>	-	-	-	-	-	-	-	1	2	2	4	4	5	5	10	
<b>Total (\$000)</b>	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$95.9	\$150.9	\$150.9	\$260.9	\$260.9	\$315.9	\$315.9	\$590.9	

APPENDIX B.6  
TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
MUNICIPAL FLEET

ROADS Vehicle Details	# of Vehicles															2023	
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	UNIT COST (\$/vehicle)	
<b>Light Duty Vehicles</b>																	
Unit 22-35 Dodge Tradesman	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$80,000
Unit 22-39 Dodge Tradesman	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$80,000
Unit 19-132 Ford F250 Super duty	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	1	\$80,000
Unit 13-06 Ford F150	-	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	\$80,000
Unit 19-09 Ford F150 1/2 Ton	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	1	\$80,000
Unit 13-17 Ford F450	-	-	1	-	-	1	1	1	1	1	1	1	1	1	1	1	\$124,000
Unit 16-146 Ford F150	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1	\$80,000
Unit 16-33 Ford F550	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1	\$220,000
Unit 16-90 Chevrolet Silverado 2500	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1	\$80,000
Unit 17-204 Mitsubishi RVR	-	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$45,000
Unit 18-108 Ford 550 Super Duty	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	\$130,000
Unit 18-109 Ford 550 Super Duty	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	\$130,000
Unit 18-207 2018 Dodge Ram 4500HD	-	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$130,000
Unit 22-30 Chevy Silverado	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$80,000
Unit 22-64 Chevy Silverado	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$80,000
Unit 16-91 Chevrolet Equinox	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1	\$45,000
<b>Heavy Trucks</b>																	
Unit 22-05 International (tandem)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$455,000
Unit 13-05 Freightliner 114SD	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	\$455,000
Unit 08-08 Sterling L9500	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$528,000
Unit 14-12 Mack GU713	-	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	\$455,000
Unit 08-102 Sterling L9500	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$879,000
Unit 10-130 International Workstar 7600	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$528,000
Unit 14-20 Western Star 4700SB	-	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	\$455,000
Unit 14-48 Freightliner 108SD	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	1	\$400,000
Unit 15-23 Western Star 4700SB	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	\$455,000
Unit 16-149 Western Star 4700SB	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1	\$455,000
Unit 16-28 Western Star 4700SB	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1	\$455,000
Unit 16-92 Freightliner M2-106	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1	\$400,000
Unit 17-21 Western Star 4700SB	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	\$455,000
Unit 17-88 Western Star 4700SB	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	\$455,000
Unit 18-19 2018 Western Star CNV 4700SA	-	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$400,000
Unit 18-209 2019 Western Star 4700SB	-	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$455,000
Unit 18-89 2019 Western Start 4700Sb (single)	-	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$400,000
Unit 20-129 Western Star 4700SB	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	\$455,000
Unit 20-223 Viking flat Bed with Attachments	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	\$455,000
Unit 22-130 International (tandem)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$455,000
Unit 22-62 International (tandem)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$455,000

APPENDIX B.6

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
MUNICIPAL FLEET

ROADS Vehicle Details	# of Vehicles															2023 UNIT COST (\$/vehicle)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
<b>Heavy Equipment</b>																
Unit 16-03 Gradall XL3100V	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	\$505,000
Unit 09-02 Volvo G960	-	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$600,000
Unit 12-31 Caterpillar 430E	1	1	1	-	1	1	1	1	1	1	1	1	1	1	1	\$236,000
Unit 13-22 New Holland TV6070	-	-	-	-	-	1	1	1	1	1	1	1	1	1	1	\$250,000
Unit 15-32 John Deere 544K	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1	\$250,000
Unit 16-86 Caterpillar 289D	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	\$130,000
Unit 21-52 John Deere	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	\$250,000
<b>Sports, Recreation &amp; Turf Equipment</b>																
Unit 21-85 Trackless	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$225,000
Unit 22-10 Trackless	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$224,000
Unit 12-10 Trackless MT6	1	1	1	-	1	1	1	1	1	1	1	1	1	1	1	\$264,000
Unit 15-80 MacLean MV1210	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1	\$224,000
Unit 17-205 Trackless MT7	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$224,000
Unit 19-131 Mv1423 Cubex Sidewalk tractor with attachments	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	\$224,000
Unit 18-208 Kubota Tractor	-	-	-	-	-	-	-	-	-	-	1	1	1	1	1	\$140,000
Unit 17-200 Madvac LS100	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	\$224,000
<b>Trailers and Trailer Mounted Equipment</b>																
Unit 08-11 Float	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	\$37,000
Unit 92-34 Float	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$74,000
Unit 07-18 Trailer	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$7,000
Unit 15-158 Trailer	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1	\$9,000
Unit 06-81 Bandit M250	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$106,000
Unit 08-100 Magnum 2860	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$71,000
Unit 08-101 Thompson Steamer	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$35,000
Unit 09-103 Thompson Water Pump	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$55,000
Unit 10-114 Portable Traffic Light	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	\$25,000
Unit 10-115 Portable Traffic Light	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	\$25,000
Unit 11-134 Portable Solar Sign Board	-	-	-	1	1	1	1	1	1	1	1	1	1	1	-	\$7,000
Unit 19-214 Thompson Pump	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	\$55,000
Unit 19-215 Thompson Pump	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	\$55,000
Unit RT-1 Portable Radar Trailer	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	\$12,000
Unit Rt-6 Portable Radar Trailer	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	\$12,000
Unit 19-216 Portable Radar Trailer	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	\$12,000
Unit 19-217 Portable Radar Trailer	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	\$12,000
Unit 19-218 Portable Radar Trailer	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	\$12,000
Unit 19-219 Portable Radar Trailer	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	\$12,000
21-142 Falcon Hotbox	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$60,000
Unit 22-134 Message Board	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$35,000
Unit 22-34 Float	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$50,000
22-145 KMI Hotbox	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$60,000
Unit 01-13 Thompson Steamer	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	\$30,000



APPENDIX B.6  
TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
MUNICIPAL FLEET

ROADS Vehicle Details	# of Vehicles															2023
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	UNIT COST (\$/vehicle)
<b>Miscellaneous Attachments</b>																
Unit 07-14 Seppi AVS 175	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$30,000
Unit 04-80B Trackless BFB	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$224,000
<b>Manual Tools and Equipment</b>	-	-	-	-	1	1	1	2	2	2	3	3	3	3	3	\$9,000
Small Engine Equipment	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	\$50,000
Unit 00-03 Champion 730A	1	1	1	1	1	1	1	1	-	-	-	-	-	-	-	\$613,000
Unit 00-28 Volvo W664	1	1	1	1	1	1	1	1	1	-	-	-	-	-	-	\$528,000
Unit 00-37 GMC 3500	1	1	1	1	-	-	-	-	-	-	-	-	-	-	-	\$125,000
Unit 02-10 Trackless MT5	-	-	1	1	1	1	-	-	-	-	-	-	-	-	-	\$236,000
Unit 02-30 Ford F250	1	1	1	1	-	-	-	-	-	-	-	-	-	-	-	\$89,000
Unit 03-06 GMC 1500	1	1	1	1	1	1	1	-	-	-	-	-	-	-	-	\$59,000
Unit 03-23 Freightliner FL80	1	1	1	1	1	1	1	1	-	-	-	-	-	-	-	\$422,000
Unit 03-48 Freightliner FL60	-	1	1	1	1	1	1	-	-	-	-	-	-	-	-	\$422,000
Unit 04-17 Ford F350	1	1	1	1	1	1	-	-	-	-	-	-	-	-	-	\$125,000
Unit 04-20 Sterling L8500	-	1	1	1	1	1	1	1	-	-	-	-	-	-	-	\$422,000
Unit 04-21 Sterling L8500	1	1	1	1	1	1	1	1	1	1	-	-	-	-	-	\$528,000
Unit 04-33 Ford F450	1	1	1	1	1	1	1	1	-	-	-	-	-	-	-	\$207,000
Unit 04-39 Ford F350	-	-	1	1	1	-	-	-	-	-	-	-	-	-	-	\$96,000
Unit 05-16 Ford Econoline	1	1	1	1	1	1	1	1	-	-	-	-	-	-	-	\$74,000
Unit 05-22 Kubota M5700	1	1	1	1	1	1	1	1	-	-	-	-	-	-	-	\$111,000
Unit 06-31 JCB 271	-	-	-	1	1	-	-	-	-	-	-	-	-	-	-	\$295,000
Unit 06-32 Case Loader 621DXT	-	-	-	1	1	1	1	1	1	-	-	-	-	-	-	\$354,000
Unit 06-35 Ford F150	1	1	1	1	-	-	-	-	-	-	-	-	-	-	-	\$77,000
Unit 06-80 Trackless MT5	1	1	1	1	1	1	1	1	1	-	-	-	-	-	-	\$279,000
Unit 06-88 Freightliner M2-112	1	1	1	1	1	1	1	1	1	1	-	-	-	-	-	\$528,000
Unit 06-89 Freightliner M2-112	1	1	1	1	1	1	1	1	1	1	1	-	-	-	-	\$528,000
Unit 07-92 Freightliner SC-8000	1	1	1	1	1	1	1	1	1	-	-	-	-	-	-	\$528,000
Unit 08-19 Sterling L8500	1	1	1	1	1	1	1	1	1	1	1	-	-	-	-	\$422,000
Unit 09-04 International Workstar 7400	-	1	1	1	1	1	1	1	1	1	1	1	1	1	-	\$422,000
Unit 09-109 Ford F450	-	1	1	1	1	1	1	1	1	1	1	1	1	-	-	\$157,000
Unit 09-131 Trackless MT6	-	1	1	1	1	1	1	1	1	1	1	1	1	-	-	\$279,000
Unit 10-09 Ford F150	1	1	-	1	1	1	1	1	1	1	1	-	-	-	-	\$59,000
Unit 10-128 International Workstar 7600	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$528,000
Unit 10-129 International Workstar 7600	-	-	1	1	1	1	1	1	1	1	1	1	-	-	-	\$528,000
Unit 10-132 Dodge Ram 2500	-	-	1	1	1	1	1	1	1	1	1	-	-	-	-	\$113,000
Unit 10-37 Ford F450	1	1	1	1	1	1	1	1	1	1	1	1	1	-	-	\$133,000
Unit 11-30 Dodge Ram 2500	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$89,000
Unit 12-142 Falcon Hot Patcher	-	-	-	-	-	1	1	1	1	1	1	1	1	-	-	\$236,000
Unit 12-35 Dodge Ram 1500	1	1	1	-	1	1	1	1	1	1	-	-	-	-	-	\$59,000
Unit 12-39 Dodge Ram 2500	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$96,000
Unit 15-145 Falcon Hot Patcher	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1	\$60,000
Unit 95-04 Ford L9000	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$399,000
Unit 95-36 Thompson Steamer	-	-	-	1	1	1	1	1	1	1	-	-	-	-	-	\$30,000
Unit 96-19 Ford L9000	1	1	1	1	1	-	-	-	-	-	-	-	-	-	-	\$317,000
Unit 99-05 International 20S	1	1	1	1	1	1	1	-	-	-	-	-	-	-	-	\$458,000
Unit 99-12 International 2674	1	1	1	1	1	-	-	-	-	-	-	-	-	-	-	\$422,000
<b>Total (#)</b>	<b>69</b>	<b>75</b>	<b>83</b>	<b>85</b>	<b>87</b>	<b>89</b>	<b>88</b>	<b>90</b>	<b>96</b>	<b>96</b>	<b>99</b>	<b>104</b>	<b>105</b>	<b>106</b>	<b>115</b>	
<b>Total (\$000)</b>	<b>\$11,807.0</b>	<b>\$13,765.0</b>	<b>\$15,411.0</b>	<b>\$15,510.0</b>	<b>\$16,242.0</b>	<b>\$16,712.0</b>	<b>\$16,751.0</b>	<b>\$16,397.0</b>	<b>\$17,309.0</b>	<b>\$17,048.0</b>	<b>\$17,467.0</b>	<b>\$16,887.0</b>	<b>\$17,093.0</b>	<b>\$17,259.0</b>	<b>\$18,884.0</b>	

APPENDIX B.6

TABLE 1

TOWN OF INNISFIL  
CALCULATION OF SERVICE LEVELS  
MUNICIPAL FLEET

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Historic Population	31,786	32,096	32,409	32,727	33,735	34,774	35,845	36,949	38,088	39,082	40,102	41,149	42,223	43,326	45,505
Historic Employment	<u>6,187</u>	<u>6,252</u>	<u>6,318</u>	<u>6,386</u>	<u>6,651</u>	<u>6,927</u>	<u>7,215</u>	<u>7,516</u>	<u>7,831</u>	<u>8,024</u>	<u>8,169</u>	<u>8,374</u>	<u>8,873</u>	<u>8,271</u>	<u>9,293</u>
Total Historic Population & Employment	37,973	38,348	38,727	39,113	40,386	41,701	43,060	44,465	45,919	47,106	48,271	49,523	49,096	51,597	54,798

INVENTORY SUMMARY (\$000)

By-Law	\$59.4	\$59.4	\$59.4	\$118.8	\$118.8	\$118.8	\$118.8	\$118.8	\$118.8	\$118.8	\$118.8	\$237.6	\$243.2	\$243.2	\$366.5
Building Services	\$297.0	\$356.4	\$237.6	\$297.0	\$297.0	\$297.0	\$297.0	\$555.2	\$555.2	\$555.2	\$555.2	\$495.8	\$436.4	\$436.4	\$551.9
ECDB (Sports and Recreation)	\$0.0	\$0.0	\$0.0	\$0.0	\$26.4	\$26.4	\$26.4	\$26.4	\$85.8	\$85.8	\$85.8	\$85.8	\$85.8	\$85.8	\$85.8
Parks	\$12,578.5	\$13,363.5	\$13,603.5	\$14,108.7	\$14,433.7	\$14,535.7	\$14,551.7	\$14,332.7	\$14,675.5	\$14,788.5	\$14,697.1	\$15,047.1	\$14,849.1	\$15,018.0	\$15,395.0
Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$45.0	\$45.0	\$45.0	\$45.0	
Fleet	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$274.3	\$274.3	\$274.3	\$274.3	\$274.3	
Stormwater	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$95.9	\$150.9	\$150.9	\$260.9	\$260.9	\$315.9	\$315.9	\$590.9
Roads	\$11,807.0	\$13,765.0	\$15,411.0	\$15,510.0	\$16,242.0	\$16,712.0	\$16,751.0	\$16,397.0	\$17,309.0	\$17,048.0	\$17,467.0	\$16,887.0	\$17,093.0	\$17,259.0	\$18,884.0
<b>Total (\$000)</b>	<b>\$24,741.9</b>	<b>\$27,544.3</b>	<b>\$29,311.5</b>	<b>\$30,034.5</b>	<b>\$31,117.8</b>	<b>\$31,689.8</b>	<b>\$31,744.8</b>	<b>\$31,526.0</b>	<b>\$32,895.2</b>	<b>\$33,021.5</b>	<b>\$33,504.1</b>	<b>\$33,333.5</b>	<b>\$33,342.7</b>	<b>\$33,677.6</b>	<b>\$36,193.4</b>

Average  
Service  
Level

SERVICE LEVEL (\$/pop & emp)

By-Law	\$1.56	\$1.55	\$1.53	\$3.04	\$2.94	\$2.85	\$2.76	\$2.67	\$2.59	\$2.52	\$2.46	\$4.80	\$4.95	\$4.71	\$6.69	\$3.18
Building Services	\$7.82	\$9.29	\$6.14	\$7.59	\$7.35	\$7.12	\$6.90	\$12.49	\$12.09	\$11.79	\$11.50	\$10.01	\$8.89	\$8.46	\$10.07	\$9.17
ECDB (Sports and Recreation)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.65	\$0.63	\$0.61	\$0.59	\$1.87	\$1.82	\$1.78	\$1.73	\$1.75	\$1.66	\$1.57	\$0.98
Parks	\$331.25	\$348.48	\$351.26	\$360.72	\$357.40	\$348.57	\$337.94	\$322.33	\$319.60	\$313.94	\$304.47	\$303.84	\$302.45	\$291.07	\$280.94	\$324.95
Facilities	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.93	\$0.91	\$0.92	\$0.87	\$0.82	\$0.30
Fleet	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5.82	\$5.68	\$5.54	\$5.59	\$5.32	\$5.00	\$2.20
Stormwater	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2.16	\$3.29	\$3.20	\$5.41	\$5.27	\$6.44	\$6.12	\$10.78	\$2.84
Roads	\$310.93	\$358.95	\$397.94	\$396.55	\$402.17	\$400.76	\$389.01	\$368.76	\$376.95	\$361.91	\$361.85	\$340.99	\$348.16	\$334.50	\$344.61	\$366.27
<b>Total (\$/pop &amp; emp)</b>	<b>\$651.57</b>	<b>\$718.27</b>	<b>\$756.87</b>	<b>\$767.89</b>	<b>\$770.52</b>	<b>\$759.93</b>	<b>\$737.22</b>	<b>\$709.00</b>	<b>\$716.38</b>	<b>\$701.01</b>	<b>\$694.08</b>	<b>\$673.10</b>	<b>\$679.14</b>	<b>\$652.71</b>	<b>\$660.48</b>	<b>\$709.88</b>

TOWN OF INNISFIL  
CALCULATION OF MAXIMUM ALLOWABLE  
MUNICIPAL FLEET

<b>15-Year Funding Envelope Calculation</b>	
15 Year Average Service Level 2008 - 2022	\$709.88
Net Population & Employment Growth 2023 - 2032	19,456
<b>Maximum Allowable Funding Envelope</b>	<b>\$13,811,712</b>



APPENDIX B.6

TABLE 2

TOWN OF INNISFIL  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
MUNICIPAL FLEET

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs			
					Replacement & BTE Shares	Replacement & BTE Shares		Available DC Reserves	2023 - 2032	Post 2032	
<b>6.0 MUNICIPAL FLEET</b>											
<b>6.1 Recovery of Negative Reserve Fund Balance</b>											
6.1.1	Balance as at December 31, 2022	2023	\$ 3,942,735	\$ -	\$ 3,942,735	0%	\$ -	\$ 3,942,735	\$ -	\$ 3,942,735	\$ -
	Subtotal Recovery of Negative Reserve Fund Balance		\$ 3,942,735	\$ -	\$ 3,942,735		\$ -	\$ 3,942,735	\$ -	\$ 3,942,735	\$ -
<b>6.2 Vehicles &amp; Equipment - Parks and Roads</b>											
6.2.1	Facility Operators Van	2023	\$ 64,500	\$ -	\$ 64,500	0%	\$ -	\$ 64,500	\$ -	\$ 64,500	\$ -
6.2.2	Portable Traffic Light - 1 set	2023	\$ 42,500	\$ -	\$ 42,500	0%	\$ -	\$ 42,500	\$ -	\$ 42,500	\$ -
6.2.3	Additional Hot Box Patcher	2023	\$ 58,000	\$ -	\$ 58,000	0%	\$ -	\$ 58,000	\$ -	\$ 58,000	\$ -
6.2.4	Purchase New Utility Vehicle for Town Campus	2023	\$ 62,000	\$ -	\$ 62,000	0%	\$ -	\$ 62,000	\$ -	\$ 62,000	\$ -
6.2.5	Storm Water Pick-up	2024	\$ 77,000	\$ -	\$ 77,000	0%	\$ -	\$ 77,000	\$ -	\$ 77,000	\$ -
6.2.6	Multi Use Trail Snow Plow Truck	2024	\$ 98,500	\$ -	\$ 98,500	0%	\$ -	\$ 98,500	\$ -	\$ 98,500	\$ -
6.2.7	Street Flusher	2024	\$ 362,000	\$ -	\$ 362,000	0%	\$ -	\$ 362,000	\$ -	\$ 362,000	\$ -
6.2.8	One Ton with Dump Box/Snow Plow/Spreader	2025	\$ 150,000	\$ -	\$ 150,000	0%	\$ -	\$ 150,000	\$ -	\$ 150,000	\$ -
6.2.9	Compact Tractor with Blower, Snow Push Blade, and Spreader	2025	\$ 160,000	\$ -	\$ 160,000	0%	\$ -	\$ 160,000	\$ -	\$ 160,000	\$ -
6.2.10	Flail Tractor Attachment for MUT grass cutting	2025	\$ 20,000	\$ -	\$ 20,000	0%	\$ -	\$ 20,000	\$ -	\$ 20,000	\$ -
6.2.11	Boom Flail Mower Attachment (Road Side Cutting) for Trackless Unit	2025	\$ 60,000	\$ -	\$ 60,000	0%	\$ -	\$ 60,000	\$ -	\$ 60,000	\$ -
6.2.12	Additional Sidewalk Machine	2026	\$ 255,500	\$ -	\$ 255,500	0%	\$ -	\$ 255,500	\$ -	\$ 255,500	\$ -
6.2.13	Additional Single Axle Combination unit	2026	\$ 434,500	\$ -	\$ 434,500	0%	\$ -	\$ 434,500	\$ -	\$ 434,500	\$ -
6.2.14	Vacuum Sidewalk Sweeper	2026	\$ 122,000	\$ -	\$ 122,000	0%	\$ -	\$ 122,000	\$ -	\$ 122,000	\$ -
6.2.15	Additional 1 Ton Dump Truck / Water Truck	2026	\$ 155,000	\$ -	\$ 155,000	0%	\$ -	\$ 155,000	\$ -	\$ 155,000	\$ -
6.2.16	One Ton with Dump Box/ Water Tank	2026	\$ 140,000	\$ -	\$ 140,000	0%	\$ -	\$ 140,000	\$ -	\$ 140,000	\$ -
6.2.17	Small Loader	2026	\$ 160,000	\$ -	\$ 160,000	0%	\$ -	\$ 160,000	\$ -	\$ 160,000	\$ -
6.2.18	Additional 11' Mower	2027	\$ 130,000	\$ -	\$ 130,000	0%	\$ -	\$ 130,000	\$ -	\$ 130,000	\$ -
6.2.19	Additional One Ton 4WD Crew Cab	2027	\$ 95,000	\$ -	\$ 95,000	0%	\$ -	\$ 95,000	\$ -	\$ 95,000	\$ -
6.2.22	20ft Trailer	2027	\$ 22,000	\$ -	\$ 22,000	0%	\$ -	\$ 22,000	\$ -	\$ 22,000	\$ -
6.2.23	Zero Turn lawn Mowers (2)	2027	\$ 70,000	\$ -	\$ 70,000	0%	\$ -	\$ 70,000	\$ -	\$ 70,000	\$ -
6.2.24	¼ Ton Pick Up with Snow Plow	2027	\$ 95,000	\$ -	\$ 95,000	0%	\$ -	\$ 95,000	\$ -	\$ 95,000	\$ -
6.2.25	Beach Groomer	2027	\$ 110,000	\$ -	\$ 110,000	0%	\$ -	\$ 110,000	\$ -	\$ 110,000	\$ -
6.2.26	One Ton with Dump Box, Snow Plow and Spreader	2027	\$ 150,000	\$ -	\$ 150,000	0%	\$ -	\$ 150,000	\$ -	\$ 150,000	\$ -
6.2.27	Car Haul Trailer	2028	\$ 40,000	\$ -	\$ 40,000	0%	\$ -	\$ 40,000	\$ -	\$ 40,000	\$ -
6.2.28	½ Ton Pick up for Additional Field Supervisor	2028	\$ 125,000	\$ -	\$ 125,000	0%	\$ -	\$ 125,000	\$ -	\$ 125,000	\$ -
6.2.29	½ Ton Pick Up Patrol Truck	2028	\$ 125,000	\$ -	\$ 125,000	0%	\$ -	\$ 125,000	\$ -	\$ 125,000	\$ -
6.2.30	16ft Wide Area Mower	2029	\$ 165,000	\$ -	\$ 165,000	0%	\$ -	\$ 165,000	\$ -	\$ 165,000	\$ -
6.2.31	Traffic Sign Board	2030	\$ 40,000	\$ -	\$ 40,000	0%	\$ -	\$ 40,000	\$ -	\$ 40,000	\$ -
6.2.32	Sidewalk Machine (with attachments)	2030	\$ 243,000	\$ -	\$ 243,000	0%	\$ -	\$ 243,000	\$ -	\$ 243,000	\$ -

APPENDIX B.6  
TABLE 2

TOWN OF INNISFIL  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
MUNICIPAL FLEET

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					Replacement & BTE Shares	Replacement & BTE Shares		Available DC Reserves	2023 - 2032	Post 2032
<b>6.2 Vehicles &amp; Equipment - Parks and Roads (Continued)</b>										
6.2.33 Single Axle Plow Truck	2030	\$ 400,000	\$ -	\$ 400,000	0%	\$ -	\$ 400,000	\$ -	\$ 400,000	\$ -
6.2.34 ¼ Ton Pick Up with Snow Plow and Spreader	2031	\$ 120,000	\$ -	\$ 120,000	0%	\$ -	\$ 120,000	\$ -	\$ 120,000	\$ -
6.2.35 One Ton with Dump Box	2031	\$ 95,000	\$ -	\$ 95,000	0%	\$ -	\$ 95,000	\$ -	\$ 95,000	\$ -
6.2.36 ½ Ton Pick up for Additional Field Supervisor	2032	\$ 125,000	\$ -	\$ 125,000	0%	\$ -	\$ 125,000	\$ -	\$ 125,000	\$ -
6.2.37 Hot Box	2032	\$ 65,000	\$ -	\$ 65,000	0%	\$ -	\$ 65,000	\$ -	\$ 65,000	\$ -
6.2.38 Garbage Truck	2032	\$ 285,000	\$ -	\$ 285,000	0%	\$ -	\$ 285,000	\$ -	\$ 285,000	\$ -
6.2.39 ½ Ton Pick Up Truck Crew Cab	2032	\$ 125,000	\$ -	\$ 125,000	0%	\$ -	\$ 125,000	\$ -	\$ 125,000	\$ -
6.2.40 20ft Trailer	2032	\$ 22,000	\$ -	\$ 22,000	0%	\$ -	\$ 22,000	\$ -	\$ -	\$ 22,000
6.2.41 Zero Turn Lawn Mowers (2)	2032	\$ 70,000	\$ -	\$ 70,000	0%	\$ -	\$ 70,000	\$ -	\$ -	\$ 70,000
6.2.42 ¾ Ton Pick Up with Snow Plow	2032	\$ 95,000	\$ -	\$ 95,000	0%	\$ -	\$ 95,000	\$ -	\$ -	\$ 95,000
6.2.43 Sign Truck	2032	\$ 220,000	\$ -	\$ 220,000	0%	\$ -	\$ 220,000	\$ -	\$ -	\$ 220,000
Subtotal Vehicles & Equipment - Parks and Roads		\$ 5,453,500	\$ -	\$ 5,453,500		\$ -	\$ 5,453,500	\$ -	\$ 5,046,500	\$ 407,000
<b>6.3 Vehicles &amp; Equipment - By-law</b>										
6.3.1 Provision for 4 New Vehicles	Various	\$ 260,000	\$ -	\$ 260,000	0%	\$ -	\$ 260,000	\$ -	\$ 260,000	\$ -
Subtotal Vehicles & Equipment - By-law		\$ 260,000	\$ -	\$ 260,000		\$ -	\$ 260,000	\$ -	\$ 260,000	\$ -
<b>6.4 Vehicles &amp; Equipment - Buildings</b>										
6.4.1 Provision for New Vehicle	2024	\$ 65,000	\$ -	\$ 65,000	0%	\$ -	\$ 65,000	\$ -	\$ 65,000	\$ -
6.4.2 Provision for New Vehicle	2027	\$ 65,000	\$ -	\$ 65,000	0%	\$ -	\$ 65,000	\$ -	\$ 65,000	\$ -
6.4.3 Provision for New Vehicle	2030	\$ 65,000	\$ -	\$ 65,000	0%	\$ -	\$ 65,000	\$ -	\$ 65,000	\$ -
6.4.4 Provision for New Vehicle	2032	\$ 65,000	\$ -	\$ 65,000	0%	\$ -	\$ 65,000	\$ -	\$ 65,000	\$ -
Subtotal Vehicles & Equipment - Buildings		\$ 260,000	\$ -	\$ 260,000		\$ -	\$ 260,000	\$ -	\$ 260,000	\$ -
<b>6.5 Future Growth-Related Projects</b>										
6.5.1 Provision for Orbit Growth-Related Fleet	Various	\$ 7,190,000	\$ -	\$ 7,190,000	0%	\$ -	\$ 7,190,000	\$ -	\$ 4,302,477	\$ 2,887,523
Subtotal Future Growth-Related Projects		\$ 7,190,000	\$ -	\$ 7,190,000		\$ -	\$ 7,190,000	\$ -	\$ 4,302,477	\$ 2,887,523
<b>TOTAL MUNICIPAL FLEET</b>		<b>\$ 17,106,235</b>	<b>\$ -</b>	<b>\$ 17,106,235</b>		<b>\$ -</b>	<b>\$ 17,106,235</b>	<b>\$ -</b>	<b>\$ 13,811,712</b>	<b>\$ 3,294,523</b>

<b>Residential Development Charge Calculation</b>		
Residential Share of 2023 - 2032 DC Eligible Costs	83%	\$11,463,721
10-Year Growth in Population in New Units		18,863
Unadjusted Development Charge Per Capita		<b>\$608</b>
<b>Industrial Development Charge Calculation</b>		
Industrial Share of 2023 - 2032 DC Eligible Costs	6%	\$828,703
10-Year Growth in Square Metres		120,325
Unadjusted Development Charge Per Square Metre		<b>\$6.89</b>
<b>Non-Industrial Development Charge Calculation</b>		
Non-Industrial Share of 2023 - 2032 DC Eligible Costs	11%	\$1,519,288
10-Year Growth in Square Metres		110,735
Unadjusted Development Charge Per Square Metre		<b>\$13.72</b>

2023 - 2032 Net Funding Envelope	\$13,811,712
Reserve Fund Balance	
Balance as at December 31, 2022	(\$3,942,735)



APPENDIX B.6  
TABLE 3

**TOWN OF INNISFIL  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
MUNICIPAL FLEET  
RESIDENTIAL DEVELOPMENT CHARGE  
(in \$000)**

<b>MUNICIPAL FLEET</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>2032</b>	<b>TOTAL</b>
OPENING CASH BALANCE	(\$3,272.47)	(\$3,220.18)	(\$3,138.02)	(\$2,845.59)	(\$3,068.41)	(\$3,309.92)	(\$3,020.69)	(\$2,428.96)	(\$2,143.17)	(\$1,025.69)	
2023 - 2032 RESIDENTIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding from DC Reserve Balance)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
- Municipal Fleet: Non Inflated	\$567.1	\$878.8	\$702.4	\$1,430.3	\$990.4	\$619.4	\$515.6	\$999.5	\$557.1	\$930.6	\$8,191.3
- Municipal Fleet: Inflated	\$567.1	\$896.3	\$730.8	\$1,517.8	\$1,072.0	\$683.9	\$580.7	\$1,148.1	\$652.8	\$1,112.2	\$8,961.7
NEW RESIDENTIAL DEVELOPMENT											
- Population Growth in New Units	1,215	1,724	1,744	2,092	1,413	1,587	1,798	2,075	2,434	2,781	18,863
REVENUE											
- DC Receipts: Inflated	\$795.4	\$1,151.1	\$1,187.8	\$1,453.3	\$1,001.2	\$1,147.0	\$1,325.5	\$1,560.3	\$1,866.9	\$2,175.7	\$13,664.3
INTEREST											
- Interest on Opening Balance	(\$180.0)	(\$177.1)	(\$172.6)	(\$156.5)	(\$168.8)	(\$182.0)	(\$166.1)	(\$133.6)	(\$117.9)	(\$56.4)	(\$1,511.0)
- Interest on In-year Transactions	\$4.0	\$4.5	\$8.0	(\$1.8)	(\$1.9)	\$8.1	\$13.0	\$7.2	\$21.2	\$18.6	\$80.9
TOTAL REVENUE	\$619.4	\$978.5	\$1,023.2	\$1,295.0	\$830.5	\$973.1	\$1,172.4	\$1,433.9	\$1,770.2	\$2,137.9	\$12,234.2
CLOSING CASH BALANCE	(\$3,220.2)	(\$3,138.0)	(\$2,845.6)	(\$3,068.4)	(\$3,309.9)	(\$3,020.7)	(\$2,429.0)	(\$2,143.2)	(\$1,025.7)	\$0.0	

<b>2023 Adjusted Charge Per Capita</b>	<b>\$654.63</b>
--	-----------------

<b>Allocation of Capital Program</b>	
Residential Sector	83%
Non-Residential Sector	17%
<b>Rates for 2023</b>	
Inflation Rate:	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

APPENDIX B.6  
TABLE 3

TOWN OF INNISFIL  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
MUNICIPAL FLEET  
INDUSTRIAL DEVELOPMENT CHARGE  
(in \$000)

MUNICIPAL FLEET	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	TOTAL
OPENING CASH BALANCE	(\$236.56)	(\$203.27)	(\$239.25)	(\$274.69)	(\$378.90)	(\$359.96)	(\$303.10)	(\$226.61)	(\$178.11)	(\$80.31)	
2023 - 2032 NON-RESIDENTIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding from DC Reserve Balance)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
- Municipal Fleet: Non Inflated	\$41.0	\$63.5	\$50.8	\$103.4	\$71.6	\$44.8	\$37.3	\$72.3	\$40.3	\$67.3	\$592.1
- Municipal Fleet: Inflated	\$41.0	\$64.8	\$52.8	\$109.7	\$77.5	\$49.4	\$42.0	\$83.0	\$47.2	\$80.4	\$647.8
NON-RESIDENTIAL SPACE GROWTH											
- Industrial Growth in Square Metres	11,448	5,276	3,961	2,869	14,256	14,957	15,693	16,465	17,275	18,125	120,325
REVENUE											
- DC Receipts: Inflated	\$86.5	\$40.7	\$31.1	\$23.0	\$116.6	\$124.8	\$133.5	\$142.9	\$152.9	\$163.7	\$1,015.7
INTEREST											
- Interest on Opening Balance	(\$13.0)	(\$11.2)	(\$13.2)	(\$15.1)	(\$20.8)	(\$19.8)	(\$16.7)	(\$12.5)	(\$9.8)	(\$4.4)	(\$136.4)
- Interest on In-year Transactions	\$0.8	(\$0.7)	(\$0.6)	(\$2.4)	\$0.7	\$1.3	\$1.6	\$1.0	\$1.9	\$1.5	\$5.1
TOTAL REVENUE	\$74.3	\$28.8	\$17.4	\$5.5	\$96.4	\$106.3	\$118.5	\$131.5	\$145.0	\$160.7	\$884.4
CLOSING CASH BALANCE	(\$203.3)	(\$239.2)	(\$274.7)	(\$378.9)	(\$360.0)	(\$303.1)	(\$226.6)	(\$178.1)	(\$80.3)	\$0.0	

2023 Adjusted Charge Per Square Metre

\$7.56

Allocation of Capital Program

Residential Sector	83%
Industrial	6%
Non-Industrial	11%

Rates for 2023

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

APPENDIX B.6  
TABLE 3

TOWN OF INNISFIL  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
MUNICIPAL FLEET  
NON-INDUSTRIAL DEVELOPMENT CHARGE  
(in \$000)

MUNICIPAL FLEET	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	TOTAL
OPENING CASH BALANCE	(\$433.70)	(\$406.44)	(\$508.31)	(\$602.72)	(\$808.72)	(\$756.41)	(\$623.59)	(\$441.65)	(\$295.39)	(\$40.22)	
2023 - 2032 NON-RESIDENTIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding from DC Reserve Balance)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
- Municipal Fleet: Non Inflated	\$75.2	\$116.5	\$93.1	\$189.6	\$131.3	\$82.1	\$68.3	\$132.5	\$73.8	\$123.3	\$1,085.6
- Municipal Fleet: Inflated	\$75.2	\$118.8	\$96.8	\$201.2	\$142.1	\$90.6	\$77.0	\$152.2	\$86.5	\$147.4	\$1,187.7
NON-RESIDENTIAL SPACE GROWTH											
- Non-Industrial Growth in Square Metres	8,267	2,676	2,039	2,046	14,448	15,648	16,947	18,354	19,878	10,432	110,735
REVENUE											
- DC Receipts: Inflated	\$125.4	\$41.4	\$32.2	\$32.9	\$237.2	\$262.0	\$289.5	\$319.8	\$353.3	\$189.1	\$1,882.8
INTEREST											
- Interest on Opening Balance	(\$23.9)	(\$22.4)	(\$28.0)	(\$33.1)	(\$44.5)	(\$41.6)	(\$34.3)	(\$24.3)	(\$16.2)	(\$2.2)	(\$270.4)
- Interest on In-year Transactions	\$0.9	(\$2.1)	(\$1.8)	(\$4.6)	\$1.7	\$3.0	\$3.7	\$2.9	\$4.7	\$0.7	\$9.1
TOTAL REVENUE	\$102.4	\$16.9	\$2.4	(\$4.8)	\$194.4	\$223.4	\$258.9	\$298.4	\$341.7	\$187.6	\$1,621.4
CLOSING CASH BALANCE	(\$406.4)	(\$508.3)	(\$602.7)	(\$808.7)	(\$756.4)	(\$623.6)	(\$441.7)	(\$295.4)	(\$40.2)	\$0.0	

2023 Adjusted Charge Per Square Metre

\$15.17

Allocation of Capital Program

Residential Sector	83%
Industrial	6%
Non-Industrial	11%

Rates for 2023

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

# Appendix B.7

## By-Law Services

## Appendix B.7 – By-Law Services

The Town ensures that the rules and provisions of by-laws are enforced through By-law Officers.

### Table 1 2008-2022 Historical Service Levels

The 15-year historical inventory of capital assets for By-law Services includes space within Town Hall for managers, students, and officers, representing 648 square feet, valued at \$343,400. This square footage represents a share of the Town Hall land equal to 0.04 hectares, totaling \$102,100. Furniture and equipment like cell phones, ticket printers, and uniforms total \$42,000, bringing the total value of By-Law Services assets to \$487,000. The fifteen-year historical average service level is \$6.35 per capita and this, multiplied by the ten-year forecast net population and employment growth (19,456), results in a maximum allowable of \$123,500.

### Table 2 2023 – 2032 Development-Related Capital Program and Calculation of the Unadjusted Development Charges

The total 2023-2032 development-related capital program for By-law Services amounts to \$643,800. It includes provisions for future space requirements, as well as equipment and uniforms for additional officers and students and new growth-related infrastructure to service the Orbit development.

No grants, subsidies, or replacement shares have been identified for this service, resulting in the \$643,800 being maintained for the total DC eligible costs. A portion of the by-law capital program, approximately \$520,300, is determined to be development related, but will not be funded through this DC Study and is eligible for consideration in future development charge studies, subject to service level restrictions.

The 2023-2032 DC costs eligible for recovery amount to approximately \$123,500 is allocated 83%, or \$102,500, against new residential development; 6%, or \$7,400 against new industrial development, and 11%, or \$13,600, against non-industrial development. This yields an unadjusted development charge of \$5 per capita for residential developments, \$0.06 per square metre for industrial developments, and \$0.12 per square metre for non-industrial developments.

### Table 3 Cash Flow Analysis

After cash flow analysis, the residential calculated charge remains at \$5 per capita, \$0.06 per square metre for industrial, and the non-industrial charge increases to \$0.13 per square metre. This is a reflection of the timing of the capital program and development charges revenues.

The following table summarizes the calculation of the By-law Services development charge:

15-year Hist. Service Level per pop & emp	2023 - 2032		BY-LAW SERVICES SUMMARY Unadjusted DC			Adjusted DC		
	Development-Related Total	Capital Program Net DC Recoverable	Res. \$/capita	Indust. \$/sq.m	Non-Indus. \$/sq.m	Res. \$/capita	Indust. \$/sq.m	Non-Indus. \$/sq.m
\$6.35	\$643,800	\$123,548	\$5	\$0.06	\$0.12	\$5	\$0.06	\$0.13

APPENDIX B.7  
TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
BY-LAW ENFORCEMENT

BUILDINGS Facility Name	# of Square Feet															UNIT COST (\$/sq.ft.)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Town Hall - Officer Space	112	112	112	112	224	224	224	224	224	224	224	224	336	336	392	\$530
Town Hall - Student Space	-	-	-	-	-	-	-	155	155	155	155	155	155	155	155	\$530
Town Hall - Manager Space	-	-	-	-	-	-	-	-	-	-	-	-	-	101	101	\$530
<b>Total (#)</b>	<b>112</b>	<b>112</b>	<b>112</b>	<b>112</b>	<b>224</b>	<b>224</b>	<b>224</b>	<b>379</b>	<b>379</b>	<b>379</b>	<b>379</b>	<b>379</b>	<b>491</b>	<b>592</b>	<b>648</b>	
<b>Total (\$000)</b>	<b>\$59.4</b>	<b>\$59.4</b>	<b>\$59.4</b>	<b>\$59.4</b>	<b>\$118.7</b>	<b>\$118.7</b>	<b>\$118.7</b>	<b>\$200.9</b>	<b>\$200.9</b>	<b>\$200.9</b>	<b>\$200.9</b>	<b>\$200.9</b>	<b>\$260.2</b>	<b>\$313.8</b>	<b>\$343.4</b>	

LAND Facility Name	# of Hectares															UNIT COST (\$/ha)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Town Hall (By-law Share)	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	\$2,500,000
<b>Total (#)</b>	<b>0.04</b>	<b>0.04</b>	<b>0.04</b>	<b>0.04</b>	<b>0.04</b>	<b>0.04</b>	<b>0.04</b>	<b>0.04</b>	<b>0.04</b>	<b>0.04</b>	<b>0.04</b>	<b>0.04</b>	<b>0.04</b>	<b>0.04</b>	<b>0.04</b>	
<b>Total (\$000)</b>	<b>\$102.1</b>	<b>\$102.1</b>	<b>\$102.1</b>	<b>\$102.1</b>	<b>\$102.1</b>	<b>\$102.1</b>	<b>\$102.1</b>	<b>\$102.1</b>	<b>\$102.1</b>	<b>\$102.1</b>	<b>\$102.1</b>	<b>\$102.1</b>	<b>\$102.1</b>	<b>\$102.1</b>	<b>\$102.1</b>	

FURNITURE & EQUIPMENT Equipment Type	# of Units															UNIT COST (\$/item)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Batons	-	-	-	-	-	-	-	-	-	15	15	15	15	15	15	\$300
Cages	-	-	-	-	-	-	-	-	-	4	4	4	4	4	4	\$200
Cat carrier/Shield	-	-	-	-	-	-	-	-	-	1	1	1	1	1	2	\$100
Catch Poles	-	-	-	-	-	-	-	-	-	4	4	4	4	4	4	\$200
Cell Phones	2	2	2	2	4	4	4	6	6	6	8	10	10	11	11	\$600
Ticket Printers	2	2	2	2	4	4	4	6	6	6	8	10	10	11	11	\$1,300
Flashlights	-	-	-	-	-	-	-	-	-	-	-	-	14	14	14	\$150
Microchip readers	-	-	-	-	-	-	-	-	-	2	2	2	2	2	2	\$400
Uniforms (FTE)	2	2	2	2	2	2	2	4	4	4	4	4	4	5	5	\$1,750
Uniforms (Student)	-	-	-	-	2	2	2	2	2	2	4	6	6	6	6	\$500
<b>Total (#)</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>18</b>	<b>18</b>	<b>44</b>	<b>50</b>	<b>56</b>	<b>70</b>	<b>73</b>	<b>74</b>	
<b>Total (\$000)</b>	<b>\$7.3</b>	<b>\$7.3</b>	<b>\$7.3</b>	<b>\$7.3</b>	<b>\$12.1</b>	<b>\$12.1</b>	<b>\$12.1</b>	<b>\$19.4</b>	<b>\$19.4</b>	<b>\$26.4</b>	<b>\$31.2</b>	<b>\$36.0</b>	<b>\$38.1</b>	<b>\$41.8</b>	<b>\$41.9</b>	

APPENDIX B.7  
TABLE 1

TOWN OF INNISFIL  
CALCULATION OF SERVICE LEVELS  
BY-LAW ENFORCEMENT

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Historic Population	31,786	32,096	32,409	32,727	33,735	34,774	35,845	36,949	38,088	39,082	40,102	41,149	42,223	43,326	45,505
Historic Employment	<u>6,187</u>	<u>6,252</u>	<u>6,318</u>	<u>6,386</u>	<u>6,651</u>	<u>6,927</u>	<u>7,215</u>	<u>7,516</u>	<u>7,831</u>	<u>8,024</u>	<u>8,169</u>	<u>8,374</u>	<u>6,873</u>	<u>8,271</u>	<u>9,293</u>
Total Historic Population & Employment	37,973	38,348	38,727	39,113	40,386	41,701	43,060	44,465	45,919	47,106	48,271	49,523	49,096	51,597	54,798

INVENTORY SUMMARY (\$000)

Buildings	\$59.4	\$59.4	\$59.4	\$59.4	\$118.7	\$118.7	\$118.7	\$200.9	\$200.9	\$200.9	\$200.9	\$200.9	\$260.2	\$313.8	\$343.4
Land	\$102.1	\$102.1	\$102.1	\$102.1	\$102.1	\$102.1	\$102.1	\$102.1	\$102.1	\$102.1	\$102.1	\$102.1	\$102.1	\$102.1	\$102.1
Furniture & Equipment	\$7.3	\$7.3	\$7.3	\$7.3	\$12.1	\$12.1	\$12.1	\$19.4	\$19.4	\$26.4	\$31.2	\$36.0	\$38.1	\$41.8	\$41.9
<b>Total (\$000)</b>	<b>\$168.7</b>	<b>\$168.7</b>	<b>\$168.7</b>	<b>\$168.7</b>	<b>\$232.9</b>	<b>\$232.9</b>	<b>\$232.9</b>	<b>\$322.3</b>	<b>\$322.3</b>	<b>\$329.3</b>	<b>\$334.1</b>	<b>\$338.9</b>	<b>\$400.4</b>	<b>\$457.6</b>	<b>\$487.4</b>

SERVICE LEVEL (\$/pop & emp)

																Average Service Level
Buildings	\$1.56	\$1.55	\$1.53	\$1.52	\$2.94	\$2.85	\$2.76	\$4.52	\$4.37	\$4.26	\$4.16	\$4.06	\$5.30	\$6.08	\$6.27	\$3.58
Land	\$2.69	\$2.66	\$2.64	\$2.61	\$2.53	\$2.45	\$2.37	\$2.30	\$2.22	\$2.17	\$2.11	\$2.06	\$2.08	\$1.98	\$1.86	\$2.31
Furniture & Equipment	\$0.19	\$0.19	\$0.19	\$0.19	\$0.30	\$0.29	\$0.28	\$0.44	\$0.42	\$0.56	\$0.65	\$0.73	\$0.78	\$0.81	\$0.76	\$0.45
<b>Total (\$/pop &amp; emp)</b>	<b>\$4.44</b>	<b>\$4.40</b>	<b>\$4.36</b>	<b>\$4.31</b>	<b>\$5.77</b>	<b>\$5.58</b>	<b>\$5.41</b>	<b>\$7.25</b>	<b>\$7.02</b>	<b>\$6.99</b>	<b>\$6.92</b>	<b>\$6.84</b>	<b>\$8.16</b>	<b>\$8.87</b>	<b>\$8.89</b>	<b>\$6.35</b>

TOWN OF INNISFIL  
CALCULATION OF MAXIMUM ALLOWABLE  
BY-LAW ENFORCEMENT

<b>15-Year Funding Envelope Calculation</b>	
15 Year Average Service Level 2008 - 2022	\$6.35
Net Population & Employment Growth 2023 - 2032	19,456
<b>Discounted Maximum Allowable Funding Envelope</b>	<b>\$123,548</b>



APPENDIX B.7  
TABLE 2

TOWN OF INNISFIL  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
BY-LAW SERVICES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					Replacement & BTE Shares	Replacement & BTE Shares		Available DC Reserves	2023 - 2032	Post 2032
<b>7.0 BY-LAW SERVICES</b>										
<b>7.1 Equipment</b>										
7.1.1 Provision for 4 Full-Time Officers - Equipment & Uniforms	Various	\$ 14,600	\$ -	\$ 14,600	0%	\$ -	\$ 14,600	\$ -	\$ 14,600	\$ -
7.1.2 Provision for 8 Students - Equipment & Uniforms	Various	\$ 19,200	\$ -	\$ 19,200	0%	\$ -	\$ 19,200	\$ -	\$ 19,200	\$ -
Subtotal Equipment		\$ 33,800	\$ -	\$ 33,800		\$ -	\$ 33,800	\$ -	\$ 33,800	\$ -
<b>7.2 Buildings</b>										
7.2.1 Provision for Future Space	2029	\$ 500,000	\$ -	\$ 500,000		\$ -	\$ 500,000	\$ -	\$ 89,748	\$ 410,252
Subtotal Buildings		\$ 500,000	\$ -	\$ 500,000		\$ -	\$ 500,000	\$ -	\$ 89,748	\$ 410,252
<b>7.3 Future Growth-Related Projects</b>										
7.3.1 Provision for Orbit Growth-Related Facilities	Various	\$ 110,000	\$ -	\$ 110,000	0%	\$ -	\$ 110,000	\$ -	\$ -	\$ 110,000
Subtotal Future Growth-Related Projects		\$ 110,000	\$ -	\$ 110,000		\$ -	\$ 110,000	\$ -	\$ -	\$ 110,000
<b>TOTAL BY-LAW SERVICES</b>		<b>\$ 643,800</b>	<b>\$ -</b>	<b>\$ 643,800</b>		<b>\$ -</b>	<b>\$ 643,800</b>	<b>\$ -</b>	<b>\$ 123,548</b>	<b>\$ 520,252</b>

Residential Development Charge Calculation		
Residential Share of 2023 - 2032 DC Eligible Costs	83%	\$102,545
10-Year Growth in Population in New Units		18,863
Unadjusted Development Charge Per Capita		<b>\$5</b>
Industrial Development Charge Calculation		
Industrial Share of 2023 - 2032 DC Eligible Costs	6%	\$7,413
10-Year Growth in Square Metres		120,325
Unadjusted Development Charge Per Square Metre		<b>\$0.06</b>
Non-Industrial Development Charge Calculation		
Non-Industrial Share of 2023 - 2032 DC Eligible Costs	11%	\$13,590
10-Year Growth in Square Metres		110,735
Unadjusted Development Charge Per Square Metre		<b>\$0.12</b>

2023 - 2032 Net Funding Envelope	\$123,548
Reserve Fund Balance	
Balance as at December 31, 2022	\$0



APPENDIX B.7  
TABLE 2

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

BY-LAW SERVICES	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	TOTAL
OPENING CASH BALANCE	\$0.00	\$3.93	\$10.97	\$18.51	\$28.53	\$34.97	\$42.83	(\$33.70)	(\$25.53)	(\$14.35)	
2023 - 2032 RESIDENTIAL FUNDING REQUIREMENTS											
- By-Law Services : Non Inflated	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$77.3	\$2.8	\$2.8	\$2.8	\$102.5
- By-Law Services : Inflated	\$2.8	\$2.9	\$2.9	\$3.0	\$3.0	\$3.1	\$87.0	\$3.2	\$3.3	\$3.4	\$114.6
NEW RESIDENTIAL DEVELOPMENT											
- Population Growth in New Units	1,215	1,724	1,744	2,092	1,413	1,587	1,798	2,075	2,434	2,781	18,863
REVENUE											
- DC Receipts: Inflated	\$6.7	\$9.6	\$10.0	\$12.2	\$8.4	\$9.6	\$11.1	\$13.1	\$15.6	\$18.2	\$114.5
INTEREST											
- Interest on Opening Balance	\$0.0	\$0.1	\$0.4	\$0.6	\$1.0	\$1.2	\$1.5	(\$1.9)	(\$1.4)	(\$0.8)	\$0.8
- Interest on In-year Transactions	\$0.1	\$0.1	\$0.1	\$0.2	\$0.1	\$0.1	(\$2.1)	\$0.2	\$0.2	\$0.3	(\$0.8)
TOTAL REVENUE	\$6.7	\$9.9	\$10.5	\$13.0	\$9.5	\$11.0	\$10.5	\$11.4	\$14.5	\$17.7	\$114.6
CLOSING CASH BALANCE	\$3.9	\$11.0	\$18.5	\$28.5	\$35.0	\$42.8	(\$33.7)	(\$25.5)	(\$14.4)	\$0.0	

2023 Adjusted Charge Per Capita	\$5.49
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<b>Allocation of Capital Program</b>	
Residential Sector	83%
Non-Residential Sector	17%
<b>Rates for 2023</b>	
Inflation Rate:	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

APPENDIX B.7  
TABLE 3

TOWN OF INNISFIL  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
BY-LAW SERVICES  
INDUSTRIAL DEVELOPMENT CHARGE  
(in \$000)

BY-LAW SERVICES	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	TOTAL	
OPENING CASH BALANCE	\$0.00	\$0.52	\$0.68	\$0.75	\$0.75	\$1.54	\$2.41	(\$2.83)	(\$2.01)	(\$1.08)		
2023 - 2032 NON-RESIDENTIAL FUNDING REQUIREMENTS												
- Prior Growth (Funding from DC Reserve Balance)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
- By-Law Services : Non Inflated	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$5.6	\$0.2	\$0.2	\$0.2	\$0.2	\$7.4
- By-Law Services : Inflated	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$6.3	\$0.2	\$0.2	\$0.2	\$0.2	\$8.3
NON-RESIDENTIAL SPACE GROWTH												
- Industrial Growth in Square Metres	11,448	5,276	3,961	2,869	14,256	14,957	15,693	16,465	17,275	18,125	120,325	
REVENUE												
- DC Receipts: Inflated	\$0.7	\$0.3	\$0.3	\$0.2	\$1.0	\$1.0	\$1.1	\$1.2	\$1.3	\$1.4	\$8.4	
INTEREST												
- Interest on Opening Balance	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1	\$0.1	(\$0.2)	(\$0.1)	(\$0.1)	(\$0.1)	(\$0.1)
- Interest on In-year Transactions	\$0.0	\$0.0	\$0.0	(\$0.0)	\$0.0	\$0.0	(\$0.1)	\$0.0	\$0.0	\$0.0	\$0.0	(\$0.0)
TOTAL REVENUE	\$0.7	\$0.4	\$0.3	\$0.2	\$1.0	\$1.1	\$1.0	\$1.0	\$1.2	\$1.3	\$8.3	
CLOSING CASH BALANCE	\$0.5	\$0.7	\$0.7	\$0.7	\$1.5	\$2.4	(\$2.8)	(\$2.0)	(\$1.1)	\$0.0		

2023 Adjusted Charge Per Square Metre	\$0.06
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<b>Allocation of Capital Program</b>	
Residential Sector	83%
Industrial	6%
Non-Industrial	11%
<b>Rates for 2023</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

APPENDIX B.7  
TABLE 3

TOWN OF INNISFIL  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
BY-LAW SERVICES  
NON-INDUSTRIAL DEVELOPMENT CHARGE  
(in \$000)

BY-LAW SERVICES	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	TOTAL
OPENING CASH BALANCE	\$0.00	\$0.67	\$0.66	\$0.56	\$0.45	\$2.05	\$3.90	(\$5.36)	(\$3.41)	(\$1.08)	
2023 - 2032 NON-RESIDENTIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding from DC Reserve Balance)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
- By-Law Services : Non Inflated	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$10.2	\$0.4	\$0.4	\$0.4	\$13.6
- By-Law Services : Inflated	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$11.5	\$0.4	\$0.4	\$0.4	\$15.2
NON-RESIDENTIAL SPACE GROWTH											
- Non-Industrial Growth in Square Metres	8,267	2,676	2,039	2,046	14,448	15,648	16,947	18,354	19,878	10,432	110,735
REVENUE											
- DC Receipts: Inflated	\$1.0	\$0.3	\$0.3	\$0.3	\$2.0	\$2.2	\$2.4	\$2.6	\$2.9	\$1.6	\$15.5
INTEREST											
- Interest on Opening Balance	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1	\$0.1	(\$0.3)	(\$0.2)	(\$0.1)	(\$0.3)
- Interest on In-year Transactions	\$0.0	(\$0.0)	(\$0.0)	(\$0.0)	\$0.0	\$0.0	(\$0.3)	\$0.0	\$0.0	\$0.0	(\$0.1)
TOTAL REVENUE	\$1.0	\$0.4	\$0.3	\$0.3	\$2.0	\$2.3	\$2.3	\$2.4	\$2.8	\$1.5	\$15.2
CLOSING CASH BALANCE	\$0.7	\$0.7	\$0.6	\$0.5	\$2.0	\$3.9	(\$5.4)	(\$3.4)	(\$1.1)	\$0.0	

2023 Adjusted Charge Per Square Metre

\$0.13

Allocation of Capital Program

Residential Sector	83%
Industrial	6%
Non-Industrial	11%

Rates for 2023

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

**Appendix C**

**Services Related to a Highway:**

**Roads and Related Technical Appendix**

# Services Related to a Highway: Roads and Related Technical Appendix

The Town of Innisfil's Capital Engineering Department is responsible for the construction and rehabilitation of all Town roads.

This appendix provides a brief outline of the infrastructure included in the Roads and Related development charges. These include the roads themselves as well as streetlights, intersection improvements, bridges, interchange structures, bike lanes, multi-use trails, and other related structures. The development-related projects outlined in this appendix are required to service the demands of new development to 2051. The capital project list is based upon the 2022 Transportation Master Plan (TMP) Update completed by R.J. Burnside & Associates Limited. The 2022 TMP sets out what capital projects are required to service the future population and employment growth. The TMP also provides a rationale for the benefit to existing development shares and includes time frames in which each project is expected to be undertaken.

As part of the Town's 2023 DC Background Study update a provision for growth-related infrastructure to service the proposed Orbit development has been included for most services. Recognizing that the Town's growth allocations, as informed by the recent Municipal Comprehensive Review completed by Simcoe County, did not capture the total amount of anticipated development identified in the Draft Orbit Secondary Plan, it is reasonable to assume that the Town will need to provide additional infrastructure in order to meet the servicing needs arising from this development. Town Council will approve the DC capital program as part of this study, including the growth-related costs for future infrastructure to service the Orbit lands. These costs will be further refined as part of the Town's future master plan updates and annual capital budgeting process.

The following tables set out the 2023-2051 development-related capital forecast and the calculation of the development charge for Roads and Related services. The cost, quantum and description of the projects included in the forecast are based upon the 2022 TMP.

Tables C.1 – C.5 provide details of the projects included in the Town-wide Roads and Related development charges calculation. The content of the tables is as follows:

- Table C.1 Roads and Related Historical Service Levels and Maximum Permissible Funding Envelope
- Table C.2 Roads and Related Capital Program
- Table C.3 Residential Cash Flow Analysis
- Table C.4 Industrial Cash Flow Analysis
- Table C.5 Non-Industrial Cash Flow Analysis

## **Table 1 2008-2022 Historical Service Levels**

The historical roads inventory, shown in Table 1, is based on the assets identified in the 2018 DC Background Study and updated with staff input. The current inventory has been updated to reflect the reclassification of existing roads and the transfer of roads between the Town and County of Simcoe. The 15-year historical inventory of capital assets for Roads and Related services includes arterial, industrial, and collector roads amounting to 278 centreline kilometres, totaling \$994.68 million in 2023. The inventory also includes 10 road bridges, 9 pedestrian bridges, and 23 structural culverts with a total value of \$38.05 million. Signals and crossings include streetlights and signalized intersections and crossings, as well as one roundabout which total \$8.95 million. The total of this inventory in 2023 is \$1.04 billion.

The 15-year historical average service level is \$17,900.25 per capita and this, multiplied by long-term net population and employment growth (69,187), results in a maximum allowable funding envelope of \$1.24 billion.

## **Table 2 2023 – 2051 Development-Related Capital Program and Calculation of the Unadjusted Development Charges**

The total 2023-2051 development-related capital program for Roads and Related services amounts to \$822.88 million. It includes capital works for roads infrastructure totaling \$639.26 million, active transportation totaling \$77.25 million as well as structures and other capital works (including a provision for future growth-related infrastructure related to Orbit) for a total of \$106.37 million.

The benefit to existing shares were determined as part of 2022 TMP update and have been largely applied to the projects in the capital program. However, some projects have been changed to reflect recent legislative changes (e.g. the removal of studies as an eligible service). In total, \$231.86 million is identified as a benefit to existing share which represents approximately 28% of the total gross related capital program costs. After making this adjustment, the total gross capital cost of \$822.88 million is reduced to \$591.02 million in DC eligible costs. Additionally, \$13.72 million is currently available in DC reserves to fund a portion of the program, further reducing the total eligible amount to \$577.30 million. All of the projects identified in the capital program are required to service future development occurring over the planning period from 2023-2051, thus no post-2051 shares of projects have been identified.

Of the \$577.30 million 2023-2051 DC costs eligible for recovery, 81%, or \$467.61 million, is allocated against new residential development; 10%, or \$57.73 million, is allocated against new industrial development, and 9%, or \$51.96 million, is allocated against new non-industrial development. This yields an unadjusted development charge of \$7,441 per capita for residential



developments, \$82.89 per square metre for industrial developments, and \$172.01 per square metre for non-industrial developments.

### Table 3 Cash Flow Analysis

After cash flow analysis, the residential calculated charge increases to \$7,493 per capita, \$89.60 per square metre for industrial, and the non-industrial charge increases to \$164.80 per square metre. This is a reflection of the timing of the capital program and development charges revenues.

The following table summarizes the calculation of the municipal fleet development charge:

15-year Hist.	SERVICES RELATED TO A HIGHWAY: ROADS AND RELATED SUMMARY							
	2023 - 2051		Unadjusted DC			Adjusted DC		
	Development-Related Total	Capital Program Net DC Recoverable	Res. \$/capita	Indust. \$/sq.m	Non-Indus. \$/sq.m	Res. \$/capita	Indust. \$/sq.m	Non-Indus. \$/sq.m
\$17,900.25	\$822,875,000	\$577,299,184	\$7,441	\$82.89	\$172.01	<b>\$7,493</b>	<b>\$89.60</b>	<b>\$164.80</b>

APPENDIX C  
TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
ROADS AND RELATED

ROADS Type of Road	# of Centreline Kilometres															UNIT COST (\$/km)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Arterial Road	63.8	63.8	63.8	63.8	63.8	63.8	64.6	66.1	31.7	31.7	7.4	7.4	7.4	7.4	7.4	\$3,954,000
Industrial Road	6.9	6.9	6.9	6.9	6.9	6.9	6.9	6.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	\$4,383,000
Major Collector Road	56.0	56.0	57.4	56.0	56.0	57.4	57.4	57.4	32.9	32.9	36.0	36.0	36.0	36.0	36.0	\$3,901,000
Minor Collector Road	16.9	16.9	16.9	16.9	16.9	16.9	16.9	16.9	215.5	216.5	233.3	233.9	233.9	233.9	233.9	\$3,510,000
<b>Total (km)</b>	<b>143.6</b>	<b>143.6</b>	<b>145.0</b>	<b>143.6</b>	<b>143.6</b>	<b>145.0</b>	<b>145.8</b>	<b>147.3</b>	<b>281.0</b>	<b>282.0</b>	<b>277.6</b>	<b>278.2</b>	<b>278.2</b>	<b>278.2</b>	<b>278.2</b>	
<b>Total (\$000)</b>	<b>\$560,282.9</b>	<b>\$560,282.9</b>	<b>\$565,744.3</b>	<b>\$560,282.9</b>	<b>\$560,282.9</b>	<b>\$565,744.3</b>	<b>\$568,907.5</b>	<b>\$574,838.5</b>	<b>\$1,013,918.7</b>	<b>\$1,017,674.4</b>	<b>\$992,675.5</b>	<b>\$994,676.2</b>	<b>\$994,676.2</b>	<b>\$994,676.2</b>	<b>\$994,676.2</b>	

BRIDGES & CULVERTS Description	# of Bridges & Culverts															UNIT COST (\$/unit)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Road Bridges	15	15	15	15	15	15	15	8	8	10	10	10	10	10	10	\$1,775,500
Structural Culverts	15	15	15	15	15	15	15	15	15	23	23	23	23	23	23	\$779,000
Pedestrian Bridges	7	7	7	7	7	7	7	7	7	7	7	7	7	7	9	\$264,500
<b>Total (#)</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>30</b>	<b>30</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>42</b>	
<b>Total (\$000)</b>	<b>\$40,169.0</b>	<b>\$40,169.0</b>	<b>\$40,169.0</b>	<b>\$40,169.0</b>	<b>\$40,169.0</b>	<b>\$40,169.0</b>	<b>\$40,169.0</b>	<b>\$27,740.5</b>	<b>\$27,740.5</b>	<b>\$37,523.5</b>	<b>\$37,523.5</b>	<b>\$37,523.5</b>	<b>\$37,523.5</b>	<b>\$37,523.5</b>	<b>\$38,052.5</b>	

SIGNALS & CROSSINGS Description	# of Signals and Crossings															UNIT COST (\$/unit)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Streetlights	84	84	84	91	91	92	93	94	165	166	162	162	162	162	162	\$5,000
Signalized Intersections	2	2	5	2	2	5	10	10	10	10	10	10	11	11	11	\$500,000
Pedestrian Crossings	3	3	3	3	3	3	3	3	3	5	5	5	5	5	8	\$124,000
Roundabouts	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	\$1,650,000
<b>Total (#)</b>	<b>89</b>	<b>89</b>	<b>92</b>	<b>96</b>	<b>96</b>	<b>100</b>	<b>106</b>	<b>107</b>	<b>179</b>	<b>182</b>	<b>178</b>	<b>178</b>	<b>179</b>	<b>179</b>	<b>182</b>	
<b>Total (\$000)</b>	<b>\$1,790.1</b>	<b>\$1,790.1</b>	<b>\$3,294.2</b>	<b>\$1,828.3</b>	<b>\$1,828.3</b>	<b>\$3,332.7</b>	<b>\$5,835.3</b>	<b>\$5,840.1</b>	<b>\$7,847.7</b>	<b>\$8,098.7</b>	<b>\$8,078.4</b>	<b>\$8,080.0</b>	<b>\$8,580.0</b>	<b>\$8,580.0</b>	<b>\$8,952.0</b>	

APPENDIX C

TABLE 1

TOWN OF INNISFIL  
CALCULATION OF SERVICE LEVELS  
ROADS AND RELATED

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Historic Population	31,786	32,096	32,409	32,727	33,735	34,774	35,845	36,949	38,088	39,082	40,102	41,149	42,223	43,326	45,505
Historic Employment	6,187	6,252	6,318	6,386	6,651	6,927	7,215	7,516	7,831	8,024	8,169	8,374	8,673	8,271	9,293
Total Historic Population & Employment	37,973	38,348	38,727	39,113	40,386	41,701	43,060	44,465	45,919	47,106	48,271	49,523	49,096	51,597	54,798

INVENTORY SUMMARY (\$000)

Roads	\$ 560,282.9	\$ 560,282.9	\$ 565,744.3	\$ 560,282.9	\$ 560,282.9	\$ 565,744.3	\$ 568,907.5	\$ 574,838.5	\$ 1,013,918.7	\$ 1,017,674.4	\$ 992,675.5	\$ 994,676.2	\$ 994,676.2	\$ 994,676.2	\$ 994,676.2
Bridges & Culverts	\$ 40,169.0	\$ 40,169.0	\$ 40,169.0	\$ 40,169.0	\$ 40,169.0	\$ 40,169.0	\$ 40,169.0	\$ 27,740.5	\$ 27,740.5	\$ 37,523.5	\$ 37,523.5	\$ 37,523.5	\$ 37,523.5	\$ 37,523.5	\$ 38,052.5
Signals & Crossings	\$ 1,790.1	\$ 1,790.1	\$ 3,294.2	\$ 1,828.3	\$ 1,828.3	\$ 3,332.7	\$ 5,835.3	\$ 5,840.1	\$ 7,847.7	\$ 8,098.7	\$ 8,078.4	\$ 8,080.0	\$ 8,580.0	\$ 8,580.0	\$ 8,952.0
<b>Total (\$000)</b>	<b>\$ 602,242.0</b>	<b>\$ 602,242.0</b>	<b>\$ 609,207.5</b>	<b>\$ 602,280.2</b>	<b>\$ 602,280.2</b>	<b>\$ 609,246.0</b>	<b>\$ 614,911.8</b>	<b>\$ 608,419.1</b>	<b>\$ 1,049,506.9</b>	<b>\$ 1,063,296.6</b>	<b>\$ 1,038,277.4</b>	<b>\$ 1,040,279.7</b>	<b>\$ 1,040,779.7</b>	<b>\$ 1,040,779.7</b>	<b>\$ 1,041,680.7</b>

SERVICE LEVEL (\$/pop & emp)

Roads	\$ 14,754.87	\$ 14,610.50	\$ 14,608.41	\$ 14,324.79	\$ 13,873.32	\$ 13,566.69	\$ 13,211.85	\$ 12,927.78	\$ 22,080.82	\$ 21,604.11	\$ 20,564.50	\$ 20,085.24	\$ 20,259.95	\$ 19,277.98	\$ 18,151.60	\$ 16,926.83
Bridges & Culverts	\$ 1,057.84	\$ 1,047.49	\$ 1,037.23	\$ 1,027.00	\$ 994.64	\$ 963.26	\$ 932.85	\$ 623.87	\$ 604.12	\$ 796.58	\$ 777.35	\$ 757.70	\$ 764.29	\$ 727.25	\$ 694.41	\$ 853.73
Signals & Crossings	\$ 47.14	\$ 46.68	\$ 85.06	\$ 46.74	\$ 45.27	\$ 79.92	\$ 135.51	\$ 131.34	\$ 170.90	\$ 171.93	\$ 167.35	\$ 163.16	\$ 174.76	\$ 166.29	\$ 163.36	\$ 119.69
<b>Total (\$/pop &amp; emp)</b>	<b>\$ 15,859.85</b>	<b>\$ 15,704.67</b>	<b>\$ 15,730.69</b>	<b>\$ 15,398.54</b>	<b>\$ 14,913.23</b>	<b>\$ 14,609.87</b>	<b>\$ 14,280.22</b>	<b>\$ 13,682.98</b>	<b>\$ 22,855.85</b>	<b>\$ 22,572.62</b>	<b>\$ 21,509.20</b>	<b>\$ 21,006.10</b>	<b>\$ 21,199.00</b>	<b>\$ 20,171.52</b>	<b>\$ 19,009.37</b>	<b>\$ 17,900.25</b>

Average  
Service  
Level

TOWN OF INNISFIL  
CALCULATION OF MAXIMUM ALLOWABLE  
ROADS AND RELATED

29-Year Funding Envelope Calculation	
15 Year Average Service Level 2008 - 2022	\$17,900.25
Net Population & Employment Growth 2023 - 2051	69,187
<b>Maximum Allowable Funding Envelope</b>	<b>\$1,238,460,882</b>

APPENDIX C

TABLE 2

TOWN OF INNISFIL  
2023 DEVELOPMENT CHARGES REVIEW  
ROADS AND RELATED GROWTH-RELATED CAPITAL PROGRAM

Roads Infrastructure		Improvement Section From To		Improvement Type	Length (km)	Timing	Total Gross Cost	Benefit to Existing		Total DC Eligible	Available DC Reserves	2023 2051	Post 2051
								%	\$				
1	13th Line	25th Sideroad	Friday Drive	Urbanization	0.7	2041 - 2041	\$ 4,064,000	10%	\$ 406,400	\$ 3,657,600	\$ -	\$ 3,657,600	\$ -
2	20th Sideroad	Lockhart Road	Big Bay Point Road	Widening	2.8	2041 - 2041	\$ 19,974,000	20%	\$ 3,994,800	\$ 15,979,200	\$ -	\$ 15,979,200	\$ -
3	14th Line	Town Limits	County Road 27 (King Street South)	Reconstruction	1.9	2041 - 2041	\$ 3,559,000	75%	\$ 2,669,250	\$ 889,750	\$ -	\$ 889,750	\$ -
4	County Road 27 (King Street South)	Victoria Street	Highway 89 (Queen Street – Church Street)	Parking Study	0.3	2041 - 2041	\$ 140,000	100%	\$ 140,000	\$ -	\$ -	\$ -	\$ -
5	County Road 27 (King Street South)	Garibaldi Street	East John Street	Parking Study	0.1	2041 - 2041	\$ -	100%	\$ -	\$ -	\$ -	\$ -	\$ -
6	6th Line	Highway 400 Interchange	Eastern limit of The Orbit	EA Addendum	12.6	2041 - 2041	\$ 908,000	0%	\$ -	\$ 908,000	\$ -	\$ 908,000	\$ -
7	6th Line	Highway 400 Interchange	Eastern limit of The Orbit	Land Purchase		2041 - 2041	\$ 3,100,000	0%	\$ -	\$ 3,100,000	\$ -	\$ 3,100,000	\$ -
8	Various Intersections (20th Sideroad/Big Bay Point Road, 20th Sideroad/9th Line, Innisfil Beach Road/20th Sideroad Bypass, Innisfil Beach Road/Webster Boulevard)	N/A	N/A	Signalization/Intersection Improvements	-	2041 - 2041	\$ 2,087,000	10%	\$ 208,700	\$ 1,878,300	\$ -	\$ 1,878,300	\$ -
9	7th Line	County Road 4 (Yonge Street)	20th Sideroad	EA Study	3.1	2051 - 2051	\$ 908,000	0%	\$ -	\$ 908,000	\$ -	\$ 908,000	\$ -
10	Big Bay Point Road / 20th Sideroad	N/A	N/A	Signalization	-	2023 - 2031	\$ 522,000	90%	\$ 469,800	\$ 52,200	\$ 52,200	\$ -	\$ -
11	Safety and Operations Study (including the assessment of identified potential crossing locations)	N/A	N/A	N/A		2031 - 2031	\$ 140,000	100%	\$ 140,000	\$ -	\$ -	\$ -	\$ -
12	Implementation of crossings at recommended locations, subject to further study, as noted above	N/A	N/A	N/A		2031 - 2031	\$ 2,770,000	10%	\$ 277,000	\$ 2,493,000	\$ -	\$ 2,493,000	\$ -
13	Big Bay Point Road	20th Sideroad	25th Sideroad / 13th Line	Reconstruction	3.1	2032 - 2041	\$ 5,807,000	20%	\$ 1,161,400	\$ 4,645,600	\$ -	\$ 4,645,600	\$ -
14	Big Bay Point Road	25th Sideroad / 13th Line	Friday Drive	Reconstruction	2.6	2042 - 2051	\$ 4,871,000	20%	\$ 974,200	\$ 3,896,800	\$ -	\$ 3,896,800	\$ -
15	Big Bay Point Road	Friday Drive	Lake Simcoe	Reconstruction	2.1	2042 - 2051	\$ 3,934,000	40%	\$ 1,573,600	\$ 2,360,400	\$ -	\$ 2,360,400	\$ -
16	13th Line	Big Bay Point Road / 25th Sideroad	Friday Drive	Reconstruction	0.8	2023 - 2031	\$ 1,499,000	20%	\$ 299,800	\$ 1,199,200	\$ -	\$ 1,199,200	\$ -
17	Lockhart Road	20th Sideroad	Lake Simcoe	Reconstruction		2023 - 2031	\$ 9,713,000	40%	\$ 3,885,200	\$ 5,827,800	\$ -	\$ 5,827,800	\$ -
18	10th Line	west extent of boundary of Sandy Cove settlement area	25th Sideroad	Urbanization	1.2	2023 - 2031	\$ 7,953,000	10%	\$ 795,300	\$ 7,157,700	\$ 7,157,700	\$ -	\$ -
19	10th Line	25th Sideroad	Purvis St	Urbanization	0.8	2023 - 2031	\$ 5,370,000	10%	\$ 537,000	\$ 4,833,000	\$ 4,833,000	\$ -	\$ -
20	10th Line	west extent of boundary of Sandy Cove settlement area	20th Sideroad	Reconstruction	1.8	2023 - 2031	\$ 3,577,000	20%	\$ 715,400	\$ 2,861,600	\$ 1,351,166	\$ 1,510,434	\$ -
21	25th Sideroad	Big Bay Point Rd	Mapleview Dr	Reconstruction	1.4	2023 - 2031	\$ 3,032,000	40%	\$ 1,212,800	\$ 1,819,200	\$ -	\$ 1,819,200	\$ -
22	25th Sideroad	Mapleview Dr	Innisfil Beach Road	Urbanization	5.5	2042 - 2051	\$ 35,719,000	10%	\$ 3,571,900	\$ 32,147,100	\$ -	\$ 32,147,100	\$ -
23	Webster Blvd South Extension	Quarry Dr	6th Line	New Construction	0.8	2023 - 2031	\$ 12,646,000	0%	\$ -	\$ 12,646,000	\$ -	\$ 12,646,000	\$ -
24	Jans Blvd North Extension	North extent of Jans Blvd	9th Line	New Construction	0.8	2023 - 2031	\$ 12,887,000	0%	\$ -	\$ 12,887,000	\$ -	\$ 12,887,000	\$ -
25	6th Line	20 Sideroad	Angus St	Widening	2.0	2023 - 2031	\$ 19,184,000	20%	\$ 3,836,800	\$ 15,347,200	\$ -	\$ 15,347,200	\$ -
26	Killarney Beach Road	Yonge Street	20th Sideroad	Reconstruction	3.1	2023 - 2031	\$ 6,012,000	20%	\$ 1,202,400	\$ 4,809,600	\$ -	\$ 4,809,600	\$ -
27	Anna Maria Avenue	Jans Boulevard	St Johns Road	Urbanization	1.2	2023 - 2031	\$ 7,604,000	10%	\$ 760,400	\$ 6,843,600	\$ -	\$ 6,843,600	\$ -
28	Westmount Avenue	Laurand Street	St Johns Road	Urbanization	1.2	2023 - 2031	\$ 7,604,000	10%	\$ 760,400	\$ 6,843,600	\$ -	\$ 6,843,600	\$ -
29	Willard Avenue	Innisfil Beach Road	Leslie Drive	Urbanization	0.8	2023 - 2031	\$ 5,116,000	10%	\$ 511,600	\$ 4,604,400	\$ -	\$ 4,604,400	\$ -
30	Adullam Avenue	Innisfil Beach Road	Leslie Drive	Urbanization	0.7	2023 - 2031	\$ 4,494,000	10%	\$ 449,400	\$ 4,044,600	\$ -	\$ 4,044,600	\$ -
31	3rd Line	County Road 27	5th Sideroad	Reconstruction	3.1	2023 - 2031	\$ 6,772,000	75%	\$ 5,079,000	\$ 1,693,000	\$ -	\$ 1,693,000	\$ -
32	3rd Line	Reive Boulevard	20th Sideroad	Reconstruction	9.0	2023 - 2031	\$ 18,819,000	75%	\$ 14,114,250	\$ 4,704,750	\$ -	\$ 4,704,750	\$ -
33	2nd Line	County Road 27	5th Sideroad	Reconstruction	3.1	2023 - 2031	\$ 6,567,000	75%	\$ 4,925,250	\$ 1,641,750	\$ -	\$ 1,641,750	\$ -
34	2nd Line	Reive Boulevard	20th Sideroad	Reconstruction	9.0	2023 - 2031	\$ 19,228,000	75%	\$ 14,421,000	\$ 4,807,000	\$ -	\$ 4,807,000	\$ -
35	Shore Acres Drive	20th Sideroad	Eastern Limit	Reconstruction	2.0	2023 - 2031	\$ 4,359,000	75%	\$ 3,269,250	\$ 1,089,750	\$ -	\$ 1,089,750	\$ -

APPENDIX C

TABLE 2

TOWN OF INNISFIL  
2023 DEVELOPMENT CHARGES REVIEW  
ROADS AND RELATED GROWTH-RELATED CAPITAL PROGRAM

Roads Infrastructure	Improvement Section From	To	Improvement Type	Length (km)	Timing	Total Gross Cost	Benefit to Existing		Total DC Eligible	Available DC Reserves	2023 2051	Post 2051
							%	\$				
36	Gilford Road	Yonge Street	Eastern Limit	1.3	2023 - 2031	\$ 2,730,000	75%	\$ 2,047,500	\$ 682,500	\$ -	\$ 682,500	\$ -
37	20th Sideroad	Gilford Road	Shore Acres Drive	0.3	2023 - 2031	\$ 947,000	75%	\$ 710,250	\$ 236,750	\$ -	\$ 236,750	\$ -
38	20th Sideroad	Big Bay Point Road	9th Line	5.5	2032 - 2041	\$ 11,403,000	75%	\$ 8,552,250	\$ 2,850,750	\$ -	\$ 2,850,750	\$ -
39	Killarney Beach Road / 4th Line	John Street	Yonge Street	0.5	2032 - 2041	\$ 3,433,000	10%	\$ 343,300	\$ 3,089,700	\$ -	\$ 3,089,700	\$ -
40	Willard Ave	Leslie Drive	Innisfil Beach Road	0.7	2042 - 2051	\$ 4,064,000	10%	\$ 406,400	\$ 3,657,600	\$ -	\$ 3,657,600	\$ -
41	Adullam Ave	Lebanon Drive	Innisfil Beach Road	0.3	2023 - 2031	\$ 1,742,000	10%	\$ 174,200	\$ 1,567,800	\$ -	\$ 1,567,800	\$ -
42	6th Line	County Road 27	County Road 53 / 5th Sideroad	3.1	2042 - 2051	\$ 5,966,000	40%	\$ 2,386,400	\$ 3,579,600	\$ -	\$ 3,579,600	\$ -
43	6th Line	County Road 53 / 5th Sideroad	20 Sideroad	9.1	2042 - 2051	\$ 17,513,000	40%	\$ 7,005,200	\$ 10,507,800	\$ -	\$ 10,507,800	\$ -
44	7th Line	10 Sideroad	Yonge Street	3.0	2023 - 2031	\$ 6,029,000	75%	\$ 4,521,750	\$ 1,507,250	\$ -	\$ 1,507,250	\$ -
45	7th Line	Yonge Street	20 Sideroad	3.1	2032 - 2041	\$ 5,889,000	75%	\$ 4,416,750	\$ 1,472,250	\$ -	\$ 1,472,250	\$ -
46	7th Line	20th Sideroad	Webster Blvd	1.2	2023 - 2031	\$ 7,577,000	10%	\$ 757,700	\$ 6,819,300	\$ -	\$ 6,819,300	\$ -
47	7th Line	Webster Blvd	St Johns Road	1.5	2023 - 2031	\$ 9,421,000	10%	\$ 942,100	\$ 8,478,900	\$ -	\$ 8,478,900	\$ -
48	Webster Blvd North Extension	Existing north limit of Webster Blvd	20th Sideroad	0.4	2032 - 2041	\$ 2,600,000	0%	\$ -	\$ 2,600,000	\$ -	\$ 2,600,000	\$ -
49	20th Sideroad (bypass) with Grade Separation	Leslie Drive	South of Innisfil Beach Rd	2.0	2032 - 2041	\$ 67,525,000	25%	\$ 16,881,250	\$ 50,643,750	\$ -	\$ 50,643,750	\$ -
50	Webster Blvd South Extension	6th Line	5th Line	1.3	2032 - 2041	\$ 23,300,000	0%	\$ -	\$ 23,300,000	\$ -	\$ 23,300,000	\$ -
51	Highway 89 East-west Link Improvement	West of Cookstown	East to Cookstown	4.0	2032 - 2041	\$ 68,884,000	0%	\$ -	\$ 68,884,000	\$ -	\$ 68,884,000	\$ -
52	Innisfil Beach Road	20th Sideroad	25th Sideroad		2042 - 2051	\$ 205,000	20%	\$ 41,000	\$ 164,000	\$ -	\$ 164,000	\$ -
53	6th Line	County Road 53 / 5th Sideroad	20 Sideroad	9.1	2042 - 2051	\$ 85,816,000	40%	\$ 34,326,400	\$ 51,489,600	\$ -	\$ 51,489,600	\$ -
54	Belle Aire Beach Road	20th Sideroad	Railway tracks	0.9	2042 - 2051	\$ 6,274,000	10%	\$ 627,400	\$ 5,646,600	\$ -	\$ 5,646,600	\$ -
55	Belle Aire Beach Road	Willow Street	Maple Road	0.6	2042 - 2051	\$ 3,821,000	10%	\$ 382,100	\$ 3,438,900	\$ -	\$ 3,438,900	\$ -
56	Ewart Street	Killarney Beach Road	300 metres north of Killarney Beach Road	0.4	2042 - 2051	\$ 2,583,000	10%	\$ 258,300	\$ 2,324,700	\$ -	\$ 2,324,700	\$ -
57	9th Line	Yonge Street	20 Sideroad	3.1	2042 - 2051	\$ 6,142,000	40%	\$ 2,456,800	\$ 3,685,200	\$ -	\$ 3,685,200	\$ -
58	9th Line	20 Sideroad	25th Sideroad	3.0	2042 - 2051	\$ 19,780,000	10%	\$ 1,978,000	\$ 17,802,000	\$ -	\$ 17,802,000	\$ -
59	Mapleview Drive	25th Sideroad	20th Sideroad	3.3	2042 - 2051	\$ 6,387,000	75%	\$ 4,790,250	\$ 1,596,750	\$ -	\$ 1,596,750	\$ -
60	St. John's Road	Innisfil Beach Road	Nantyr Drive	2.3	2042 - 2051	\$ 15,465,000	10%	\$ 1,546,500	\$ 13,918,500	\$ -	\$ 13,918,500	\$ -
61	20 <sup>th</sup> Sideroad Bypass – Leslie Dr to South of IBR – EA	N/A	N/A		2024 - 2024	\$ 1,494,000	0%	\$ -	\$ 1,494,000	\$ -	\$ 1,494,000	\$ -
62	IBR and 20th Grade Separation Study – EA	N/A	N/A		2024 - 2024	\$ 1,331,000	0%	\$ -	\$ 1,331,000	\$ -	\$ 1,331,000	\$ -
				137.5		\$ 639,260,000		\$ 167,914,100	\$ 471,345,900	\$ 13,394,066	\$ 457,951,834	\$ -

APPENDIX C

TABLE 2

TOWN OF INNISFIL  
2023 DEVELOPMENT CHARGES REVIEW  
ROADS AND RELATED GROWTH-RELATED CAPITAL PROGRAM

Active Transportation	Improvement Section From	To	Improvement Type	Length (km)	Timing	Total Gross Cost	Benefit to Existing		Total DC Eligible	Available DC Reserves	2023 2051	Post 2051	
							%	\$					
63	10th Line	East of Stroud	20th Sideroad	Paved Shoulder	2.1	2023 - 2031	\$ 714,000	80%	\$ 571,200	\$ 142,800	\$ -	\$ 142,800	\$ -
64	10th Line	West of Stroud	10th Sideroad	Paved Shoulder	2.4	2023 - 2031	\$ 816,000	80%	\$ 652,800	\$ 163,200	\$ -	\$ 163,200	\$ -
65	4th Line	West of Churchill	County Road 27 (King Street South)	Paved Shoulder	8.7	2023 - 2031	\$ 2,958,000	80%	\$ 2,366,400	\$ 591,600	\$ -	\$ 591,600	\$ -
66	Mapleview Drive	25th Sideroad	20th Sideroad	Multi-Use Trail	3.1	2023 - 2031	\$ 2,090,000	80%	\$ 1,672,000	\$ 418,000	\$ -	\$ 418,000	\$ -
67	Big Bay Point Road	13th Line	Lake Simcoe	Multi-Use Trail	4.7	2023 - 2031	\$ 4,799,000	80%	\$ 3,839,200	\$ 959,800	\$ -	\$ 959,800	\$ -
68	5th Line	Yonge Street	20th Sideroad	Multi-Use Trail	3.1	2051 - 2051	\$ 999,000	80%	\$ 799,200	\$ 199,800	\$ -	\$ 199,800	\$ -
69	7th Line	Yonge Street	10th Sideroad	Paved Shoulders	3.1	2051 - 2051	\$ 1,054,000	80%	\$ 843,200	\$ 210,800	\$ -	\$ 210,800	\$ -
70	Big Bay Point Road	20th Sideroad	West St	Paved Shoulders	6.9	2042 - 2051	\$ 2,346,000	40%	\$ 938,400	\$ 1,407,600	\$ -	\$ 1,407,600	\$ -
71	13th Line	Friday Drive	Lake Simcoe	Paved Shoulders	1.6	2023 - 2031	\$ 544,000	80%	\$ 435,200	\$ 108,800	\$ -	\$ 108,800	\$ -
72	Killarney Beach Road	Yonge Street	20th Sideroad	Paved Shoulders	3.1	2023 - 2031	\$ 1,054,000	80%	\$ 843,200	\$ 210,800	\$ -	\$ 210,800	\$ -
73	20th Sideroad	Big Bay Point Road	9th Line	Paved Shoulders	5.5	2032 - 2041	\$ 1,870,000	80%	\$ 1,496,000	\$ 374,000	\$ -	\$ 374,000	\$ -
74	20th Sideroad	3rd Line	Innisfil / Bradford Boundary	Paved Shoulders	5.2	2042 - 2051	\$ 1,768,000	80%	\$ 1,414,400	\$ 353,600	\$ -	\$ 353,600	\$ -
75	Killarney Beach Road	Ewart St	Lake Simcoe	Paved Shoulders	0.5	2032 - 2041	\$ 170,000	80%	\$ 136,000	\$ 34,000	\$ -	\$ 34,000	\$ -
76	6th Line	County Road 53 / 5th Sideroad	20th Sideroad	Paved Shoulders	9.1	2042 - 2051	\$ 3,093,000	80%	\$ 2,474,400	\$ 618,600	\$ -	\$ 618,600	\$ -
77	Ewart Street	300 metres north of Killarney Beach Road	Lake Simcoe	Paved Shoulders	1.5	2042 - 2051	\$ 510,000	40%	\$ 204,000	\$ 306,000	\$ -	\$ 306,000	\$ -
78	Highway 89 / Shore Acres	Yonge Street	20 Sideroad	Paved Shoulders	3.1	2042 - 2051	\$ 1,054,000	80%	\$ 843,200	\$ 210,800	\$ -	\$ 210,800	\$ -
79	13th Line	Big Bay Point Road / 25th Sideroad	Friday Drive	Multi-use trail	0.7	2023 - 2031	\$ 243,000	80%	\$ 194,400	\$ 48,600	\$ -	\$ 48,600	\$ -
80	25th Sideroad	Big Bay Point Rd	Innisfil Beach Road	Multi-use trail	6.9	2023 - 2031	\$ 6,379,000	40%	\$ 2,551,600	\$ 3,827,400	\$ -	\$ 3,827,400	\$ -
81	7th Line	Yonge Street	St Johns Road	Multi-use trail	6.1	2023 - 2031	\$ 3,387,000	45%	\$ 1,524,150	\$ 1,862,850	\$ -	\$ 1,862,850	\$ -
82	Webster Blvd	Existing north limit of Webster Blvd	6th Line	Bike lanes	3.9	2023 - 2031	\$ 1,046,000	45%	\$ 470,700	\$ 575,300	\$ -	\$ 575,300	\$ -
83	Jans Blvd	North extent of Jans Blvd	Webster Blvd	Bike lanes	0.8	2023 - 2031	\$ 215,000	45%	\$ 96,750	\$ 118,250	\$ -	\$ 118,250	\$ -
84	6th Line	20th Sideroad	St Johns Road	Multi-use trail	3.1	2023 - 2031	\$ 3,517,000	45%	\$ 1,582,650	\$ 1,934,350	\$ -	\$ 1,934,350	\$ -
85	20th Sideroad	9th Line	5th Line	Multi-use trail	5.5	2032 - 2041	\$ 1,709,000	0%	\$ -	\$ 1,709,000	\$ -	\$ 1,709,000	\$ -
86	20th Sideroad	5th Line	3rd Line	Multi-use trail	2.8	2032 - 2041	\$ 779,000	45%	\$ 350,550	\$ 428,450	\$ -	\$ 428,450	\$ -
87	6th Line	County Road 53 / 5th Sideroad	20th Sideroad	Multi-use trail	9.1	2042 - 2051	\$ 2,531,000	80%	\$ 2,024,800	\$ 506,200	\$ -	\$ 506,200	\$ -
88	Other paved shoulders (Roberts Road, Crystal Beach Road / Goodfellow Avenue, location can be found in Trail Master Plan map)	N/A	N/A	Paved Shoulders	1.6	2032 - 2041	\$ 551,000	45%	\$ 247,950	\$ 303,050	\$ -	\$ 303,050	\$ -
89	Other MUT (IRC Loop, Innisfil Beach Park Trail, Sleeping Lion Loop), location can be found in Trail Master Plan map	N/A	N/A	Multi-use trail	4.2	2023 - 2031	\$ 1,168,000	80%	\$ 934,400	\$ 233,600	\$ -	\$ 233,600	\$ -
90	Other MUT (20th Sideroad proposed realignment), location can be found in Trail Master Plan map	N/A	N/A	Multi-use trail	1.7	2032 - 2041	\$ 473,000	80%	\$ 378,400	\$ 94,600	\$ -	\$ 94,600	\$ -
91	Secondary Trail, location can be found in Trail Master Plan map	N/A	N/A	Secondary Trail	12.1	2023 - 2031	\$ 3,365,000	80%	\$ 2,692,000	\$ 673,000	\$ -	\$ 673,000	\$ -
92	Secondary Trail, location can be found in Trail Master Plan map (Medium-term)	N/A	N/A	Secondary Trail	12.6	2032 - 2041	\$ 3,504,000	80%	\$ 2,803,200	\$ 700,800	\$ -	\$ 700,800	\$ -
93	Secondary Trail, location can be found in Trail Master Plan map (Long-term)	N/A	N/A	Secondary Trail	8.8	2042 - 2051	\$ 2,447,000	80%	\$ 1,957,600	\$ 489,400	\$ -	\$ 489,400	\$ -
94	Sidewalk (within established areas), location can be found in Trail Master Plan map (Short-term)	N/A	N/A	Sidewalk	1.9	2023 - 2031	\$ 528,000	80%	\$ 422,400	\$ 105,600	\$ -	\$ 105,600	\$ -
95	Sidewalk (within established areas), location can be found in Trail Master Plan map (Medium-term)	N/A	N/A	Sidewalk	5.7	2032 - 2041	\$ 1,585,000	80%	\$ 1,268,000	\$ 317,000	\$ -	\$ 317,000	\$ -
96	Sharrows, location can be found in Trail Master Plan map (Short-term)	N/A	N/A	Sharrows	24.0	2023 - 2031	\$ 154,000	80%	\$ 123,200	\$ 30,800	\$ -	\$ 30,800	\$ -
97	Sharrows, location can be found in Trail Master Plan map (Long-term)	N/A	N/A	Sharrows	5.3	2042 - 2051	\$ 34,000	80%	\$ 27,200	\$ 6,800	\$ -	\$ 6,800	\$ -
98	Cycling Lane, location can be found in Trail Master Plan map (Short-term)	N/A	N/A	Bike Lanes	2.2	2023 - 2031	\$ 14,000	80%	\$ 11,200	\$ 2,800	\$ -	\$ 2,800	\$ -
99	Cycling Lane, location can be found in Trail Master Plan map (Medium-term)	N/A	N/A	Bike Lanes	1.7	2032 - 2041	\$ 11,000	80%	\$ 8,800	\$ 2,200	\$ -	\$ 2,200	\$ -
100	10th Sideroad	Innisfil Beach Road	Centennial Park	Multi-use trail	0.7	2023 - 2031	\$ 446,000	80%	\$ 356,800	\$ 89,200	\$ -	\$ 89,200	\$ -
101	Innisfil Beach Road / County Road 21	5th Sideroad	10th Sideroad	Multi-use trail	2.5	2023 - 2031	\$ 695,000	80%	\$ 556,000	\$ 139,000	\$ -	\$ 139,000	\$ -
102	Innisfil Beach Road / County Road 21	10th Sideroad	20th Sideroad	Multi-use trail	6.1	2023 - 2031	\$ 1,722,000	80%	\$ 1,377,600	\$ 344,400	\$ -	\$ 344,400	\$ -
103	Innisfil Beach Road / County Road 21	Essa Road / County Road 27	5th Sideroad	Paved Shoulders	3.7	2032 - 2041	\$ 1,258,000	80%	\$ 1,006,400	\$ 251,600	\$ -	\$ 251,600	\$ -
104	5th Sideroad / County Road 53	Innisfil / Barrie Boundary	Innisfil / Bradford Boundary	Paved Shoulders	14.1	2042 - 2051	\$ 4,793,000	80%	\$ 3,834,400	\$ 958,600	\$ -	\$ 958,600	\$ -
105	Yonge Street / County Road 4	Innisfil / Barrie Boundary	Innisfil / Bradford Boundary	Multi-use trail	16.2	2042 - 2051	\$ 5,898,000	80%	\$ 4,718,400	\$ 1,179,600	\$ -	\$ 1,179,600	\$ -
106	Highway 89	Cookstown Boundary	Highway 400	Paved Shoulders	2.5	2042 - 2051	\$ 850,000	40%	\$ 340,000	\$ 510,000	\$ -	\$ 510,000	\$ -
107	Highway 89	Highway 400	Yonge Street	Paved Shoulders	6.2	2042 - 2051	\$ 2,108,000	80%	\$ 1,686,400	\$ 421,600	\$ -	\$ 421,600	\$ -
<b>Subtotal Active Transportation</b>							<b>\$ 77,249,000</b>		<b>\$ 53,074,750</b>	<b>\$ 24,174,250</b>	<b>\$ -</b>	<b>\$ 24,174,250</b>	<b>\$ -</b>



APPENDIX C

TABLE 2

TOWN OF INNISFIL  
2023 DEVELOPMENT CHARGES REVIEW  
ROADS AND RELATED GROWTH-RELATED CAPITAL PROGRAM

Structures	Improvement Section From	To	Improvement Type	Length (km)	Timing	Total Gross Cost	Benefit to Existing		Total DC Eligible	Available DC Reserves	2023 2051	Post 2051
							%	\$				
108	6th Line	Bridge Expansion over Railway	N/A	0.0	2023 - 2031	\$ 12,000,000	0%	\$ -	\$ 12,000,000	\$ -	\$ 12,000,000	\$ -
109	Innisfil Beach Road Grade Separation	N/A	N/A	0.0	2032 - 2041	\$ 35,274,000	25%	\$ 8,818,500	\$ 26,455,500	\$ -	\$ 26,455,500	\$ -
<b>Subtotal Structures</b>						<b>\$ 47,274,000</b>		<b>\$ 8,818,500</b>	<b>\$ 38,455,500</b>	<b>\$ -</b>	<b>\$ 38,455,500</b>	<b>\$ -</b>

Other	Improvement Section From	To	Improvement Type	Length (km)	Timing	Total Gross Cost	Benefit to Existing		Total DC Eligible	Available DC Reserves	2023 2051	Post 2051
							%	\$				
110	Additional signalization (various locations)	N/A	N/A	0.0	2032 - 2041	\$ 7,304,000	10%	\$ 730,400	\$ 6,573,600	\$ -	\$ 6,573,600	\$ -
111	Education Programs for walking and cycling	N/A	N/A	0.0	2023 - 2023	\$ 274,000	100%	\$ 274,000	\$ -	\$ -	\$ -	\$ -
112	Transportation Planning Studies (TMP)	N/A	N/A	0.0	2023 - 2023	\$ 548,000	100%	\$ 548,000	\$ -	\$ -	\$ -	\$ -
113	EcoMobility Hub	N/A	N/A	0.0	2023 - 2023	\$ 548,000	40%	\$ 219,200	\$ 328,800	\$ 328,800	\$ -	\$ -
114	Bike-share program zoning by-law study to consider reduced minimum parking standards and the addition of Electric Vehicle parking space and carpool parking space requirements	N/A	N/A	0.0	2024 - 2024	\$ 144,000	0%	\$ -	\$ 144,000	\$ -	\$ 144,000	\$ -
115	Provision for Future Growth-Related Infrastructure	N/A	N/A	0.0	2024 - 2024	\$ 274,000	100%	\$ 274,000	\$ -	\$ -	\$ -	\$ -
116	Provision for Future Growth-Related Infrastructure	N/A	N/A	0.0	2032 - 2051	\$ 50,000,000	0%	\$ -	\$ 50,000,000	\$ -	\$ 50,000,000	\$ -
<b>Subtotal Other</b>						<b>\$ 59,092,000</b>		<b>\$ 2,045,600</b>	<b>\$ 57,046,400</b>	<b>\$ 328,800</b>	<b>\$ 56,717,600</b>	<b>\$ -</b>

<b>Total Roads Infrastructure</b>	<b>373.9</b>					<b>\$ 822,875,000</b>		<b>\$ 231,852,950</b>	<b>\$ 591,022,050</b>	<b>\$ 13,722,866</b>	<b>\$ 577,299,184</b>	<b>\$ -</b>
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Residential Development Charge Calculation		
Residential Share of 2023 - 2051 DC Eligible Costs	81%	\$467,612,338.79
Long-Term Growth in Population in New Units		62,841
Unadjusted Development Charge Per Capita		<b>\$7,441</b>
Industrial Development Charges Calculation		
Non-Residential Share of 2023 - 2051 DC Eligible Costs	10%	\$57,729,918.37
Long-Term Growth in Square Metres		696,470
Unadjusted Development Charge Per Square Metre		<b>\$82.89</b>
Non-Industrial Development Charges Calculation		
Non-Residential Share of 2023 - 2051 DC Eligible Costs	9%	\$51,956,926.53
Long-Term Growth in Square Metres		302,052
Unadjusted Development Charge Per Square Metre		<b>\$172.01</b>

2023 - 2051 Net Funding Envelope	\$1,238,460,882
Reserve Fund Balance	
Balance as at December 31, 2022	\$13,722,866

APPENDIX C  
TABLE 3

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

ROADS AND RELATED: RESIDENTIAL	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
OPENING CASH BALANCE (\$000)	\$11,115.5	\$6,752.5	\$3,897.6	\$3,612.0	\$6,127.8	\$3,144.8	\$1,472.4	\$1,535.3	\$4,026.5	\$7,453.2	\$11,411.0	\$21,138.9	\$17,836.4	\$15,323.7	\$13,745.9
2023 TO 2051 RESIDENTIAL FUNDING REQUIREMENTS															
Prior Growth (Funding from DC Reserve Balance	\$1,471.8	\$1,205.5	\$1,205.5	\$1,205.5	\$1,205.5	\$1,205.5	\$1,205.5	\$1,205.5	\$1,205.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Roads And Related: Residential: Non Inflated	\$12,257.2	\$14,662.1	\$12,257.2	\$12,257.2	\$12,257.2	\$12,257.2	\$12,257.2	\$12,257.2	\$14,276.6	\$17,798.1	\$17,798.1	\$17,798.1	\$17,798.1	\$17,798.1	\$17,798.1
Roads And Related: Residential: Inflated	\$13,729.0	\$16,184.9	\$14,006.6	\$14,286.7	\$14,572.5	\$14,863.9	\$15,161.2	\$15,464.4	\$18,139.7	\$21,270.4	\$21,695.8	\$22,129.7	\$22,572.3	\$23,023.8	\$23,484.2
NEW RESIDENTIAL DEVELOPMENT															
- Population Growth in New Units	1,215	1,724	1,744	2,092	1,413	1,587	1,798	2,075	2,434	2,781	3,379	1,953	2,054	2,163	1,986
REVENUE															
- DC Receipts: Inflated	\$9,104.1	\$13,176.5	\$13,595.9	\$16,635.0	\$11,460.5	\$13,129.2	\$15,172.3	\$17,860.0	\$21,369.0	\$24,903.7	\$30,863.9	\$18,195.6	\$19,519.3	\$20,966.2	\$19,635.5
INTEREST															
- Interest on Opening Balance	\$389.0	\$236.3	\$136.4	\$126.4	\$214.5	\$110.1	\$51.5	\$53.7	\$140.9	\$260.9	\$399.4	\$739.9	\$624.3	\$536.3	\$481.1
- Interest on In-year Transactions	(\$127.2)	(\$82.7)	(\$11.3)	\$41.1	(\$85.6)	(\$47.7)	\$0.2	\$41.9	\$56.5	\$63.6	\$160.4	(\$108.2)	(\$84.0)	(\$56.6)	(\$105.8)
TOTAL REVENUE	\$9,366.0	\$13,330.1	\$13,721.0	\$16,802.5	\$11,589.4	\$13,191.6	\$15,224.0	\$17,955.6	\$21,566.4	\$25,228.1	\$31,423.8	\$18,827.2	\$20,059.6	\$21,446.0	\$20,010.8
CLOSING CASH BALANCE	\$6,752.5	\$3,897.6	\$3,612.0	\$6,127.8	\$3,144.8	\$1,472.4	\$1,535.3	\$4,026.5	\$7,453.2	\$11,411.0	\$21,138.9	\$17,836.4	\$15,323.7	\$13,745.9	\$10,272.4

ROADS AND RELATED: RESIDENTIAL	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	TOTAL
OPENING CASH BALANCE (\$000)	\$10,272.4	\$7,489.5	\$5,508.1	\$4,425.9	(\$27,082.9)	(\$28,031.1)	(\$28,182.4)	(\$27,354.9)	(\$25,361.9)	(\$22,131.2)	(\$20,175.5)	(\$16,948.1)	(\$12,308.1)	(\$6,117.3)	
2023 TO 2051 RESIDENTIAL FUNDING REQUIREMENTS															
Prior Growth (Funding from DC Reserve Balance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$11,115.5
Roads And Related: Residential: Non Inflated	17,798.1	17,798.1	17,798.1	39,192.5	15,242.9	15,242.9	15,242.9	15,242.9	15,242.9	15,242.9	15,242.9	15,242.9	15,242.9	16,311.0	\$467,612.3
Roads And Related: Residential: Inflated	23,953.9	24,433.0	24,921.7	55,976.6	22,206.1	22,650.2	23,103.2	23,565.3	24,036.6	24,517.3	25,007.6	25,507.8	26,018.0	28,397.8	\$644,880.2
NEW RESIDENTIAL DEVELOPMENT															
- Population Growth in New Units	2,072	2,072	2,072	2,072	2,072	2,072	2,072	2,072	2,072	2,072	2,072	2,072	2,072	2,072	62,841
REVENUE															
- DC Receipts: Inflated	\$20,895.5	\$22,249.5	\$23,680.8	\$25,160.4	\$22,738.1	\$24,016.8	\$25,439.8	\$27,002.7	\$28,582.6	\$27,635.6	\$29,270.1	\$30,984.1	\$32,767.6	\$34,740.6	\$640,750.8
INTEREST															
- Interest on Opening Balance	\$359.5	\$262.1	\$192.8	\$154.9	(\$1,489.6)	(\$1,541.7)	(\$1,550.0)	(\$1,504.5)	(\$1,394.9)	(\$1,217.2)	(\$1,109.7)	(\$932.1)	(\$676.9)	(\$336.5)	(\$6,283.0)
- Interest on In-year Transactions	(\$84.1)	(\$60.0)	(\$34.1)	(\$847.4)	\$9.3	\$23.9	\$40.9	\$60.2	\$79.6	\$54.6	\$74.6	\$95.8	\$118.1	\$111.0	(\$703.1)
TOTAL REVENUE	\$21,171.0	\$22,451.6	\$23,839.4	\$24,467.8	\$21,257.8	\$22,499.0	\$23,930.6	\$25,558.3	\$27,267.2	\$26,473.0	\$28,235.1	\$30,147.8	\$32,208.8	\$34,515.1	\$633,764.7
CLOSING CASH BALANCE	\$7,489.5	\$5,508.1	\$4,425.9	(\$27,082.9)	(\$28,031.1)	(\$28,182.4)	(\$27,354.9)	(\$25,361.9)	(\$22,131.2)	(\$20,175.5)	(\$16,948.1)	(\$12,308.1)	(\$6,117.3)	\$0.0	

2023 Adjusted Charge Per Capita	\$7,493.10
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<b>Allocation of Capital Program</b>	
Residential Sector	81.0%
Non-Residential Sector	19.0%
<b>Rates for 2023</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%





APPENDIX C  
TABLE 4

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

ROAD AND RELATED: INDUSTRIAL	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
OPENING CASH BALANCE (\$000)	\$1,372	\$733	(\$643)	(\$1,917)	(\$3,392)	(\$3,841)	(\$4,249)	(\$4,606)	(\$4,905)	(\$5,433)	(\$6,436)	(\$7,407)	(\$8,338)	(\$9,216)	(\$10,027)
2023 to 2051 RESIDENTIAL FUNDING REQUIREMENTS															
Prior Growth (Funding from DC Reserve Balance)	\$181.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Road And Related: Industrial: Non: Inflated	\$1,513.2	\$1,810.1	\$1,513.2	\$1,513.2	\$1,513.2	\$1,513.2	\$1,513.2	\$1,513.2	\$1,762.5	\$2,197.3	\$2,197.3	\$2,197.3	\$2,197.3	\$2,197.3	\$2,197.3
Road And Related: Industrial: Inflated	\$1,694.9	\$1,846.3	\$1,574.4	\$1,605.9	\$1,638.0	\$1,670.7	\$1,704.2	\$1,738.2	\$2,065.1	\$2,626.0	\$2,678.5	\$2,732.1	\$2,786.7	\$2,842.4	\$2,899.3
NEW RESIDENTIAL DEVELOPMENT															
- New Industrial Building GFA - square metres	11,448	5,276	3,961	2,869	14,256	14,957	15,693	16,465	17,275	18,125	19,017	19,953	20,934	21,964	23,045
REVENUE															
- DC Receipts: Inflated	\$1,025.7	\$482.2	\$369.2	\$272.8	\$1,382.6	\$1,479.6	\$1,583.5	\$1,694.6	\$1,813.5	\$1,940.8	\$2,077.1	\$2,222.9	\$2,378.8	\$2,545.8	\$2,724.5
INTEREST															
- Interest on Opening Balance	\$48.0	\$25.6	(\$35.4)	(\$105.4)	(\$186.6)	(\$211.3)	(\$233.7)	(\$253.4)	(\$269.7)	(\$298.8)	(\$354.0)	(\$407.4)	(\$458.6)	(\$506.9)	(\$551.5)
- Interest on In-year Transactions	(\$18.4)	(\$37.5)	(\$33.1)	(\$36.7)	(\$7.0)	(\$5.3)	(\$3.3)	(\$1.2)	(\$6.9)	(\$18.8)	(\$16.5)	(\$14.0)	(\$11.2)	(\$8.2)	(\$4.8)
TOTAL REVENUE	\$1,055.4	\$470.3	\$300.7	\$130.7	\$1,189.0	\$1,263.1	\$1,346.5	\$1,440.1	\$1,536.9	\$1,623.2	\$1,706.6	\$1,801.5	\$1,909.0	\$2,030.8	\$2,168.2
CLOSING CASH BALANCE	\$732.7	(\$643.3)	(\$1,917.0)	(\$3,392.1)	(\$3,841.1)	(\$4,248.7)	(\$4,606.4)	(\$4,904.5)	(\$5,432.8)	(\$6,435.6)	(\$7,407.5)	(\$8,338.1)	(\$9,215.8)	(\$10,027.5)	(\$10,758.6)

ROAD AND RELATED: INDUSTRIAL	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	TOTAL
OPENING CASH BALANCE (\$000)	(\$10,758.6)	(\$11,393.1)	(\$11,914.0)	(\$12,302.2)	(\$16,407.7)	(\$16,208.3)	(\$15,780.5)	(\$15,093.9)	(\$14,114.7)	(\$12,806.1)	(\$11,127.9)	(\$9,035.5)	(\$6,480.6)	(\$3,410.2)	
2013 to 2031 RESIDENTIAL FUNDING REQUIREMENTS															
- Non: Inflated	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$181.7
Road And Related: Industrial: Non: Inflated	\$2,197.3	\$2,197.3	\$2,197.3	\$4,838.6	\$1,881.8	\$1,881.8	\$1,881.8	\$1,881.8	\$1,881.8	\$1,881.8	\$1,881.8	\$1,881.8	\$1,881.8	\$2,013.7	\$57,729.9
Road And Related: Industrial: Inflated	\$2,957.3	\$3,016.4	\$3,076.7	\$6,910.7	\$2,741.5	\$2,796.3	\$2,852.2	\$2,909.3	\$2,967.5	\$3,026.8	\$3,087.4	\$3,149.1	\$3,212.1	\$3,505.9	\$78,312.0
NEW RESIDENTIAL DEVELOPMENT															
- New Building GFA - square metres	\$24,178.0	\$25,368.0	\$26,616.0	\$27,925.0	\$29,299.0	\$30,741.0	\$32,253.0	\$33,840.0	\$35,505.0	\$37,251.0	\$39,084.0	\$41,007.0	\$43,024.0	\$45,141.0	696,470
REVENUE															
- DC Receipts: Inflated	\$2,915.6	\$3,120.3	\$3,339.3	\$3,573.6	\$3,824.4	\$4,092.9	\$4,380.1	\$4,687.5	\$5,016.5	\$5,368.4	\$5,745.3	\$6,148.5	\$6,579.9	\$7,041.8	\$89,827.7
INTEREST															
- Interest on Opening Balance	(\$591.7)	(\$626.6)	(\$655.3)	(\$676.6)	(\$902.4)	(\$891.5)	(\$867.9)	(\$830.2)	(\$776.3)	(\$704.3)	(\$612.0)	(\$497.0)	(\$356.4)	(\$187.6)	(\$12,974.7)
- Interest on In-year Transactions	(\$1.1)	\$1.8	\$4.6	(\$91.8)	\$19.0	\$22.7	\$26.7	\$31.1	\$35.9	\$41.0	\$46.5	\$52.5	\$58.9	\$61.9	\$86.6
TOTAL REVENUE	\$2,322.7	\$2,495.5	\$2,688.6	\$2,805.2	\$2,940.9	\$3,224.1	\$3,538.9	\$3,888.5	\$4,276.0	\$4,705.1	\$5,179.7	\$5,704.0	\$6,282.5	\$6,916.1	\$76,939.7
CLOSING CASH BALANCE	(\$11,393.1)	(\$11,914.0)	(\$12,302.2)	(\$16,407.7)	(\$16,208.3)	(\$15,780.5)	(\$15,093.9)	(\$14,114.7)	(\$12,806.1)	(\$11,127.9)	(\$9,035.5)	(\$6,480.6)	(\$3,410.2)	(\$0.0)	

2023 Adjusted Charge Per Square Metre	\$89.60
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<b>Allocation of Capital Program</b>	
Residential Sector	81.0%
Industrial	10.0%
Non-Industrial	9.0%
<b>Rates for 2023</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

APPENDIX C  
TABLE 5

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

ROAD AND RELATED: NON-INDUSTRIAL	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
OPENING CASH BALANCE (\$000)	\$1,235	\$1,111	(\$96)	(\$1,197)	(\$2,381)	(\$1,389)	(\$98)	\$1,536	\$3,533	\$5,671	\$5,553	\$6,881	\$6,972	\$7,161	\$7,459
2023 to 2051 RESIDENTIAL FUNDING REQUIREMENTS															
Prior Growth (Funding from DC Reserve Balance)	\$163.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Road And Related: Non-Industrial: Non: Inflated	\$1,361.9	\$1,629.1	\$1,361.9	\$1,361.9	\$1,361.9	\$1,361.9	\$1,361.9	\$1,361.9	\$1,586.3	\$1,977.6	\$1,977.6	\$1,977.6	\$1,977.6	\$1,977.6	\$1,977.6
Road And Related: Non-Industrial: Inflated	\$1,525.4	\$1,661.7	\$1,416.9	\$1,445.3	\$1,474.2	\$1,503.7	\$1,533.7	\$1,564.4	\$1,858.6	\$2,363.4	\$2,410.6	\$2,458.9	\$2,508.0	\$2,558.2	\$2,609.4
NEW RESIDENTIAL DEVELOPMENT															
- New Non-Industrial Building GFA - square metres	8,267	2,676	2,039	2,046	14,448	15,648	16,947	18,354	19,878	10,432	17,548	11,289	11,743	12,215	8,523
REVENUE															
- DC Receipts: Inflated	\$1,362.4	\$449.8	\$349.6	\$357.8	\$2,577.4	\$2,847.3	\$3,145.3	\$3,474.5	\$3,838.3	\$2,054.6	\$3,525.3	\$2,313.3	\$2,454.4	\$2,604.1	\$1,853.4
INTEREST															
- Interest on Opening Balance	\$43.2	\$38.9	(\$5.3)	(\$65.9)	(\$130.9)	(\$76.4)	(\$5.4)	\$53.8	\$123.7	\$198.5	\$194.3	\$240.8	\$244.0	\$250.6	\$261.0
- Interest on In-year Transactions	(\$4.5)	(\$33.3)	(\$29.4)	(\$29.9)	\$19.3	\$23.5	\$28.2	\$33.4	\$34.6	(\$8.5)	\$19.5	(\$4.0)	(\$1.5)	\$0.8	(\$20.8)
TOTAL REVENUE	\$1,401.2	\$455.4	\$315.0	\$262.1	\$2,465.7	\$2,794.4	\$3,168.1	\$3,561.7	\$3,996.6	\$2,244.6	\$3,739.1	\$2,550.1	\$2,697.0	\$2,855.6	\$2,093.6
CLOSING CASH BALANCE	\$1,110.8	(\$95.5)	(\$1,197.5)	(\$2,380.7)	(\$1,389.1)	(\$98.4)	\$1,535.9	\$3,533.2	\$5,671.2	\$5,552.5	\$6,881.0	\$6,972.2	\$7,161.2	\$7,458.5	\$6,942.8

ROAD AND RELATED: NON-INDUSTRIAL	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	TOTAL
OPENING CASH BALANCE (\$000)	\$6,942.8	\$6,445.9	\$8,116.6	\$7,744.4	\$3,917.8	\$4,304.7	\$4,798.0	\$7,384.5	\$8,191.8	\$9,141.0	\$7,020.0	\$4,777.1	\$5,159.3	\$2,753.0	
2013 to 2031 RESIDENTIAL FUNDING REQUIREMENTS															
- Non: Inflated	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$163.5
Road And Related: Non-Industrial: Non: Inflated	\$1,977.6	\$1,977.6	\$1,977.6	\$4,354.7	\$1,693.7	\$1,693.7	\$1,693.7	\$1,693.7	\$1,693.7	\$1,693.7	\$1,693.7	\$1,693.7	\$1,693.7	\$1,812.3	\$51,956.9
Road And Related: Non-Industrial: Inflated	\$2,661.5	\$2,714.8	\$2,769.1	\$6,219.6	\$2,467.3	\$2,516.7	\$2,567.0	\$2,618.4	\$2,670.7	\$2,724.1	\$2,778.6	\$2,834.2	\$2,890.9	\$3,155.3	\$70,480.8
NEW RESIDENTIAL DEVELOPMENT															
- New Building GFA - square metres	\$8,753.0	\$18,277.0	\$9,232.0	\$9,481.0	\$11,299.0	\$11,652.0	\$19,793.0	\$12,394.0	\$12,782.0	\$1,315.0	\$1,319.0	\$11,043.0	\$1,327.0	\$1,332.0	302,052
REVENUE															
- DC Receipts: Inflated	\$1,941.4	\$4,135.0	\$2,130.4	\$2,231.6	\$2,712.7	\$2,853.4	\$4,944.0	\$3,157.8	\$3,321.8	\$348.6	\$356.6	\$3,045.5	\$373.3	\$382.2	\$65,142.0
INTEREST															
- Interest on Opening Balance	\$243.0	\$225.6	\$284.1	\$271.1	\$137.1	\$150.7	\$167.9	\$258.5	\$286.7	\$319.9	\$245.7	\$167.2	\$180.6	\$96.4	\$4,399.4
- Interest on In-year Transactions	(\$19.8)	\$24.9	(\$17.6)	(\$109.7)	\$4.3	\$5.9	\$41.6	\$9.4	\$11.4	(\$65.3)	(\$66.6)	\$3.7	(\$69.2)	(\$76.3)	(\$295.7)
TOTAL REVENUE	\$2,164.6	\$4,385.4	\$2,396.9	\$2,393.0	\$2,854.2	\$3,010.0	\$5,153.6	\$3,425.7	\$3,619.9	\$603.2	\$535.7	\$3,216.4	\$484.6	\$402.3	\$69,245.7
CLOSING CASH BALANCE	\$6,445.9	\$8,116.6	\$7,744.4	\$3,917.8	\$4,304.7	\$4,798.0	\$7,384.5	\$8,191.8	\$9,141.0	\$7,020.0	\$4,777.1	\$5,159.3	\$2,753.0	\$0.0	

2023 Adjusted Charge Per Square Metre	\$164.80
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<b>Allocation of Capital Program</b>	
Residential Sector	81.0%
Industrial	10.0%
Non-Industrial	9.0%
<b>Rates for 2023</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

**Appendix D**  
**Water & Wastewater Services**  
**Technical Appendix**

# Water & Wastewater Services Technical Appendix

InnServices was established in 2015 and administers, operates and maintains the municipal water treatment and distribution systems within the Town of Innisfil. There is currently one surface water treatment plant and three ground water supply systems with associated distribution operating systems. InnServices is also responsible for the administration, operation, and maintenance of the Town's two municipal wastewater treatment plants and its wastewater collections systems.

This appendix outlines the water and wastewater development-related capital projects the Town will require in order to meet the servicing needs of new residential and non-residential development to 2041. The water service includes water supply and distribution system and the wastewater service provides for collection and treatment.

The water and wastewater capital forecast is based on the 2018 Master Servicing Plan (MSP) completed by InnServices and C.C. Tatham & Associates Ltd. The MSP is a long-range plan that identifies infrastructure requirements for existing and future land uses. InnServices is currently in the process of completing an update to the existing MSP, which will not be completed in time to be incorporated into this DC Background Study. It is anticipated that the updated MSP will form part of subsequent DC Background Study updates.

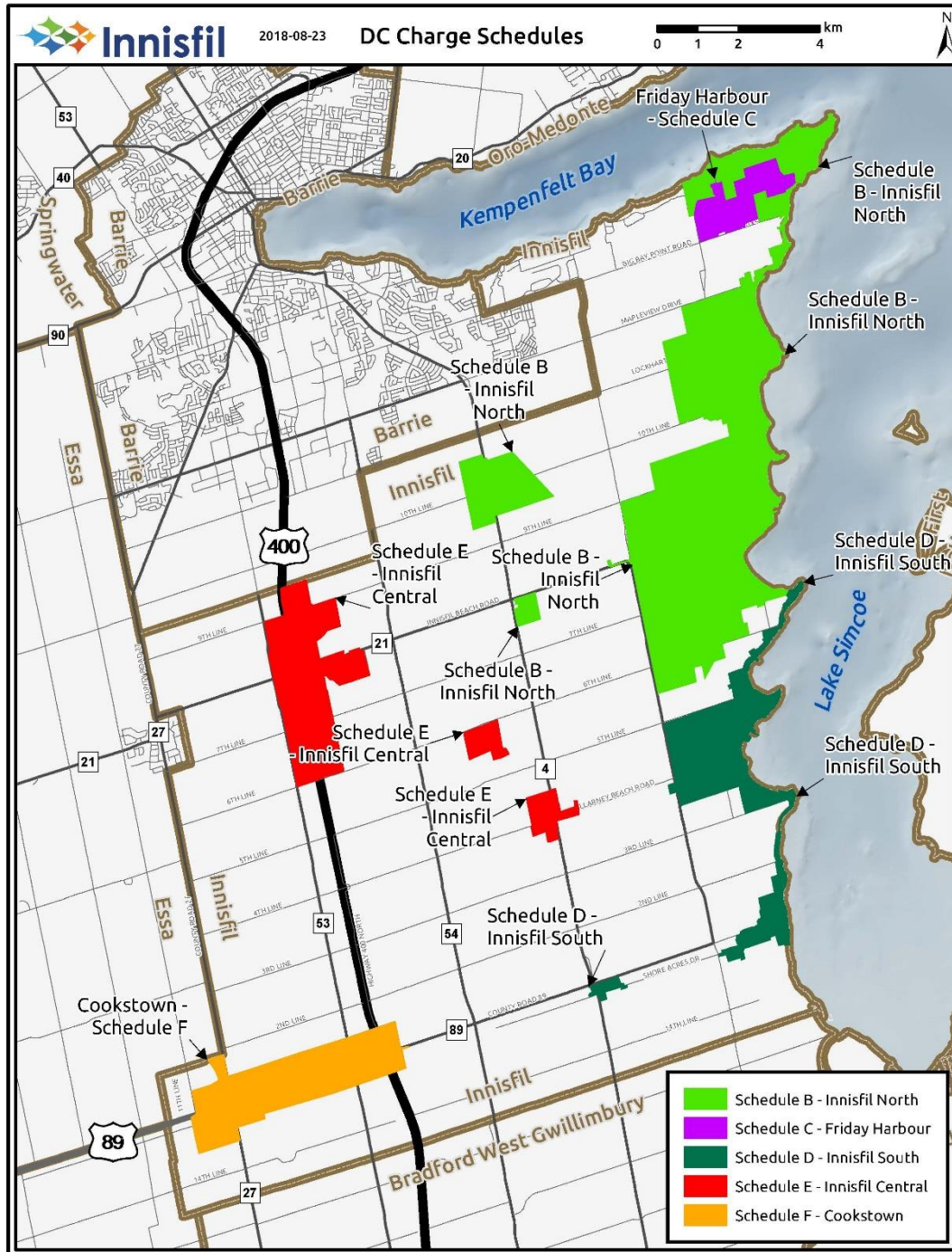
The capital program for water and wastewater includes the four servicing zones identified in the 2018 MSP (Innisfil North, Innisfil Central, Innisfil South and Cookstown). For each zone, the MSP identifies recommended water and wastewater system solutions. The cost, timing, as well as existing and projected flows (average day flows in litres per day) were identified in the 2018 MSP and form the basis of the water and

wastewater DC calculations. For the purposes of the development charges calculation, the infrastructure needs for Friday Harbour are identified separately. The following table identifies the water and wastewater servicing areas in the Town along with the related sub-areas which are used to calculate the applicable development charges on an area-specific basis. The boundaries of the service areas are shown on Map 1.

<b>Service Areas</b>	<b>Sub-Service Areas</b>
Innisfil North	Alcona Alcona South Stroud Big Bay Point Sandy Cove Town Campus
Friday Harbour	Friday Harbour
Innisfil South	Gilford Lefroy
Innisfil Central	Innisfil Heights Campus Node Churchill
Cookstown	Cookstown

The area-specific cost recovery approach is used to calculate development charges for residential water and wastewater. A Town-wide uniform cost approach for non-residential water and wastewater charges has been implemented, in keeping with the Town’s past practices. This results in five area-specific residential development charges and one Town-wide uniform non-residential charge.

Figure 1: Water and Wastewater Servicing Areas



**Appendix D.1**  
**Wastewater Services**  
**Technical Appendix**

## Wastewater Services

This appendix provides the 2023–2041 development-related capital forecast for Wastewater services and the calculation of the applicable development charges on a Town-wide and area-specific basis.

Wastewater facilities included in the DC capital forecast are required to achieve health and safety standards as identified in relevant legislation including Provincial regulations, other relevant legislation as well as Town standards. As such, in accordance with section 4(3) of O.Reg. 82/98, the 15-year historical service level does not apply.

The following tables set out the 2023-2041 development-related capital forecast and the calculation of the development charge for wastewater services:

Table D.1-1	Wastewater Treatment Costs
Table D.1-2	Innisfil North and Friday Harbour Wastewater Servicing
Table D.1-3	Innisfil North and Friday Harbour Calculated Wastewater Charges
Table D.1-4	Innisfil South Wastewater Servicing
Table D.1-5	Innisfil South Calculated Wastewater Charges
Table D.1-6	Innisfil Central Wastewater Servicing
Table D.1-7	Innisfil Central Calculated Wastewater Charges
Table D.1-8	Cookstown & Hwy 400 Wastewater Servicing
Table D.1-9	Cookstown & Hwy 400 Calculated Wastewater Charges

### A. Capital Program Summary

The cost of providing wastewater services in the Town is extensive. The DC eligible costs of the program for the wastewater system is \$573.73 million to service growth related to the Town’s current designated lands. The capital program includes infrastructure which benefits almost all



servicing areas (e.g. Lakeshore Water Pollution Control Plant) and localized infrastructure (e.g. sewers, pumping stations and forcemains). The capital programs provide details on the timing, costs and allocation of individual projects. Importantly, projects or shares of projects identified as “ineligible” relate to shares of projects which provide a benefit to existing development in the Town or are considered to be a local improvement.

#### **i. Wastewater Treatment Costs**

Approximately \$309.39 million is related to the construction of Phase 2 (only Optimization), Phase 3 and Phase 4 of the Lakeshore Water Pollution Control Plant. This amount includes debenture interest costs and also accounts for the available DC reserve fund balance of \$19.5 million which is reduced from the DC eligible costs. The Lakeshore Water Pollution Control Plant is required to service growth occurring over the planning period and as such, no post-period deduction is made. In total, the infrastructure will add 24,760 cubic metres (m<sup>3</sup>) in servicing capacity. The total DC eligible cost of \$309.39 million divided by the future servicing capacity results in a rate of \$12,495 per m<sup>3</sup>.

Importantly, certain developments in the Town fall under the “IDAG Servicing Agreement”. These lands are only required to contribute to costs associated with Phase 3 of the proposed Wastewater Treatment infrastructure, excluding financing costs. This results in a charge of \$11,749 per m<sup>3</sup>.

#### **ii. Innisfil North and Friday Harbour Wastewater Servicing**

The gross capital program amounts to \$123.5 million, with \$10.7 million being identified as ineligible for DC funding. The remaining \$110.62 million is attributed to development occurring in the Innisfil North, Friday Harbour or other servicing areas.

The total DC eligible capital infrastructure attributed to Innisfil North totals \$76.23 million and relates to the installation of sanitary sewers (\$19.9 million), sewage pumping stations and forcemains (\$51.4 million), and the recovery of a deficit DC reserve fund balance (\$5.0 million). This amount is brought forward as part of the DC calculation.

Shares of projects which benefit development in Friday Harbour total \$5.1 million and includes costs related to sanitary sewers (\$967,100), sewage pumping stations and forcemains (\$4.0 million) and \$126,000 related to the recovery of a negative DC reserve fund.

### **iii. Innisfil South Wastewater Servicing**

Capital projects related to the Degrassi-Point (DP) Sewage Pumping Station (SPS) and Gilford SPS, as well as the associated sewage forcemain, are considered to be a local improvement (direct developer responsibility) and therefore are not included in the DC rate calculation. As such, the DC rate for Innisfil South only includes for the recovery of a negative reserve fund balance which totals approximately \$193,200.

### **iv. Innisfil Central Wastewater Servicing**

In total, \$185.04 million in DC eligible capital costs is identified for Innisfil Central. No ineligible or post-period shares of projects are identified. Of this amount, \$50.3 million relates to sanitary sewer infrastructure, \$123.7 million relates to pumping stations and forcemains and a further \$11.1 million relates to the recovery of the negative DC reserve fund balance.

### **v. Cookstown & Hwy 400 Wastewater Servicing**

The Wastewater Collection capital program also accounts for a planned new water pollution control plant (WPCP) servicing Cookstown, as well as decommissioning of the existing Cookstown WPCP, at a total gross cost of \$20.8 million. Of this amount, \$8.5 million (44%) is considered a non-DC eligible share and is removed from the DC eligible costs, the remaining

\$12.4 is considered development-related and included in the DC rate calculation. The DC eligible costs also includes a negative reserve fund balance of \$92,300.

## B. Calculated Wastewater Development Charge Rates

In order to calculate the wastewater development charge rates, the net municipal cost of the sanitary sewers, sewage pumping stations and forcemains are allocated to the service areas based on benefitting shares of average day flows (litres per day). These costs are then divided by the forecast serviced sewage flows which yields a charge per cubic metre. The cost of the wastewater treatment plant is divided by the total capacity available in the system which again yields a cost per cubic metre. These two charges are then factored up by a WPCP average day flow per capita of 0.325 cubic metres which yields a charge per capita used for the residential DCs. For the non-residential charge, the total cost per cubic metre is factored up by the average day demand of 0.0040 cubic metres per square metre of GFA. This then yields the non-residential wastewater charges per square metre. The non-residential charge is then allocated to the industrial and non-industrial sectors based on proportionate shares of anticipated employment growth over the 2023-2041 planning horizon (3,659 industrial employment growth and 5,069 non-industrial employment growth), yielding GFA cubic metres per square metre flow factors of 0.0029 for industrial development and 0.0055 for non-industrial developments.

The following is a summary of the calculated wastewater collection and wastewater treatment development charges:

Service Area	Wastewater Collection			Wastewater Treatment		
	Residential \$/capita	Industrial \$/m2	Non-Industrial \$/m2	Residential \$/capita	Industrial \$/m2	Non-Industrial \$/m2
Innisfil North	\$2,273	\$32.69	\$62.73	\$4,061	\$36.08	\$69.23
Friday Harbour	\$1,428	\$32.69	\$62.73	\$4,061	\$36.08	\$69.23
Innisfil South	\$55	\$32.69	\$62.73	\$4,061	\$36.08	\$69.23
Innisfil Central	\$5,511	\$32.69	\$62.73	\$4,061	\$36.08	\$69.23
Cookstown	\$7,572	\$32.69	\$62.73	\$0	\$36.08	\$69.23

The following provides a summary of the calculated wastewater collection and wastewater treatment development charges for developments subject to the IDAG agreement.

Service Area	Wastewater Collection			Wastewater Treatment		
	Residential \$/capita	Industrial \$/m2	Non-Industrial \$/m2	Residential \$/capita	Industrial \$/m2	Non-Industrial \$/m2
Innisfil North	\$2,273	\$32.69	\$62.73	\$3,819	\$33.93	\$65.00
Friday Harbour	\$1,428	\$32.69	\$62.73	\$3,819	\$33.93	\$65.00
Innisfil South	\$55	\$32.69	\$62.73	\$3,819	\$33.93	\$65.00
Innisfil Central	\$5,511	\$32.69	\$62.73	\$3,819	\$33.93	\$65.00
Cookstown	\$7,572	\$32.69	\$62.73	\$0	\$33.93	\$65.00

APPENDIX D.1  
TABLE 1

TOWN OF INNISFIL  
2023 DEVELOPMENT CHARGES BACKGROUND STUDY  
WASTEWATER TREATMENT COSTS

	Net Municipal Cost	Ineligible Costs	Total DC Eligible Costs	Available DC Reserves	DC Eligible Costs 2023-2041	DC Eligible Costs Post-2041
<b>1 Lakeshore Water Treatment Plant</b>						
1.1 Optimization - Phase 2 (ongoing)	\$ 1,500,000	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000	\$ -
1.2 Design and Construction, Phase 3 Expansion (2023)	\$ 132,300,000	\$ -	\$ 132,300,000	\$ -	\$ 132,300,000	\$ -
1.3 Design and Construction, Phase 4 Expansion (2035)	\$ 95,980,000	\$ -	\$ 95,980,000	\$ -	\$ 95,980,000	\$ -
Subtotal	\$ 229,780,000	\$ -	\$ 229,780,000	\$ -	\$ 229,780,000	\$ -
1.5 Available DC Reserve Fund	\$ (19,546,488)	\$ -	\$ (19,546,488)	\$ -	\$ (19,546,488)	\$ -
1.6 Debenture Interest Costs <sup>1</sup>	\$ 99,153,000	\$ -	\$ 99,153,000	\$ -	\$ 99,153,000	\$ -
<b>TOTAL</b>	<b>\$ 309,386,512</b>	<b>\$ -</b>	<b>\$ 309,386,512</b>	<b>\$ -</b>	<b>\$ 309,386,512</b>	<b>\$ -</b>

Capacity (m <sup>3</sup> )	Total Capacity	10% Reserve	Net Capacity
Available Uncommitted Capacity	4,060	-	4,060
Phase 3 added capacity	8,000	800	7,200
Phase 4 added capacity	15,000	1,500	13,500
<b>Total Capacity Available (m<sup>3</sup>)</b>	<b>27,060</b>	<b>2,300</b>	<b>24,760</b>
<b>Cost Per Cubic Metre (\$ / m<sup>3</sup>)</b>			<b>\$12,495.42</b>
<b>Developments subject IDAG</b>			
Available Uncommitted Capacity and Phase III added capacity only			11,260
<b>Cost Per Cubic Metre (\$ / m<sup>3</sup>)</b>			<b>\$11,749.56</b>

DC Reserve Funds	
Available Balance Dec 31, 2022	\$ 19,546,488

Source: InnServices Utilities Inc.

IDAG - total municipal DC eligible costs divided by added capacity

Notes:

1. Debt Repayment Terms	Amortization Period	Financing Rate	Debt Factor
	20	4.00%	0.073582

2. Wastewater Demands:

Residential:	
WPCP average day flow per capita	0.325 m <sup>3</sup> /day/cap

Non-Residential:	
Average Day Demand Per Hectare	10 m <sup>3</sup> /ha.d
Average Coverage	25%
Average Day Demand GFA	
Per Square Metre of GFA	0.00400 m <sup>3</sup>
Per Square Foot of GFA	0.00037 m <sup>3</sup>

APPENDIX D.1

TABLE 2

TOWN OF INNISFIL  
WASTEWATER SERVICING: INNISFIL NORTH AND FRIDAY HARBOUR

1. Wastewater Servicing

1.1 Sanitary Sewers		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil North Share		Friday Harbour Share		Other Areas Share	
#	Project Description								%	\$	%	\$	%	\$
1.1.1	Spring Street Sewer	2023 - 2028	\$ 3,000,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 3,000,000	0.00%	\$ -	0.00%	\$ -	
1.1.2	10th Line sewer west of 25th Sideroad	2024 - 2031	\$ 1,680,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 1,680,000	0.00%	\$ -	0.00%	\$ -	
1.1.3	Crystal Beach Road sewer twinning	2024 - 2031	\$ 1,480,000	\$ -	0%	\$ -	\$ -	83.15%	\$ 1,230,641	16.85%	\$ 249,359	0.00%	\$ -	
1.1.4	Park Rd. sewer twinning	2025 - 2031	\$ 260,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 260,000	0.00%	\$ -	0.00%	\$ -	
1.1.5	Roberts Rd. sewer twinning	2026 - 2031	\$ 80,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 80,000	0.00%	\$ -	0.00%	\$ -	
1.1.6	Lakelands Ave. sewer twinning	2027 - 2031	\$ 920,000	\$ -	0%	\$ -	\$ -	83.15%	\$ 764,993	16.85%	\$ 155,007	0.00%	\$ -	
1.1.7	Simcoe Blvd. sewer twinning	2028 - 2031	\$ 800,000	\$ -	0%	\$ -	\$ -	83.15%	\$ 665,212	16.85%	\$ 134,788	0.00%	\$ -	
1.1.8	Adams Rd. sewer twinning	2029 - 2031	\$ 1,300,000	\$ -	0%	\$ -	\$ -	83.15%	\$ 1,080,969	16.85%	\$ 219,031	0.00%	\$ -	
1.1.9	Kennedy Rd. sewer twinning	2030 - 2031	\$ 320,000	\$ -	0%	\$ -	\$ -	83.15%	\$ 266,085	16.85%	\$ 53,915	0.00%	\$ -	
1.1.10	7th Line sewer	2024 - 2031	\$ 920,000	\$ -	0%	\$ -	\$ -	83.15%	\$ 764,993	16.85%	\$ 155,007	0.00%	\$ -	
1.1.11	Decommission SPS 7	2024 - 2031	\$ 700,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 700,000	0.00%	\$ -	0.00%	\$ -	
1.1.12	9th Line sewer	2024 - 2031	\$ 7,520,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 7,520,000	0.00%	\$ -	0.00%	\$ -	
1.1.13	IBR Trunk sewer from Yonge St to 20 SR	2023 - 2028	\$ 6,740,000	\$ -	0%	\$ -	\$ -	7.68%	\$ 517,933	0.00%	\$ -	92.32%	\$ 6,222,067	
1.1.14	20 SR Trunk Sewer	2024 - 2031	\$ 4,120,000	\$ -	0%	\$ -	\$ -	7.68%	\$ 316,600	0.00%	\$ -	92.32%	\$ 3,803,400	
1.1.15	6th Line trunk Sewer to Sleeping Lion	2024 - 2031	\$ 4,940,000	\$ -	0%	\$ -	\$ -	22.22%	\$ 1,096,490	0.00%	\$ -	77.80%	\$ 3,843,510	
<b>Sub-Total Sanitary Sewers</b>			<b>\$ 34,780,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 19,943,916</b>	<b>\$ 967,107</b>	<b>\$ 13,868,977</b>				

1.2 Sewage Pumping Stations and Forcemains		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil North Share		Friday Harbour Share		Other Areas Share	
#	Project Description								%	\$	%	\$	%	\$
1.2.1	Big Bay Point SPS	2031 - 2041	\$ 5,600,000	\$ -	100%	\$ 5,600,000	\$ -	61.65%	\$ -	38.35%	\$ -	0.00%	\$ -	
1.2.2	Big Bay Point SPS Forcemain to Friday Drive	2031 - 2041	\$ 5,100,000	\$ -	100%	\$ 5,100,000	\$ -	61.65%	\$ -	38.35%	\$ -	0.00%	\$ -	
1.2.3	Sandy Cove SPS	2023 - 2031	\$ 5,600,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 5,600,000	0.00%	\$ -	0.00%	\$ -	
1.2.4	Sandy Cove SPS Forcemain to Lockhart Rd.	2024 - 2031	\$ 4,520,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 4,520,000	0.00%	\$ -	0.00%	\$ -	
1.2.5	SPS 4 Expansion Phase 1	2023 - 2023	\$ 4,400,000	\$ -	0%	\$ -	\$ -	86.92%	\$ 3,824,320	13.08%	\$ 575,680	0.00%	\$ -	
1.2.6	SPS 4 Expansion Phase 2	2031 - 2041	\$ 7,200,000	\$ -	0%	\$ -	\$ -	86.92%	\$ 6,257,978	13.08%	\$ 942,022	0.00%	\$ -	
1.2.7	SPS 4 Second Forcemain	2031 - 2041	\$ 3,700,000	\$ -	0%	\$ -	\$ -	86.92%	\$ 3,215,905	13.08%	\$ 484,095	0.00%	\$ -	
1.2.8	SPS 3 Expansion	2024 - 2031	\$ 12,800,000	\$ -	0%	\$ -	\$ -	86.92%	\$ 11,125,294	13.08%	\$ 1,674,706	0.00%	\$ -	
1.2.9	SPS 3 Second Forcemain	2024 - 2031	\$ 2,320,000	\$ -	0%	\$ -	\$ -	86.92%	\$ 2,016,459	13.08%	\$ 303,541	0.00%	\$ -	
1.2.10	Stroud SPS	2023 - 2031	\$ 4,680,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 4,680,000	0.00%	\$ -	0.00%	\$ -	
1.2.11	Stroud SPS Forcemain	2023 - 2031	\$ 4,020,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 4,020,000	0.00%	\$ -	0.00%	\$ -	
1.2.12	20th Sideroad SPS	2024 - 2031	\$ 6,240,000	\$ -	0%	\$ -	\$ -	7.68%	\$ 479,511	0.00%	\$ -	92.32%	\$ 5,760,489	
1.2.13	20th Sideroad SPS Expansion	2031 - 2041	\$ 7,040,000	\$ -	0%	\$ -	\$ -	7.68%	\$ 540,986	0.00%	\$ -	92.32%	\$ 6,499,014	
1.2.14	20th Sideroad SPS Forcemain	2024 - 2031	\$ 3,120,000	\$ -	0%	\$ -	\$ -	7.68%	\$ 239,755	0.00%	\$ -	92.32%	\$ 2,880,245	
1.2.15	New SPS 2	2023 - 2023	\$ 10,400,000	\$ -	0%	\$ -	\$ -	39.77%	\$ 4,136,051	0.00%	\$ -	60.23%	\$ 6,263,949	
1.2.16	New SPS 2 Expansion	2031 - 2041	\$ 2,000,000	\$ -	0%	\$ -	\$ -	35.99%	\$ 719,838	0.00%	\$ -	64.01%	\$ 1,280,162	
<b>Sub-Total Sewage Pumping Stations</b>			<b>\$ 88,740,000</b>	<b>\$ -</b>		<b>\$ 10,700,000</b>	<b>\$ -</b>	<b>\$ 51,376,098</b>	<b>\$ 3,980,044</b>	<b>\$ 22,683,858</b>				

<b>Total Wastewater Collection System</b>	<b>\$ 123,520,000</b>	<b>\$ -</b>	<b>\$ 10,700,000</b>	<b>\$ -</b>	<b>\$ 112,820,000</b>	<b>\$ 71,320,014</b>	<b>\$ 4,947,151</b>	<b>\$ 36,552,835</b>
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Servicing Areas	New Flows 2023 - 2041					
	Wastewater Flows			Water Flows		
	Existing	Future	Total	Existing	Future	Total
1. Innisfil North	-	10,898,640	10,898,640	-	9,482,264	9,482,264
2. Friday Harbour	-	1,154,975	1,154,975	-	995,150	995,150



**APPENDIX D.1  
TABLE 3**

**TOWN OF INNISFIL  
WASTEWATER SERVICES: INNISFIL NORTH AND FRIDAY HARBOUR  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Wastewater Servicing</b>	<b>Innisfil North*</b>	<b>Friday Harbour Resort</b>
<b>1. Wastewater Collection System</b>		
1.1 Sanitary Sewers	\$19,943,916	\$967,107
1.2 Sewage Pumping Stations and Forcemains	\$51,376,098	\$3,980,044
1.3 Uncommitted Reserve Fund Balance (Dec. 31, 2022)	<u>\$4,910,450</u>	<u>\$126,049</u>
Total Wastewater Collection System	\$76,230,463	\$5,073,201
Forecast Serviced Sewage Flows (m <sup>3</sup> )	10,899	1,155
<b>Cost Per Cubic Metre</b>	<b>\$6,994.49</b>	<b>\$4,392.48</b>
Residential Charge Based On:	Residential DC (\$/capita)	
WPCP peak flow per capita:      0.3250    m <sup>3</sup> /day/cap	\$2,273	\$1,428
<b>2. Wastewater Treatment Cost Per Cubic Metre</b>		
	<b>\$12,495.42</b>	<b>\$12,495.42</b>
Residential Charge Based On:	Residential DC (\$/capita)	
WPCP peak flow per capita:      0.3250    m <sup>3</sup> /day/cap	\$4,061	\$4,061

\* Innisfil North Service Area includes the service areas of Alcona, Alcona South, Stroud, and Big Bay Point.

APPENDIX D.1  
TABLE 4  
TOWN OF INNISFIL  
WASTEWATER SERVICING: INNISFIL SOUTH

1. Wastewater Servicing

1.1 Sewage Pumping Stations and Force mains Project Description	Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible	Innisfil South Share		Other Areas Share	
								%	\$	%	\$
1.1.1 DP SPS 1	2031 - 2041	\$ 2,000,000	\$ -	100%	\$ 2,000,000	\$ -	\$ -	0.00%	\$ -	0.00%	\$ -
1.1.2 DP SPS 1 Force main to Pine Ave	2031 - 2041	\$ 4,000,000	\$ -	100%	\$ 4,000,000	\$ -	\$ -	0.00%	\$ -	0.00%	\$ -
1.1.3 DP SPS 2	2031 - 2041	\$ 5,760,000	\$ -	100%	\$ 5,760,000	\$ -	\$ -	0.00%	\$ -	0.00%	\$ -
1.1.4 Gilford SPS	2031 - 2041	\$ 4,800,000	\$ -	100%	\$ 4,800,000	\$ -	\$ -	0.00%	\$ -	0.00%	\$ -
1.1.5 Gilford SPS Force main to 2nd Line	2031 - 2041	\$ 4,200,000	\$ -	100%	\$ 4,200,000	\$ -	\$ -	0.00%	\$ -	0.00%	\$ -
<b>Sub-Total Sewage Pumping Stations</b>		<b>\$ 20,760,000</b>	<b>\$ -</b>		<b>\$ 20,760,000</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ -</b>		<b>\$ -</b>

<b>Total Wastewater Collection System</b>	<b>\$ 20,760,000</b>	<b>\$ -</b>		<b>\$ 20,760,000</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ -</b>		<b>\$ -</b>
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Servicing Areas	New Flows 2023 - 2041					
	Wastewater Flows			Water Flows		
	Existing	Future	Total	Existing	Future	Total
1. Innisfil South	-	1,137,658	1,137,658	-	1,433,349	1,433,349



**APPENDIX D.1  
TABLE 5**

**TOWN OF INNISFIL  
WASTEWATER SERVICES: INNISFIL SOUTH  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Wastewater Servicing</b>		<b>Innisfil South*</b>
<b>1. Wastewater Collection System</b>		
1.1 Sewage Pumping Stations and Force mains		\$0
1.2 Uncommitted Reserve Fund Balance (Dec. 31, 2022)		<u>\$193,218</u>
Total Wastewater Collection System		\$193,218
Forecast Serviced Sewage Flows (m <sup>3</sup> )		1,138
<b>Cost Per Cubic Metre</b>		<b>\$169.84</b>
Residential Charge Based On:		<u>Residential DC (\$/capita)</u>
WPCP peak flow per capita:	0.3250 m <sup>3</sup> /day/cap	\$55
<b>2. Wastewater Treatment Cost Per Cubic Metre</b>		
		<b>\$12,495.42</b>
Residential Charge Based On:		<u>Residential DC (\$/capita)</u>
WPCP peak flow per capita:	0.3250 m <sup>3</sup> /day/cap	\$4,061

\* Innisfil South Service Area includes the previous service areas of Gilford and Lefroy.

**APPENDIX D  
TABLE 6  
TOWN OF INNISFIL  
WASTEWATER SERVICING: INNISFIL CENTRAL**

**1. Wastewater Servicing**

1.1 Sanitary Sewers		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil Central Share		Other Areas Share	
#	Project Description								%	\$	%	\$
1.1.1	5th Sideroad (from 9th Line to 7th Line)	2024 - 2031	\$ 5,560,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 5,560,000	0.00%	\$ -	
1.1.2	IBR Trunk sewer to SPS 6	2024 - 2031	\$ 5,600,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 5,600,000	0.00%	\$ -	
1.1.3	IBR Trunk sewer from Yonge St to 20 SR	2023	\$ 3,370,000	\$ -	0%	\$ -	\$ -	92.32%	\$ 3,111,034	7.68%	\$ 258,966	
1.1.4	20 SR Trunk Sewer	2024 - 2031	\$ 4,120,000	\$ -	0%	\$ -	\$ -	92.32%	\$ 3,803,400	7.68%	\$ 316,600	
1.1.5	6th Line trunk Sewer to Sleeping Lion	2024 - 2031	\$ 4,940,000	\$ -	0%	\$ -	\$ -	77.80%	\$ 3,843,510	22.20%	\$ 1,096,490	
1.1.6	5th Sideroad (from 7th Line to 5th Line)	2031 - 2041	\$ 6,140,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 6,140,000	0.00%	\$ -	
1.1.7	Industrial Road sewer to IBR	2031 - 2041	\$ 860,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 860,000	0.00%	\$ -	
1.1.8	Commerce Park Dr. sewer from 7th to 6th Line	2031 - 2041	\$ 2,100,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 2,100,000	0.00%	\$ -	
1.1.9	Commerce Park Drive sewer from 5th to 6th Line	2031 - 2041	\$ 920,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 920,000	0.00%	\$ -	
1.1.10	6th Line trunk sewer to Campus Node	2031 - 2041	\$ 10,320,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 10,320,000	0.00%	\$ -	
1.1.11	6th Line trunk sewer from Yonge St. to 20 Sideroad	2031 - 2041	\$ 8,000,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 8,000,000	0.00%	\$ -	
<b>Sub-Total Sanitary Sewers</b>			<b>\$ 51,930,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>		<b>\$ 51,930,000</b>		<b>\$ 1,672,057</b>	

1.2 Sewage Pumping Stations and Force mains		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil Central Share		Other Areas Share	
#	Project Description								%	\$	%	\$
1.2.1	IH SPS 1 (5th Sideroad, north of IBR)	2024 - 2031	\$ 5,360,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 5,360,000	0.00%	\$ -	
1.2.2	IH SPS 1 Force main	2024 - 2031	\$ 420,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 420,000	0.00%	\$ -	
1.2.3	IH SPS 2 (5th Sideroad at 7th Line)	2024 - 2031	\$ 6,920,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 6,920,000	0.00%	\$ -	
1.2.4	IH SPS 2 Force main and Hwy crossing	2024 - 2031	\$ 8,200,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 8,200,000	0.00%	\$ -	
1.2.5	IH SPS 2A (5th Sideroad at 5th Line)	2031 - 2041	\$ 9,160,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 9,160,000	0.00%	\$ -	
1.2.6	IH SPS 2A Force main and Hwy crossing	2031 - 2041	\$ 7,280,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 7,280,000	0.00%	\$ -	
1.2.7	IH SPS 3 (East of Hwy 400 at 9th Line)	2031 - 2041	\$ 6,920,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 6,920,000	0.00%	\$ -	
1.2.8	IH SPS 3 Force main	2031 - 2041	\$ 2,560,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 2,560,000	0.00%	\$ -	
1.2.9	IH SPS 4 (East of Hwy 400 at 7th Line)	2031 - 2041	\$ 4,680,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 4,680,000	0.00%	\$ -	
1.2.10	IH SPS 4 Force main	2031 - 2041	\$ 920,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 920,000	0.00%	\$ -	
1.2.11	IH SPS 5 (East of Hwy 400 at 5th Line)	2031 - 2041	\$ 4,680,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 4,680,000	0.00%	\$ -	
1.2.12	IH SPS 5 Force main	2031 - 2041	\$ 740,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 740,000	0.00%	\$ -	
1.2.13	IBR SPS 6	2024 - 2031	\$ 6,160,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 6,160,000	0.00%	\$ -	
1.2.14	IBR SPS 6 Force main	2024 - 2031	\$ 2,520,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 2,520,000	0.00%	\$ -	
1.2.15	IBR SPS 6 Expansion	2031 - 2041	\$ 5,920,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 5,920,000	0.00%	\$ -	
1.2.16	20th Sideroad SPS	2024 - 2031	\$ 6,240,000	\$ -	0%	\$ -	\$ -	92.32%	\$ 5,760,489	7.68%	\$ 479,511	
1.2.17	20th Sideroad SPS Expansion	2031 - 2041	\$ 7,040,000	\$ -	0%	\$ -	\$ -	92.32%	\$ 6,499,014	7.68%	\$ 540,986	
1.2.18	20th Sideroad SPS Force main	2024 - 2031	\$ 3,120,000	\$ -	0%	\$ -	\$ -	92.32%	\$ 2,880,245	7.68%	\$ 239,755	
1.2.19	CN SPS	2031 - 2041	\$ 11,080,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 11,080,000	0.00%	\$ -	
1.2.20	CN SPS Force main	2031 - 2041	\$ 8,860,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 8,860,000	0.00%	\$ -	
1.2.21	New SPS 2	2023 - 2023	\$ 10,400,000	\$ -	0%	\$ -	\$ -	64.01%	\$ 6,656,841	35.99%	\$ 3,743,159	
1.2.22	New SPS 2 Expansion	2031 - 2041	\$ 2,000,000	\$ -	0%	\$ -	\$ -	64.01%	\$ 1,280,162	35.99%	\$ 719,838	
1.2.23	Churchill SPS	2031 - 2041	\$ 3,080,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 3,080,000	0.00%	\$ -	
1.2.24	Churchill SPS FM	2031 - 2041	\$ 5,040,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 5,040,000	0.00%	\$ -	
1.2.25	Class EA Sch. B for Churchill SPS	2031 - 2041	\$ 150,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 150,000	0.00%	\$ -	
<b>Sub-Total Sewage Pumping Stations</b>			<b>\$ 129,450,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>		<b>\$ 123,726,750</b>		<b>\$ 5,723,250</b>	

<b>Total Wastewater Collection System</b>			<b>\$ 181,380,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>		<b>\$ 181,380,000</b>		<b>\$ 173,984,694</b>		<b>\$ 7,395,306</b>
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Servicing Areas	New Flows 2023 - 2041					
	Wastewater Flows					
	Existing	Future	Total	Existing	Future	Total
1. Innisfil Central	-	10,911,975	10,911,975	-	10,901,231	10,901,231



**APPENDIX D.1  
TABLE 7**

**TOWN OF INNISFIL  
WASTEWATER SERVICES: INNISFIL CENTRAL  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Wastewater Servicing</b>	<b>Innisfil Central*</b>
<b>1. Wastewater Collection System</b>	
1.1 Sanitary Sewers	\$50,257,943
1.2 Sewage Pumping Stations and Forcemains	\$123,726,750
1.3 Uncommitted Reserve Fund Balance (Dec. 31, 2022)	<u>\$11,060,100</u>
Total Wastewater Collection System	\$185,044,794
 Forecast Serviced Sewage Flows (m <sup>3</sup> )	 10,912
<b>Cost Per Cubic Metre</b>	<b>\$16,957.96</b>
 Residential Charge Based On:	 Residential DC (\$/capita)
WPCP peak flow per capita: 0.3250	\$5,511
<b>2. Wastewater Treatment Cost Per Cubic Metre</b>	
 Residential Charge Based On:	 Residential DC (\$/capita)
WPCP peak flow per capita: 0.3250	\$4,061

\* Innisfil Central Service Area includes the service areas of Innisfil Heights (including Campus Node) and Churchill.

APPENDIX D.1  
TABLE 8

TOWN OF INNISFIL  
WASTEWATER SERVICING: COOKSTOWN AND HIGHWAY 400 & 89 AREA

1. Wastewater Servicing

1.1 Wastewater Treatment Facilities		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Cookstown Share	
#	Project Description								%	\$
1.1.1	Cookstown WPCP	2021-2031	\$ 17,929,000	\$ -	41%	\$ 7,350,890	\$ -	\$ 10,578,110	100%	\$ 10,578,110
1.1.2	Decommissioning Existing Cookstown WPCP	2021-2031	\$ 2,878,000	\$ -	41%	\$ 1,179,980	\$ -	\$ 1,698,020	100%	\$ 1,698,020
<b>Sub-Total Sewage Pumping Stations</b>			<b>\$ 20,807,000</b>	<b>\$ -</b>		<b>\$ 8,530,870</b>	<b>\$ -</b>	<b>\$ 12,276,130</b>		<b>\$ 12,276,130</b>
<b>Total Wastewater Collection System</b>			<b>\$ 20,807,000</b>	<b>\$ -</b>		<b>\$ 8,530,870</b>	<b>\$ -</b>	<b>\$ 12,276,130</b>		<b>\$ 12,276,130</b>

Servicing Areas	New Flows 2023 - 2041					
	Wastewater Flows			Water Flows		
	Existing	Future	Total	Existing	Future	Total
1. Cookstown	-	530,859	530,859	-	1,708,396	1,708,396

**APPENDIX D.1  
TABLE 9**

**TOWN OF INNISFIL  
WASTEWATER SERVICES: COOKSTOWN  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Wastewater Servicing</b>			<b>Cookstown</b>
<b>1. Wastewater Collection System</b>			
1.1 Sanitary Sewers			\$0
1.2 Sewage Pumping Stations and Force mains			\$0
1.3 Wastewater Treatment Facilities			\$12,276,130
1.4 Uncommitted Reserve Fund Balance (Dec. 31, 2022)			<u>\$92,321</u>
Total Wastewater Collection System			\$12,368,451
Forecast Serviced Sewage Flows (m <sup>3</sup> )			531
<b>Cost Per Cubic Metre</b>			<b>\$23,298.95</b>
Residential Charge Based On:			Residential DC (\$/capita)
WPCP peak flow per capita:	0.3250	m <sup>3</sup> /day/cap	<u>\$7,572</u>

**Appendix D.2**  
**Water Services**  
**Technical Appendix**

## Water Services

This appendix provides an outline of the development-related capital and development charge calculation for Water Services. The cost, quantum and timing of the projects identified in the forecast have been informed by the 2018 MSP and discussions with InnServices staff.

Water facilities included in the DC capital forecast are required to achieve health and safety standards as identified in relevant legislation including Provincial regulations, other relevant legislation as well as Town. As such, in accordance with section 4(3) of O.Reg. 82/98, the 15-year historical service level does not apply.

The following discusses the individual components included in the Water category. The analysis is set out in the tables which follow.

Table D.2-1	Water Service Capital: Water Supply
Table D.2-2	Innisfil North and Friday Harbour Water Servicing
Table D.2-3	Innisfil North and Friday Harbour Calculated Water Charges
Table D.2-4	Innisfil South Water Servicing
Table D.2-5	Innisfil South Calculated Water Charges
Table D.2-6	Innisfil Central Water Servicing
Table D.2-7	Innisfil Central Calculated Water Charges
Table D.2-8	Cookstown & Hwy 400 Water Servicing
Table D.2-9	Cookstown & Hwy 400 Calculated Water Charges

### C. Capital Program Summary

The total DC eligible capital program for the water system is \$277.38 million to service growth related to the Town's currently designated lands. The capital program includes infrastructure which benefits almost all servicing areas (e.g. Lakeshore Water Treatment Plant) and localized infrastructure (e.g. distribution system, pumping stations and watermains).

The capital programs provide details on the timing, costs and allocation of individual projects. Importantly, projects or shares of projects identified as “ineligible” relate to shares of projects which provide a benefit to existing development in the Town or are considered to be a local improvement.

**i. Water Supply Costs**

The Water supply capital program includes for the recovery of Phase 3a, 3b and 3c expansion of the existing Water Treatment Plant as well as the associated financing costs. The capital program also includes the acquisition of new water vehicles (\$60,000) and the recovery of a negative reserve fund balance (\$3.0 million) which relates to works previously constructed that provide servicing benefit for development in the planning horizon.

The expansion of the existing Water Treatment Plant will provide servicing capacity to the Town of Innisfil and the Town of Bradford West Gwillimbury. However, only the Town’s share of the project is reflected in the DC capital program. Phase 3a is now complete and the remaining costs associated with the Town’s share of the project is included for recovery (\$8.2 million). Costs associated with Phase 3b and 3c are based on recent estimates provided by InnServices staff.

No ineligible or post-period shares are identified for these projects. In the total, the DC eligible costs included in the rate calculation amount to \$109.3 million.

**ii. Innisfil North and Friday Harbour Water Servicing**

The gross capital project costs for the Innisfil North and Friday Harbour servicing areas amount to \$85.9 million. Of this amount, \$6.6 million is related to costs funded by the Town of Bradford West Gwillimbury for the Trunk Watermain from the Water Treatment Plant (WTP) to Alcona Reservoir (25 SR, 9th Line, 20 SR and IBR). A further \$8.5 million is



identified an either a benefit to existing share or local improvement and is removed from the calculation.

The identified water servicing projects are attributed to development occurring in the Innisfil North servicing area or other servicing areas. None of the costs for these projects are attributed to Friday Harbour as the developer front-end financed all of the necessary water distribution works within the servicing area.

In total, the DC eligible costs for water servicing in Innisfil North relates to \$22.8 million in watermains, \$9.7 million in booster pumping stations and \$6.4 million in water storage. Approximately \$1.3 million is available in DC reserves and is removed from the DC eligible costs. The total amount brought forward as part of the DC calculation is \$37.7 million.

### **iii. Innisfil South Water Servicing**

The total gross cost of the Innisfil South water servicing capital program amounts to \$20.0 million. Of this, \$14.2 million related to the “Ewart St. Trunk Watermain” and “Trunk Watermain on Pine Ave., 3rd Line and Shoreline to Gilford” are considered to be local improvements and are removed from the DC eligible costs.

In total, \$400,000 in water pumping station costs and \$5.4 million in water storage are brought forward as part of the DC calculation. A further \$10.3 million relates to the recovery of the negative reserve fund balance, for water distribution works previously constructed that provide servicing benefit for development in the planning horizon, and is included in the calculation. After this adjustment, the DC eligible shares for Innisfil South totals \$16.1 million.

### **iv. Innisfil Central Water Servicing**

In total, \$107.2 million in DC eligible costs have been identified for the Innisfil Central servicing area. Of this amount, \$64.7 million relates to

watermain infrastructure, \$24.6 million relates to water booster pumping stations, \$11.9 million is related to water storage and \$5.9 million relates to the recovery of the negative DC reserve fund.

#### **v. Cookstown & Hwy 400 Water Servicing**

The water servicing capital program for Cookstown includes costs associated with the Trunk Watermain from Alcona to the Town of Bradford West Gwillimbury. The \$530,000 reflects the Town's share only for the project. In addition, the DC eligible costs include \$3.6 million related to the recovery of the negative reserve fund balance. Therefore, the total DC eligible costs brought into the calculation amounts to \$4.2 million.

### **D. Calculated Water Development Charge Rates**

The net municipal cost of the watermains, water pumping stations and water storage are allocated to the service areas based on benefitting shares of average day flows (litres per day). These costs are then divided by the forecast serviced water demand which yields a water distribution charge per cubic metre. The cost of the water treatment plant is divided by the total capacity available in the system which again yields a water treatment charge per cubic metre. Each of these charges is then factored by a max day per capita of 0.495 cubic metres per day which yields a charge per capita used for the residential DCs. For the non-residential charges, the total cost per cubic metre is factored by the average day demand of 0.0144 cubic metres per square metre of GFA. These represent the non-residential water charges per square metre. The non-residential charge is then allocated to the industrial and non-industrial sectors based on proportionate shares of anticipated employment growth over the 2023-2046 planning horizon (3,659 industrial employment growth and 5,069 non-industrial employment growth), yielding GFA cubic metres per square metre flow factors of 0.0029 for industrial development and 0.0055 for non-industrial developments.

It should be noted that the “net costs” shown on each of the service area capital programs are not entirely recoverable against future development charges. Existing users that will connect into the water system in the future will pay a capital connection fee, equivalent to that of the DC water rate.

The following is a summary of the calculated water distribution and water supply and treatment development charges:

Service Area	Water Distribution			Water Supply and Treatment		
	Residential	Industrial	Non-Industrial	Residential	Industrial	Non-Industrial
	\$/capita	\$/m2	\$/m2	\$/capita	\$/m2	\$/m2
Innisfil North	\$1,093	\$38.89	\$74.63	\$1,153	\$24.22	\$46.00
Friday Harbour	\$0	\$38.89	\$74.63	\$1,153	\$24.22	\$46.00
Innisfil South	\$3,095	\$38.89	\$74.63	\$1,153	\$24.22	\$46.00
Innisfil Central	\$2,703	\$38.89	\$74.63	\$1,153	\$24.22	\$46.00
Cookstown	\$670	\$38.89	\$74.63	\$1,153	\$24.22	\$46.00

APPENDIX D.2

TABLE 1

TOWN OF INNISFIL  
2023 DEVELOPMENT CHARGES BACKGROUND STUDY  
WATER SUPPLY - PLANT COSTS

Project Description	Net Municipal Costs	Ineligible Costs	Total DC Eligible Costs	Available DC Reserves	DC Eligible Costs 2023-2041	DC Eligible Costs Post-2041
<b>1 Phase 3a Expansion</b>						
1.1 Remaining Capital Cost	\$ 8,206,734	\$ -	\$ 8,206,734	\$ -	\$ 8,206,734	\$ -
Sub-total Phase 3a Expansion	\$ 8,206,734	\$ -	\$ 8,206,734	\$ -	\$ 8,206,734	\$ -
<b>2 Phase 3b Expansion</b>						
2.1 Capital Cost	\$ 32,000,000	\$ -	\$ 32,000,000	\$ -	\$ 32,000,000	\$ -
Sub-total Phase 3b Expansion	\$ 32,000,000	\$ -	\$ 32,000,000	\$ -	\$ 32,000,000	\$ -
<b>3 Phase 3c Expansion</b>						
3.1 Capital Cost	\$ 32,000,000	\$ -	\$ 32,000,000	\$ -	\$ 32,000,000	\$ -
Sub-total Phase 3c Expansion	\$ 32,000,000	\$ -	\$ 32,000,000	\$ -	\$ 32,000,000	\$ -
<b>4 Vehicles</b>						
4.1 New Truck Acquisitions	\$ 60,000	\$ -	\$ 60,000	\$ -	\$ 60,000	\$ -
Sub-total Vehicles	\$ 60,000	\$ -	\$ 60,000	\$ -	\$ 60,000	\$ -
<b>Subtotal</b>	<b>\$ 72,266,734</b>	<b>\$ -</b>	<b>\$ 72,266,734</b>	<b>\$ -</b>	<b>\$ 72,266,734</b>	<b>\$ -</b>
<b>5 Debenture Interest Costs (Plant Expansion)</b>						
5.1 Interest Costs (4% financing rate)	\$ 34,055,000	\$ -	\$ 34,055,000	\$ -	\$ 34,055,000	\$ -
Sub-total Debenture Costs	\$ 34,055,000	\$ -	\$ 34,055,000	\$ -	\$ 34,055,000	\$ -
<b>6 Recovery of Negative DC Reseve Balance</b>						
6.1 Balance as of Dec 31, 2022	\$ 2,962,915	\$ -	\$ 2,962,915	\$ -	\$ 2,962,915	\$ -
Sub-total Debenture Costs	\$ 2,962,915	\$ -	\$ 2,962,915	\$ -	\$ 2,962,915	\$ -
<b>TOTAL</b>	<b>\$ 109,284,649</b>	<b>\$ -</b>	<b>\$ 109,284,649</b>	<b>\$ -</b>	<b>\$ 109,284,649</b>	<b>\$ -</b>

Capacity (m <sup>3</sup> ):	Total Capacity	10% Reserve	Net Capacity
Phase 3a Added Capacity	4,600	4,600	4,600
Phase 3b Added Capacity	17,000	1,700	15,300
Phase 3c Added Capacity	30,000	3,000	27,000
<b>Total Capacity Available (m<sup>3</sup>)</b>	<b>51,600</b>	<b>9,300</b>	<b>46,900</b>
<b>Cost Per Cubic Metre (\$ / m<sup>3</sup>)</b>			<b>\$2,330.16</b>

Source: InnServices Utilities Inc.

Notes:

1. Debt Repayment Terms

Amortization Period	Interest Share	Financing Real Rate	Debt Factor
20	0.471635007	4.00%	0.073582

2. Water Demands:

Residential:	
Maximum Day Water Demand Per Capita	
Average Day Per Capita	0.2750 m <sup>3</sup> /day/cap
Max Day Factor	1.8
Max Day Per Capita	0.495 m <sup>3</sup> /day/cap

Non-Residential:	
Average Day Demand Per Hectare	20 m <sup>3</sup> /ha.d
Max Day Factor	1.8
Max Day Per Hectare	36 m <sup>3</sup> /ha.d
Average Coverage	25%
Average Day Demand GFA	
Per Square Metre of GFA	0.0144000 m <sup>3</sup>
Per Square Foot of GFA	0.0013378 m <sup>3</sup>



APPENDIX D.2

TABLE 2

TOWN OF INNISFIL  
WATER SERVICING: INNISFIL NORTH AND FRIDAY HARBOUR

2. Water Servicing

2.1 Watermain		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil North Share		Friday Harbour Share		Other Areas Share	
#	Project Description								%	\$	%	\$	%	\$
2.1.1	Big Bay Point Rd. Trunk Watermain	2031 - 2041	\$ 3,940,000	\$ -	100%	\$ 3,940,000	\$ -	\$ -	59.41%	\$ -	40.59%	\$ -	0.00%	\$ -
2.1.2	Lockhart Rd. and Connection to Ireton Trunk Watermain	2024 - 2024	\$ 3,450,000	\$ -	0%	\$ -	\$ -	\$ 3,450,000	100.00%	\$ 3,450,000	0.00%	\$ -	0.00%	\$ -
2.1.3	10th Line trunk Watermain	2024 - 2031	\$ 2,340,000	\$ -	0%	\$ -	\$ -	\$ 2,340,000	100.00%	\$ 2,340,000	0.00%	\$ -	0.00%	\$ -
2.1.4	Trunk Watermain from WTP to Alcona Reservoir (25 SR, 9th Line, 20 SR and IBR)	2024 - 2031	\$ 16,580,000	\$ 6,632,000	0%	\$ -	\$ -	\$ 9,948,000	34.42%	\$ 3,423,856	0.00%	\$ -	65.58%	\$ 6,524,144
2.1.5	Watermains to loop distribution system	2024 - 2031	\$ 1,000,000	\$ -	0%	\$ -	\$ -	\$ 1,000,000	100.00%	\$ 1,000,000	0.00%	\$ -	0.00%	\$ -
2.1.6	Trunk watermain on 6th Line, East of tracks	2024-2031	\$ 2,540,000	\$ -	0%	\$ -	\$ -	\$ 2,540,000	100.00%	\$ 2,540,000	0.00%	\$ -	0.00%	\$ -
2.1.7	Trunk Watermain on 20th SR and 6th Line	2024 - 2031	\$ 7,340,000	\$ -	0%	\$ -	\$ -	\$ 7,340,000	100.00%	\$ 7,340,000	0.00%	\$ -	0.00%	\$ -
2.1.8	Innisfil Beach Road Trunk Watermains Phase 1	2023 - 2028	\$ 19,800,000	\$ -	0%	\$ -	\$ -	\$ 19,800,000	9.16%	\$ 1,814,612	0.00%	\$ -	90.84%	\$ 17,985,388
2.1.9	Yonge St watermain to 440 m north of IBR	2024 - 2031	\$ 680,000	\$ -	84%	\$ 568,874.87	\$ -	\$ 111,125	100.00%	\$ 111,125	0.00%	\$ -	0.00%	\$ -
2.1.10	Trunk Watermain to Stroud Reservoir	2024 - 2031	\$ 4,800,000	\$ -	84%	\$ 4,015,587	\$ -	\$ 784,413	100.00%	\$ 784,413	0.00%	\$ -	0.00%	\$ -
<b>Sub-Total Watermain System</b>			<b>\$ 62,470,000</b>	<b>\$ 6,632,000</b>		<b>\$ 8,524,462</b>	<b>\$ -</b>	<b>\$ 47,313,538</b>		<b>\$ 22,804,006</b>		<b>\$ -</b>		<b>\$ 24,509,532</b>

2.2 Water Pumping Stations		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil North Share		Friday Harbour Share		Other Areas Share	
#	Project Description								%	\$	%	\$	%	\$
2.2.1	Upgrade Alcona Zone 2 BPS (Alt. 1)	2024 - 2031	\$ 1,200,000	\$ -	0%	\$ -	\$ -	\$ 1,200,000	100.00%	\$ 1,200,000	0.00%	\$ -	0.00%	\$ -
2.2.2	Alcona Reservoir BPS (Phase 1) Yonge St. and Innisfil Heights Phase 1	2024 - 2027	\$ 9,600,000	\$ -	0%	\$ -	\$ -	\$ 9,600,000	34.42%	\$ 3,304,083	0.00%	\$ -	65.58%	\$ 6,295,917
2.2.3	Alcona North Zone 3 BPS	2024 - 2031	\$ 5,200,000	\$ -	0%	\$ -	\$ -	\$ 5,200,000	100.00%	\$ 5,200,000	0.00%	\$ -	0.00%	\$ -
<b>Sub-Total Water Pumping Stations</b>			<b>\$ 16,000,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 16,000,000</b>		<b>\$ 9,704,083</b>		<b>\$ -</b>		<b>\$ 6,295,917</b>

2.3 Water Storage		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil North Share		Friday Harbour Share		Other Areas Share	
#	Project Description								%	\$	%	\$	%	\$
2.3.1	Alcona Reservoir Phase 2 Expansion	2024 - 2027	\$ 7,400,000	\$ -	0%	\$ -	\$ -	\$ 7,400,000	86.83%	\$ 6,425,618	0.00%	\$ -	13.17%	\$ 974,382
<b>Sub-Total Water Storage</b>			<b>\$ 7,400,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 7,400,000</b>		<b>\$ 6,425,618</b>		<b>\$ -</b>		<b>\$ 974,382</b>

<b>Total Water Distribution System</b>			<b>\$ 85,870,000</b>	<b>\$ 6,632,000</b>		<b>\$ 8,524,462</b>	<b>\$ -</b>	<b>\$ 70,713,538</b>		<b>\$ 38,933,707</b>		<b>\$ -</b>		<b>\$ 31,779,830</b>
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Servicing Areas	New Flows 2023 - 2041					
	Wastewater Flows			Water Flows		
	Existing	Future	Total	Existing	Future	Total
1. Innisfil North	-	10,898,640	10,898,640	-	9,482,264	9,482,264
2. Friday Harbour	-	1,154,975	1,154,975	-	995,150	995,150

**APPENDIX D.2  
TABLE 3**

**TOWN OF INNISFIL  
WATER SERVICES: INNISFIL NORTH AND FRIDAY HARBOUR  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Water Servicing</b>	<b>Innisfil North*</b>	<b>Friday Harbour Resort</b>
<b>1. Water Distribution System</b>		
1.1 Watermains	\$22,804,006	\$0
1.2 Water Pumping Stations	\$9,704,083	\$0
1.3 Water Storage	\$6,425,618	\$0
1.4 Uncommitted Reserve Fund Balance (Dec. 31, 2022)	<u>(\$1,250,844)</u>	<u>\$0</u>
Total Water Distribution System	\$37,682,863	\$0
Forecast Serviced Water Demand (m <sup>3</sup> )	17,068	1,791
<b>Cost Per Cubic Metre</b>	<b>\$2,207.80</b>	<b>\$0.00</b>
Residential Charge Based On:	<u>Residential DC (\$/capita)</u>	
Max Day Per Capita: 0.495 m <sup>3</sup> /day/cap	\$1,093	\$0
<b>2. Water Supply and Treatment Cost Per Cubic Metre</b>	<b>\$2,330.16</b>	<b>\$2,330.16</b>
Residential Charge Based On:	<u>Residential DC (\$/capita)</u>	
Max Day Per Capita: 0.495 m <sup>3</sup> /day/cap	\$1,153.43	\$1,153.43

\* Innisfil North Service Area includes the service areas of Alcona, Alcona South, Stroud, and Big Bay Point.

APPENDIX D.2  
TABLE 4

TOWN OF INNISFIL  
WATER SERVICING: INNISFIL SOUTH

2. Water Servicing

2.1 Watermain		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil South Share		Other Areas Share	
#	Project Description								%	\$	%	\$
2.1.1	Ewart St. Trunk Watermain	2031 - 2041	\$ 4,600,000	\$ -	100%	\$ 4,600,000	\$ -	\$ -	100.00%	\$ -	0.00%	\$ -
2.1.2	Trunk Watermain on Pine Ave., 3rd Line and shoreline to Gilford	2031 - 2041	\$ 9,600,000	\$ -	100%	\$ 9,600,000	\$ -	\$ -	100.00%	\$ -	0.00%	\$ -
<b>Sub-Total Watermain System</b>			<b>\$ 14,200,000</b>	<b>\$ -</b>		<b>\$ 14,200,000</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ -</b>		<b>\$ -</b>

2.2 Water Pumping Stations		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil South Share		Other Areas Share	
#	Project Description								%	\$	%	\$
2.2.1	Lefroy BPS Phase 2 Expansion	2024	\$ 400,000	\$ -	0%	\$ -	\$ -	\$ 400,000	100.00%	\$ 400,000	0.00%	\$ -
<b>Sub-Total Water Pumping Stations</b>			<b>\$ 400,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 400,000</b>		<b>\$ 400,000</b>		<b>\$ -</b>

2.3 Water Storage		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil South Share		Other Areas Share	
#	Project Description								%	\$	%	\$
1	Lefroy Reservoir Phase 2 Expansion	2023 - 2027	\$ 5,400,000	\$ -	0%	\$ -	\$ -	\$ 5,400,000	100.00%	\$ 5,400,000	0.00%	\$ -
<b>Sub-Total Water Storage</b>			<b>\$ 5,400,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5,400,000</b>		<b>\$ 5,400,000</b>		<b>\$ -</b>

<b>Total Water Distribution System</b>			<b>\$ 20,000,000</b>	<b>\$ -</b>		<b>\$ 14,200,000</b>	<b>\$ -</b>	<b>\$ 5,800,000</b>		<b>\$ 5,800,000</b>		<b>\$ -</b>
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Servicing Areas	New Flows 2023 - 2041					
	Wastewater Flows			Water Flows		
	Existing	Future	Total	Existing	Future	Total
1. Innisfil South	-	1,137,658	1,137,658	-	1,433,349	1,433,349

**APPENDIX D.2  
TABLE 5**

**TOWN OF INNISFIL  
WATER SERVICES: INNISFIL SOUTH  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Water Servicing</b>		<b>Innisfil South*</b>
<b>1. Water Distribution System</b>		
1.1	Watermains	\$0
1.2	Water Pumping Stations	\$400,000
1.3	Water Storage	\$5,400,000
1.4	Uncommitted Reserve Fund Balance (Dec. 31, 2022)	<u>\$10,329,582</u>
Total Water Distribution System		\$16,129,582
Forecast Serviced Water Demand (m <sup>3</sup> )		2,580
<b>Cost Per Cubic Metre</b>		<b>\$6,251.71</b>
Residential Charge Based On:		<u>Residential DC (\$/capita)</u>
Max Day Per Capita:	0.495 m <sup>3</sup> /day/cap	\$3,095
<b>2. Water Supply and Treatment Cost Per Cubic Metre</b>		
		<b>\$2,330.16</b>
Residential Charge Based On:		<u>Residential DC (\$/capita)</u>
Max Day Per Capita:	0.495 m <sup>3</sup> /day/cap	\$1,153

\* Innisfil South Service Area includes the previous service areas of Gilford and Lefroy.



**APPENDIX D.2  
TABLE 6  
TOWN OF INNISFIL  
WATER SERVICING: INNISFIL CENTRAL**

**2. Water Servicing**

2.1 Watermain		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil Central Share		Other Areas Share	
#	Project Description								%	\$	%	\$
2.1.1	Trunk watermain on 6th Line, East of tracks	2023 - 2028	\$ 2,540,000	\$ -	0%	\$ -	\$ -	\$ 2,540,000	0.00%	\$ -	100.00%	\$ 2,540,000
2.1.2	Trunk Watermain on 20th SR and 6th Line	2024 - 2031	\$ 7,340,000	\$ -	0%	\$ -	\$ -	\$ 7,340,000	0.00%	\$ -	100.00%	\$ 7,340,000
2.1.3	Innisfil Beach Road Trunk Watermains Phase 1	2023 - 2028	\$ 19,800,000	\$ -	0%	\$ -	\$ -	\$ 19,800,000	90.84%	\$ 17,985,388	9.16%	\$ 1,814,612
2.1.4	Innisfil Heights Trunk Watermains Phase 1 (5th SR)	2024 - 2031	\$ 5,800,000	\$ -	0%	\$ -	\$ -	\$ 5,800,000	100.00%	\$ 5,800,000	0.00%	\$ -
2.1.5	Innisfil Heights Trunk Watermains Phase 2 (East of Hwy 400)	2031 - 2041	\$ 9,400,000	\$ -	0%	\$ -	\$ -	\$ 9,400,000	100.00%	\$ 9,400,000	0.00%	\$ -
2.1.6	Yonge St. watermains to Campus Node	2031 - 2041	\$ 10,400,000	\$ -	0%	\$ -	\$ -	\$ 10,400,000	100.00%	\$ 10,400,000	0.00%	\$ -
2.1.7	Yonge St watermain to 440 m north of IBR	2024 - 2031	\$ 680,000	\$ -	0%	\$ -	\$ -	\$ 680,000	0.00%	\$ -	100.00%	\$ 680,000
2.1.8	Trunk Watermain to Stroud Reservoir	2023 - 2028	\$ 4,800,000	\$ -	0%	\$ -	\$ -	\$ 4,800,000	0.00%	\$ -	100.00%	\$ 4,800,000
2.1.9	Trunk Watermain from WTP to Alcona Reservoir (25 SR, 9th Line, 20 SR and IBR)	2024 - 2031	\$ 16,580,000	\$ 6,632,000	0%	\$ -	\$ -	\$ 9,948,000	65.58%	\$ 6,524,144	34.42%	\$ 3,423,856
2.1.10	6th Line Watermains from Campus Node to 6th Line BPS	2031 - 2041	\$ 9,800,000	\$ -	0%	\$ -	\$ -	\$ 9,800,000	100.00%	\$ 9,800,000	0.00%	\$ -
2.1.11	6th Line Watermains from 6th Line BPS to Innisfil Heights	2031 - 2041	\$ 4,800,000	\$ -	0%	\$ -	\$ -	\$ 4,800,000	100.00%	\$ 4,800,000	0.00%	\$ -
<b>Sub-Total Watermain System</b>			<b>\$ 91,940,000</b>	<b>\$ 6,632,000</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 85,308,000</b>		<b>\$ 64,709,532</b>		<b>\$ 20,598,468</b>

2.2 Water Pumping Stations		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil Central Share		Other Areas Share	
#	Project Description								%	\$	%	\$
2.2.1	IH Zone 3 Pump Station Extra Pump Installation	2031-2041	\$ 1,120,000	\$ -	0%	\$ -	\$ -	\$ 1,120,000	100.00%	\$ 1,120,000	0.00%	\$ -
2.2.2	Alcona Reservoir BPS (Phase 1) Yonge St. and Innisfil Heights Phase 1	2023 - 2027	\$ 9,600,000	\$ -	0%	\$ -	\$ -	\$ 9,600,000	65.58%	\$ 6,295,917	34.42%	\$ 3,304,083
2.2.3	Alcona Reservoir BPS (Phase 2) Innisfil Heights Phase 2	2031 - 2041	\$ 2,600,000	\$ -	0%	\$ -	\$ -	\$ 2,600,000	100.00%	\$ 2,600,000	0.00%	\$ -
2.2.4	Innisfil Heights BPS Phase 2 Expansion	2024 - 2031	\$ 2,600,000	\$ -	0%	\$ -	\$ -	\$ 2,600,000	100.00%	\$ 2,600,000	0.00%	\$ -
2.2.5	6th Line BPS and Reservoir	2031 - 2041	\$ 12,000,000	\$ -	0%	\$ -	\$ -	\$ 12,000,000	100.00%	\$ 12,000,000	0.00%	\$ -
<b>Sub-Total Water Pumping Stations</b>			<b>\$ 27,920,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 27,920,000</b>		<b>\$ 24,615,917</b>		<b>\$ 3,304,083</b>

2.3 Water Storage		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil Central Share		Other Areas Share	
#	Project Description								%	\$	%	\$
2.3.1	Decommission Innisfil Heights Groundwater Supply	2024-2031	\$ 736,000	\$ -	0%	\$ -	\$ -	\$ 736,000	100.00%	\$ 736,000	0.00%	\$ -
2.3.2	Innisfil Heights Reservoir Expansion (Phase 2)	2024 - 2031	\$ 4,000,000	\$ -	0%	\$ -	\$ -	\$ 4,000,000	100.00%	\$ 4,000,000	0.00%	\$ -
2.3.3	Alcona Reservoir Phase 2 Expansion	2024 - 2031	\$ 7,400,000	\$ -	0%	\$ -	\$ -	\$ 7,400,000	13.17%	\$ 974,382	86.83%	\$ 6,425,618
2.3.4	6th Line Reservoir Expansion	2031 - 2041	\$ 6,200,000	\$ -	0%	\$ -	\$ -	\$ 6,200,000	100.00%	\$ 6,200,000	0.00%	\$ -
<b>Sub-Total Water Storage</b>			<b>\$ 18,336,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 18,336,000</b>		<b>\$ 11,910,382</b>		<b>\$ 6,425,618</b>

<b>Total Water Distribution System</b>			<b>\$ 138,196,000</b>	<b>\$ 6,632,000</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 131,564,000</b>		<b>\$ 101,235,830</b>		<b>\$ 30,328,170</b>
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Servicing Areas	New Flows 2023 - 2041					
	Wastewater Flows					
	Existing	Future	Total	Existing	Future	Total
1. Innisfil Central	-	10,911,975	10,911,975	-	10,901,231	10,901,231



**APPENDIX D.2  
TABLE 7**

**TOWN OF INNISFIL  
WATER SERVICES: INNISFIL CENTRAL  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Water Servicing</b>	<b>Innisfil Central*</b>
<b>1. Water Distribution System</b>	
1.1 Watermains	\$64,709,532
1.2 Water Pumping Stations	\$24,615,917
1.3 Water Storage	\$11,910,382
1.4 Uncommitted Reserve Fund Balance (Dec. 31, 2022)	<u>\$5,923,951</u>
Total Water Distribution System	\$107,159,781
Forecast Serviced Water Demand (m <sup>3</sup> )	19,622
<b>Cost Per Cubic Metre</b>	<b>\$5,461.15</b>
Residential Charge Based On:	Residential DC (\$/capita)
Max Day Per Capita: 0.495	\$2,703
<b>2. Water Supply and Treatment Cost Per Cubic Metre</b>	<b>\$2,330.16</b>
<b>Total Water Servicing</b>	<b>\$7,791.31</b>
Residential Charge Based On:	Residential DC (\$/capita)
Max Day Per Capita: 0.495	\$1,153

\* Innisfil Central Service Area includes the service areas of Innisfil Heights (including Campus Node) and Churchill.

APPENDIX D.2  
TABLE 8

TOWN OF INNISFIL  
WATER SERVICING: COOKSTOWN AND HIGHWAY 400 & 89 AREA

2. Water Servicing

2.1 Watermain		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Cookstown Share	
#	Project Description								%	\$
2.1.1	Trunk Watermain from Alcona to BWG - Outstanding Town Share	2023	\$ 530,000	\$ -	0%	\$ -	\$ -	\$ 530,000	100.00%	\$ 530,000
<b>Sub-Total Watermain System</b>			<b>\$ 530,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 530,000</b>		<b>\$ 530,000</b>

<b>Total Water Distribution System</b>			<b>\$ 530,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 530,000</b>		<b>\$ 530,000</b>
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Servicing Areas	New Flows 2023 - 2041					
	Wastewater Flows			Water Flows		
	Existing	Future	Total	Existing	Future	Total
1. Cookstown	-	530,859	530,859	-	1,708,396	1,708,396

**APPENDIX D.2  
TABLE 9**

**TOWN OF INNISFIL  
WATER SERVICES: COOKSTOWN  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Water Servicing</b>		<b>Cookstown</b>
<b>1. Water Distribution System</b>		
1.1 Watermains		\$530,000
1.2 Water Pumping Stations		\$0
1.3 Water Storage		\$0
1.4 Uncommitted Reserve Fund Balance (Dec. 31, 2022)		<u>\$3,634,996</u>
Total Water Distribution System		\$4,164,996
Forecast Serviced Water Demand (m <sup>3</sup> )		3,075
<b>Cost Per Cubic Metre</b>		<b>\$1,354.42</b>
Residential Charge Based On:		<u>Residential DC (\$/capita)</u>
Max Day Per Capita:	0.495 m <sup>3</sup> /day/cap	\$670
<b>2. Water Supply and Treatment Cost Per Cubic Metre</b>		
		<b>\$2,330.16</b>
Residential Charge Based On:		<u>Residential DC (\$/capita)</u>
Max Day Per Capita:	0.495 m <sup>3</sup> /day/cap	\$1,153

# Appendix E

## Reserve Funds

## Appendix E – Reserve Funds

The *Development Charges Act* (DCA) requires that a reserve fund be established for each service for which development charges are collected. Table 1 presents the uncommitted reserve fund balances that are available to help fund the development-related net capital costs identified in this study. The opening balances of the development charges reserve funds are as at December 31, 2022. The Water and Wastewater DC reserve funds have been rolled together for the purposes of summarizing the available reserve fund balance. Details regarding the available reserve fund balance for various servicing areas. By-law services is a new DC service and therefore the balance is shown as \$0.

As shown on Table 1, the December 31, 2020 total reserve fund balance was in a negative position of \$22.92 million.

The application of each of the balances in each of the reserve funds is discussed in the appendix section related to each service. The reserve funds are assigned to projects in the initial years of the capital program for the services in which the reserves are in a positive balance. This has the effect of reducing and deferring capital costs brought forward to the development charge calculation and the cash flow analysis. In the services where the balance is negative, the deficit is recovered up to the limitations allowable under the DCA.

**APPENDIX E**

**TABLE 1**

**DEVELOPMENT CHARGE RESERVE FUND BALANCE BY ACCOUNT**

**YEAR ENDING DECEMBER 31, 2022**

<b>Service</b>	<b>Reserve Fund Balance as at Dec. 31, 2022</b>
Library Board	(\$5,805,467)
Fire Services	(\$1,816,202)
Police Services	(\$130,892)
Parks And Recreation	(\$1,419,147)
Services Related To A Highway: Public Works	(\$5,087,332)
Municipal Fleet	(\$3,942,735)
By-Law Services	\$0
Services Related To A Highway: Roads And Related	\$13,722,866
Water Services	(\$21,600,600)
Wastewater Services	\$3,164,351
<b>Total Development Charge Reserves</b>	<b>(\$22,915,159)</b>

# Appendix F

## Cost of Growth Analysis



# Appendix F – Cost of Growth Analysis

## A. Asset Management Plan

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

### i. Asset Types

A summary of the future Town-owned assets and estimated useful life assumptions for eligible DC services considered as part of the study are outlined in Table 1. Although all capital assets considered in the study have been identified, not all assets necessitate future replacement or ongoing maintenance activities. Some projects do not relate to the emplacement of a tangible capital asset – some examples include the acquisition of land, recovery of completed projects or the undertaking of development-related studies. These projects/costs do not necessarily require future replacement or ongoing maintenance. Such projects are identified as “not infrastructure” in the table.

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

**Table 1 – Summary of Municipal Assets’ Useful Lives**

<b>Service</b>	<b>Estimated Useful Life</b>
<b>Library Services</b>	
Outstanding Debenture Payments	0 years
Buildings	75 years
Equipment	7 years
Collection Materials	10 years
<b>Fire Services</b>	
Outstanding Debenture Payments	0 years
Buildings	75 years
Vehicles	10 years
Equipment and Gear	7 years
Future Growth Related Facilities	75 years
<b>Police Services</b>	
Outstanding Debenture Payments	0 years
Buildings	75 years
Vehicles & Equipment	10 years
Future Growth Related Facilities	75 years
<b>Parks &amp; Recreation</b>	
Outstanding Debenture Payments	0 years
Park, Trails and Undeveloped Parks	50 years
Facilities/Buildings	75 years
Other Town-wide Projects	75 years
Future Growth Related Facilities	50 years
<b>Services Related to a Highway: Public Works</b>	
Buildings	75 years
Future Growth Related Facilities	75 years
<b>Municipal Fleet</b>	
Vehicles & Equipment	10 years
Future Growth Related Fleet	10 years

<b>Service</b>	<b>Estimated Useful Life</b>
<b>By-law Services</b>	
Equipment	10 years
Buildings	75 years
Future Growth Related Facilities	75 years
<b>Services Related to a Highway: Roads</b>	
Roads and Related Improvements	50 years
Active Transportation Infrastructure	25 years
Structures	75 years
Other Improvements	25-75 years
<b>Wastewater</b>	
Wastewater Treatment Plant	80 years
Pipes, Pumping Stations etc.	75 years
<b>Water</b>	
Water Treatment Plant	80 years
Pipes, Pumping Stations etc.	75 years

## ii. Annual Provision

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

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

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

Table 2 provides the calculated annual asset management contribution for both the gross capital expenditures and the share related to the 2023-2032, 2023-2041 and 2023-2051 DC recoverable portion. As shown in Table 2, by 2033 for General Services, the Town will need to fund an additional \$4.17 million in order to properly fund the full life cycle costs of the new assets related to all services supported under the development charges by-law. For Services Related to a Highway: Roads and Related Services, the Town will need to fund an additional \$13.68 million by 2052. Finally, for Wastewater and Water Services, the Town will need to fund \$2.79 million by 2042.

APPENDIX F  
TABLE 2

TOWN OF INNISFIL  
ANNUAL ASSET MANAGEMENT PROVISIONS

Service	2023 - 2032 Capital Program		Calculated AMP Annual Provision by 2033	
	DC Related	Non-DC Related*	DC Related	Non-DC Related*
Library Board	\$12,802,756	\$28,315,136	\$323,754	\$389,480
Fire Services	\$17,693,070	\$20,045,032	\$579,454	\$266,204
Police Services	\$5,189,801	\$11,052,627	\$297,461	\$428,895
Parks And Recreation	\$97,545,774	\$108,667,238	\$1,779,385	\$2,321,353
Services Related To A Highway: Public Works	\$11,910,237	\$9,661,095	\$92,195	\$130,553
Municipal Fleet	\$13,811,712	\$3,294,523	\$1,088,162	\$368,897
By-Law Services	\$123,548	\$520,252	\$4,984	\$7,142
<b>TOTAL</b>	<b>\$159,076,899</b>	<b>\$181,555,904</b>	<b>\$4,165,395</b>	<b>\$3,912,525</b>

\* Includes costs that will be recovered under future development charges studies (i.e. other development-related).

Service	2023 - 2051 Capital Program		Calculated AMP Annual Provision by 2052	
	DC Related	Non-DC Related*	DC Related	Non-DC Related*
Services Related To A Highway: Roads And Related	\$577,299,184	\$245,575,816	\$13,681,643	\$7,129,962
<b>TOTAL</b>	<b>\$577,299,184</b>	<b>\$245,575,816</b>	<b>\$13,681,643</b>	<b>\$7,129,962</b>

\* Includes costs that will be recovered under future development charges studies (i.e. other development-related).

Service	2023 - 2041 Capital Program		Calculated AMP Annual Provision by 2042	
	DC Related	Non-DC Related*	DC Related	Non-DC Related*
Wastewater Treatment	\$309,386,512	\$0	\$ 585,337	\$ -
Wastewater Collection	\$264,344,923	\$1,816,934	\$ 2,007,874	\$ 1,588,567
Water Treatment	\$109,284,649	\$0	\$ 182,682	\$ -
Water Supply	\$195,748,226	\$21,016,088	\$ 14,461	\$ -
<b>TOTAL</b>	<b>\$878,764,310</b>	<b>\$22,833,022</b>	<b>\$2,790,354</b>	<b>\$1,588,567</b>

\* Includes costs that will be recovered under future development charges studies (i.e. other development-related).

### **iii. Future Revenue Growth**

The calculated annual funding provision should be considered within the context of the Town's projected growth. Over the next 10 years (to 2032) the Town is projected to increase by approximately 8,000 households. In addition, the Town will also add nearly 3,760 new employees that will result in approximately 231,100 square metres of additional non-residential building space.

By 2051, there will be an increase of nearly 26,980 new households. In addition, the Town will also add nearly 15,030 new employees that will result in approximately 998,500 square metres of additional non-residential building space. This growth will have the effect of increasing the overall assessment base and additional user fee and charges revenues to offset the capital asset provisions required to replace the infrastructure proposed to be funded under the development charges by-law. The collection of these funds is intended to be allocated to the Town's reserves for the future replacement of these assets.

This growth will have the effect of increasing the overall assessment base. This leads to additional user fee and charge revenues to offset the capital asset provisions required to replace the infrastructure proposed to be funded under the development charges by-law. The collection of these funds is intended to be allocated to the Municipality's reserves for future replacement of these assets.

## **B. Long-Term Capital and Operating Impacts**

As shown in Table 3, by 2032 the Town's net operating costs are estimated to increase by \$8.84 million for property tax supported services. Increases in net operating costs will be experienced as there are operational costs associated with additional capital. By 2051, the Town's net operating costs for Roads and Related services will increase by \$2.29 million. Operating and

maintenance costs will also increase as additions to the Town's road network are made (see Table 4).

Table 5 summarizes the components of the development-related capital forecast that will require funding from non-DC sources (e.g. property tax) for the planning period 2023-2032 and 2023-2051. In total, \$278.27 million will need to be funded from non-DC sources over the planning period and is related to facilities and infrastructure that will benefit the existing community. In addition, \$127.59 million in interim DC financing related to post-period shares of projects may be required or these costs may be recovered from other growth funding tools.

Council is made aware of these factors so that they understand the operating and capital costs that will not be covered by DCs as it adopts the development-related capital forecast set out in the study.

### **C. The Program is Deemed Financial Sustainable**

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

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

APPENDIX F

TABLE 3

TOWN OF INNISFIL  
 COST OF GROWTH ANALYSIS ALL SERVICES  
 ESTIMATED NET OPERATING COST OF THE PROPOSED  
 2023-2032 DEVELOPMENT-RELATED CAPITAL PROGRAM  
 (in constant 2023 dollars)

Category	Cost Driver (in 2023 \$)			Additional Operating Costs at 2032	Source and Commentary (1)
	\$	unit measure	Quantity		
<b>Library Board</b>				<b>\$3,625,000</b>	
- Buildings, Land and Furnishings	\$100	per sq.ft. of new library space	36,250	\$3,625,000	Based on 2021 FIR and 2023 Capital Program
<b>Fire Services</b>				<b>\$2,000,000</b>	
- Buildings, Land and Furnishings	\$100	per sq.ft. of new fire station space	20,000	\$2,000,000	Based on operating assumptions in comparable municipalities and 2023 Capital Program
<b>Police Services</b>				<b>\$1,181,818</b>	
- Buildings, Land and Furnishings	\$100	per sq.ft. of new police station space	11,818	\$1,181,818	Based on operating assumptions in comparable municipalities and 2023 Capital Program
<b>Parks And Recreation</b>				<b>\$1,423,037</b>	
- Buildings, Land & Furnishings	\$0	per sq.ft. of new recreation space	12,326	\$0	Based on 2021 FIR and 2023 Capital Program
- Park Development and Facilities	\$10.00	per \$1,000 of total infrastructure value	\$ 142,304	\$1,423,037	Based on 2021 FIR and 2023 Capital Program
<b>Services Related To A Highway: Public Works</b>				<b>\$329,680</b>	
- Buildings, Land and Fleet	\$20	per \$1,000 of total infrastructure value	\$ 16,484	\$329,680	Based on operating assumptions in comparable municipalities and 2023 Capital Program
<b>Municipal Fleet</b>				<b>\$263,270</b>	
- Buildings, Land and Fleet	\$20	per \$1,000 of total infrastructure value	\$ 13,164	\$263,270	Based on operating assumptions in comparable municipalities and 2023 Capital Program
<b>By-Law Services</b>				<b>\$12,200</b>	
- Buildings, Land and Fleet	\$20	per \$1,000 of total infrastructure value	\$ 610.0	\$12,200	Based on operating assumptions in comparable municipalities and 2023 Capital Program
<b>TOTAL ESTIMATED OPERATING COSTS</b>				<b>\$8,835,005</b>	



APPENDIX F

TABLE 4

TOWN OF INNISFIL  
 COST OF GROWTH ANALYSIS ALL SERVICES  
 ESTIMATED NET OPERATING COST OF THE PROPOSED  
 2023-2051 DEVELOPMENT-RELATED CAPITAL PROGRAM  
 (in constant 2023 dollars)

Category	Cost Driver (in 2023 \$)			Additional Operating Costs at 2051	Source and Commentary (Note 1)
	\$	unit measure	Quantity		
<b>Services Related To A Highway: Roads And Related</b>				<b>\$2,294,803</b>	
- Development-Related Roads Infrastructure	\$85	per household	26,977	\$2,294,803	Based on 2021 FIR and 2023 Capital Program
<b>TOTAL ESTIMATED OPERATING COSTS</b>				<b>\$2,294,803</b>	

APPENDIX F  
TABLE 5

TOWN OF INNISFIL  
SUMMARY OF LONG-TERM CAPITAL AND OPERATING TAX SUPPORTED ASSETS

General Services	Development-Related Capital Program (2023 - 2032)				Total DC Eligible Costs for Recovery (\$000)
	Net Municipal Cost (\$000)	Replacement & Benefit to Existing (\$000)	Available DC Reserves (\$000)	Post-Period Benefit* (\$000)	
1 LIBRARY BOARD	\$41,117.9	\$5,089.8	\$0.0	\$23,225.4	\$12,802.8
2 FIRE SERVICES	\$37,738.1	\$0.0	\$0.0	\$20,045.0	\$17,693.1
3 POLICE SERVICES	\$8,685.4	\$64.6	\$0.0	\$3,431.0	\$5,189.8
4 PARKS AND RECREATION	\$206,213.0	\$41,238.3	\$0.0	\$67,428.9	\$97,545.8
5 SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS	\$21,571.3	\$20.8	\$0.0	\$9,640.3	\$11,910.2
6 MUNICIPAL FLEET	\$17,106.2	\$0.0	\$0.0	\$3,294.5	\$13,811.7
7 BY-LAW SERVICES	\$643.8	\$0.0	\$0.0	\$520.3	\$123.5
<b>TOTAL GENERAL SERVICES</b>	<b>\$333,075.8</b>	<b>\$46,413.5</b>	<b>\$0.0</b>	<b>\$127,585.4</b>	<b>\$159,076.9</b>

\*Development related costs to be considered for funding from other tools and/or future DC Studies.

Engineered Services	Development-Related Capital Program				Total DC Eligible Costs for Recovery (\$000)
	Net Municipal Cost (\$000)	Replacement & Benefit to Existing (\$000)	Available DC Reserves (\$000)	Post-Period Benefit* (\$000)	
<b>SERVICES RELATED TO A HIGHWAY: ROADS AND RELATED (2023-2051)</b>					
1 SERVICES RELATED TO A HIGHWAY: ROADS	\$822,875.0	\$231,853.0	\$13,722.9	\$0.0	\$577,299.2
<b>TOTAL SERVICES RELATED TO A HIGHWAY: ROADS AND RELATED</b>	<b>\$822,875.0</b>	<b>\$231,853.0</b>	<b>\$13,722.9</b>	<b>\$0.0</b>	<b>\$577,299.2</b>

\*Development related costs to be considered for funding from other tools and/or future DC Studies.

<b>TOTAL TOWN-WIDE GENERAL AND ENGINEERED SERVICES</b>	<b>\$1,155,950.8</b>	<b>\$278,266.5</b>	<b>\$13,722.9</b>	<b>\$127,585.4</b>	<b>\$736,376.1</b>
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# Appendix G

## Local Service Definitions

# Local Service Definitions

The following guidelines set out in general terms the size and nature of infrastructure that is included in the Town of Innisfil Development Charges (DC) Background Study. The following principles apply to the Local Service Definitions:

1. In order to receive DC funding, the project will be required to be listed in the most current Town of Innisfil DC Background Study.
2. If any infrastructure does not add additional capacity over and above the capacity requirement for that development, these projects are assumed to be the sole responsibility of the developer.
3. Infrastructure that provides servicing or capacity for more than one development is not necessarily required to be fully or partially funded from DCs. If a project is considered fully or partially local in nature, the Town will require the benefiting land owners to fund the works directly.

The following policy guidelines are general principles by which staff will be guided in considering development application's eligibility for full or partial funding from DCs. Each application will be considered on its own merits having regards to, among other factors:

- the nature, type and location of the development within any existing plan and proposed development in its surrounding area;
- these policy guidelines;
- the location and type of services required and their relationship to the proposed development; and
- the existing and proposed development in the area, and subsection 59(2) of the *Development Charges Act, 1997*.

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

The detailed engineering requirements for all work and/or development are governed by the Town of Innisfil Official Plan, or if not specified in the Official Plan, by the approved Master Servicing Plans and other similar long-range capital planning documents, or in accordance with the Town's Engineering Design Standards.

## **1. Roads and Related Services**

### **1.1. Collector Roads**

The local component of a collector road internal to a development is a direct developer responsibility under s.59 of the *DCA* as a local service. The oversized share of a collector road internal to a development is development charges recoverable.

Collector roads external to a development are a local service if the works are within the area to which the plan relates and therefore a direct developer responsibility under s.59 of the *DCA*. Otherwise, the works are included in the DC calculation to the extent permitted under s.5(1) of the *DCA* (dependent on local circumstances)

### **1.2. Arterial Roads**

New arterial roads and arterial road improvements are to be included as part of road costing funded through DCs. Only the oversized component would be recovered through DCs and local road equivalent costs are considered to be a direct developer responsibility under s.59 of the *DCA* (as a local service).

### **1.3. Local Roads**

All roads not identified as arterial and collector roads and not included in the most current Town of Innisfil DC Background Study, inclusive of all land and associated infrastructure related to or within the area needed to support development or required to link with the area to which the development plan relates is a direct developer responsibility and considered to be a local service under s.59 of the *DCA* (as a local service).

### **1.4. Oversizing**

When a local service road project is deemed to be oversized to meet non-local service needs the oversizing costs may be eligible for DC funding. The oversizing cost is considered to be the marginal cost difference in width, from the local service need (size) to the full oversized width, for the following items: Asphalt, Granular A and Granular B.

### **1.5. Traffic Signals**

Traffic signalization for development adjacent to a highway or major arterial is a direct developer responsibility under s.59 of the *DCA* (as a local service).

### **1.6. Intersection Improvements**

Intersection improvements, including but not limited to roundabouts, within specific developments and all works necessary to connect entrances (private and specific subdivision) to the roadway are a direct developer responsibility under s.59 of *DCA* (as a local service).

Intersections with Town roads and Provincial highways are included in DC calculation to the extent that they are a Town responsibility.

Intersection improvements on other roads due to development increasing traffic are included in DC calculation.

### **1.7. Subdivision/Site Entrances and Related**

Entrances and all related costs (including, but not limited to: signalization, turn lanes, utilities and extensions, etc.), no matter the class of road, are a direct developer responsibility under s.59 of the *DCA* (as a local service).

### **1.8. Streetlights**

Streetlights internal to a development or site are a direct developer responsibility (s.59 of the *DCA* as a local service).

Streetlights external to a development but required to extend connectivity to the subject lands are a direct developer responsibility (s.59 of the *DCA* as a local service).

### **1.9. Sidewalks**

Sidewalks internal to a development or site are a direct developer responsibility (s.59 of the *DCA* as a local service).

Sidewalks external to a development but required to extend connectivity to the subject lands are a direct developer responsibility (s.59 of the *DCA*).

New sidewalks in other areas related to growth are included in the DC calculation to the extent permitted under s.5(1) of the *DCA*.

### **1.10. Active Transportation Infrastructure**

Active transportation infrastructure, including but not limited to trails, bike lanes and pedestrian paths, where requested, internal to a development or site are a direct developer responsibility (s.59 of the *DCA* as a local service).

Active transportation infrastructure external to a development but required to extend connectivity to the subject lands are a direct developer responsibility (s.59 of the *DCA* as a local service).

New active transportation in other areas related to growth are included in the DC calculation to the extent permitted under s.5(1) of the DCA.

### **1.11. Noise Abatement Measures**

Noise abatement measures internal to a development are a direct developer responsibility (s.59 of the DCA as a local service).

Noise abatement measures external to a development but required to extend connectivity to, or mitigate impacts from, the development of the subject lands, are a direct developer responsibility (s.59 of the DCA as a local service).

### **1.12. Street Tree Planting**

Street tree planting, as required in the Engineering Design Standards, is considered a direct responsibility of the developer (s.59 of the *DCA* as a local service).

### **1.13. Land Acquisition for Road Allowances**

Land acquisition for planned road allowances within development lands is a dedication under the *Planning Act* provisions.

Land acquisition for planned road allowances outside of development lands, and that is not a dedication under the *Planning Act*, is included in the DC calculation to the extent permitted under s.5(1) of the *DCA*.

Additional land acquisition for bridges or grade separations (beyond normal dedication requirements) is eligible to the extent identified and included in the most current Town of Innisfil DC Background Study.



## 2. Water Services

### 2.1. Watermains

Watermains up to 300 mm in size internal to a development are considered to be a local service, unless a larger size is required to support the development.

Watermains greater than 300 mm in size required for growth are included in the DC calculation to the extent permitted under s.5(1) of the *DCA*. The amount of cost contribution for watermains within a development shall be calculated using tendered unit prices and shall be the difference between the cost of the actual pipe diameter and the cost of a 300 mm pipe diameter including a 10% engineering fee. Only watermain and valves will be included in the calculation. Any costs related to the depth of pipe are a direct developer responsibility (s.59 of the *DCA* as a local service).

New or replacement watermains external to the development, but required for growth, are included in the DC calculation to the extent permitted under s.5(1) of the *DCA*.

Connections to trunk mains and pumping stations to service specific areas are a direct developer responsibility (s.59 of the *DCA* as a local service).

External watermains of any size that are required to connect a development to an existing watermain of suitable capacity are considered to be a direct developer responsibility (s.59 of the *DCA* as a local service).

## **2.2. Pumping Stations and Reservoirs**

New permanent or expanded water pumping stations and reservoirs for growth are included in the DC calculation to the extent permitted under s.5(1) of the *DCA*.

All others are deemed temporary, and are local services and the responsibility of the developers.

Watermains of any size required to connect a qualifying pumping station or reservoir to the distribution network are considered to be part of the qualifying works.

The detailed engineering requirements of the above items are governed by the approved detailed Engineering Design Standards for the Town.

## **3. Wastewater Services**

### **3.1. Sanitary Sewers**

Sanitary sewers up to 450 mm in size internal to a development are considered to be a local service unless a larger size is required to support the development.

Sanitary sewers greater than 450 mm in size required for growth are included in the DC calculation to the extent permitted under s.5(1) of the *DCA*. Sanitary sewers larger than 450 mm that also service upstream properties will have cost sharing calculated on the tendered unit prices and shall be the difference between the cost of the actual pipe diameter and the cost of a 450 mm pipe including a 10% engineering fee. All other appurtenances with respect to oversizing and any costs related to the depth of pipe are a direct developer responsibility (s.59 of the *DCA* as a local service).

New or replacement sanitary sewers external to the development but required for growth are included in the DC calculation to the extent permitted under s.5(1) of the *DCA*.

Connections to collectors and pumping stations to service specific areas are a direct developer responsibility (s.59 of the *DCA* as a local service).

External sanitary sewers of any size required by a development to connect to an existing collection sewer of suitable capacity are considered to be a direct developer responsibility (s.59 of the *DCA* as a local service).

### **3.2. Pumping Stations**

New permanent or expanded sanitary pumping stations for growth are included in the DC calculation to the extent permitted under s.5(1) of the *DCA*.

All others are deemed temporary, and are a direct developer responsibility (s.59 of the *DCA* as a local service).

Sanitary sewers of any size required to connect a pumping station or treatment plant to the collection network are considered to be DC projects.

The detailed engineering requirements of the above items are governed by the approved detailed Engineering Design Standards for the Town.

### **3.3. Stormwater Drainage**

Drainage systems internal or external to a proposed development, needed to support development to safely convey these flows to a suitable outlet, are a direct developer responsibility (s.59 of the *DCA* as a local service).

Drainage infrastructure internal or external to a proposed development, needed to support development to safely convey these flows to a suitable outlet, not included in the most current Town of Innisfil DC Background Study, is a direct developer responsibility (s.59 of the *DCA* as a local service).

Drainage infrastructure in the most current Town of Innisfil DC Background Study that needs to be upsized due to changes in upstream catchment area to support the proposed development is a direct developer responsibility (s.59 of the *DCA* as a local service).

The construction of drainage infrastructure deemed to be temporary is a direct developer responsibility (s.59 of the *DCA* as a local service).

Installation of private drain connections or private systems is a direct developer responsibility (s.59 of the *DCA* as a local service).

Stormwater facilities for quality, volume and/or quantity management, including downstream erosion works, inclusive of land and all associated infrastructure, such as storm water facility planting and appurtenances, maintenance access roads/trails and perimeter fencing is a direct developer responsibility (s.59 of the *DCA* as a local service).

Land to oversize proposed stormwater management facilities to accommodate runoff from new, widened, extended or upgraded municipal local, collector or arterial roads is a direct developer responsibility (s.59 of the *DCA* as a local service).

Erosion works, inclusive of all restoration requirements, related to a proposed development is a direct developer responsibility (s.59 of the *DCA* as a local service).

Retrofitting an existing pond to accommodate flows required as part of a development is a direct developer responsibility (s.59 of the *DCA* as a local service).

#### **4. Parkland Development**

For the purpose of parkland development, local service includes the requirement for the developer to undertake preparation of a conceptual park plan including proposed grading to demonstrate that the proposed park size, configuration and topography will allow for the construction of park facilities to the satisfaction of the Town.

The Town also requires the developer to dedicate parkland or provide cash-in-lieu, consistent with the Planning Act provisions. All of these costs are deemed a direct responsibility (s.59 of the *DCA* as a local service) of the developer and have not been included in the DC calculation.

With respect to other parkland development costs, the municipal policy is to include all other components of parkland development in the DC calculation, including detailed design and contract administration, finished grading, sodding, park furniture, electrical, water, sanitary sewer, signage, plant material, walkways, play courts, parking lots, sports fields, playground equipment, water play equipment, recreational trails, park shelters and lighting.

**Appendix H**  
**Draft By-Law**  
**(Provided Under Separate Cover)**



Hemson Consulting Ltd

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## MEMORANDUM

**To:** Development Industry Stakeholders  
**From:** Hemson Consulting and Town of Innisfil  
**Date:** October 27, 2023  
**Re:** Summary of Changes to Calculated DC Rates

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As part of the ongoing dialogue and discussions regarding the Town of Innisfil 2023 DC Background Study, Town staff and Hemson have made changes to the assumptions (e.g. historical inventories and capital program assumptions) which has resulted in changes to the DC rate calculation. A summary of the changes are described below. Supporting information along with the revised DC rate calculations are provided as attachments to this memorandum.

### A. GENERAL SERVICES

The following changes have been made to General Services:

- Removal of excess capacity from the historical service levels (e.g., Library, Fire and Police)
- Updated Library Services “Materials” section to account for restating of material classifications from pre/post 2015.
- Updated capital project costs based on Land & Lands Master Plan for Parks & Rec DC capital program (no impact to rates)
- Removal of inflation from Library DC capital program (no impact to rates)
- Removal of inflation from Fire DC capital program (no impact to rates)

### B. ROADS AND RELATED SERVICES

The following adjustments have been made to the Roads and Related capital program:

#### **i. Removed Projects**

- “Various intersections (20th Sideroad/Big Bay Point Road, 20th Sideroad/9th Line, Innisfil Beach Road/20th Sideroad Bypass, Innisfil Beach Road/Webster Boulevard) (\$2 million)
- Big Bay Point Road / 20th Sideroad (\$522,000)
- Willard Ave (\$4.1 million)
- Additional signalization (various locations) (\$7.3 million)

#### **ii. Updated Projects: Roads Infrastructure**

- 20th Sideroad Lockhart Road to Big Bay Point Road (\$21.2 million)
- Willard Avenue Innisfil Beach Road to Leslie Drive (\$4.5 million)
- 20th Sideroad (bypass) with Grade Separation Leslie Drive to South of Innisfil Beach Rd (\$68.7 million)

#### **iii. Updated Projects: Active Transportation Infrastructure**

- 20th Sideroad 9th Line to 5<sup>th</sup> Line (\$2.2 million).

#### **iv. Added Projects: Roads Infrastructure**

- Roundabouts (20th Sideroad/9th Line and 20th Sideroad/5th Line) (\$4.6 million)
- Innisfil Beach Road/Webster Boulevard signalization (\$521,000)

### **C. WATER AND WASTEWATER SERVICES**

The following adjustments have been made to the Wastewater and Water capital programs:

- **Waterwater Treatment Plant:** Adjusted capital program and treatment of IDAG rates to show separate phases (Phase 3 and Phase 4). Adjustment to financing costs.
- **Development Forecast:** Increased future residential units in Stroud (increased from 121 to 500 units).



- **Innisfil North and Friday Harbour / Innisfil Central:** Reduced cost of “New SPS 2” from \$10.4 million to \$1.4 million to reflect DC funding applied to the project to date.

## D. IMPACT TO DC RATE CALCULATION SUMMARY

The following table provides a summary of the DC rate changes since the release of the DC Background Study.

### Adjusted DC Rates: Single-Detached Unit

Area	July 28, 2023 DC Study	Revised DC Rates	Difference (#)	Difference (%)
Innisfil North	\$ 82,920	\$ 79,677	\$ (3,243)	-4%
Friday Harbour	\$ 76,409	\$ 73,784	\$ (2,625)	-3%
Innisfil South	\$ 82,195	\$ 79,570	\$ (2,625)	-3%
Innisfil Central	\$ 99,207	\$ 95,953	\$ (3,254)	-3%
Cookstown	\$ 85,658	\$ 85,254	\$ (404)	0%
<b>Development Subject to IDAG</b>				
Innisfil North	\$ 82,107	\$ 79,335	\$ (2,772)	-3%
Friday Harbour	\$ 75,596	\$ 73,442	\$ (2,154)	-3%
Innisfil South	\$ 81,382	\$ 79,228	\$ (2,154)	-3%
Innisfil Central	\$ 98,394	\$ 95,611	\$ (2,783)	-3%
Cookstown	\$ 85,658	\$ 85,254	\$ (404)	0%

### Adjusted DC Rates: Industrial \$/square metre

Area	July 28, 2023 DC Study	Revised DC Rates	Difference (#)	Difference (%)
Water and Wastewater Services	\$ 249.37	\$ 240.60	\$ (8.76)	-4%
<b>Development Subject to IDAG</b>				
Water and Wastewater Services	\$ 247.22	\$ 239.69	\$ (7.52)	-3%

### Adjusted DC Rates: Non-Industrial \$/square metre

Area	July 28, 2023 DC Study	Revised DC Rates	Difference (#)	Difference (%)
Water and Wastewater Services	\$ 476.24	\$ 458.93	\$ (17.31)	-4%
<b>Development Subject to IDAG</b>				
Water and Wastewater Services	\$ 472.01	\$ 456.96	\$ (15.05)	-3%



APPENDIX B.1

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
LIBRARY BOARD

MATERIALS Type of Collection	# of Collection Materials															2023 UNIT COST (\$/item)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
<b>Material Grouping 2008-2014</b>																
Group A: Books	45,824	56,171	63,138	39,381	39,143	32,954	32,946	-	-	-	-	-	-	-	-	\$50
Group B: Books	8,285	10,001	11,272	5,989	5,758	4,912	3,994	-	-	-	-	-	-	-	-	\$40
Group C: Books	14,969	12,354	10,700	14,367	14,993	14,275	11,614	-	-	-	-	-	-	-	-	\$30
Group D: Hardcover, Talking Books	6,068	6,567	7,343	6,313	4,823	5,309	5,188	-	-	-	-	-	-	-	-	\$40
Group E: Books, Videos, Book/Cassettes	9,848	10,835	13,956	12,556	10,704	8,589	6,754	-	-	-	-	-	-	-	-	\$30
Group F: CDs	1,996	2,543	3,260	1,700	1,718	1,943	1,151	-	-	-	-	-	-	-	-	\$40
Group G: Audio Cassettes, Talking Books	4,507	4,782	5,392	4,111	3,743	3,288	3,217	-	-	-	-	-	-	-	-	\$70
Group H: Video	1,431	1,105	919	82	96	-	-	-	-	-	-	-	-	-	-	\$5
Group I: DVD	2,879	4,593	4,662	3,765	5,169	7,437	8,962	-	-	-	-	-	-	-	-	\$45
Group J: Reference Books	1,943	1,946	1,907	1,697	1,121	823	671	-	-	-	-	-	-	-	-	\$50
Group K: Periodicals/Journals	4,614	3,701	8,506	2,936	2,773	2,808	2,704	-	-	-	-	-	-	-	-	\$15
Group L: Reference Database	11	80	151	124	124	99	102	-	-	-	-	-	-	-	-	\$400
Group M: Downloadable Audio Books	3,054	15,506	41,613	73,299	73,316	72,908	58,883	-	-	-	-	-	-	-	-	\$75
<b>Material Grouping Reclassification 2015-2022</b>																
Books - Adult	-	-	-	-	-	-	-	34,478	33,872	35,379	35,340	34,497	36,481	35,445	34,936	\$50
Books - Children	-	-	-	-	-	-	-	20,712	20,065	20,665	20,876	21,759	23,247	24,020	24,064	\$30
Books - Teen	-	-	-	-	-	-	-	2,308	2,200	2,253	2,347	2,524	2,499	2,656	2,640	\$40
Audio - audiobooks & music	-	-	-	-	-	-	-	3,322	3,356	3,481	3,278	3,128	3,270	2,933	2,686	\$70
Video - DVDs/Blu-Rays	-	-	-	-	-	-	-	9,436	6,945	6,965	7,363	7,297	7,139	7,276	8,348	\$45
Video - Games	-	-	-	-	-	-	-	474	623	659	807	806	1,075	1,126	1,178	\$100
Periodicals - Magazines	-	-	-	-	-	-	-	2,661	2,547	1,982	2,081	1,911	1,754	1,825	1,575	\$12
Digital - eBooks*	-	-	-	-	-	-	-	66,540	58,304	70,874	58,957	68,198	25,137	19,528	20,684	\$40
Digital - eAudiobooks**	-	-	-	-	-	-	-	-	-	-	-	-	7,950	5,352	5,738	\$75
Digital - Pay per Use	-	-	-	-	-	-	-	-	2,965	3,265	3,643	4,758	5,309	4,640	1,698	\$2
Digital - Subscription	-	-	-	-	-	-	-	46	28	27	28	29	27	27	30	\$2,000
Equipment - Technology	-	-	-	-	-	-	-	12	12	20	27	29	46	73	74	\$500
Equipment - Other	-	-	-	-	-	-	-	-	-	-	-	-	-	68	106	\$60
<b>Total (#)</b>	<b>105,429</b>	<b>130,184</b>	<b>172,819</b>	<b>166,320</b>	<b>163,481</b>	<b>155,345</b>	<b>136,186</b>	<b>139,989</b>	<b>130,917</b>	<b>145,570</b>	<b>134,747</b>	<b>144,936</b>	<b>113,934</b>	<b>104,969</b>	<b>103,757</b>	
<b>Total (\$000)</b>	<b>\$4,541.7</b>	<b>\$6,163.4</b>	<b>\$8,767.7</b>	<b>\$9,470.3</b>	<b>\$9,361.1</b>	<b>\$8,976.0</b>	<b>\$7,771.3</b>	<b>\$5,933.7</b>	<b>\$5,425.1</b>	<b>\$6,032.6</b>	<b>\$5,590.2</b>	<b>\$5,941.3</b>	<b>\$4,991.6</b>	<b>\$4,554.6</b>	<b>\$4,639.8</b>	

\*eBook data for 2012-2019 includes eaudiobooks

\*\*The drop in ebook and eaudiobook numbers from 2019 to 2020 is due to the dissolution of the Libraries on the Go consortium.

APPENDIX B.1

TABLE 1

TOWN OF INNISFIL  
 INVENTORY OF CAPITAL ASSETS  
 LIBRARY BOARD

FURNITURE AND EQUIPMENT Branch Name	Total Value of Furniture and Equipment (\$)														
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Stroud Branch	\$322,000	\$325,000	\$360,000	\$438,000	\$455,000	\$495,000	\$497,000	\$521,000	\$524,000	\$525,000	\$525,000	\$525,000	\$525,000	\$525,000	\$525,000
Churchill Branch	\$131,000	\$138,000	\$138,000	\$154,000	\$154,000	\$169,000	\$169,000	\$169,000	\$170,000	\$170,000	\$170,000	\$170,000	\$170,000	\$170,000	\$170,000
Cookstown Branch	\$140,000	\$435,000	\$466,000	\$523,000	\$525,000	\$607,000	\$746,000	\$757,000	\$870,000	\$1,016,000	\$1,033,000	\$1,033,000	\$1,172,000	\$1,172,000	\$1,172,000
Lakeshore Branch	\$498,000	\$546,000	\$630,000	\$744,000	\$777,000	\$921,000	\$971,000	\$1,750,000	\$1,907,000	\$1,983,000	\$1,983,000	\$1,983,000	\$1,983,000	\$1,983,000	\$1,983,000
<b>Total (\$000)</b>	<b>\$1,091.0</b>	<b>\$1,444.0</b>	<b>\$1,594.0</b>	<b>\$1,859.0</b>	<b>\$1,911.0</b>	<b>\$2,192.0</b>	<b>\$2,383.0</b>	<b>\$3,197.0</b>	<b>\$3,471.0</b>	<b>\$3,694.0</b>	<b>\$3,711.0</b>	<b>\$3,711.0</b>	<b>\$3,850.0</b>	<b>\$3,850.0</b>	<b>\$3,850.0</b>

APPENDIX B.1

TABLE 1

TOWN OF INNISFIL  
CALCULATION OF SERVICE LEVELS  
LIBRARY BOARD

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Historic Population	31,786	32,096	32,409	32,727	33,735	34,774	35,845	36,949	38,088	39,082	40,102	41,149	42,223	43,326	45,505

INVENTORY SUMMARY (\$000)

Buildings	\$11,415.7	\$14,999.7	\$14,999.7	\$14,999.7	\$14,999.7	\$14,999.7	\$14,999.7	\$15,604.5	\$15,604.5	\$15,604.5	\$15,604.5	\$15,604.5	\$15,604.5	\$15,604.5	\$15,604.5
Land	\$2,575.0	\$3,911.5	\$3,911.5	\$3,911.5	\$5,461.5	\$5,461.5	\$5,461.5	\$5,461.5	\$5,461.5	\$5,461.5	\$5,461.5	\$5,461.5	\$5,461.5	\$5,461.5	\$5,461.5
Materials	\$4,541.7	\$6,163.4	\$8,767.7	\$9,470.3	\$9,361.1	\$8,976.0	\$7,771.3	\$5,933.7	\$5,425.1	\$6,032.6	\$5,590.2	\$5,941.3	\$4,991.6	\$4,554.6	\$4,639.8
Furniture And Equipment	\$1,091.0	\$1,444.0	\$1,594.0	\$1,859.0	\$1,911.0	\$2,192.0	\$2,383.0	\$3,197.0	\$3,471.0	\$3,694.0	\$3,711.0	\$3,711.0	\$3,850.0	\$3,850.0	\$3,850.0
<b>Total (\$000)</b>	<b>\$19,623.4</b>	<b>\$26,518.6</b>	<b>\$29,272.9</b>	<b>\$30,240.5</b>	<b>\$31,733.2</b>	<b>\$31,629.2</b>	<b>\$30,615.5</b>	<b>\$30,196.7</b>	<b>\$29,962.1</b>	<b>\$30,792.6</b>	<b>\$30,367.1</b>	<b>\$30,718.3</b>	<b>\$29,907.6</b>	<b>\$29,470.5</b>	<b>\$29,555.8</b>

SERVICE LEVEL (\$/capita)

Average  
Service  
Level

Buildings	\$359.14	\$467.34	\$462.82	\$458.33	\$444.63	\$431.35	\$418.46	\$422.32	\$409.70	\$399.28	\$389.12	\$379.22	\$369.57	\$360.16	\$342.92	\$407.62
Land	\$81.01	\$121.87	\$120.69	\$119.52	\$161.89	\$157.06	\$152.36	\$147.81	\$143.39	\$139.74	\$136.19	\$132.72	\$129.35	\$126.06	\$120.02	\$132.65
Materials	\$142.88	\$192.03	\$270.53	\$289.37	\$277.49	\$258.12	\$216.80	\$160.59	\$142.44	\$154.36	\$139.40	\$144.38	\$118.22	\$105.12	\$101.96	\$180.91
Furniture And Equipment	\$34.32	\$44.99	\$49.18	\$56.80	\$56.65	\$63.04	\$66.48	\$86.52	\$91.13	\$94.52	\$92.54	\$90.18	\$91.18	\$88.86	\$84.61	\$72.73
<b>Total (\$/capita)</b>	<b>\$617.36</b>	<b>\$826.23</b>	<b>\$903.23</b>	<b>\$924.02</b>	<b>\$940.66</b>	<b>\$909.56</b>	<b>\$854.11</b>	<b>\$817.25</b>	<b>\$786.65</b>	<b>\$787.90</b>	<b>\$757.25</b>	<b>\$746.51</b>	<b>\$708.32</b>	<b>\$680.20</b>	<b>\$649.51</b>	<b>\$793.92</b>

TOWN OF INNISFIL  
CALCULATION OF MAXIMUM ALLOWABLE  
LIBRARY BOARD

<b>15-Year Funding Envelope Calculation</b>	
15 Year Average Service Level 2008 - 2022	\$793.92
Net Population Growth 2023 - 2032	15,696
<b>Maximum Allowable Funding Envelope</b>	<b>\$12,461,368</b>

APPENDIX B.1

TABLE 2

TOWN OF INNISFIL  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
LIBRARY BOARD

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					Replacement & BTE Shares	Replacement & BTE Shares		Available DC Reserves	2023 - 2032	Post 2032
<b>1.0 LIBRARY BOARD</b>										
<b>1.1 Recovery of Negative Reserve Fund Balance</b>										
1.1.1 Balance as at December 31, 2022	2023	\$ 5,805,467	\$ -	\$ 5,805,467	0%	\$ -	\$ 5,805,467	\$ -	\$ 5,805,467	\$ -
Subtotal Recovery of Negative Reserve Fund Balance		\$ 5,805,467	\$ -	\$ 5,805,467		\$ -	\$ 5,805,467	\$ -	\$ 5,805,467	\$ -
<b>1.2 Recovery of Cookstown Library Debt</b>										
1.2.1 Principal Payment (Library DC Eligible Share)	2023	\$ 85,541	\$ -	\$ 85,541	0%	\$ -	\$ 85,541	\$ -	\$ 85,541	\$ -
1.2.2 Principal Payment (Library DC Eligible Share)	2024	\$ 85,541	\$ -	\$ 85,541	0%	\$ -	\$ 85,541	\$ -	\$ 85,541	\$ -
1.2.3 Principal Payment (Library DC Eligible Share)	2025	\$ 85,541	\$ -	\$ 85,541	0%	\$ -	\$ 85,541	\$ -	\$ 85,541	\$ -
1.2.4 Principal Payment (Library DC Eligible Share)	2026	\$ 85,541	\$ -	\$ 85,541	0%	\$ -	\$ 85,541	\$ -	\$ 85,541	\$ -
1.2.5 Principal Payment (Library DC Eligible Share)	2027	\$ 85,541	\$ -	\$ 85,541	0%	\$ -	\$ 85,541	\$ -	\$ 85,541	\$ -
1.2.6 Principal Payment (Library DC Eligible Share)	2028	\$ 85,541	\$ -	\$ 85,541	0%	\$ -	\$ 85,541	\$ -	\$ 85,541	\$ -
1.2.7 Principal Payment (Library DC Eligible Share)	2029	\$ 85,541	\$ -	\$ 85,541	0%	\$ -	\$ 85,541	\$ -	\$ 85,541	\$ -
1.2.8 Principal Payment (Library DC Eligible Share)	2030	\$ 42,770	\$ -	\$ 42,770	0%	\$ -	\$ 42,770	\$ -	\$ 42,770	\$ -
Subtotal Recovery of Cookstown Library Debt		\$ 641,554	\$ -	\$ 641,554		\$ -	\$ 641,554	\$ -	\$ 641,554	\$ -
<b>1.3 Buildings and Land</b>										
1.3.1 Lefroy Branch & ideaLAB (5,000 sq.ft.)	2026	\$ 5,270,160	\$ -	\$ 5,270,160	0%	\$ -	\$ 5,270,160	\$ -	\$ 2,324,348	\$ 2,945,812
1.3.2 Stroud Expansion Site Planning & Design (10,000 sq.ft.)	2027	\$ 1,361,041	\$ -	\$ 1,361,041	45%	\$ 618,865	\$ 742,176	\$ -	\$ -	\$ 742,176
1.3.3 Stroud Expansion Site Construction (10,000 sq.ft.)	2028	\$ 8,070,969	\$ -	\$ 8,070,969	45%	\$ 3,669,870	\$ 4,401,099	\$ -	\$ -	\$ 4,401,099
1.3.4 Orbit Phase 1 (10,500 sq.ft.)	2031	\$ 8,766,977	\$ -	\$ 8,766,977	0%	\$ -	\$ 8,766,977	\$ -	\$ -	\$ 8,766,977
Subtotal Buildings and Land		\$ 23,469,147	\$ -	\$ 23,469,147		\$ 4,288,735	\$ 19,180,412	\$ -	\$ 2,324,348	\$ 16,856,064

APPENDIX B.1

TABLE 2

TOWN OF INNISFIL  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
LIBRARY BOARD

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					Replacement & BTE Shares	Replacement & BTE Shares		Available DC Reserves	2023 - 2032	Post 2032
<b>1.4 Equipment</b>										
1.4.1 RFID - Equipment to Scan Books	2023	\$ 50,000	\$ -	\$ 50,000	0%	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -
1.4.2 ideaLAB & Library Mobile Kiosk	2024	\$ 150,000	\$ -	\$ 150,000	0%	\$ -	\$ 150,000	\$ -	\$ 150,000	\$ -
1.4.3 Movable Meeting Space	2023	\$ 90,000	\$ -	\$ 90,000	0%	\$ -	\$ 90,000	\$ -	\$ 90,000	\$ -
Subtotal Equipment		\$ 290,000	\$ -	\$ 290,000		\$ -	\$ 290,000	\$ -	\$ 290,000	\$ -
<b>1.5 Materials Acquisitions</b>										
1.5.1 Additional Collections Materials	Various	\$ 3,400,000	\$ -	\$ 3,400,000	0%	\$ -	\$ 3,400,000	\$ -	\$ 3,400,000	\$ -
Subtotal Materials Acquisitions		\$ 3,400,000	\$ -	\$ 3,400,000		\$ -	\$ 3,400,000	\$ -	\$ 3,400,000	\$ -
<b>TOTAL LIBRARY BOARD</b>		<b>\$ 33,606,168</b>	<b>\$ -</b>	<b>\$ 33,606,168</b>		<b>\$ 4,288,735</b>	<b>\$ 29,317,433</b>	<b>\$ -</b>	<b>\$ 12,461,368</b>	<b>\$ 16,856,064</b>

Residential Development Charge Calculation		
Residential Share of 2023 - 2032 DC Eligible Costs	100%	\$12,461,368
10-Year Growth in Population in New Units		18,863
Unadjusted Development Charge Per Capita		<b>\$661</b>
Industrial Development Charge Calculation		
Industrial Share of 2023 - 2032 DC Eligible Costs	0%	\$0
10-Year Growth in Square Metres		120,325
Unadjusted Development Charge Per Square Metre		<b>\$0.00</b>
Non-Industrial Development Charge Calculation		
Non-Industrial Share of 2023 - 2032 DC Eligible Costs	0%	\$0
10-Year Growth in Square Metres		110,735
Unadjusted Development Charge Per Square Metre		<b>\$0.00</b>

2023 - 2032 Net Funding Envelope	\$12,461,368
Reserve Fund Balance	
Balance as at December 31, 2022	(\$5,805,467)

APPENDIX B.1

TABLE 3

TOWN OF INNISFIL  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
LIBRARY BOARD  
RESIDENTIAL DEVELOPMENT CHARGE  
(in \$000)

LIBRARY BOARD	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	TOTAL
OPENING CASH BALANCE	(\$5,805.5)	(\$5,774.6)	(\$5,302.5)	(\$4,606.4)	(\$6,113.7)	(\$5,715.7)	(\$5,109.7)	(\$4,394.9)	(\$3,246.3)	(\$1,569.0)	
<b>2023 - 2032 RESIDENTIAL FUNDING REQUIREMENTS</b>											
- Prior Growth (Funding from DC Reserve Balance)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
- Library Service (New Projects): Non Inflated	\$480.0	\$490.0	\$340.0	\$2,664.3	\$340.0	\$340.0	\$340.0	\$340.0	\$340.0	\$340.0	\$6,014.3
- Cookstown Debenture Principal Payments <sup>1</sup>	\$85.5	\$85.5	\$85.5	\$85.5	\$85.5	\$85.5	\$85.5	\$42.8	\$0.0	\$0.0	\$641.6
- Library Service (New Projects): Inflated	\$565.54	\$585.3	\$439.3	\$2,913.0	\$453.6	\$460.9	\$468.4	\$433.3	\$398.4	\$406.3	\$7,124.1
<b>NEW RESIDENTIAL DEVELOPMENT</b>											
- Population Growth in New Units	1,215	1,724	1,744	2,092	1,413	1,587	1,798	2,075	2,434	2,781	18,863
<b>REVENUE</b>											
- DC Receipts: Inflated	\$946.8	\$1,370.3	\$1,413.9	\$1,730.0	\$1,191.9	\$1,365.4	\$1,577.9	\$1,857.4	\$2,222.3	\$2,589.9	\$16,265.7
<b>INTEREST</b>											
- Interest on Opening Balance	(\$319.3)	(\$317.6)	(\$291.6)	(\$253.4)	(\$336.3)	(\$314.4)	(\$281.0)	(\$241.7)	(\$178.5)	(\$86.3)	(\$2,620.1)
- Interest on In-year Transactions	\$6.7	\$13.7	\$17.1	(\$32.5)	\$12.9	\$15.8	\$19.4	\$24.9	\$31.9	\$38.2	\$148.1
- Interest Payments for Cookstown Debenture <sup>2</sup>	(\$37.7)	(\$9.0)	(\$4.0)	(\$38.4)	(\$16.9)	\$0.0	(\$133.0)	(\$58.6)	\$0.0	(\$566.5)	(\$864.2)
<b>TOTAL REVENUE</b>	\$596.5	\$1,057.4	\$1,135.4	\$1,405.7	\$851.6	\$1,066.9	\$1,183.3	\$1,581.9	\$2,075.7	\$1,975.3	\$12,929.5
CLOSING CASH BALANCE	(\$5,774.6)	(\$5,302.5)	(\$4,606.4)	(\$6,113.7)	(\$5,715.7)	(\$5,109.7)	(\$4,394.9)	(\$3,246.3)	(\$1,569.0)	\$0.0	

Note 1: Debenture principal payments not inflated.

Note 2: Interest on debenture payments not inflated.

<b>2023 Adjusted Charge Per Capita</b>	<b>\$779</b>
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<b>Allocation of Capital Program</b>	
Residential Sector	100%
Non-Residential Sector	0%
<b>Rates for 2023</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%



APPENDIX B.2

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
FIRE SERVICES

BUILDINGS Station Name	# of Square Feet															2023 UNIT COST (\$/sq.ft.)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Station #1 - Headquarters, Alcona, 8th Line	9,222	9,222	9,222	9,222	9,222	9,222	9,222	9,222	9,222	9,222	9,222	9,222	9,222	9,222	9,222	\$650
Station #2 - Lefroy, Ardill St	2,305	2,305	2,305	2,305	2,305	2,305	2,305	2,305	2,305	2,305	-	-	-	-	-	\$650
Station # 2 - Lefroy, 20th Sdrd	-	-	-	-	-	-	-	-	-	-	11,400	11,400	11,400	11,401	11,402	\$650
<i>Excess Capacity Adjustment</i>	-	-	-	-	-	-	-	-	-	-	(2,794)	(2,794)	(2,794)	(2,794)	(2,794)	\$650
Station #3 - Stroud, Yonge & Victoria St	5,502	5,502	5,502	5,502	5,502	5,502	5,502	5,502	5,502	5,502	5,502	5,502	5,502	5,502	5,502	\$650
Station #4 - Cookstown, King St	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	9,200	9,200	9,200	9,200	\$650
Station #5 - 740 Big Bay Point	-	-	-	-	-	-	-	-	-	-	-	-	12,000	12,000	12,000	\$650
<i>Excess Capacity Adjustment</i>	-	-	-	-	-	-	-	-	-	-	-	-	(11,231)	(11,231)	(11,231)	\$650
Big Bay Point Tower	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	\$300
<b>Total (sq.ft.)</b>	<b>20,129</b>	<b>20,129</b>	<b>20,129</b>	<b>20,129</b>	<b>20,129</b>	<b>20,129</b>	<b>20,129</b>	<b>20,129</b>	<b>20,129</b>	<b>20,129</b>	<b>26,430</b>	<b>32,630</b>	<b>33,399</b>	<b>33,400</b>	<b>33,401</b>	
<b>Total (\$000)</b>	<b>\$13,048.9</b>	<b>\$13,048.9</b>	<b>\$13,048.9</b>	<b>\$13,048.9</b>	<b>\$13,048.9</b>	<b>\$13,048.9</b>	<b>\$13,048.9</b>	<b>\$13,048.9</b>	<b>\$13,048.9</b>	<b>\$13,048.9</b>	<b>\$17,144.5</b>	<b>\$21,174.5</b>	<b>\$21,674.5</b>	<b>\$21,675.2</b>	<b>\$21,675.8</b>	

LAND Station Name	# of Hectares															2023 UNIT COST (\$/ha)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Station #1 - Headquarters, Alcona, 8th Line	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	\$2,500,000
Station #2 - Lefroy, Ardill St	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	-	-	-	-	-	\$2,500,000
Station # 2 - Lefroy, 20th Sdrd	-	-	-	-	-	-	-	-	-	-	1.21	1.21	1.21	1.21	1.21	\$2,500,000
Station #3 - Stroud, Yonge & Victoria St	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	\$2,500,000
Station #4 - Cookstown, King St	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.31	0.31	0.31	0.31	0.31	0.31	0.31	\$2,500,000
Station #5 - 740 Big Bay Point	-	-	-	-	-	-	-	-	-	-	-	-	1.56	1.56	1.56	\$2,500,000
<b>Total (ha)</b>	<b>1.30</b>	<b>1.30</b>	<b>1.30</b>	<b>1.30</b>	<b>1.30</b>	<b>1.30</b>	<b>1.30</b>	<b>1.30</b>	<b>1.51</b>	<b>1.51</b>	<b>2.57</b>	<b>2.57</b>	<b>4.13</b>	<b>4.13</b>	<b>4.13</b>	
<b>Total (\$000)</b>	<b>\$3,250.0</b>	<b>\$3,250.0</b>	<b>\$3,250.0</b>	<b>\$3,250.0</b>	<b>\$3,250.0</b>	<b>\$3,250.0</b>	<b>\$3,250.0</b>	<b>\$3,250.0</b>	<b>\$3,775.0</b>	<b>\$3,775.0</b>	<b>\$6,425.0</b>	<b>\$6,425.0</b>	<b>\$10,325.0</b>	<b>\$10,325.0</b>	<b>\$10,325.0</b>	

APPENDIX B.2

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
FIRE SERVICES

EQUIPMENT Station Name	Total Value of Equipment (\$)															2023 UNIT COST (\$/item)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Chief/Deputy Bunker Gear	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	\$6,450
Fightfighters - Full Time	12	12	12	12	12	12	12	17	20	28	32	40	40	40	40	\$11,000
Fire Prevention/Training Officer	1	1	1	1	1	1	1	2	2	2	3	3	3	3	3	\$6,450
Firefighters - Volunteer	80	80	80	80	80	80	80	96	96	96	96	96	96	84	84	\$6,450
Spare Bunker Gear	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	\$4,500
Big Bay Point Tower	\$98,000	\$98,000	\$98,000	\$98,000	\$98,000	\$98,000	\$98,000	\$98,000	\$119,000	\$119,000	\$165,000	\$165,000	\$165,000	\$165,000	\$165,000	
Communications Equipment	\$191,000	\$191,000	\$191,000	\$191,000	\$191,000	\$191,000	\$191,000	\$191,000	\$191,000	\$191,000	\$278,000	\$278,000	\$278,000	\$278,000	\$278,000	
Other Station Equipment	\$640,000	\$640,000	\$640,000	\$640,000	\$640,000	\$640,000	\$640,000	\$640,000	\$640,000	\$660,000	\$693,000	\$792,000	\$792,000	\$792,000	\$792,000	
SCBA	\$660,000	\$660,000	\$660,000	\$660,000	\$660,000	\$660,000	\$660,000	\$660,000	\$660,000	\$792,000	\$792,000	\$792,000	\$792,000	\$792,000	\$792,000	
Additional Station Equipment	\$238,000	\$238,000	\$238,000	\$238,000	\$238,000	\$238,000	\$238,000	\$238,000	\$238,000	\$238,000	\$346,000	\$420,000	\$562,000	\$562,000	\$562,000	
<b>Total (items)</b>	<b>105.00</b>	<b>105.00</b>	<b>105.00</b>	<b>105.00</b>	<b>105.00</b>	<b>105.00</b>	<b>105.00</b>	<b>127.00</b>	<b>131.00</b>	<b>139.00</b>	<b>144.00</b>	<b>152.00</b>	<b>152.00</b>	<b>140.00</b>	<b>140.00</b>	
<b>Total (\$000)</b>	<b>\$2,539.4</b>	<b>\$2,539.4</b>	<b>\$2,539.4</b>	<b>\$2,539.4</b>	<b>\$2,539.4</b>	<b>\$2,539.4</b>	<b>\$2,539.4</b>	<b>\$2,704.0</b>	<b>\$2,764.5</b>	<b>\$3,004.5</b>	<b>\$3,328.9</b>	<b>\$3,589.9</b>	<b>\$3,731.9</b>	<b>\$3,654.5</b>	<b>\$3,654.5</b>	



APPENDIX B.2

TABLE 1

TOWN OF INNISFIL  
CALCULATION OF SERVICE LEVELS  
FIRE SERVICES

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Historic Population	31,786	32,096	32,409	32,727	33,735	34,774	35,845	36,949	38,088	39,082	40,102	41,149	42,223	43,326	45,505
Historic Employment	<u>6,187</u>	<u>6,252</u>	<u>6,318</u>	<u>6,386</u>	<u>6,651</u>	<u>6,927</u>	<u>7,215</u>	<u>7,516</u>	<u>7,831</u>	<u>8,024</u>	<u>8,169</u>	<u>8,374</u>	<u>8,873</u>	<u>8,271</u>	<u>9,293</u>
Total Historic Population & Employment	37,973	38,348	38,727	39,113	40,386	41,701	43,060	44,465	45,919	47,106	48,271	49,523	49,096	51,597	54,798

INVENTORY SUMMARY (\$000)

Buildings	\$13,048.9	\$13,048.9	\$13,048.9	\$13,048.9	\$13,048.9	\$13,048.9	\$13,048.9	\$13,048.9	\$13,048.9	\$13,048.9	\$17,144.5	\$21,174.5	\$21,674.5	\$21,675.2	\$21,675.8
Land	\$3,250.0	\$3,250.0	\$3,250.0	\$3,250.0	\$3,250.0	\$3,250.0	\$3,250.0	\$3,250.0	\$3,775.0	\$3,775.0	\$6,425.0	\$6,425.0	\$10,325.0	\$10,325.0	\$10,325.0
Equipment	\$2,539.4	\$2,539.4	\$2,539.4	\$2,539.4	\$2,539.4	\$2,539.4	\$2,539.4	\$2,704.0	\$2,764.5	\$3,004.5	\$3,328.9	\$3,589.9	\$3,731.9	\$3,654.5	\$3,654.5
Vehicles	\$14,730.0	\$14,730.0	\$14,730.0	\$17,030.0	\$17,765.0	\$17,835.0	\$15,605.0	\$14,970.0	\$16,540.0	\$16,615.0	\$15,890.0	\$18,185.0	\$18,185.0	\$18,185.0	\$18,185.0
<b>Total (\$000)</b>	<b>\$33,568.2</b>	<b>\$33,568.2</b>	<b>\$33,568.2</b>	<b>\$35,868.2</b>	<b>\$36,603.2</b>	<b>\$36,673.2</b>	<b>\$34,443.2</b>	<b>\$33,972.9</b>	<b>\$36,128.3</b>	<b>\$36,443.3</b>	<b>\$42,788.4</b>	<b>\$49,374.4</b>	<b>\$53,916.4</b>	<b>\$53,839.7</b>	<b>\$53,840.3</b>

SERVICE LEVEL (\$/capita & employment)

																Average Service Level
Buildings	\$343.64	\$340.27	\$336.94	\$333.62	\$323.11	\$312.91	\$303.04	\$293.46	\$284.17	\$277.01	\$355.17	\$427.57	\$441.47	\$420.09	\$395.56	\$345.87
Land	\$85.59	\$84.75	\$83.92	\$83.09	\$80.47	\$77.94	\$75.48	\$73.09	\$82.21	\$80.14	\$133.10	\$129.74	\$210.30	\$200.11	\$188.42	\$111.22
Equipment	\$66.87	\$66.22	\$65.57	\$64.92	\$62.88	\$60.89	\$58.97	\$60.81	\$60.20	\$63.78	\$68.96	\$72.49	\$76.01	\$70.83	\$66.69	\$65.74
Vehicles	\$387.91	\$384.11	\$380.35	\$435.41	\$439.88	\$427.69	\$362.40	\$336.67	\$360.20	\$352.72	\$329.18	\$367.21	\$370.40	\$352.45	\$331.85	\$374.56
<b>Total (\$/pop &amp; emp)</b>	<b>\$884.01</b>	<b>\$875.36</b>	<b>\$866.78</b>	<b>\$917.04</b>	<b>\$906.34</b>	<b>\$879.43</b>	<b>\$799.88</b>	<b>\$764.03</b>	<b>\$786.79</b>	<b>\$773.65</b>	<b>\$886.41</b>	<b>\$997.00</b>	<b>\$1,098.19</b>	<b>\$1,043.47</b>	<b>\$982.52</b>	<b>\$897.39</b>

TOWN OF INNISFIL  
CALCULATION OF MAXIMUM ALLOWABLE  
FIRE SERVICES

15-Year Funding Envelope Calculation	
15 Year Average Service Level 2008 - 2022	\$897.39
Net Population & Employment Growth 2023 - 2032	19,456
<b>Maximum Allowable Funding Envelope</b>	<b>\$17,459,982</b>

APPENDIX B.2

TABLE 2

TOWN OF INNISFIL  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
FIRE SERVICES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					Replacement & BTE Shares	Replacement & BTE Shares		Available DC Reserves	2023 - 2032	Post 2032
<b>2.0 FIRE SERVICES</b>										
<b>2.1 Recovery of Negative Reserve Fund Balance</b>										
2.1.1 Balance as at December 31, 2022	2023	\$ 1,816,202	\$ -	\$ 1,816,202	0%	\$ -	\$ 1,816,202	\$ -	\$ 1,816,202	\$ -
Subtotal Recovery of Negative Reserve Fund Balance		\$ 1,816,202	\$ -	\$ 1,816,202		\$ -	\$ 1,816,202	\$ -	\$ 1,816,202	\$ -
<b>2.2 Recovery of Big Bay Point Station Debt</b>										
2.2.1 Principal Payment	2023	\$ 594,065	\$ -	\$ 594,065	0%	\$ -	\$ 594,065	\$ -	\$ 594,065	\$ -
2.2.2 Principal Payment	2024	\$ 620,798	\$ -	\$ 620,798	0%	\$ -	\$ 620,798	\$ -	\$ 620,798	\$ -
2.2.3 Principal Payment	2025	\$ 648,734	\$ -	\$ 648,734	0%	\$ -	\$ 648,734	\$ -	\$ 648,734	\$ -
2.2.4 Principal Payment	2026	\$ 677,927	\$ -	\$ 677,927	0%	\$ -	\$ 677,927	\$ -	\$ 677,927	\$ -
2.2.5 Principal Payment	2027	\$ 708,434	\$ -	\$ 708,434	0%	\$ -	\$ 708,434	\$ -	\$ 708,434	\$ -
2.2.6 Principal Payment	2028	\$ 740,314	\$ -	\$ 740,314	0%	\$ -	\$ 740,314	\$ -	\$ 740,314	\$ -
2.2.7 Principal Payment	2029	\$ 773,628	\$ -	\$ 773,628	0%	\$ -	\$ 773,628	\$ -	\$ 773,628	\$ -
2.2.8 Principal Payment	2030	\$ 808,441	\$ -	\$ 808,441	0%	\$ -	\$ 808,441	\$ -	\$ 808,441	\$ -
2.2.9 Principal Payment	2031	\$ 844,821	\$ -	\$ 844,821	0%	\$ -	\$ 844,821	\$ -	\$ 844,821	\$ -
2.2.10 Principal Payment	2032	\$ 882,838	\$ -	\$ 882,838	0%	\$ -	\$ 882,838	\$ -	\$ 882,838	\$ -
Subtotal Recovery of Big Bay Point Station Debt		\$ 7,300,000	\$ -	\$ 7,300,000		\$ -	\$ 7,300,000	\$ -	\$ 7,300,000	\$ -
<b>2.3 Buildings, Land and Furnishings</b>										
2.3.1 Fire Station #6 - Innisfil Heights - Land	2025	\$ 1,653,000	\$ -	\$ 1,653,000	0%	\$ -	\$ 1,653,000	\$ -	\$ 1,653,000	\$ -
2.3.2 Fire Station #6 - Innisfil Heights - Building (20,000 sf)	2026	\$ 8,264,000	\$ -	\$ 8,264,000	0%	\$ -	\$ 8,264,000	\$ -	\$ 2,472,880	\$ 5,791,120
Subtotal Buildings, Land and Furnishings		\$ 9,917,000	\$ -	\$ 9,917,000		\$ -	\$ 9,917,000	\$ -	\$ 4,125,880	\$ 5,791,120

APPENDIX B.2

TABLE 2

TOWN OF INNISFIL  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
FIRE SERVICES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					Replacement & BTE Shares	Replacement & BTE Shares		Available DC Reserves	2023 - 2032	Post 2032
<b>2.4 Vehicles</b>										
2.4.1 Addition of Fire Inspector Vehicle	2024	\$ 45,000	\$ -	\$ 45,000	0%	\$ -	\$ 45,000	\$ -	\$ 45,000	\$ -
2.4.2 Addition of Fire Training Vehicle	2024	\$ 64,000	\$ -	\$ 64,000	0%	\$ -	\$ 64,000	\$ -	\$ 64,000	\$ -
2.4.3 Addition of Utility Vehicle - Station #6	2025	\$ 62,000	\$ -	\$ 62,000	0%	\$ -	\$ 62,000	\$ -	\$ 62,000	\$ -
2.4.4 Addition of Tanker Truck & Equipment - Station #6	2025	\$ 599,000	\$ -	\$ 599,000	0%	\$ -	\$ 599,000	\$ -	\$ 599,000	\$ -
2.4.5 Addition of Pumper/Rescue Truck & Equipment - Station #6	2025	\$ 1,405,000	\$ -	\$ 1,405,000	0%	\$ -	\$ 1,405,000	\$ -	\$ 1,405,000	\$ -
2.4.6 Addition of Aerial Truck & Equipment - Station #6	2025	\$ 1,901,000	\$ -	\$ 1,901,000	0%	\$ -	\$ 1,901,000	\$ -	\$ 1,901,000	\$ -
Subtotal Vehicles		\$ 4,076,000	\$ -	\$ 4,076,000		\$ -	\$ 4,076,000	\$ -	\$ 4,076,000	\$ -
<b>2.5 Equipment and Gear</b>										
2.5.1 Provision for 1 Training Officer and 1 Fire Insepctor	2024	\$ 12,900	\$ -	\$ 12,900	0%	\$ -	\$ 12,900	\$ -	\$ 12,900	\$ -
2.5.2 Provision for 20 New Fire Fighters - Station #6	2024	\$ 129,000	\$ -	\$ 129,000	0%	\$ -	\$ 129,000	\$ -	\$ 129,000	\$ -
Subtotal Equipment and Gear		\$ 141,900	\$ -	\$ 141,900		\$ -	\$ 141,900	\$ -	\$ 141,900	\$ -
<b>2.6 Future Growth-Related Projects</b>										
2.6.1 Provision for Orbit Growth-Related Facilities	Various	\$ 10,700,000	\$ -	\$ 10,700,000	0%	\$ -	\$ 10,700,000	\$ -	\$ -	\$ 10,700,000
Subtotal Future Growth-Related Projects		\$ 10,700,000	\$ -	\$ 10,700,000		\$ -	\$ 10,700,000	\$ -	\$ -	\$ 10,700,000
<b>TOTAL FIRE SERVICES</b>		<b>\$ 33,951,102</b>	<b>\$ -</b>	<b>\$ 33,951,102</b>		<b>\$ -</b>	<b>\$ 33,951,102</b>	<b>\$ -</b>	<b>\$ 17,459,982</b>	<b>\$ 16,491,120</b>

Residential Development Charge Calculation		
Residential Share of 2023 - 2032 DC Eligible Costs	83%	\$14,491,785
10-Year Growth in Population in New Units		18,863
Unadjusted Development Charge Per Capita		<b>\$768</b>
Industrial Development Charge Calculation		
Industrial Share of 2023 - 2032 DC Eligible Costs	6%	\$1,047,599
10-Year Growth in Square Metres		120,325
Unadjusted Development Charge Per Square Metre		<b>\$8.71</b>
Non-Industrial Development Charge Calculation		
Non-Industrial Share of 2023 - 2032 DC Eligible Costs	11%	\$1,920,598
10-Year Growth in Square Metres		110,735
Unadjusted Development Charge Per Square Metre		<b>\$17.34</b>

2023 - 2032 Net Funding Envelope	\$17,459,982
Reserve Fund Balance	
Balance as at December 31, 2022	(\$1,816,202)

APPENDIX B.2

TABLE 3

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

FIRE SERVICES	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	TOTAL
OPENING CASH BALANCE	(\$1,507.4)	(\$1,276.1)	(\$761.6)	(\$4,928.9)	(\$6,210.6)	(\$5,957.8)	(\$5,492.0)	(\$4,756.9)	(\$3,660.4)	(\$2,084.6)	
2023 - 2032 RESIDENTIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding from DC Reserve Balance)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
- Fire Services: Non Inflated	\$0.0	\$208.2	\$4,664.6	\$2,052.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6,925.3
- Big Bay Point Principal Payments <sup>1</sup>	\$493.1	\$515.3	\$538.4	\$562.7	\$588.0	\$614.5	\$642.1	\$671.0	\$701.2	\$732.8	\$6,059.0
- Fire Services: Inflated	\$493.1	\$727.7	\$5,391.5	\$2,740.8	\$588.0	\$614.5	\$642.1	\$671.0	\$701.2	\$732.8	\$13,302.6
NEW RESIDENTIAL DEVELOPMENT											
- Population Growth in New Units	1,215	1,724	1,744	2,092	1,413	1,587	1,798	2,075	2,434	2,781	18,863
REVENUE											
- DC Receipts: Inflated	\$1,069.9	\$1,548.4	\$1,597.7	\$1,954.9	\$1,346.8	\$1,542.9	\$1,783.0	\$2,098.8	\$2,511.2	\$2,926.6	\$18,380.3
INTEREST											
- Interest on Opening Balance	(\$82.9)	(\$70.2)	(\$41.9)	(\$271.1)	(\$341.6)	(\$327.7)	(\$302.1)	(\$261.6)	(\$201.3)	(\$114.7)	(\$2,015.0)
- Interest on In-year Transactions	\$10.1	\$14.4	(\$104.3)	(\$21.6)	\$13.3	\$16.2	\$20.0	\$25.0	\$31.7	\$38.4	\$43.1
- Interest Payments for Big Bay Point Debenture <sup>2</sup>	(\$272.7)	(\$250.5)	(\$227.3)	(\$203.0)	(\$177.7)	(\$151.3)	(\$123.6)	(\$94.7)	(\$64.5)	(\$33.0)	(\$1,598.3)
TOTAL REVENUE	\$724.4	\$1,242.2	\$1,224.2	\$1,459.1	\$840.8	\$1,080.2	\$1,377.3	\$1,767.5	\$2,277.0	\$2,817.4	\$14,810.0
CLOSING CASH BALANCE	(\$1,276.1)	(\$761.6)	(\$4,928.9)	(\$6,210.6)	(\$5,957.8)	(\$5,492.0)	(\$4,756.9)	(\$3,660.4)	(\$2,084.6)	\$0.0	

Note 1: Debenture principal payments not inflated.

Note 2: Interest on debenture payments not inflated.

<b>2023 Adjusted Charge Per Capita</b>	<b>\$881</b>
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<b>Allocation of Capital Program</b>	
Residential Sector	83%
Non-Residential Sector	17%
<b>Rates for 2023</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

APPENDIX B.2

TABLE 3

TOWN OF INNISFIL  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
FIRE SERVICES  
INDUSTRIAL DEVELOPMENT CHARGE  
(in \$000)

FIRE SERVICES	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	TOTAL
OPENING CASH BALANCE	(\$109.0)	(\$52.54)	(\$71.39)	(\$449.17)	(\$660.33)	(\$593.14)	(\$511.09)	(\$412.58)	(\$295.85)	(\$159.02)	
2023 - 2032 NON-RESIDENTIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding from DC Reserve Balance)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
- Fire Services (New Projects): Non Inflated	\$0.0	\$15.1	\$337.2	\$148.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$500.6
- Big Bay Point Principal Payments <sup>1</sup>	\$35.6	\$37.2	\$38.9	\$40.7	\$42.5	\$44.4	\$46.4	\$48.5	\$50.7	\$53.0	\$438.0
- Fire Services (New Projects): Inflated	\$35.6	\$52.6	\$389.7	\$198.1	\$42.5	\$44.4	\$46.4	\$48.5	\$50.7	\$53.0	\$961.6
NEW NON-RESIDENTIAL DEVELOPMENT											
- Industrial Growth in Square Metres	11,448	5,276	3,961	2,869	14,256	14,957	15,693	16,465	17,275	18,125	120,325
REVENUE											
- DC Receipts: Inflated	\$116.4	\$54.7	\$41.9	\$30.9	\$156.9	\$167.9	\$179.6	\$192.3	\$205.7	\$220.2	\$1,366.5
INTEREST											
- Interest on Opening Balance	(\$6.0)	(\$2.9)	(\$3.9)	(\$24.7)	(\$36.3)	(\$32.6)	(\$28.1)	(\$22.7)	(\$16.3)	(\$8.7)	(\$182.3)
- Interest on In-year Transactions	\$1.4	\$0.0	(\$9.6)	(\$4.6)	\$2.0	\$2.2	\$2.3	\$2.5	\$2.7	\$2.9	\$1.9
- Interest Payments for Big Bay Point Debenture <sup>2</sup>	(\$19.7)	(\$18.1)	(\$16.4)	(\$14.7)	(\$12.8)	(\$10.9)	(\$8.9)	(\$6.8)	(\$4.7)	(\$2.4)	(\$115.5)
TOTAL REVENUE	\$92.1	\$33.7	\$12.0	(\$13.0)	\$109.7	\$126.5	\$144.9	\$165.2	\$187.5	\$212.0	\$1,070.6
CLOSING CASH BALANCE	(\$52.5)	(\$71.4)	(\$449.2)	(\$660.3)	(\$593.1)	(\$511.1)	(\$412.6)	(\$295.9)	(\$159.0)	\$0.0	

2023 Adjusted Charge Per Square Metre

\$10.17

Allocation of Capital Program

Residential Sector	83%
Industrial	6%
Non-Industrial	11%

Rates for 2023

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



APPENDIX B.2

TABLE 3

TOWN OF INNISFIL  
 CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
 FIRE SERVICES  
 NON-INDUSTRIAL DEVELOPMENT CHARGE  
 (in \$000)

FIRE SERVICES	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	TOTAL
OPENING CASH BALANCE	(\$199.8)	(\$141.75)	(\$224.61)	(\$956.79)	(\$1,364.03)	(\$1,217.20)	(\$1,028.35)	(\$791.63)	(\$500.47)	(\$147.55)	
2023 - 2032 NON-RESIDENTIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding from DC Reserve Balance)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
- Fire Services (New Projects): Non Inflated	\$0.0	\$27.6	\$618.2	\$272.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$917.8
- Big Bay Point Principal Payments <sup>1</sup>	\$65.3	\$68.3	\$71.4	\$74.6	\$77.9	\$81.4	\$85.1	\$88.9	\$92.9	\$97.1	\$803.0
- Fire Services (New Projects): Inflated	\$65.3	\$96.4	\$714.5	\$363.2	\$77.9	\$81.4	\$85.1	\$88.9	\$92.9	\$97.1	\$1,763.0
NEW NON-RESIDENTIAL DEVELOPMENT											
- Non-Industrial Growth in Square Metres	8,267	2,676	2,039	2,046	14,448	15,648	16,947	18,354	19,878	10,432	110,735
REVENUE											
- DC Receipts: Inflated	\$168.7	\$55.7	\$43.3	\$44.3	\$319.1	\$352.5	\$389.4	\$430.2	\$475.2	\$254.4	\$2,532.9
INTEREST											
- Interest on Opening Balance	(\$11.0)	(\$7.8)	(\$12.4)	(\$52.6)	(\$75.0)	(\$66.9)	(\$56.6)	(\$43.5)	(\$27.5)	(\$8.1)	(\$361.5)
- Interest on In-year Transactions	\$1.8	(\$1.1)	(\$18.5)	(\$8.8)	\$4.2	\$4.7	\$5.3	\$6.0	\$6.7	\$2.8	\$3.2
- Interest Payments for Big Bay Point Debenture <sup>2</sup>	(\$36.1)	(\$33.2)	(\$30.1)	(\$26.9)	(\$23.6)	(\$20.0)	(\$16.4)	(\$12.6)	(\$8.6)	(\$4.4)	(\$211.8)
TOTAL REVENUE	\$123.4	\$13.6	(\$17.6)	(\$44.0)	\$224.8	\$270.3	\$321.8	\$380.1	\$445.9	\$244.7	\$1,962.8
CLOSING CASH BALANCE	(\$141.8)	(\$224.6)	(\$956.8)	(\$1,364.0)	(\$1,217.2)	(\$1,028.3)	(\$791.6)	(\$500.5)	(\$147.6)	\$0.0	

2023 Adjusted Charge Per Square Metre	\$20.41
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<b>Allocation of Capital Program</b>	
Residential Sector	83%
Industrial	6%
Non-Industrial	11%
<b>Rates for 2023</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

APPENDIX B.3

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
POLICE SERVICES

POLICE HEADQUARTERS - INNISFIL OFFICE <sup>1</sup>	# of Hectares / Square Feet															2023	
	Facility Name	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	UNIT COST (\$/ha / sq.ft.)
Land (ha)	0.50	0.50	0.62	0.50	0.50	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	\$2,500,000
Building (sq.ft.)	7,300	7,300	7,300	7,300	7,300	16,500	16,500	16,500	16,500	16,500	16,500	16,500	16,500	16,500	16,500	16,500	\$550
<i>Excess Capacity Adjustment</i>	<i>(2,052)</i>	<i>(2,052)</i>	<i>(2,052)</i>	<i>(2,052)</i>	<i>(2,052)</i>	<i>(2,052)</i>	<i>(2,052)</i>	<i>(2,052)</i>	<i>(2,052)</i>	<i>(2,052)</i>	<i>(2,052)</i>	<i>(2,052)</i>	<i>(2,052)</i>	<i>(2,052)</i>	<i>(2,052)</i>	<i>(2,052)</i>	<i>\$550</i>
Equipment (\$)	\$1,022,000	\$1,022,000	\$1,022,000	\$1,022,000	\$1,022,000	\$2,310,000	\$2,310,000	\$2,310,000	\$2,310,000	\$2,310,000	\$2,310,000	\$2,310,000	\$2,310,000	\$2,310,000	\$2,310,000	\$2,310,000	\$140
<b>Total (\$000)</b>	<b>\$5,158.4</b>	<b>\$5,158.4</b>	<b>\$5,458.4</b>	<b>\$5,158.4</b>	<b>\$5,158.4</b>	<b>\$11,806.4</b>	<b>\$11,806.4</b>	<b>\$11,806.4</b>	<b>\$11,806.4</b>	<b>\$11,806.4</b>	<b>\$11,806.4</b>	<b>\$11,806.4</b>	<b>\$11,806.4</b>	<b>\$11,806.4</b>	<b>\$11,806.4</b>	<b>\$11,806.4</b>	

<sup>1</sup>The assets above are fully related to Innisfil and therefore are included at 100%

BUILDINGS	# of Square Feet															2023	
	Facility Name	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	UNIT COST (\$/sq.ft.)
Portable @ Innisfil Office	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$90
Storage Containers (3) @ Innisfil Office	960	960	960	960	960	-	-	-	-	-	-	-	-	-	-	-	\$22
Storage Containers	-	-	-	-	-	-	-	-	-	-	-	-	-	160	160	160	\$20
Sub-Station - Outlet Mall	369	369	369	369	369	369	369	369	369	369	369	-	-	-	-	-	\$230
Sub-Station - Cookstown Library	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$230
Disette St. Temporary Location	1,478	1,478	1,478	1,478	-	-	-	-	-	-	-	-	-	-	-	-	\$230
<b>Total (sq.ft.)</b>	<b>2,807</b>	<b>2,807</b>	<b>2,807</b>	<b>2,807</b>	<b>1,329</b>	<b>369</b>	<b>369</b>	<b>369</b>	<b>369</b>	<b>369</b>	<b>369</b>	<b>-</b>	<b>-</b>	<b>160</b>	<b>160</b>	<b>160</b>	
<b>Total South Simcoe (\$000)</b>	<b>\$446.3</b>	<b>\$446.3</b>	<b>\$446.3</b>	<b>\$446.3</b>	<b>\$106.3</b>	<b>\$84.9</b>	<b>\$84.9</b>	<b>\$84.9</b>	<b>\$84.9</b>	<b>\$84.9</b>	<b>\$84.9</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$3.2</b>	<b>\$3.2</b>	<b>\$3.2</b>	
<b>Innisfil Share @50%</b>	<b>\$223.1</b>	<b>\$223.1</b>	<b>\$223.1</b>	<b>\$223.1</b>	<b>\$53.2</b>	<b>\$42.4</b>	<b>\$42.4</b>	<b>\$42.4</b>	<b>\$42.4</b>	<b>\$42.4</b>	<b>\$42.4</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$1.6</b>	<b>\$1.6</b>	<b>\$1.6</b>	

APPENDIX B.3

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
POLICE SERVICES

EQUIPMENT Equipment Type	2023 Total Value of & Equipment (\$)															UNIT COST (\$/item)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Radio Tower	3	3	3	3	3	3	4	4	4	4	4	4	7	7	7	\$116,000
Small Generator	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	\$2,000
Large Generator	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$21,200
<b>Total South Simcoe (\$000)</b>	<b>\$375.2</b>	<b>\$375.2</b>	<b>\$375.2</b>	<b>\$375.2</b>	<b>\$375.2</b>	<b>\$375.2</b>	<b>\$491.2</b>	<b>\$491.2</b>	<b>\$491.2</b>	<b>\$491.2</b>	<b>\$491.2</b>	<b>\$491.2</b>	<b>\$839.2</b>	<b>\$839.2</b>	<b>\$839.2</b>	
<b>Innisfil Share @50%</b>	<b>\$187.6</b>	<b>\$187.6</b>	<b>\$187.6</b>	<b>\$187.6</b>	<b>\$187.6</b>	<b>\$187.6</b>	<b>\$245.6</b>	<b>\$245.6</b>	<b>\$245.6</b>	<b>\$245.6</b>	<b>\$245.6</b>	<b>\$245.6</b>	<b>\$419.6</b>	<b>\$419.6</b>	<b>\$419.6</b>	

PERSONAL POLICE EQUIPMENT Equipment Type	2023 Total Value of Equipment (\$)															UNIT COST (\$/item)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Number of Officers	59	62	66	59	62	66	67	68	67	67	74	72	87	110	112	
<b>Equipment Value for Officers</b>																
Personal Police Equipment	\$436,600	\$458,800	\$488,400	\$436,600	\$458,800	\$488,400	\$495,800	\$503,200	\$495,800	\$495,800	\$547,600	\$532,800	\$643,800	\$814,000	\$828,800	\$7,400
Communications Equipment	\$961,700	\$1,010,600	\$1,075,800	\$961,700	\$1,010,600	\$1,075,800	\$1,092,100	\$1,108,400	\$1,092,100	\$1,092,100	\$1,206,200	\$1,173,600	\$1,418,100	\$1,793,000	\$1,825,600	\$16,300
<b>Total South Simcoe (\$000)</b>	<b>\$1,398.3</b>	<b>\$1,469.4</b>	<b>\$1,564.2</b>	<b>\$1,398.3</b>	<b>\$1,469.4</b>	<b>\$1,564.2</b>	<b>\$1,587.9</b>	<b>\$1,611.6</b>	<b>\$1,587.9</b>	<b>\$1,587.9</b>	<b>\$1,753.8</b>	<b>\$1,706.4</b>	<b>\$2,061.9</b>	<b>\$2,607.0</b>	<b>\$2,654.4</b>	
<b>Innisfil Share @50%</b>	<b>\$699.2</b>	<b>\$734.7</b>	<b>\$782.1</b>	<b>\$699.2</b>	<b>\$734.7</b>	<b>\$782.1</b>	<b>\$794.0</b>	<b>\$805.8</b>	<b>\$794.0</b>	<b>\$794.0</b>	<b>\$876.9</b>	<b>\$853.2</b>	<b>\$1,031.0</b>	<b>\$1,303.5</b>	<b>\$1,327.2</b>	

APPENDIX B.3

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
POLICE SERVICES

2023

VEHICLES Vehicle Type	Total # of Vehicles															UNIT COST (\$/vehicle)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Paddy Wagons	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$69,500
Patrol Cars	10	10	10	10	10	10	11	12	13	15	15	18	21	21	23	\$61,000
Marine Unit - New Boat	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$365,100
Marine Unit - Personal Water Craft (2)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	\$21,500
Mobile Command Post - Trailer	1	1	1	1	1	1	1	1	1	1	1	1	1	-	-	\$27,710
Court Services Car	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	\$61,000
Community Services Car	3	3	3	3	3	3	3	3	3	3	3	3	3	2	2	\$50,000
Snowmobiles (2)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	\$22,700
Motorcycles	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$40,000
ATV's	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2	\$20,000
Bicycles	9	9	9	9	9	9	9	9	9	9	9	9	4	4	4	\$1,500
Van for Coast	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	\$55,000
Chevy Tahoe	1	1	1	1	1	1	1	1	1	1	1	-	-	-	-	\$76,830
Chevy Savana	2	2	1	2	2	1	-	-	-	-	-	-	-	-	-	\$63,780
Honda Odyssey	1	1	1	1	1	1	1	-	-	-	-	-	-	-	-	\$60,880
Honda Pilot	2	3	3	2	3	3	1	-	-	-	-	-	-	-	-	\$60,880
Ford Escape	-	-	-	-	-	-	-	1	1	1	1	-	-	-	-	\$57,980
Honda Accord	-	-	-	-	-	-	-	3	3	3	3	-	-	-	-	\$59,430
Identification Unit - Van	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	\$55,000
Training Unit - Truck	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$44,000
3 Destination Cars	-	-	-	-	-	-	-	-	-	-	-	3	3	4	4	\$40,000
Admin Vehicles	-	-	-	-	-	-	-	-	-	-	-	3	3	3	3	\$48,500
Staff Sergeant X 2 (on call and shared)	-	-	-	-	-	-	-	-	-	-	-	2	2	2	2	\$48,500
CIB X 2, Support Service Truck	-	-	-	-	-	-	-	-	-	-	-	3	3	2	2	\$55,600
Incident Command Post	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	\$110,000
<b>Total (#)</b>	<b>39.0</b>	<b>40.0</b>	<b>39.0</b>	<b>39.0</b>	<b>40.0</b>	<b>39.0</b>	<b>39.0</b>	<b>42.0</b>	<b>43.0</b>	<b>46.0</b>	<b>46.0</b>	<b>50.0</b>	<b>52.0</b>	<b>54.0</b>	<b>56.0</b>	
<b>Total South Simcoe (\$000)</b>	<b>1,934.24</b>	<b>\$1,995.1</b>	<b>\$1,931.3</b>	<b>\$1,934.2</b>	<b>\$1,995.1</b>	<b>\$1,931.3</b>	<b>\$1,971.8</b>	<b>\$2,147.3</b>	<b>\$2,208.3</b>	<b>\$2,374.3</b>	<b>\$2,374.3</b>	<b>\$2,766.0</b>	<b>\$2,899.0</b>	<b>\$2,950.7</b>	<b>\$3,072.7</b>	
<b>Innisfil Share @50%</b>	<b>\$967.1</b>	<b>\$997.6</b>	<b>\$965.7</b>	<b>\$967.1</b>	<b>\$997.6</b>	<b>\$965.7</b>	<b>\$985.9</b>	<b>\$1,073.7</b>	<b>\$1,104.2</b>	<b>\$1,187.2</b>	<b>\$1,187.2</b>	<b>\$1,383.0</b>	<b>\$1,449.5</b>	<b>\$1,475.4</b>	<b>\$1,536.4</b>	

APPENDIX B.3

TABLE 1

TOWN OF INNISFIL  
CALCULATION OF SERVICE LEVELS  
POLICE SERVICES

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Historic Population	31,786	32,096	32,409	32,727	33,735	34,774	35,845	36,949	38,088	39,082	40,102	41,149	42,223	43,326	45,505
Historic Employment	6,187	6,252	6,318	6,386	6,651	6,927	7,215	7,516	7,831	8,024	8,169	8,374	8,873	8,271	9,293
Total Historic Population & Employment	37,973	38,348	38,727	39,113	40,386	41,701	43,060	44,465	45,919	47,106	48,271	49,523	49,096	51,597	54,798

INVENTORY SUMMARY (\$000)

Police Headquarters - Innisfil Office1	\$5,158.4	\$5,158.4	\$5,458.4	\$5,158.4	\$5,158.4	\$11,806.4	\$11,806.4	\$11,806.4	\$11,806.4	\$11,806.4	\$11,806.4	\$11,806.4	\$11,806.4	\$11,806.4	\$11,806.4
Buildings	\$223.1	\$223.1	\$223.1	\$223.1	\$53.2	\$42.4	\$42.4	\$42.4	\$42.4	\$42.4	\$0.0	\$0.0	\$1.6	\$1.6	\$1.6
Equipment	\$187.6	\$187.6	\$187.6	\$187.6	\$187.6	\$187.6	\$245.6	\$245.6	\$245.6	\$245.6	\$245.6	\$245.6	\$419.6	\$419.6	\$419.6
Personal Police Equipment	\$699.2	\$734.7	\$782.1	\$699.2	\$734.7	\$782.1	\$794.0	\$805.8	\$794.0	\$794.0	\$876.9	\$853.2	\$1,031.0	\$1,303.5	\$1,327.2
Vehicles	\$967.1	\$997.6	\$965.7	\$967.1	\$997.6	\$965.7	\$985.9	\$1,073.7	\$1,104.2	\$1,187.2	\$1,187.2	\$1,383.0	\$1,449.5	\$1,475.4	\$1,536.4
<b>Total (\$000)</b>	<b>\$7,235.4</b>	<b>\$7,301.4</b>	<b>\$7,616.9</b>	<b>\$7,235.4</b>	<b>\$7,131.4</b>	<b>\$13,784.2</b>	<b>\$13,874.3</b>	<b>\$13,973.9</b>	<b>\$13,992.5</b>	<b>\$14,075.5</b>	<b>\$14,116.1</b>	<b>\$14,288.2</b>	<b>\$14,708.1</b>	<b>\$15,006.5</b>	<b>\$15,091.2</b>

SERVICE LEVEL (\$/capita & employment)

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Average Service Level
Police Headquarters - Innisfil Office1	\$135.8	\$134.5	\$140.9	\$131.9	\$127.7	\$283.1	\$274.2	\$265.5	\$257.1	\$250.6	\$244.6	\$238.4	\$240.5	\$228.8	\$215.5	\$211.3
Buildings	\$5.9	\$5.8	\$5.8	\$5.7	\$1.3	\$1.0	\$1.0	\$1.0	\$0.9	\$0.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$2.0
Equipment	\$4.9	\$4.9	\$4.8	\$4.8	\$4.6	\$4.5	\$5.7	\$5.5	\$5.3	\$5.2	\$5.1	\$5.0	\$8.5	\$8.1	\$7.7	\$5.7
Personal Police Equipment	\$18.4	\$19.2	\$20.2	\$17.9	\$18.2	\$18.8	\$18.4	\$18.1	\$17.3	\$16.9	\$18.2	\$17.2	\$21.0	\$25.3	\$24.2	\$19.3
Vehicles	\$25.5	\$26.0	\$24.9	\$24.7	\$24.7	\$23.2	\$22.9	\$24.1	\$24.0	\$25.2	\$24.6	\$27.9	\$29.5	\$28.6	\$28.0	\$25.6
<b>Total (\$/capita &amp; employment)</b>	<b>\$190.54</b>	<b>\$190.40</b>	<b>\$196.68</b>	<b>\$184.99</b>	<b>\$176.58</b>	<b>\$330.55</b>	<b>\$322.21</b>	<b>\$314.26</b>	<b>\$304.73</b>	<b>\$298.81</b>	<b>\$292.43</b>	<b>\$288.52</b>	<b>\$299.58</b>	<b>\$290.84</b>	<b>\$275.39</b>	<b>\$263.77</b>

TOWN OF INNISFIL  
CALCULATION OF MAXIMUM ALLOWABLE  
POLICE SERVICES

<b>15-Year Funding Envelope Calculation</b>	
15 Year Average Service Level 2008 - 2022	\$263.77
Net Population & Employment Growth 2023 - 2032	19,456
<b>Maximum Allowable Funding Envelope</b>	<b>\$5,132,016</b>

APPENDIX B.3

TABLE 2

TOWN OF INNISFIL  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
POLICE SERVICES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					Replacement & BTE Shares	Replacement & BTE Shares		Available DC Reserves	2023 - 2032	Post 2032
<b>3.0 POLICE SERVICES</b>										
<b>3.1 Recovery of Negative Reserve Fund Balance</b>										
3.1.1 Balance as at December 31, 2022	2023	\$ 130,892	\$ -	\$ 130,892	0%	\$ -	\$ 130,892	\$ -	\$ 130,892	\$ -
Subtotal Recovery of Negative Reserve Fund Balance		\$ 130,892	\$ -	\$ 130,892		\$ -	\$ 130,892	\$ -	\$ 130,892	\$ -
<b>3.2 Recovery of SSPS Building Debt</b>										
3.2.1 Principal Payment	2023	\$ 133,000	\$ -	\$ 133,000	0%	\$ -	\$ 133,000	\$ -	\$ 133,000	\$ -
3.2.2 Principal Payment	2024	\$ 133,000	\$ -	\$ 133,000	0%	\$ -	\$ 133,000	\$ -	\$ 133,000	\$ -
3.2.3 Principal Payment	2025	\$ 133,000	\$ -	\$ 133,000	0%	\$ -	\$ 133,000	\$ -	\$ 133,000	\$ -
3.2.4 Principal Payment	2026	\$ 133,000	\$ -	\$ 133,000	0%	\$ -	\$ 133,000	\$ -	\$ 133,000	\$ -
3.2.5 Principal Payment	2027	\$ 133,000	\$ -	\$ 133,000	0%	\$ -	\$ 133,000	\$ -	\$ 133,000	\$ -
3.2.6 Principal Payment	2028	\$ 133,000	\$ -	\$ 133,000	0%	\$ -	\$ 133,000	\$ -	\$ 133,000	\$ -
3.2.7 Principal Payment	2029	\$ 133,000	\$ -	\$ 133,000	0%	\$ -	\$ 133,000	\$ -	\$ 133,000	\$ -
3.2.8 Principal Payment	2030	\$ 66,500	\$ -	\$ 66,500	0%	\$ -	\$ 66,500	\$ -	\$ 66,500	\$ -
Subtotal Recovery of SSPS Building Debt		\$ 997,500	\$ -	\$ 997,500		\$ -	\$ 997,500	\$ -	\$ 997,500	\$ -
<b>3.3 Buildings</b>										
3.3.1 Provision for New Consolidated HQ	2026	\$ 6,500,000	\$ 3,250,000	\$ 3,250,000	0%	\$ -	\$ 3,250,000	\$ -	\$ 1,411,186	\$ 1,838,814
Subtotal Buildings		\$ 6,500,000	\$ 3,250,000	\$ 3,250,000		\$ -	\$ 3,250,000	\$ -	\$ 1,411,186	\$ 1,838,814

APPENDIX B.3

TABLE 2

TOWN OF INNISFIL  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
POLICE SERVICES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					Replacement & BTE Shares	Replacement & BTE Shares		Available DC Reserves	2023 - 2032	Post 2032
<b>3.4 Vehicles &amp; Equipment</b>										
3.4.1 Radio Equipment Replacement	2024	\$ 56,380	\$ 28,190	\$ 28,190	0%	\$ -	\$ 28,190	\$ -	\$ 28,190	\$ -
3.4.2 Replace Mobile Car Radios	2025	\$ 204,000	\$ 102,000	\$ 102,000	0%	\$ -	\$ 102,000	\$ -	\$ 102,000	\$ -
3.4.3 Radio Infrastructure	2026	\$ 685,763	\$ 342,882	\$ 342,882	0%	\$ -	\$ 342,882	\$ -	\$ 342,882	\$ -
3.4.4 Vehicles	2027	\$ 1,900,000	\$ 950,000	\$ 950,000	0%	\$ -	\$ 950,000	\$ -	\$ 950,000	\$ -
3.4.5 Vehicle Uplifting	2027	\$ 560,000	\$ 280,000	\$ 280,000	0%	\$ -	\$ 280,000	\$ -	\$ 280,000	\$ -
3.4.6 Furniture	2027	\$ 75,000	\$ 37,500	\$ 37,500	0%	\$ -	\$ 37,500	\$ -	\$ 37,500	\$ -
3.4.7 Computers - Office Vehicles	2027	\$ 466,050	\$ 233,025	\$ 233,025	0%	\$ -	\$ 233,025	\$ -	\$ 233,025	\$ -
3.4.8 Server - 2 Audio Recorders - Replacement	2023	\$ 339,500	\$ 169,750	\$ 169,750	0%	\$ -	\$ 169,750	\$ -	\$ 169,750	\$ -
3.4.9 Axon - Body Worn Cameras	2027	\$ 560,000	\$ 280,000	\$ 280,000	0%	\$ -	\$ 280,000	\$ -	\$ 280,000	\$ -
3.4.10 Network Switch Replacement	2027	\$ 72,730	\$ 36,365	\$ 36,365	100%	\$ 36,365	\$ -	\$ -	\$ -	\$ -
3.4.11 Network Storage Replacement	2026	\$ 56,500	\$ 28,250	\$ 28,250	100%	\$ 28,250	\$ -	\$ -	\$ -	\$ -
3.4.12 UPS Battery Replacement	2027	\$ 63,280	\$ 31,640	\$ 31,640	0%	\$ -	\$ 31,640	\$ -	\$ 31,640	\$ -
3.4.13 Audio/Video Equipment	2026	\$ 13,560	\$ 6,780	\$ 6,780	0%	\$ -	\$ 6,780	\$ -	\$ 6,780	\$ -
3.4.14 Backup SAN - (backup hardware)	2023	\$ 28,250	\$ 14,125	\$ 14,125	0%	\$ -	\$ 14,125	\$ -	\$ 14,125	\$ -
3.4.15 NG911 Support	2027	\$ 83,091	\$ 41,546	\$ 41,546	0%	\$ -	\$ 41,546	\$ -	\$ 41,546	\$ -
3.4.16 NG911 Project - Infrastructure and Licensing	2024	\$ 150,000	\$ 75,000	\$ 75,000	0%	\$ -	\$ 75,000	\$ -	\$ 75,000	\$ -
3.4.17 PRIDE Reserves	2027	\$ 151,932	\$ 75,966	\$ 75,966	0%	\$ -	\$ 75,966	\$ -	\$ -	\$ 75,966
3.4.18 Speed Measuring Devices	2027	\$ 30,000	\$ 15,000	\$ 15,000	0%	\$ -	\$ 15,000	\$ -	\$ -	\$ 15,000
3.4.19 Drug Screening Devices	2027	\$ 24,000	\$ 12,000	\$ 12,000	0%	\$ -	\$ 12,000	\$ -	\$ -	\$ 12,000
3.4.20 Intoxilyzer/ASD(s)	2027	\$ 24,000	\$ 12,000	\$ 12,000	0%	\$ -	\$ 12,000	\$ -	\$ -	\$ 12,000
3.4.21 Weapons	2027	\$ 50,000	\$ 25,000	\$ 25,000	0%	\$ -	\$ 25,000	\$ -	\$ -	\$ 25,000
Subtotal Vehicles & Equipment		\$ 5,594,036	\$ 2,797,018	\$ 2,797,018		\$ 64,615	\$ 2,732,403	\$ -	\$ 2,592,437	\$ 139,966
<b>3.5 Future Growth-Related Projects</b>										
3.5.1 Provision for Orbit Growth-Related Facilities	Various	\$ 3,000,000	\$ 1,500,000	\$ 1,500,000	0%	\$ -	\$ 1,500,000	\$ -	\$ -	\$ 1,500,000
Subtotal Future Growth-Related Projects		\$ 3,000,000	\$ 1,500,000	\$ 1,500,000		\$ -	\$ 1,500,000	\$ -	\$ -	\$ 1,500,000
<b>TOTAL POLICE SERVICES</b>		<b>\$ 16,222,428</b>	<b>\$ 7,547,018</b>	<b>\$ 8,675,410</b>		<b>\$ 64,615</b>	<b>\$ 8,610,795</b>	<b>\$ -</b>	<b>\$ 5,132,016</b>	<b>\$ 3,478,780</b>

Residential Development Charge Calculation		
Residential Share of 2023 - 2032 DC Eligible Costs	83%	\$4,259,573
10-Year Growth in Population in New Units		18,863
Unadjusted Development Charge Per Capita		<b>\$226</b>
Industrial Development Charge Calculation		
Industrial Share of 2023 - 2032 DC Eligible Costs	6%	\$307,921
10-Year Growth in Square Metres		120,325
Unadjusted Development Charge Per Square Metre		<b>\$2.56</b>
Non-Industrial Development Charge Calculation		
Non-Industrial Share of 2023 - 2032 DC Eligible Costs	11%	\$564,522
10-Year Growth in Square Metres		110,735
Unadjusted Development Charge Per Square Metre		<b>\$5.10</b>

2023 - 2032 Net Funding Envelope	\$5,132,016
Reserve Fund Balance	
Balance as at December 31, 2022	(\$130,892)

APPENDIX B.3

TABLE 3

TOWN OF INNISFIL  
 CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
 POLICE SERVICES  
 RESIDENTIAL DEVELOPMENT CHARGE  
 (in \$000)

POLICE SERVICES	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	TOTAL
OPENING CASH BALANCE	(\$108.6)	(\$119.2)	\$80.8	\$309.0	(\$845.1)	(\$2,347.7)	(\$2,162.2)	(\$1,909.9)	(\$1,459.6)	(\$808.2)	
2023 - 2032 RESIDENTIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding from DC Reserve Balance)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
- Police Services (New Projects): Non Inflated	\$152.6	\$85.6	\$84.7	\$1,461.5	\$1,538.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3,323.0
- SSPS Debenture Principal Payments <sup>1</sup>	\$110.4	\$110.4	\$110.4	\$110.4	\$110.4	\$110.4	\$110.4	\$55.2	\$0.0	\$0.0	\$827.9
- Police Services (New Projects): Inflated	\$263.01	\$197.75	\$198.47	\$1,661.35	\$1,775.80	\$110.39	\$110.39	\$55.20	\$0.00	\$0.00	\$4,372.3
NEW RESIDENTIAL DEVELOPMENT											
- Population Growth in New Units	1,215	1,724	1,744	2,092	1,413	1,587	1,798	2,075	2,434	2,781	18,863
REVENUE											
- DC Receipts: Inflated	\$306.4	\$443.4	\$457.5	\$559.8	\$385.6	\$441.8	\$510.5	\$601.0	\$719.1	\$838.0	\$5,263.1
INTEREST											
- Interest on Opening Balance	(\$6.0)	(\$6.6)	\$2.8	\$10.8	(\$46.5)	(\$129.1)	(\$118.9)	(\$105.0)	(\$80.3)	(\$44.5)	(\$523.2)
- Interest on In-year Transactions	\$0.8	\$4.3	\$4.5	(\$30.3)	(\$38.2)	\$5.8	\$7.0	\$9.6	\$12.6	\$14.7	(\$9.3)
- Interest Payments for SSPS Debenture <sup>2</sup>	(\$48.7)	(\$43.4)	(\$38.2)	(\$33.1)	(\$27.7)	(\$22.6)	(\$35.9)				(\$249.6)
TOTAL REVENUE	\$252.5	\$397.7	\$426.7	\$507.2	\$273.2	\$295.9	\$362.7	\$505.5	\$651.4	\$808.2	\$4,481.0
CLOSING CASH BALANCE	(\$119.2)	\$80.8	\$309.0	(\$845.1)	(\$2,347.7)	(\$2,162.2)	(\$1,909.9)	(\$1,459.6)	(\$808.2)	\$0.0	

Note 1: Debenture principal payments not inflated.

Note 2: Interest on debenture payments not inflated.

<b>2023 Adjusted Charge Per Capita</b>	<b>\$252</b>
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<b>Allocation of Capital Program</b>	
Residential Sector	83%
Non-Residential Sector	17%
<b>Rates for 2023</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%



APPENDIX B.3

TABLE 3

TOWN OF INNISFIL  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
POLICE SERVICES  
INDUSTRIAL DEVELOPMENT CHARGE  
(in \$000)

POLICE SERVICES	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	TOTAL
OPENING CASH BALANCE	(\$7.85)	\$5.44	\$4.54	(\$0.27)	(\$117.07)	(\$207.16)	(\$174.98)	(\$136.84)	(\$86.06)	(\$58.05)	
2023 - 2032 NON-RESIDENTIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding from DC Reserve Balance)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
- Police Services (New Projects): Non Inflated	\$11.0	\$6.2	\$6.1	\$105.7	\$111.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$240.2
- SSPS Debenture Principal Payments <sup>1</sup>	\$8.0	\$8.0	\$8.0	\$8.0	\$8.0	\$8.0	\$8.0	\$4.0	\$0.0	\$0.0	\$59.9
- Police Services (New Projects): Inflated	\$19.01	\$14.3	\$14.3	\$120.1	\$128.4	\$8.0	\$8.0	\$4.0	\$0.0	\$0.0	\$316.1
NEW NON-RESIDENTIAL DEVELOPMENT											
- Industrial Growth in Square Metres	11,448	5,276	3,961	2,869	14,256	14,957	15,693	16,465	17,275	18,125	120,325
REVENUE											
- DC Receipts: Inflated	\$37.1	\$17.4	\$13.4	\$9.9	\$50.0	\$53.5	\$57.3	\$61.3	\$65.6	\$70.2	\$435.6
INTEREST											
- Interest on Opening Balance	(\$0.4)	\$0.2	\$0.2	(\$0.0)	(\$6.4)	(\$11.4)	(\$9.6)	(\$7.5)	(\$4.7)	(\$3.2)	(\$43.0)
- Interest on In-year Transactions	\$0.3	\$0.1	(\$0.0)	(\$3.0)	(\$2.2)	\$0.8	\$0.9	\$1.0	\$1.1	\$1.2	\$0.2
- Interest Payments for SSPS Debenture <sup>2</sup>	(\$4.7)	(\$4.3)	(\$4.0)	(\$3.5)	(\$3.1)	(\$2.8)	(\$2.4)	\$0.0	(\$34.0)	(\$10.2)	(\$68.9)
TOTAL REVENUE	\$32.3	\$13.4	\$9.5	\$3.3	\$38.3	\$40.2	\$46.1	\$54.8	\$28.0	\$58.0	\$323.9
CLOSING CASH BALANCE	\$5.4	\$4.5	(\$0.3)	(\$117.1)	(\$207.2)	(\$175.0)	(\$136.8)	(\$86.1)	(\$58.0)	\$0.0	

Note 1: Debenture principal payments not inflated.

Note 2: Interest on debenture payments not inflated.

<b>2023 Adjusted Charge Per Square Metre</b>	<b>\$3.24</b>
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<b>Allocation of Capital Program</b>	
Residential Sector	83%
Industrial	6%
Non-Industrial	11%
<b>Rates for 2023</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

APPENDIX B.3

TABLE 3

TOWN OF INNISFIL  
 CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
 POLICE SERVICES  
 NON-INDUSTRIAL DEVELOPMENT CHARGE  
 (in \$000)

POLICE SERVICES	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	TOTAL
OPENING CASH BALANCE	(\$14.40)	\$16.25	\$15.05	(\$54.21)	(\$299.90)	(\$414.04)	(\$293.97)	(\$259.47)	(\$152.36)	(\$50.85)	
2023 - 2032 NON-RESIDENTIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding from DC Reserve Balance)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
- Police Services (New Projects): Non Inflated	\$20.2	\$11.4	\$11.2	\$193.7	\$203.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$440.4
- SSPS Debenture Principal Payments <sup>1</sup>	\$14.6	\$14.6	\$14.6	\$14.6	\$14.6	\$14.6	\$14.6	\$7.3	\$0.0	\$0.0	\$109.7
- Police Services (New Projects): Inflated	\$34.86	\$26.2	\$26.3	\$220.2	\$235.3	\$14.6	\$14.6	\$7.3	\$0.0	\$0.0	\$579.5
NEW NON-RESIDENTIAL DEVELOPMENT											
- Non-Industrial Growth in Square Metres	8,267	2,676	2,039	2,046	14,448	15,648	16,947	18,354	19,878	10,432	110,735
REVENUE											
- DC Receipts: Inflated	\$74.2	\$24.5	\$19.0	\$19.5	\$140.3	\$155.0	\$171.2	\$189.2	\$209.0	\$111.9	\$1,113.7
INTEREST											
- Interest on Opening Balance	(\$0.8)	\$0.6	\$0.5	(\$3.0)	(\$16.5)	(\$22.8)	(\$16.2)	(\$14.3)	(\$8.4)	(\$2.8)	(\$83.6)
- Interest on In-year Transactions	\$0.7	(\$0.0)	(\$0.2)	(\$5.5)	(\$2.6)	\$2.5	\$2.7	\$3.2	\$3.7	\$2.0	\$6.3
- Interest Payments for SSPS Debenture <sup>2</sup>	(\$8.6)	\$0.0	(\$62.3)	(\$36.5)	\$0.0	\$0.0	(\$108.7)	(\$63.6)	(\$102.7)	(\$60.2)	(\$442.6)
TOTAL REVENUE	\$65.5	\$25.0	(\$43.0)	(\$25.5)	\$121.2	\$134.7	\$49.1	\$114.4	\$101.5	\$50.9	\$593.9
CLOSING CASH BALANCE	\$16.2	\$15.1	(\$54.2)	(\$299.9)	(\$414.0)	(\$294.0)	(\$259.5)	(\$152.4)	(\$50.9)	\$0.0	

Note 1: Debenture principal payments not inflated.

Note 2: Interest on debenture payments not inflated.

<b>2023 Adjusted Charge Per Square Metre</b>	<b>\$8.97</b>
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<b>Allocation of Capital Program</b>	
Residential Sector	83%
Industrial	6%
Non-Industrial	11%
<b>Rates for 2023</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

APPENDIX B.4

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
PARKS AND RECREATION  
INDOOR RECREATION

2023

MAJOR FACILITIES Facility Name	# of Square Feet															UNIT COST (\$/sq.ft.)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Knock Community Centre (580980020)	1,260	1,260	1,260	1,260	1,260	1,260	1,260	1,260	1,260	1,260	1,260	1,260	1,260	1,260	1,260	\$300
Cookstown Theatre (580600063)	5,060	5,060	5,060	5,060	5,060	5,060	5,060	5,060	5,060	5,060	5,060	5,060	5,060	5,060	5,060	\$0
Stroud Arena (580940004)	50,400	50,400	50,400	50,400	50,400	50,400	50,400	50,400	50,400	50,400	50,400	50,400	50,400	50,400	50,400	\$640
Innisfil Recreational Complex (580640233)	140,425	140,425	140,425	140,425	140,425	140,425	140,425	140,425	140,425	140,425	140,425	140,425	140,425	140,425	140,425	\$530
<i>Excess Capacity Adjustment</i>	<i>(13,981)</i>	<i>(13,981)</i>	<i>(13,981)</i>	<i>(13,981)</i>	<i>(13,981)</i>	<i>(13,981)</i>	<i>(13,981)</i>	<i>(13,981)</i>	<i>(13,981)</i>	<i>(13,981)</i>	<i>(13,981)</i>	<i>(13,981)</i>	<i>(13,981)</i>	<i>(13,981)</i>	<i>(13,981)</i>	<i>\$530</i>
Town Hall (580640233) <sup>1</sup>	1,152	1,152	1,152	1,152	1,152	1,152	1,152	1,152	1,152	1,152	1,152	1,152	1,152	1,152	1,152	\$530
Churchill Community Centre (580630157)	5,300	5,300	5,300	5,300	5,300	5,300	5,300	5,300	5,300	5,300	5,300	5,300	5,300	5,300	5,300	\$300
Morgan Russell (Formally Lefroy Arena) (580650407)	33,400	33,400	33,400	33,400	33,400	33,400	33,400	33,400	33,400	33,400	33,400	33,400	33,400	33,400	33,400	\$450
Cookstown Community Centre	-	3,400	3,400	3,400	3,400	3,400	3,400	3,400	3,400	3,400	3,400	3,400	3,400	3,400	3,400	\$740
<i>Excess Capacity Adjustment</i>	<i>-</i>	<i>(390)</i>	<i>(390)</i>	<i>(390)</i>	<i>(390)</i>	<i>(390)</i>	<i>(390)</i>	<i>(390)</i>	<i>(390)</i>	<i>(390)</i>	<i>(390)</i>	<i>(390)</i>	<i>(390)</i>	<i>(390)</i>	<i>(390)</i>	<i>\$740</i>
Rizzardo	-	-	-	-	-	-	-	-	-	-	-	2,184	2,184	2,184	2,184	\$570
<b>Other Facilities</b>																
Alcona Glen School Gym	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	\$300
Cookstown Public School Gym	611	611	611	611	611	611	-	-	-	-	-	-	-	-	-	\$300
Cookstown Public School Library	614	614	614	614	614	614	-	-	-	-	-	-	-	-	-	\$300
Cookstown United Church	300	300	300	300	300	300	-	-	-	-	-	-	-	-	-	\$300
Country Concessions	125	125	125	125	125	125	-	-	-	-	-	-	-	-	-	\$300
Goodfellow Public School	-	-	-	-	-	-	3,486	3,486	3,486	3,486	3,486	-	-	-	-	\$300
Grange Hall	450	450	450	450	450	450	450	450	450	450	450	450	450	450	450	\$300
Holy Cross Separate School Gym	787	787	787	787	787	787	787	787	787	787	787	787	787	787	787	\$300
Killarney Beach Public School	618	618	618	618	618	618	-	-	-	-	-	-	-	-	-	\$300
Lake Simcoe Public School	-	-	-	-	-	-	-	-	-	4,273	4,273	4,273	4,273	4,273	4,273	\$300
Lake Simcoe Public School - Multi	2,077	2,077	2,077	2,077	2,077	2,077	2,077	2,077	2,077	2,077	2,077	2,077	2,077	2,077	2,077	\$300
Miss Jennies Dance Studio	1,155	1,155	1,155	1,155	1,155	1,155	1,155	1,155	1,155	1,155	1,155	1,155	1,155	1,155	1,155	\$300
Nantyr - Cafeteria	4,456	4,456	4,456	4,456	4,456	4,456	4,456	4,456	4,456	4,456	4,456	4,456	4,456	4,456	4,456	\$300
Nantyr Shores High School Gym	11,528	11,528	11,528	11,528	11,528	11,528	11,528	11,528	11,528	11,528	11,528	11,528	11,528	11,528	11,528	\$300
Rankin Residence (Folk Art Studio)	88	88	88	88	88	88	-	-	-	-	-	-	-	-	-	\$300
Sunnybrae Public School Gym	1,980	1,980	1,980	1,980	1,980	1,980	1,980	1,980	1,980	1,980	1,980	1,980	1,980	1,980	1,980	\$300
YMCA - Gymnasium	-	-	-	-	-	-	-	-	-	-	7,039	7,039	7,039	7,039	7,039	\$300
Yujo Martial Arts	156	156	156	156	156	156	156	156	156	156	156	156	156	156	156	\$300
<b>Total (sq.ft.)</b>	<b>250,461</b>	<b>253,471</b>	<b>253,471</b>	<b>253,471</b>	<b>253,471</b>	<b>253,471</b>	<b>254,601</b>	<b>254,601</b>	<b>254,601</b>	<b>258,874</b>	<b>265,913</b>	<b>264,611</b>	<b>264,611</b>	<b>264,611</b>	<b>264,611</b>	
<b>Total (\$000)</b>	<b>\$125,113.3</b>	<b>\$127,341.0</b>	<b>\$127,341.0</b>	<b>\$127,341.0</b>	<b>\$127,341.0</b>	<b>\$127,341.0</b>	<b>\$127,680.0</b>	<b>\$127,680.0</b>	<b>\$127,680.0</b>	<b>\$128,961.9</b>	<b>\$131,073.6</b>	<b>\$131,272.6</b>	<b>\$131,272.6</b>	<b>\$131,272.6</b>	<b>\$131,272.6</b>	

<sup>1</sup> Only includes gross floor area related to Indoor Recreation programming. Total Town Hall is approximately 41,000 sf

APPENDIX B.4

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
PARKS AND RECREATION  
INDOOR RECREATION

2023

LAND Facility Name	# of Hectares															UNIT COST (\$/ha)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Churchill Community Centre (580630157)	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	\$2,500,000
Cookstown Community Centre	-	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	\$2,500,000
Cookstown Theatre (580600063)	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	\$0
Innisfil Recreational Complex (580640233)	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	\$2,500,000
Knock Community Centre (580980020)	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	\$2,500,000
Morgan Russell Memorial Arena (Formally Lefroy Arena) (580650407)	1.79	1.79	1.79	1.79	1.79	1.79	1.79	1.79	1.79	1.79	1.79	1.79	1.79	1.79	1.79	\$2,500,000
Stroud Arena (580940004)	3.29	3.29	3.29	3.29	3.29	3.29	3.29	3.29	3.29	3.29	3.29	3.29	3.29	3.29	3.29	\$2,500,000
Town Hall (580640233)	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	\$2,500,000
<b>Total (ha)</b>	<b>7.99</b>	<b>8.27</b>	<b>8.27</b>	<b>8.27</b>	<b>8.27</b>	<b>8.27</b>	<b>8.27</b>	<b>8.27</b>	<b>8.27</b>	<b>8.27</b>	<b>8.27</b>	<b>8.27</b>	<b>8.27</b>	<b>8.27</b>	<b>8.27</b>	
<b>Total (\$000)</b>	<b>\$19,831.4</b>	<b>\$20,519.9</b>	<b>\$20,519.9</b>	<b>\$20,519.9</b>	<b>\$20,519.9</b>	<b>\$20,519.9</b>	<b>\$20,519.9</b>	<b>\$20,519.9</b>	<b>\$20,519.9</b>	<b>\$20,519.9</b>	<b>\$20,519.9</b>	<b>\$20,519.9</b>	<b>\$20,519.9</b>	<b>\$20,519.9</b>	<b>\$20,519.9</b>	<b>\$20,519.9</b>

<sup>1</sup> Only includes land area related to Indoor Recreation programming. Total land area is 2.60ha

FURNITURE & EQUIPMENT Facility Name	Total Value of Furniture & Equipment (\$)														
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Alcona Glen School	\$25,000	\$20,000	\$20,000	\$23,400	\$24,600	\$24,600	\$24,600	\$24,600	\$24,600	\$24,600	\$24,600	\$24,600	\$24,600	\$24,600	\$24,600
Centennial Park Summer Camp Location	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000
Churchill Community Centre (580630157)	\$108,000	\$82,000	\$82,000	\$94,000	\$95,000	\$95,000	\$95,000	\$95,000	\$95,000	\$95,000	\$95,000	\$95,000	\$95,000	\$95,000	\$95,000
Innisfil Recreational Complex (580640233)	\$1,387,000	\$1,051,000	\$1,051,000	\$1,186,000	\$1,304,000	\$1,304,000	\$1,304,000	\$1,304,000	\$1,304,000	\$1,304,000	\$1,304,000	\$1,304,000	\$1,304,000	\$1,304,000	\$1,304,000
Knock Community Centre (580980020)	\$16,000	\$12,700	\$12,700	\$14,700	\$15,400	\$15,400	\$15,400	\$15,400	\$15,400	\$15,400	\$15,400	\$15,400	\$15,400	\$15,400	\$15,400
Morgan Russell Memorial Arena (Formally Lefroy Arena) (580650407)	\$236,000	\$181,000	\$181,000	\$205,000	\$205,000	\$205,000	\$205,000	\$205,000	\$205,000	\$205,000	\$205,000	\$205,000	\$205,000	\$205,000	\$205,000
Cookstown Community Centre	-	\$17,000	\$17,000	\$17,000	\$17,000	\$17,000	\$17,000	\$17,000	\$17,000	\$17,000	\$17,000	\$17,000	\$17,000	\$17,000	\$17,000
Mobile Youth Centre	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
Rizado	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$641,700	\$641,700	\$641,700	\$641,700
Stroud Arena (580940004)	\$368,000	\$281,000	\$281,000	\$320,000	\$322,000	\$322,000	\$322,000	\$322,000	\$322,000	\$322,000	\$322,000	\$322,000	\$322,000	\$322,000	\$322,000
<b>Total (\$000)</b>	<b>\$2,160.0</b>	<b>\$1,664.7</b>	<b>\$1,664.7</b>	<b>\$1,880.1</b>	<b>\$2,003.0</b>	<b>\$2,003.0</b>	<b>\$2,003.0</b>	<b>\$2,003.0</b>	<b>\$2,003.0</b>	<b>\$2,003.0</b>	<b>\$2,033.0</b>	<b>\$2,674.7</b>	<b>\$2,674.7</b>	<b>\$2,674.7</b>	<b>\$2,674.7</b>







APPENDIX B.4

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
PARKS AND RECREATION  
PARKLAND DEVELOPMENT

LAKESIDE PARKS Park Name	# of Hectares															2023 UNIT COST (\$/ha)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Edgewood Avenue Roadend (580700029)	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	\$29,600
Evans Place Roadend (580660032)	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	-	-	-	\$29,600
Ewart Street Roadend (580670001)	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	\$29,600
Frederick Street Roadend (580670277)	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	\$29,600
Gilford Road Roadend (580520208)	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.04	0.04	0.04	\$29,600
Irwin Street Roadend (580870183)	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	\$29,600
Killarney Beach Road Roadend (580660002)	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	\$29,600
Lakeshore Boulevard Roadend (580530188)	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	\$29,600
Lindy Road Roadend (580520130)	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	\$29,600
Little Cedar Avenue Roadend (580670183)	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	\$29,600
Lockhart Road Roadend (580810001)	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	\$29,600
Mapleview Drive Roadend (580840002)	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	\$29,600
Moyer Avenue Roadend (580700226)	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	\$29,600
North Shore Drive Roadend (580530319)	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	\$29,600
Northern Street Roadend (580710120)	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	\$29,600
Poplar Road Roadend (580520211)	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	\$29,600
Purvis Street Access Point (580800246)	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	\$29,600
Robinson Street Roadend (580670246)	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	\$29,600
Roslyn Avenue Roadend (580700129)	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	\$29,600
Saint John's Road Roadend (580680071)	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	\$29,600
West St. (50850120)	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	\$29,600
Wood Street Roadend (580530153)	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	\$29,600
Woodgreen Avenue Roadend (580700057)	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	\$29,600
<b>Lakeside Community/District Parks</b>																
10th Line Beach Park (580800272)	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	\$147,800
12th Line Park (740010043)	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	\$147,800
30th Side Road North Roadend (580870229)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	\$147,800
9th Line Roadend (Bon Secours Beach Park - Lakeside Park) (740060003)	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	\$147,800
Belle Ewart Park (580660025)	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	\$147,800
Big Bay Point Roadend (580870002)	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	\$147,800
Shore Acres Drive Roadend (580530002)	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	\$147,800
Isabella Street Roadend (580660056)	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	\$147,800
Dudley Road Roadend (580680143)	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	\$29,600
Guest Road Roadend (580880001)	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	\$29,600
<b>Total (ha)</b>	<b>8.19</b>	<b>8.19</b>	<b>8.19</b>	<b>8.19</b>	<b>8.19</b>	<b>8.19</b>	<b>8.19</b>	<b>8.19</b>	<b>8.19</b>	<b>8.19</b>	<b>8.09</b>	<b>7.97</b>	<b>7.86</b>	<b>7.86</b>	<b>7.86</b>	
<b>Total (\$000)</b>	<b>582.78</b>	<b>582.8</b>	<b>582.8</b>	<b>582.8</b>	<b>582.8</b>	<b>582.8</b>	<b>582.8</b>	<b>582.8</b>	<b>582.8</b>	<b>582.8</b>	<b>579.8</b>	<b>576.3</b>	<b>573.0</b>	<b>573.0</b>	<b>573.0</b>	











APPENDIX B.4  
TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
PARKS AND RECREATION  
PARK FACILITIES

SOCCER PITCHES Park Name	# of Soccer Pitches															UNIT COST (\$/unit)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
<b>Major</b>																
Innisfil Beach Park (740030157)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Innisfil Recreation Complex (580640233)	-	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Previn Court Park (580690412)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
<b>Minor Unlit</b>																
Andrade Memorial Park (589950215)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	-	
Hastings Avenue Park (580710181)	1	1	1	1	1	1	1	1	1	1	1	-	-	-	-	
Huron Court Park (589930002)	-	-	-	-	-	1	1	1	1	1	1	1	1	1	1	
Nantyr Park (580690091)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Saint John's Road Park (580690671)	1	1	1	1	1	1	1	1	1	1	1	1	-	-	-	
Warrington Way Park (580750215)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Webster Boulevard Park (740110244)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
<b>Mini</b>																
Coral Woods Park (580630065)	2	2	2	2	2	2	2	2	2	2	2	-	-	-	-	
Innisfil Beach Park (740030157)	1	1	1	1	1	1	1	1	1	1	-	-	-	-	-	
Meadows of Stroud Park (580930240)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Trinity Street Park (740070043)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	-	
<b>Total (#)</b>	<b>14</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>18</b>	<b>15</b>	<b>14</b>	<b>14</b>	<b>12</b>	
<b>Total (\$000)</b>	<b>\$1,904.0</b>	<b>\$3,712.0</b>	<b>\$3,712.0</b>	<b>\$3,712.0</b>	<b>\$3,712.0</b>	<b>\$3,825.0</b>	<b>\$3,825.0</b>	<b>\$3,825.0</b>	<b>\$3,825.0</b>	<b>\$3,825.0</b>	<b>\$3,787.0</b>	<b>\$3,598.0</b>	<b>\$3,485.0</b>	<b>\$3,485.0</b>	<b>\$3,259.0</b>	

BASEBALL DIAMONDS Park Name	# of Baseball Diamonds															UNIT COST (\$/unit)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
<b>Unlit</b>																
Church Street Park (580650265)	1	1	1	1	1	1	1	1	1	1	1	-	-	-	-	
Dempster Street Park (580960068)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Innisfil Beach Park (740030157)	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	
Knock Community Park (580980144)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Nantyr Park (580690091)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Pitt Street Park (580850037)	1	1	1	1	1	1	1	1	1	1	-	-	-	-	-	
Stroud Arena Park (580940038)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
<b>Lit</b>																
Fennell's Corner Park (580500029)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Innisfil Beach Park (740030157)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Innisfil Recreation Complex (580640233)	-	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
<b>Total (#)</b>	<b>8</b>	<b>10</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>10</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>9</b>	
<b>Total (\$000)</b>	<b>\$2,826.0</b>	<b>\$4,362.0</b>	<b>\$4,577.0</b>	<b>\$4,577.0</b>	<b>\$4,577.0</b>	<b>\$4,577.0</b>	<b>\$4,577.0</b>	<b>\$4,577.0</b>	<b>\$4,577.0</b>	<b>\$4,577.0</b>	<b>\$4,362.0</b>	<b>\$4,147.0</b>	<b>\$4,147.0</b>	<b>\$4,147.0</b>	<b>\$4,147.0</b>	



APPENDIX B.4  
TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
PARKS AND RECREATION  
PARK FACILITIES

2023  
2023

PLAYGROUNDS Park Name	# of Play Equipment															UNIT COST (\$/unit)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
10th Line Beach Park (580800272)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Anna Maria Park (740090084)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Aspen Street Park (740000050)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Belle Ewart Park (580660025)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Dempster Street Park (580960068)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Linda Street Park (580850235)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Church Street Park (580650265)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Coral Woods Park (580630065)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Innisfil Beach Park (740030157)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Kidd's Lane Park (TBD)	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	\$179,000
Nantyr Park (580690091)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Andrade Memorial Park (589950215)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Stroud Arena Park (580940038)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Lawrence Avenue Park (580950148)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Ashwood Avenue Park (580740125)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
12th Line Park (740010043)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Centennial Park (580630176)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Meadows of Stroud Park (580930240)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Orm Membery Park (580530415)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Fennell's Corner Park (580500029)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Ireton Street Park (580800301)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Previn Court Park (580690412)	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Webster Boulevard Park (740110244)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Cookstown Community Park (580600290)	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	\$179,000
Pitt Street Park (580850037)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Warrington Way Park (580750215)	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Huron Court Park (589930002)	-	-	-	-	-	2	2	2	2	2	2	2	2	2	2	\$179,000
Cookshill Park	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	\$179,000
Rizzardo HWC	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$179,000
Crossroads Park (589940042)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$179,000
Trinity Street Park (740070043)	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	\$179,000
Town Square	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$179,000
LSAMI (580650631)	-	-	-	-	-	-	-	-	-	-	1	1	1	1	1	\$179,000
<b>Total (#)</b>	<b>23</b>	<b>23</b>	<b>24</b>	<b>25</b>	<b>25</b>	<b>27</b>	<b>28</b>	<b>29</b>	<b>30</b>	<b>31</b>	<b>32</b>	<b>32</b>	<b>32</b>	<b>33</b>	<b>34</b>	
<b>Total (\$000)</b>	<b>\$4,117.0</b>	<b>\$4,117.0</b>	<b>\$4,296.0</b>	<b>\$4,475.0</b>	<b>\$4,475.0</b>	<b>\$4,833.0</b>	<b>\$5,012.0</b>	<b>\$5,191.0</b>	<b>\$5,370.0</b>	<b>\$5,549.0</b>	<b>\$5,728.0</b>	<b>\$5,728.0</b>	<b>\$5,728.0</b>	<b>\$5,907.0</b>	<b>\$6,086.0</b>	

APPENDIX B.4  
TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
PARKS AND RECREATION  
PARK FACILITIES

2023  
2023

SKATE/BIKE PARKS Park Name	# of Skate/Bike Parks															UNIT COST (\$/unit)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Stroud Arena Park (580940038)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$346,000
Lefroy Arena Park (580650407)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$346,000
Town Square	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$76,000
Innisfil Beach Park (74003015)	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	\$73,000
<b>Total (#)</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>3</b>	
<b>Total (\$000)</b>	<b>\$692.0</b>	<b>\$692.0</b>	<b>\$692.0</b>	<b>\$692.0</b>	<b>\$692.0</b>	<b>\$692.0</b>	<b>\$692.0</b>	<b>\$692.0</b>	<b>\$692.0</b>	<b>\$692.0</b>	<b>\$692.0</b>	<b>\$692.0</b>	<b>\$692.0</b>	<b>\$765.0</b>	<b>\$765.0</b>	

2023

BRIDGES Park Name	# of Linear Metres															UNIT COST (\$/metre)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
<b>Steel</b>																
Innisfil Beach Park (740030157)	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	\$22,000
Innisfil Beach Park (740030157)	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	\$22,000
Innisfil Beach Park (740030157)	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	\$22,000
Innisfil Beach Park (740030157)	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	\$22,000
Swan Street (580741001)	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	\$22,000
Jack Cres Boardwalk (580750214)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	\$9,000
Trans Canada Trail (581420023)	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	\$22,000
Trans Canada Trail (581420023)	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	\$17,000
<b>Concrete Culvert Pedestrian Bridge</b>																
Trinity Street Park (740070043)	-	-	-	-	-	-	-	-	-	-	-	-	-	11	11	\$13,000
<b>Total (#)</b>	<b>183</b>	<b>183</b>	<b>183</b>	<b>183</b>	<b>183</b>	<b>183</b>	<b>183</b>	<b>183</b>	<b>183</b>	<b>183</b>	<b>183</b>	<b>183</b>	<b>183</b>	<b>194</b>	<b>235</b>	
<b>Total (\$000)</b>	<b>\$3,689.8</b>	<b>\$3,689.8</b>	<b>\$3,689.8</b>	<b>\$3,689.8</b>	<b>\$3,689.8</b>	<b>\$3,689.8</b>	<b>\$3,689.8</b>	<b>\$3,689.8</b>	<b>\$3,689.8</b>	<b>\$3,689.8</b>	<b>\$3,689.8</b>	<b>\$3,689.8</b>	<b>\$3,689.8</b>	<b>\$3,828.9</b>	<b>\$4,197.9</b>	



APPENDIX B.4  
TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
PARKS AND RECREATION  
PARK FACILITIES

2023  
2023

PATHWAYS Park Name	# of Linear Metres															UNIT COST (\$/metre)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
<b>Paved</b>																
Cookstown Community Park (580600290)	-	-	-	-	-	-	295	295	295	295	295	295	295	295	295	\$290
Kidd's Lane Park (TBD)	-	-	-	-	-	-	-	259	259	259	259	259	259	259	259	\$290
Meadows of Stroud Park (580930240) (path added in 2021)	210	210	210	210	210	210	210	210	210	210	210	210	210	210	210	\$290
Coral Woods Park (580630065)	177	177	177	177	177	177	177	177	177	177	177	177	177	177	177	\$290
Linda Street Park (580850235)	160	160	160	160	160	160	160	160	160	160	160	160	160	160	160	\$290
Ireton Street Park (580800301)	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	\$290
10th Line Beach Park (580800272)	97	97	97	97	97	97	97	97	97	97	97	97	97	97	97	\$290
Huron Court Park (589930002)	-	-	-	-	-	183	183	183	183	183	183	183	183	183	183	\$290
Crossroads Park (589940042)	129	129	129	129	129	129	129	129	129	129	129	129	129	129	129	\$290
Warrington Way Park (580750215)	-	-	207	207	207	207	207	207	207	207	207	207	207	207	207	\$290
Webster Boulevard Park (740110244)	281	281	281	281	281	281	281	281	281	281	281	281	281	281	281	\$290
Ashwood Avenue Park (580740125)	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	\$290
Nantyr Park (580690091)	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	\$290
Previn Court Park (580690412)	384	384	384	384	384	384	384	384	384	384	384	384	384	384	384	\$290
Lefroy Arena Park (580650407)	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	\$290
Hastings Avenue Park (580710181)	127	127	127	127	127	127	127	127	127	127	127	127	127	127	127	\$290
Orm Membry Park (580530415)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	\$290
Dempster (2020)	-	-	-	-	-	-	-	-	-	-	-	-	119	119	119	\$290
Campus Trails (RHWC/IRC)	-	-	-	-	-	-	-	-	-	-	-	-	1,145	1,145	1,145	\$290
10th Line Beach Park (580800272)	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	\$290
Innisfil Beach Park	2,087	2,087	2,087	2,087	2,087	2,087	2,087	2,087	2,087	2,087	2,087	2,087	2,087	2,087	2,087	\$290
Innisfil Beach Park	-	-	-	-	-	-	-	-	-	-	-	-	-	-	500	\$290
Belle Ewart Park (580660025)	-	-	-	-	-	-	-	-	-	-	92	92	92	92	92	\$290
<b>Stone</b>																
Cookstown Memorial Park (580600233)	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	\$80
Coral Woods Park (580630065)	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	\$80
10th Line Beach Park (580800272)	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	\$80
Webster Boulevard Park (740110244)	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	\$80
Anna Maria Park (740090084)	233	233	233	233	233	233	233	233	233	233	233	233	233	233	233	\$80
Nantyr Park (580690091)	233	233	233	233	233	233	233	233	233	233	233	233	233	233	233	\$80
Belle Ewart Park (580660025)	193	193	193	193	193	193	193	193	193	193	193	193	193	193	193	\$80
Church Street Park (580650265)	420	420	420	420	420	420	420	420	420	420	420	420	420	420	420	\$80
Orm Membry Park (580530415)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	\$80
Cookstown Community Park (580600290)	-	-	-	-	-	-	-	-	-	-	-	474	474	474	474	\$80
Stroud Arena Park	-	-	-	-	-	-	-	-	-	-	-	-	230	230	230	\$80
<b>Woodchip</b>																
Campus Rotary Trail	-	-	-	-	-	-	-	-	-	-	-	270	270	270	270	\$70
Hastings	-	-	-	-	-	-	-	-	-	-	-	-	345	345	345	\$70
<b>Total (#)</b>	<b>5,379</b>	<b>5,379</b>	<b>5,586</b>	<b>5,586</b>	<b>5,586</b>	<b>5,769</b>	<b>6,064</b>	<b>6,323</b>	<b>6,323</b>	<b>6,323</b>	<b>6,415</b>	<b>7,159</b>	<b>8,998</b>	<b>8,998</b>	<b>9,498</b>	
<b>Total (\$000)</b>	<b>\$1,265.3</b>	<b>\$1,265.3</b>	<b>\$1,325.3</b>	<b>\$1,325.3</b>	<b>\$1,325.3</b>	<b>\$1,378.4</b>	<b>\$1,463.9</b>	<b>\$1,539.0</b>	<b>\$1,539.0</b>	<b>\$1,539.0</b>	<b>\$1,565.7</b>	<b>\$1,622.5</b>	<b>\$2,031.7</b>	<b>\$2,031.7</b>	<b>\$2,176.7</b>	



APPENDIX B.4  
TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
PARKS AND RECREATION  
PARK FACILITIES

2023  
2023

TRAILS (STONE) Park Name	# of Linear Metres															UNIT COST (\$/metre)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Trans Canada Trail (581420023)	1,581	1,581	1,581	1,581	1,581	1,581	1,581	1,581	1,581	1,581	1,581	1,581	1,581	1,581	1,581	\$170
Trans Canada Trail (581410184)	322	322	322	322	322	322	322	322	322	322	322	322	322	322	322	\$170
Trans Canada Trail (581410289)	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	\$50
Trans Canada Trail (581410112)	490	490	490	490	490	490	490	490	490	490	490	490	490	490	490	\$170
Trans Canada Trail (580990046)	3,244	3,244	3,244	3,244	3,244	3,244	3,244	3,244	3,244	3,244	3,244	3,244	3,244	3,244	3,244	\$170
Trans Canada Trail (581410064)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	622	\$170
<b>Total (#)</b>	<b>5,717</b>	<b>5,717</b>	<b>5,717</b>	<b>5,717</b>	<b>5,717</b>	<b>5,717</b>	<b>5,717</b>	<b>5,717</b>	<b>5,717</b>	<b>5,717</b>	<b>5,717</b>	<b>5,717</b>	<b>5,717</b>	<b>5,717</b>	<b>6,339</b>	
<b>Total (\$000)</b>	<b>\$962.3</b>	<b>\$962.3</b>	<b>\$962.3</b>	<b>\$962.3</b>	<b>\$962.3</b>	<b>\$962.3</b>	<b>\$962.3</b>	<b>\$962.3</b>	<b>\$962.3</b>	<b>\$962.3</b>	<b>\$962.3</b>	<b>\$962.3</b>	<b>\$962.3</b>	<b>\$962.3</b>	<b>\$1,068.0</b>	

2023

Outdoor Ice Rinks Park Name	# of Outdoor Ice Rinks															UNIT COST (\$/unit)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Cookstown Community Park (580600290)	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	\$ 465,000
Town Square	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$ 1,668,000
<b>Total (#)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	
<b>Total (\$000)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$465.0</b>	<b>\$465.0</b>	<b>\$465.0</b>	<b>\$465.0</b>	<b>\$465.0</b>	<b>\$465.0</b>	<b>\$465.0</b>	<b>\$465.0</b>	<b>\$2,133.0</b>	



APPENDIX B.4

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
PARKS AND RECREATION  
OTHER PARK FACILITIES

OTHER SPECIAL FACILITIES Name	# of Facilities															2023 UNIT COST (\$/unit)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
<b>Innisfil Beach Park</b>																
Pavillion East	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$248,000
Pavillion West	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$124,000
Washrooms	2	2	2	2	2	3	3	3	4	4	4	4	4	4	4	\$413,000
Restaurant Concession	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$372,000
Storage Garage Compound	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$637,000
Boat Launch	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$199,000
Grand Stand	1	1	1	1	1	1	1	1	1	-	-	-	-	-	-	\$497,000
Gatehouse	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$372,000
<b>Centennial Park</b>																
Pavillion	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$248,000
Washrooms, Storage Building & Gatehouse	3	3	3	3	3	3	3	3	3	3	3	3	1	1	1	\$762,000
<b>Town Square</b>																
Washrooms, Concession	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$751,000
Mechanical, Storage, Zamboni Garage	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$851,000
<b>Other</b>																
Belle Ewart Pavilion	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	\$140,000
Cookstown Quanset Hut	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	\$182,000
Cookstown Splash Pad Mechanical Building	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	\$165,000
Cookstown Watch Tower	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$50,000
Cookstown Gazebo	-	1	1	1	1	1	1	1	1	1	1	1	1	1	-	\$83,000
Town Hall Gazebo	-	-	-	-	-	-	-	-	-	-	1	1	1	1	1	\$37,000
Hastings Gazebo	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1	\$94,000
<b>Total (#)</b>	<b>14</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>18</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>20</b>	<b>19</b>	<b>20</b>	<b>20</b>	<b>19</b>	<b>19</b>	<b>20</b>	
<b>Total (\$000)</b>	<b>\$5,859.0</b>	<b>\$5,942.0</b>	<b>\$5,942.0</b>	<b>\$5,942.0</b>	<b>\$6,429.0</b>	<b>\$6,842.0</b>	<b>\$6,842.0</b>	<b>\$6,842.0</b>	<b>\$7,255.0</b>	<b>\$6,758.0</b>	<b>\$6,795.0</b>	<b>\$6,795.0</b>	<b>\$5,365.0</b>	<b>\$5,365.0</b>	<b>\$6,884.0</b>	

APPENDIX B.4

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
PARKS AND RECREATION  
OTHER PARK FACILITIES

PARKING AREA FOR PARK FACILITIES Park Name	# of Square Feet															2023 UNIT COST (\$/unit)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
<b>Paved &amp; Lit</b>																
Previn Court Park (580690412)	12,916	12,916	12,916	12,916	12,916	12,916	12,916	12,916	12,916	12,916	12,916	12,916	12,916	12,916	12,916	\$25
<b>Paved</b>																
10th Line (580800215)	20,451	20,451	20,451	20,451	20,451	20,451	20,451	20,451	20,451	20,451	20,451	20,451	20,451	20,451	20,451	\$21
Centennial Park (580630176)	25,833	25,833	25,833	25,833	25,833	25,833	25,833	25,833	25,833	25,833	25,833	25,833	25,833	25,833	25,833	\$21
Coral Woods Park (580630065)	6,458	6,458	6,458	6,458	6,458	6,458	6,458	6,458	6,458	6,458	6,458	6,458	6,458	6,458	6,458	\$21
Dempster Street Park (580960068)	7,868	7,868	7,868	7,868	7,868	7,868	7,868	7,868	7,868	7,868	7,868	7,868	7,868	7,868	7,868	\$21
Guest Road (580890099)	13,993	13,993	13,993	13,993	13,993	13,993	13,993	13,993	13,993	13,993	13,993	13,993	13,993	13,993	13,993	\$21
Huron Court Park (589930002)	-	-	-	-	-	12,917	12,917	12,917	12,917	12,917	12,917	12,917	12,917	12,917	12,917	\$18
Innisfil Beach Park (740030157)	-	-	-	-	258,388	258,388	258,388	258,388	258,388	258,388	258,388	258,388	258,388	258,388	258,388	\$18
Shore Acres Drive (580520324)	-	-	-	-	-	-	-	-	28,578	28,578	28,578	28,578	28,578	28,578	28,578	\$18
<b>Unpaved</b>																
12th Line Park (740010043)	7,535	7,535	7,535	7,535	7,535	7,535	7,535	7,535	7,535	7,535	7,535	7,535	7,535	7,535	7,535	\$18
30th Side Road North Roadend (580870229)	3,229	3,229	3,229	3,229	3,229	3,229	3,229	3,229	3,229	3,229	3,229	3,229	3,229	3,229	3,229	\$18
9th Line	-	-	-	-	-	-	-	-	-	-	-	-	8,553	8,553	8,553	\$18
Belle Ewart Park (580660025)	7,534	7,534	7,534	7,534	7,534	7,534	7,534	7,534	7,534	7,534	7,534	7,534	7,534	7,534	7,534	\$18
Fennell's Corner (580500031)	16,146	16,146	16,146	16,146	16,146	16,146	16,146	16,146	16,146	16,146	16,146	16,146	16,146	16,146	16,146	\$18
Nantyr Park (580690091)	11,840	11,840	11,840	11,840	11,840	11,840	11,840	11,840	11,840	11,840	11,840	11,840	11,840	11,840	11,840	\$18
Saint John's Road Park (580690671)	19,375	19,375	19,375	19,375	19,375	19,375	19,375	19,375	19,375	19,375	19,375	11,840	11,840	-	-	\$18
South Innisfil Arboretum (580530008)	11,840	11,840	11,840	11,840	11,840	11,840	11,840	11,840	11,840	11,840	11,840	11,840	11,840	11,840	11,840	\$18
Trans Canada Trail (580990046)	11,302	11,302	11,302	11,302	11,302	11,302	11,302	11,302	11,302	11,302	11,302	11,302	11,302	11,302	11,302	\$18
<b>Total (sq.ft.)</b>	<b>176,320</b>	<b>176,320</b>	<b>176,320</b>	<b>176,320</b>	<b>434,708</b>	<b>447,625</b>	<b>447,625</b>	<b>447,625</b>	<b>476,203</b>	<b>476,203</b>	<b>468,668</b>	<b>468,668</b>	<b>465,380</b>	<b>465,380</b>	<b>465,380</b>	
<b>Total (\$000)</b>	<b>\$3,488.0</b>	<b>\$3,488.0</b>	<b>\$3,488.0</b>	<b>\$3,488.0</b>	<b>\$8,139.0</b>	<b>\$8,371.5</b>	<b>\$8,371.5</b>	<b>\$8,371.5</b>	<b>\$8,885.9</b>	<b>\$8,885.9</b>	<b>\$8,750.2</b>	<b>\$8,750.2</b>	<b>\$8,691.1</b>	<b>\$8,691.1</b>	<b>\$8,691.1</b>	

APPENDIX B.4

TABLE 1

TOWN OF INNISFIL  
CALCULATION OF SERVICE LEVELS  
PARKS AND RECREATION

Historic Population	2008 31,786	2009 32,096	2010 32,409	2011 32,727	2012 33,735	2013 34,774	2014 35,845	2015 36,949	2016 38,088	2017 39,082	2018 40,102	2019 41,149	2020 42,223	2021 43,326	2022 45,505
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INVENTORY SUMMARY (\$000)

Indoor Recreation	\$147,104.8	\$149,525.6	\$149,525.6	\$149,741.0	\$149,863.9	\$149,863.9	\$150,202.9	\$150,202.9	\$150,202.9	\$151,484.8	\$153,626.5	\$154,467.3	\$154,467.3	\$154,467.3	\$154,467.3
Parkland Development	\$37,085.0	\$37,085.0	\$37,435.0	\$37,435.0	\$37,438.7	\$38,243.7	\$39,326.1	\$40,030.6	\$40,043.6	\$40,043.6	\$40,040.7	\$40,037.1	\$40,033.8	\$40,033.8	\$40,046.3
Park Facilities	\$16,895.7	\$20,239.7	\$20,693.7	\$20,912.7	\$20,912.7	\$21,489.8	\$22,996.8	\$23,250.9	\$23,469.9	\$23,701.9	\$23,614.6	\$23,267.4	\$23,820.5	\$24,211.6	\$26,783.7
Other Park Facilities	\$12,167.6	\$12,250.6	\$12,250.6	\$12,255.8	\$17,883.4	\$18,534.1	\$18,534.1	\$18,539.3	\$19,987.5	\$19,504.2	\$19,444.5	\$19,648.7	\$18,159.6	\$18,159.6	\$19,678.6
<b>Total (\$000)</b>	<b>\$213,253.0</b>	<b>\$219,100.9</b>	<b>\$219,904.9</b>	<b>\$220,344.5</b>	<b>\$226,098.7</b>	<b>\$228,131.5</b>	<b>\$231,059.9</b>	<b>\$232,023.7</b>	<b>\$233,703.9</b>	<b>\$234,734.5</b>	<b>\$236,726.3</b>	<b>\$237,420.6</b>	<b>\$236,481.2</b>	<b>\$236,872.3</b>	<b>\$240,975.9</b>

SERVICE LEVEL (\$/capita)

Average  
Service  
Level

Indoor Recreation	\$4,627.97	\$4,658.70	\$4,613.71	\$4,575.46	\$4,442.39	\$4,309.65	\$4,190.34	\$4,065.14	\$3,943.58	\$3,876.08	\$3,830.89	\$3,753.85	\$3,658.37	\$3,565.23	\$3,394.51	\$4,100.39
Parkland Development	\$1,166.71	\$1,155.44	\$1,155.08	\$1,143.86	\$1,109.79	\$1,099.78	\$1,097.12	\$1,083.40	\$1,051.34	\$1,024.61	\$998.47	\$972.98	\$948.15	\$924.01	\$880.04	\$1,054.05
Park Facilities	\$531.55	\$630.60	\$638.52	\$639.01	\$619.91	\$617.98	\$641.56	\$629.27	\$616.20	\$606.47	\$588.86	\$565.44	\$564.16	\$558.82	\$588.59	\$602.46
Other Park Facilities	\$382.80	\$381.69	\$378.00	\$374.49	\$530.11	\$532.99	\$517.06	\$501.75	\$524.77	\$499.06	\$484.88	\$477.50	\$430.09	\$419.14	\$432.45	\$457.78
<b>Total (\$/capita)</b>	<b>\$6,709.02</b>	<b>\$6,826.42</b>	<b>\$6,785.30</b>	<b>\$6,732.80</b>	<b>\$6,702.20</b>	<b>\$6,560.40</b>	<b>\$6,446.08</b>	<b>\$6,279.57</b>	<b>\$6,135.89</b>	<b>\$6,006.21</b>	<b>\$5,903.10</b>	<b>\$5,769.78</b>	<b>\$5,600.77</b>	<b>\$5,467.21</b>	<b>\$5,295.59</b>	<b>\$6,214.69</b>

TOWN OF INNISFIL  
CALCULATION OF MAXIMUM ALLOWABLE  
PARKS AND RECREATION

15-Year Funding Envelope Calculation

15 Year Average Service Level 2008 - 2022	\$6,214.69
Net Population Growth 2023 - 2032	15,696
<b>Maximum Allowable Funding Envelope</b>	<b>\$97,545,774</b>

APPENDIX B.4

TABLE 2

TOWN OF INNISFIL  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
PARKS AND RECREATION

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					Replacement & BTE Shares	Replacement & BTE Shares		Available DC Reserves	2023 - 2032	Post 2032
<b>4.0 PARKS AND RECREATION</b>										
<b>4.1 Recovery of Negative Reserve Fund Balance</b>										
4.1.1 Balance as at December 31, 2022	2023	\$ 1,419,147	\$ -	\$ 1,419,147	0%	\$ -	\$ 1,419,147	\$ -	\$ 1,419,147	\$ -
Subtotal Recovery of Negative Reserve Fund Balance		\$ 1,419,147	\$ -	\$ 1,419,147		\$ -	\$ 1,419,147	\$ -	\$ 1,419,147	\$ -
<b>4.2 Recovery of IRC Debt</b>										
4.2.1 Principal Payment	2023	\$ 988,000	\$ -	\$ 988,000	0%	\$ -	\$ 988,000	\$ -	\$ 988,000	\$ -
4.2.2 Principal Payment	2024	\$ 988,000	\$ -	\$ 988,000	0%	\$ -	\$ 988,000	\$ -	\$ 988,000	\$ -
4.2.3 Principal Payment	2025	\$ 988,000	\$ -	\$ 988,000	0%	\$ -	\$ 988,000	\$ -	\$ 988,000	\$ -
4.2.4 Principal Payment	2026	\$ 988,000	\$ -	\$ 988,000	0%	\$ -	\$ 988,000	\$ -	\$ 988,000	\$ -
4.2.5 Principal Payment	2027	\$ 988,000	\$ -	\$ 988,000	0%	\$ -	\$ 988,000	\$ -	\$ 988,000	\$ -
4.2.6 Principal Payment	2028	\$ 988,000	\$ -	\$ 988,000	0%	\$ -	\$ 988,000	\$ -	\$ 988,000	\$ -
4.2.7 Principal Payment	2029	\$ 988,000	\$ -	\$ 988,000	0%	\$ -	\$ 988,000	\$ -	\$ 988,000	\$ -
4.2.8 Principal Payment	2030	\$ 494,000	\$ -	\$ 494,000	0%	\$ -	\$ 494,000	\$ -	\$ 494,000	\$ -
Subtotal Recovery of IRC Debt		\$ 7,410,000	\$ -	\$ 7,410,000		\$ -	\$ 7,410,000	\$ -	\$ 7,410,000	\$ -
<b>4.3 Recovery of Cookstown Community Centre</b>										
4.3.1 Principal Payment	2023	\$ 38,446	\$ -	\$ 38,446	0%	\$ -	\$ 38,446	\$ -	\$ 38,446	\$ -
4.3.2 Principal Payment	2024	\$ 38,446	\$ -	\$ 38,446	0%	\$ -	\$ 38,446	\$ -	\$ 38,446	\$ -
4.3.3 Principal Payment	2025	\$ 38,446	\$ -	\$ 38,446	0%	\$ -	\$ 38,446	\$ -	\$ 38,446	\$ -
4.3.4 Principal Payment	2026	\$ 38,446	\$ -	\$ 38,446	0%	\$ -	\$ 38,446	\$ -	\$ 38,446	\$ -
4.3.5 Principal Payment	2027	\$ 38,446	\$ -	\$ 38,446	0%	\$ -	\$ 38,446	\$ -	\$ 38,446	\$ -
4.3.6 Principal Payment	2028	\$ 38,446	\$ -	\$ 38,446	0%	\$ -	\$ 38,446	\$ -	\$ 38,446	\$ -
4.3.7 Principal Payment	2029	\$ 38,446	\$ -	\$ 38,446	0%	\$ -	\$ 38,446	\$ -	\$ 38,446	\$ -
4.3.8 Principal Payment	2030	\$ 19,223	\$ -	\$ 19,223	0%	\$ -	\$ 19,223	\$ -	\$ 19,223	\$ -
Subtotal Recovery of Cookstown Community Centre		\$ 288,342	\$ -	\$ 288,342		\$ -	\$ 288,342	\$ -	\$ 288,342	\$ -
<b>4.4 Recovery of Cookstown Parks Debt</b>										
4.4.1 Principal Payment	2023	\$ 9,014	\$ -	\$ 9,014	0%	\$ -	\$ 9,014	\$ -	\$ 9,014	\$ -
4.4.2 Principal Payment	2024	\$ 9,014	\$ -	\$ 9,014	0%	\$ -	\$ 9,014	\$ -	\$ 9,014	\$ -
4.4.3 Principal Payment	2025	\$ 9,014	\$ -	\$ 9,014	0%	\$ -	\$ 9,014	\$ -	\$ 9,014	\$ -
4.4.4 Principal Payment	2026	\$ 9,014	\$ -	\$ 9,014	0%	\$ -	\$ 9,014	\$ -	\$ 9,014	\$ -
4.4.5 Principal Payment	2027	\$ 9,014	\$ -	\$ 9,014	0%	\$ -	\$ 9,014	\$ -	\$ 9,014	\$ -
4.4.6 Principal Payment	2028	\$ 9,014	\$ -	\$ 9,014	0%	\$ -	\$ 9,014	\$ -	\$ 9,014	\$ -
4.4.7 Principal Payment	2029	\$ 9,014	\$ -	\$ 9,014	0%	\$ -	\$ 9,014	\$ -	\$ 9,014	\$ -
4.4.8 Principal Payment	2030	\$ 4,507	\$ -	\$ 4,507	0%	\$ -	\$ 4,507	\$ -	\$ 4,507	\$ -
Subtotal Recovery of Cookstown Parks Debt		\$ 67,604	\$ -	\$ 67,604		\$ -	\$ 67,604	\$ -	\$ 67,604	\$ -



APPENDIX B.4

TABLE 2

TOWN OF INNISFIL  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
PARKS AND RECREATION

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					Replacement & BTE Shares	Replacement & BTE Shares		Available DC Reserves	2023 - 2032	Post 2032
<b>4.5 Land &amp; Lake Master Plan Projects<sup>1</sup></b>										
4.5.1 Parks	Various	\$ 35,101,000	\$ -	\$ 35,101,000	90%	\$ 31,590,900	\$ 3,510,100	\$ -	\$ 3,510,100	\$ -
4.5.2 Trails	Various	\$ 24,775,000	\$ -	\$ 24,775,000	68%	\$ 16,907,643	\$ 7,867,357	\$ -	\$ 7,867,357	\$ -
4.5.3 Undeveloped Parks	Various	\$ 64,648,000	\$ -	\$ 64,648,000	0%	\$ -	\$ 64,648,000	\$ -	\$ 51,007,658	\$ 13,640,342
4.5.4 Lakeside Parks	Various	\$ 10,665,000	\$ -	\$ 10,665,000	90%	\$ 9,598,500	\$ 1,066,500	\$ -	\$ 1,066,500	\$ -
4.5.5 Facilities	Various	\$ 3,000,000	\$ -	\$ 3,000,000	50%	\$ 1,500,000	\$ 1,500,000	\$ -	\$ 1,500,000	\$ -
Subtotal Land & Lake Master Plan Projects1		\$ 138,189,000	\$ -	\$ 138,189,000		\$ 59,597,043	\$ 78,591,957	\$ -	\$ 64,951,615	\$ 13,640,342
<b>4.6 Indoor Recreation Facilities</b>										
4.6.1 25th Sideroad & Big Bay Point - New Community Space	2028	\$ 6,532,724	\$ -	\$ 6,532,724	0%	\$ -	\$ 6,532,724	\$ -	\$ -	\$ 6,532,724
Subtotal Indoor Recreation Facilities		\$ 6,532,724	\$ -	\$ 6,532,724		\$ -	\$ 6,532,724	\$ -	\$ -	\$ 6,532,724
<b>4.7 Other Town-Wide Projects</b>										
4.7.1 IBP Pop-up Shops- Canisters	2025	\$ 81,500	\$ -	\$ 81,500	0%	\$ -	\$ 81,500	\$ -	\$ 81,500	\$ -
4.7.3 Mobility Orbit Square and GO Station Park	2026	\$ 17,574,605	\$ -	\$ 17,574,605	10%	\$ 1,757,461	\$ 15,817,145	\$ -	\$ 15,817,145	\$ -
Subtotal Other Town-Wide Projects		\$ 17,656,105	\$ -	\$ 17,656,105		\$ 1,757,461	\$ 15,898,645	\$ -	\$ 15,898,645	\$ -
<b>4.8 Innisfil Beach Park Project Redevelopment</b>										
4.8.1 Phase 1 (Beaches Area and New Park Access)	2026	\$ 9,402,780	\$ -	\$ 9,402,780	50%	\$ 4,707,420	\$ 4,695,360	\$ -	\$ 4,695,360	\$ -
4.8.2 Phase 2 (Gateway Area, Neighbourhood Area and Youth Area)	2029	\$ 11,953,590	\$ -	\$ 11,953,590	41%	\$ 4,915,937	\$ 7,037,653	\$ -	\$ 2,815,061	\$ 4,222,592
4.8.3 Phase 3 (Port of Innisfil)	2032	\$ 12,591,720	\$ -	\$ 12,591,720	62%	\$ 7,789,725	\$ 4,801,995	\$ -	\$ -	\$ 4,801,995
Subtotal Innisfil Beach Park Project Redevelopment		\$ 33,948,090	\$ -	\$ 33,948,090		\$ 17,413,082	\$ 16,535,008	\$ -	\$ 7,510,421	\$ 9,024,587
<b>4.9 Future Growth-Related Projects</b>										
4.9.1 Provision for Orbit Growth-Related Facilities	Various	\$ 48,110,000	\$ -	\$ 48,110,000	0%	\$ -	\$ 48,110,000	\$ -	\$ -	\$ 48,110,000
Subtotal Future Growth-Related Projects		\$ 48,110,000	\$ -	\$ 48,110,000		\$ -	\$ 48,110,000	\$ -	\$ -	\$ 48,110,000
<b>TOTAL PARKS AND RECREATION</b>		<b>\$ 253,621,013</b>	<b>\$ -</b>	<b>\$ 253,621,013</b>		<b>\$ 78,767,586</b>	<b>\$ 174,853,427</b>	<b>\$ -</b>	<b>\$ 97,545,774</b>	<b>\$ 77,307,652</b>

<sup>1</sup> Only projects identified in the Land and Lakes Master Plan over the next 10-years have been included in the capital program. Costs beyond this period will be examined as part of future DC Study updates.

<b>Residential Development Charge Calculation</b>		
Residential Share of 2023 - 2032 DC Eligible Costs	100%	\$97,545,774
10-Year Growth in Population in New Units		18,863
Unadjusted Development Charge Per Capita		<b>\$5,171</b>
<b>Industrial Development Charge Calculation</b>		
Industrial Share of 2023 - 2032 DC Eligible Costs	0%	\$0
10-Year Growth in Square Metres		120,325
Unadjusted Development Charge Per Square Metre		<b>\$0.00</b>
<b>Non-Industrial Development Charge Calculation</b>		
Non-Industrial Share of 2023 - 2032 DC Eligible Costs	0%	\$0
10-Year Growth in Square Metres		110,735
Unadjusted Development Charge Per Square Metre		<b>\$0.00</b>

2023 - 2032 Net Funding Envelope	\$97,545,774
Reserve Fund Balance	
Balance as at December 31, 2022	(\$1,419,147)

APPENDIX B.4

TABLE 3

TOWN OF INNISFIL  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
PARKS AND RECREATION  
RESIDENTIAL DEVELOPMENT CHARGE  
(in \$000)

PARKS AND RECREATION	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	TOTAL
OPENING CASH BALANCE	(\$1,419.15)	(\$2,918.24)	(\$1,573.07)	(\$16.70)	(\$18,464.79)	(\$19,504.34)	(\$19,254.66)	(\$20,863.02)	(\$16,970.79)	(\$9,904.36)	
2023 - 2032 RESIDENTIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding from DC Reserve Balance)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
- New Projects: Non Inflated	\$6,495.2	\$6,495.2	\$6,576.7	\$27,007.7	\$6,495.2	\$6,495.2	\$9,310.2	\$6,495.2	\$6,495.2	\$6,495.2	\$88,360.7
- IRC Debenture Principal Payments <sup>1</sup>	\$988.0	\$988.0	\$988.0	\$988.0	\$988.0	\$988.0	\$988.0	\$494.0	\$0.0	\$0.0	\$7,410.0
- Cookstown CC Debenture Principal Payments <sup>1</sup>	\$38.4	\$38.4	\$38.4	\$38.4	\$38.4	\$38.4	\$38.4	\$19.2	\$0.0	\$0.0	\$288.3
- Cookstown Park Debenture Principal Payments <sup>1</sup>	\$9.0	\$9.0	\$9.0	\$9.0	\$9.0	\$9.0	\$9.0	\$4.5	\$0.0	\$0.0	\$67.6
- Projects: Inflated	\$7,530.62	\$7,660.5	\$7,877.8	\$29,696.2	\$8,066.0	\$8,206.6	\$11,520.3	\$7,978.6	\$7,610.1	\$7,762.3	\$103,909.2
NEW RESIDENTIAL DEVELOPMENT											
- Population Growth in New Units	1,215	1,724	1,744	2,092	1,413	1,587	1,798	2,075	2,434	2,781	18,863
REVENUE											
- DC Receipts: Inflated	\$6,591.9	\$9,540.5	\$9,844.2	\$12,044.7	\$8,298.1	\$9,506.3	\$10,985.6	\$12,931.6	\$15,472.4	\$18,031.7	\$113,247.1
INTEREST											
- Interest on Opening Balance	(\$78.1)	(\$160.5)	(\$86.5)	(\$0.9)	(\$1,015.6)	(\$1,072.7)	(\$1,059.0)	(\$1,147.5)	(\$933.4)	(\$544.7)	(\$6,098.9)
- Interest on In-year Transactions	(\$25.8)	\$32.9	\$34.4	(\$485.4)	\$4.1	\$22.7	(\$14.7)	\$86.7	\$137.6	\$179.7	(\$27.8)
- Interest Payments for IRC Debenture <sup>2</sup>	(\$435.6)	(\$388.6)	(\$341.5)	(\$296.0)	(\$248.2)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$1,709.9)
- Interest Payments for Cookstown Park Debenture <sup>2</sup>	(\$4.0)	(\$3.5)	(\$3.1)	(\$2.7)	(\$2.3)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$15.6)
- Interest Payments for Cookstown CC Debenture <sup>2</sup>	(\$16.9)	(\$15.1)	(\$13.3)	(\$11.5)	(\$9.7)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$66.5)
TOTAL REVENUE	\$6,031.5	\$9,005.7	\$9,434.2	\$11,248.1	\$7,026.5	\$8,456.3	\$9,911.9	\$11,870.9	\$14,676.5	\$17,666.7	\$105,328.3
CLOSING CASH BALANCE	(\$2,918.2)	(\$1,573.1)	(\$16.7)	(\$18,464.8)	(\$19,504.3)	(\$19,254.7)	(\$20,863.0)	(\$16,970.8)	(\$9,904.4)	\$0.0	

Note 1: Debenture principal payments not inflated.

Note 2: Interest on debenture payments not inflated.

<b>2023 Adjusted Charge Per Capita</b>	<b>\$5,425</b>
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<b>Allocation of Capital Program</b>	
Residential Sector	100%
Non-Residential Sector	0%
<b>Rates for 2023</b>	
Inflation Rate:	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

APPENDIX B.5

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS

BUILDINGS Facility Name	# of Square Feet															2023 UNIT COST (\$/sq.ft.)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Coverall	3,050	3,050	3,050	3,050	3,050	3,050	3,050	3,050	3,050	3,050	3,250	3,250	3,250	3,250	6,850	\$45
Operations Centre (including Fleet Shop)	-	-	-	-	-	-	-	-	-	-	-	32,775	32,775	32,775	32,775	\$340
<i>Excess Capacity Adjustment</i>	-	-	-	-	-	-	-	-	-	-	(9,456)	(9,456)	(9,456)	(9,456)	(9,456)	\$340
Salt Management Facility	-	-	-	-	-	-	-	-	-	-	-	60,000	60,000	60,000	60,000	\$140
<i>Excess Capacity Adjustment</i>	-	-	-	-	-	-	-	-	-	-	(13,375)	(13,375)	(13,375)	(13,375)	(13,375)	\$140
Salt/Patch Coverall	3,108	3,108	3,108	3,108	3,108	3,108	3,108	3,108	3,108	3,108	2,880	2,880	2,880	2,880	2,880	\$45
Sand Dome	9,500	9,500	9,500	9,500	9,500	9,500	9,500	9,500	9,500	9,500	-	-	-	-	-	\$100
Shop	12,264	12,264	12,264	12,264	12,264	12,264	12,264	12,264	12,264	12,264	-	-	-	-	-	\$520
Winter Storage Shed	512	512	512	512	512	512	512	512	512	512	-	-	-	-	-	\$160
<b>Total (#)</b>	<b>28,434</b>	<b>28,434</b>	<b>28,434</b>	<b>28,434</b>	<b>28,434</b>	<b>28,434</b>	<b>28,434</b>	<b>28,434</b>	<b>28,434</b>	<b>28,434</b>	<b>76,074</b>	<b>76,074</b>	<b>76,074</b>	<b>76,074</b>	<b>79,674</b>	
<b>Total (\$000)</b>	<b>\$7,686.3</b>	<b>\$7,686.3</b>	<b>\$7,686.3</b>	<b>\$7,686.3</b>	<b>\$7,686.3</b>	<b>\$7,686.3</b>	<b>\$7,686.3</b>	<b>\$7,686.3</b>	<b>\$7,686.3</b>	<b>\$7,686.3</b>	<b>\$14,731.8</b>	<b>\$14,731.8</b>	<b>\$14,731.8</b>	<b>\$14,731.8</b>	<b>\$14,893.8</b>	

LAND Facility Name	# of Hectares															2023 UNIT COST (\$/ha)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Gravel Pit	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	-	-	-	\$435,000
Operations Center	-	-	-	-	-	-	-	-	-	-	2.30	2.30	2.30	2.30	2.30	\$1,015,000
Roads Depot Yard	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	-	-	-	-	-	\$1,015,000
Salt Management Facility	-	-	-	-	-	-	-	-	-	-	23.50	23.50	23.50	23.50	23.50	\$1,015,000
<b>Total (ha)</b>	<b>8.94</b>	<b>8.94</b>	<b>8.94</b>	<b>8.94</b>	<b>8.94</b>	<b>8.94</b>	<b>8.94</b>	<b>8.94</b>	<b>8.94</b>	<b>8.94</b>	<b>33.80</b>	<b>33.80</b>	<b>25.80</b>	<b>25.80</b>	<b>25.80</b>	
<b>Total (\$000)</b>	<b>\$4,434.1</b>	<b>\$4,434.1</b>	<b>\$4,434.1</b>	<b>\$4,434.1</b>	<b>\$4,434.1</b>	<b>\$4,434.1</b>	<b>\$4,434.1</b>	<b>\$4,434.1</b>	<b>\$4,434.1</b>	<b>\$4,434.1</b>	<b>\$29,667.0</b>	<b>\$29,667.0</b>	<b>\$26,187.0</b>	<b>\$26,187.0</b>	<b>\$26,187.0</b>	

APPENDIX B.5

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS

PAVED SURFACE Facility Name	# of Square Metres															2023 UNIT COST (\$/sq.m.)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Parking Lots/Asphalt Surfaces	9,425	9,425	9,425	9,425	9,425	9,425	9,425	9,425	25,600	25,600	25,600	25,600	25,600	28,000	28,000	\$200
<b>Total (ha)</b>	<b>9,425</b>	<b>9,425</b>	<b>9,425</b>	<b>9,425</b>	<b>9,425</b>	<b>9,425</b>	<b>9,425</b>	<b>9,425</b>	<b>25,600</b>	<b>25,600</b>	<b>25,600</b>	<b>25,600</b>	<b>25,600</b>	<b>28,000</b>	<b>28,000</b>	
<b>Total (\$000)</b>	<b>\$1,885.0</b>	<b>\$1,885.0</b>	<b>\$1,885.0</b>	<b>\$1,885.0</b>	<b>\$1,885.0</b>	<b>\$1,885.0</b>	<b>\$1,885.0</b>	<b>\$1,885.0</b>	<b>\$5,120.0</b>	<b>\$5,120.0</b>	<b>\$5,120.0</b>	<b>\$5,120.0</b>	<b>\$5,120.0</b>	<b>\$5,600.0</b>	<b>\$5,600.0</b>	

FURNITURE AND EQUIPMENT Description	Total Value of Furniture & Equipment (\$)														
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fuel Systems	\$389,900	\$401,500	\$401,500	\$389,900	\$401,500	\$401,500	\$413,100	\$413,100	\$413,100	\$413,100	\$510,690	\$561,000	\$561,000	\$576,900	\$576,900
Operations Centre (including Fleet Shop)	-	-	-	-	-	-	-	-	-	-	\$385,000	\$385,000	\$385,000	\$385,000	\$385,000
Salt Management Facility	-	-	-	-	-	-	-	-	-	-	\$158,350	\$158,350	\$158,350	\$158,350	\$158,350
Total Roads Depot Yard	\$621,900	\$621,900	\$621,900	\$621,900	\$621,900	\$621,900	\$621,900	\$621,900	\$621,900	\$621,900	-	-	-	-	-
Towers - Churchill	\$216,000	\$221,800	\$221,800	\$216,000	\$221,800	\$221,800	\$229,000	\$229,000	\$229,000	\$229,000	\$234,800	\$242,100	\$249,300	\$249,300	\$249,300
Winter Liquid Storage System	\$39,100	\$40,600	\$40,600	\$39,100	\$40,600	\$40,600	\$42,000	\$42,000	\$42,000	\$42,000	-	-	-	-	-
<b>Total (\$000)</b>	<b>\$1,266.9</b>	<b>\$1,285.8</b>	<b>\$1,285.8</b>	<b>\$1,266.9</b>	<b>\$1,285.8</b>	<b>\$1,285.8</b>	<b>\$1,306.0</b>	<b>\$1,306.0</b>	<b>\$1,306.0</b>	<b>\$1,306.0</b>	<b>\$1,288.8</b>	<b>\$1,346.5</b>	<b>\$1,353.7</b>	<b>\$1,369.6</b>	<b>\$1,369.6</b>

APPENDIX B.5

TABLE 1

TOWN OF INNISFIL  
CALCULATION OF SERVICE LEVELS  
SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Historic Population	31,786	32,096	32,409	32,727	33,735	34,774	35,845	36,949	38,088	39,082	40,102	41,149	42,223	43,326	45,505
Historic Employment	<u>6,187</u>	<u>6,252</u>	<u>6,318</u>	<u>6,386</u>	<u>6,651</u>	<u>6,927</u>	<u>7,215</u>	<u>7,516</u>	<u>7,831</u>	<u>8,024</u>	<u>8,169</u>	<u>8,374</u>	<u>8,673</u>	<u>8,271</u>	<u>9,293</u>
Total Historic Population & Employment	37,973	38,348	38,727	39,113	40,386	41,701	43,060	44,465	45,919	47,106	48,271	49,523	49,096	51,597	54,798

INVENTORY SUMMARY (\$000)

Buildings	\$7,686.3	\$7,686.3	\$7,686.3	\$7,686.3	\$7,686.3	\$7,686.3	\$7,686.3	\$7,686.3	\$7,686.3	\$7,686.3	\$14,731.8	\$14,731.8	\$14,731.8	\$14,731.8	\$14,893.8
Land	\$4,434.1	\$4,434.1	\$4,434.1	\$4,434.1	\$4,434.1	\$4,434.1	\$4,434.1	\$4,434.1	\$4,434.1	\$4,434.1	\$29,667.0	\$29,667.0	\$26,187.0	\$26,187.0	\$26,187.0
Paved Surface	\$1,885.0	\$1,885.0	\$1,885.0	\$1,885.0	\$1,885.0	\$1,885.0	\$1,885.0	\$1,885.0	\$1,885.0	\$5,120.0	\$5,120.0	\$5,120.0	\$5,120.0	\$5,600.0	\$5,600.0
Furniture And Equipment	\$1,266.9	\$1,285.8	\$1,285.8	\$1,266.9	\$1,285.8	\$1,285.8	\$1,306.0	\$1,306.0	\$1,306.0	\$1,306.0	\$1,288.8	\$1,346.5	\$1,353.7	\$1,369.6	\$1,369.6
<b>Total (\$000)</b>	<b>\$15,272.3</b>	<b>\$15,291.2</b>	<b>\$15,291.2</b>	<b>\$15,272.3</b>	<b>\$15,291.2</b>	<b>\$15,291.2</b>	<b>\$15,311.4</b>	<b>\$15,311.4</b>	<b>\$18,546.4</b>	<b>\$18,546.4</b>	<b>\$50,807.7</b>	<b>\$50,865.3</b>	<b>\$47,392.5</b>	<b>\$47,888.4</b>	<b>\$48,050.4</b>

SERVICE LEVEL (\$/pop & emp)																Average Service Level
Buildings	\$202.42	\$200.44	\$198.47	\$196.52	\$190.32	\$184.32	\$178.50	\$172.86	\$167.39	\$163.17	\$305.19	\$297.48	\$300.06	\$285.52	\$271.79	\$220.96
Land	\$116.77	\$115.63	\$114.50	\$113.37	\$109.79	\$106.33	\$102.97	\$99.72	\$96.56	\$94.13	\$614.59	\$599.06	\$533.39	\$507.53	\$477.88	\$253.48
Paved Surface	\$49.64	\$49.16	\$48.67	\$48.19	\$46.68	\$45.20	\$43.78	\$42.39	\$41.50	\$108.69	\$106.07	\$103.39	\$104.29	\$108.53	\$102.19	\$74.56
Furniture And Equipment	\$33.36	\$33.53	\$33.20	\$32.39	\$31.84	\$30.83	\$30.33	\$29.37	\$28.44	\$27.72	\$26.70	\$27.19	\$27.57	\$26.54	\$24.99	\$29.60
<b>Total (\$/pop &amp; emp)</b>	<b>\$402.19</b>	<b>\$398.75</b>	<b>\$394.84</b>	<b>\$390.47</b>	<b>\$378.63</b>	<b>\$366.69</b>	<b>\$355.58</b>	<b>\$344.34</b>	<b>\$403.90</b>	<b>\$393.72</b>	<b>\$1,052.54</b>	<b>\$1,027.11</b>	<b>\$965.31</b>	<b>\$928.13</b>	<b>\$876.86</b>	<b>\$578.60</b>

TOWN OF INNISFIL  
CALCULATION OF MAXIMUM ALLOWABLE  
SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS

<b>15-Year Funding Envelope Calculation</b>	
15 Year Average Service Level 2008 - 2022	\$578.60
Net Population & Employment Growth 2023 - 2032	19,456
<b>Discounted Maximum Allowable Funding Envelope</b>	<b>\$11,257,475</b>

APPENDIX B.5

TABLE 2

TOWN OF INNISFIL  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					Replacement & BTE Shares	Replacement & BTE Shares		Available DC Reserves	2023 - 2032	Post 2032
<b>5.0 SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS</b>										
<b>5.1 Recovery of Negative Reserve Fund Balance</b>										
5.1.1 Balance as at December 31, 2022	2023	\$ 5,087,332	\$ -	\$ 5,087,332	0%	\$ -	\$ 5,087,332	\$ -	\$ 5,087,332	\$ -
Subtotal Recovery of Negative Reserve Fund Balance		\$ 5,087,332	\$ -	\$ 5,087,332		\$ -	\$ 5,087,332	\$ -	\$ 5,087,332	\$ -
<b>5.2 Buildings and Land</b>										
5.2.1 Waste Storage Facility Asphalt Works	2024	\$ 40,000	\$ -	\$ 40,000	52%	\$ 20,800	\$ 19,200	\$ -	\$ 19,200	\$ -
5.2.2 Provision for Sand/Salt Dome (50,000 sf)	Various	\$ 5,000,000	\$ -	\$ 5,000,000	0%	\$ -	\$ 5,000,000	\$ -	\$ 5,000,000	\$ -
5.2.3 Provision for Operations Centre Expansion (2,600 sf)	Various	\$ 884,000	\$ -	\$ 884,000	0%	\$ -	\$ 884,000	\$ -	\$ 884,000	\$ -
Subtotal Buildings and Land		\$ 5,924,000	\$ -	\$ 5,924,000		\$ 20,800	\$ 5,903,200	\$ -	\$ 5,903,200	\$ -
<b>5.3 Future Growth-Related Projects</b>										
5.3.1 Provision for Orbit Growth-Related Facilities	Various	\$ 9,540,000	\$ -	\$ 9,540,000	0%	\$ -	\$ 9,540,000	\$ -	\$ 266,943	\$ 9,273,057
Subtotal Future Growth-Related Projects		\$ 9,540,000	\$ -	\$ 9,540,000		\$ -	\$ 9,540,000	\$ -	\$ 266,943	\$ 9,273,057
<b>TOTAL SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS</b>		<b>\$ 20,551,332</b>	<b>\$ -</b>	<b>\$ 20,551,332</b>		<b>\$ 20,800</b>	<b>\$ 20,530,532</b>	<b>\$ -</b>	<b>\$ 11,257,475</b>	<b>\$ 9,273,057</b>

Residential Development Charge Calculation		
Residential Share of 2023 - 2032 DC Eligible Costs	83%	\$9,343,704
10-Year Growth in Population in New Units		18,863
Unadjusted Development Charge Per Capita		<b>\$495</b>
Industrial Development Charge Calculation		
Industrial Share of 2023 - 2032 DC Eligible Costs	6%	\$ 675,449
10-Year Growth in Square Metres		120,325
Unadjusted Development Charge Per Square Metre		<b>\$5.61</b>
Non-Industrial Development Charge Calculation		
Non-Industrial Share of 2023 - 2032 DC Eligible Costs	11%	\$1,238,322
10-Year Growth in Square Metres		110,735
Unadjusted Development Charge Per Square Metre		<b>\$11.18</b>

2023 - 2032 Net Funding Envelope	\$11,257,475
Reserve Fund Balance	
Balance as at December 31, 2022	(\$5,087,332)

APPENDIX B.5

TABLE 3

TOWN OF INNISFIL  
 CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
 SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS  
 RESIDENTIAL DEVELOPMENT CHARGE  
 (in \$000)

SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	TOTAL
OPENING CASH BALANCE	(\$4,222.49)	(\$4,294.04)	(\$4,092.23)	(\$3,842.04)	(\$3,361.86)	(\$3,252.86)	(\$3,024.45)	(\$2,642.31)	(\$2,050.07)	(\$1,175.05)	
2023 - 2032 RESIDENTIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding from DC Reserve Balance)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
- Services Related To A Highway: Public Works: Non Inflated	\$510.5	\$526.5	\$510.5	\$510.5	\$510.5	\$510.5	\$510.5	\$510.5	\$510.5	\$510.5	\$5,121.2
- Services Related To A Highway: Public Works: Inflated	\$510.5	\$537.0	\$531.2	\$541.8	\$552.6	\$563.7	\$574.9	\$586.4	\$598.2	\$610.1	\$5,606.4
NEW RESIDENTIAL DEVELOPMENT											
- Population Growth in New Units	1,215	1,724	1,744	2,092	1,413	1,587	1,798	2,075	2,434	2,781	18,863
REVENUE											
- DC Receipts: Inflated	\$668.4	\$967.4	\$998.2	\$1,221.4	\$841.5	\$964.0	\$1,114.0	\$1,311.3	\$1,569.0	\$1,828.5	\$11,483.7
INTEREST											
- Interest on Opening Balance	(\$232.2)	(\$236.2)	(\$225.1)	(\$211.3)	(\$184.9)	(\$178.9)	(\$166.3)	(\$145.3)	(\$112.8)	(\$64.6)	(\$1,757.7)
- Interest on In-year Transactions	\$2.8	\$7.5	\$8.2	\$11.9	\$5.1	\$7.0	\$9.4	\$12.7	\$17.0	\$21.3	\$102.9
TOTAL REVENUE	\$439.0	\$738.8	\$781.3	\$1,022.0	\$661.6	\$792.1	\$957.1	\$1,178.7	\$1,473.2	\$1,785.2	\$9,828.9
CLOSING CASH BALANCE	(\$4,294.0)	(\$4,092.2)	(\$3,842.0)	(\$3,361.9)	(\$3,252.9)	(\$3,024.5)	(\$2,642.3)	(\$2,050.1)	(\$1,175.0)	(\$0.0)	

2023 Adjusted Charge Per Capita	\$550
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<b>Allocation of Capital Program</b>	
Residential Sector	83%
Non-Residential Sector	17%
<b>Rates for 2023</b>	
Inflation Rate:	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

APPENDIX B.5

TABLE 3

TOWN OF INNISFIL  
 CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
 SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS  
 INDUSTRIAL DEVELOPMENT CHARGE  
 (in \$000)

SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	TOTAL
OPENING CASH BALANCE	(\$305.24)	(\$285.68)	(\$306.19)	(\$335.62)	(\$374.48)	(\$336.10)	(\$289.45)	(\$233.57)	(\$167.46)	(\$90.00)	
2023 - 2032 NON-RESIDENTIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding from DC Reserve Balance)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
- Services Related To A Highway: Public Works: Non Inflated	\$36.9	\$38.1	\$36.9	\$36.9	\$36.9	\$36.9	\$36.9	\$36.9	\$36.9	\$36.9	\$370.2
- Services Related To A Highway: Public Works: Inflated	\$36.9	\$38.8	\$38.4	\$39.2	\$39.9	\$40.7	\$41.6	\$42.4	\$43.2	\$44.1	\$405.3
NON-RESIDENTIAL SPACE GROWTH											
- Industrial Growth in Square Metres	11,448	5,276	3,961	2,869	14,256	14,957	15,693	16,465	17,275	18,125	120,325
REVENUE											
- DC Receipts: Inflated	\$72.6	\$34.1	\$26.1	\$19.3	\$97.9	\$104.8	\$112.1	\$120.0	\$128.4	\$137.4	\$852.9
INTEREST											
- Interest on Opening Balance	(\$16.8)	(\$15.7)	(\$16.8)	(\$18.5)	(\$20.6)	(\$18.5)	(\$15.9)	(\$12.8)	(\$9.2)	(\$5.0)	(\$149.8)
- Interest on In-year Transactions	\$0.6	(\$0.1)	(\$0.3)	(\$0.5)	\$1.0	\$1.1	\$1.2	\$1.4	\$1.5	\$1.6	\$7.5
TOTAL REVENUE	\$56.5	\$18.3	\$9.0	\$0.3	\$78.3	\$87.4	\$97.4	\$108.5	\$120.7	\$134.1	\$710.5
CLOSING CASH BALANCE	(\$285.7)	(\$306.2)	(\$335.6)	(\$374.5)	(\$336.1)	(\$289.4)	(\$233.6)	(\$167.5)	(\$90.0)	\$0.0	

2023 Adjusted Charge Per Square Metre	\$6.34
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<b>Allocation of Capital Program</b>	
Residential Sector	83%
Industrial	6%
Non-Industrial	11%
<b>Rates for 2023</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%



APPENDIX B.5

TABLE 3

TOWN OF INNISFIL  
 CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
 SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS  
 NON-INDUSTRIAL DEVELOPMENT CHARGE  
 (in \$000)

SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	TOTAL
OPENING CASH BALANCE	(\$559.61)	(\$548.75)	(\$616.27)	(\$696.01)	(\$782.04)	(\$694.98)	(\$583.95)	(\$445.43)	(\$275.45)	(\$69.56)	
2023 - 2032 NON-RESIDENTIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding from DC Reserve Balance)	\$0.0	\$1.0	\$2.0	\$3.0	\$4.0	\$5.0	\$6.0	\$7.0	\$8.0	\$9.0	\$45.0
- Services Related To A Highway: Public Works: Non Inflated	\$67.7	\$69.8	\$67.7	\$67.7	\$67.7	\$67.7	\$67.7	\$67.7	\$67.7	\$67.7	\$678.7
- Services Related To A Highway: Public Works: Inflated	\$67.7	\$72.2	\$72.5	\$75.0	\$77.6	\$80.2	\$83.0	\$85.8	\$88.6	\$91.6	\$794.1
NON-RESIDENTIAL SPACE GROWTH											
- Non-Industrial Growth in Square Metres	8,267	2,676	2,039	2,046	14,448	15,648	16,947	18,354	19,878	10,432	110,735
REVENUE											
- DC Receipts: Inflated	\$108.6	\$35.8	\$27.9	\$28.5	\$205.4	\$226.9	\$250.7	\$276.9	\$305.9	\$163.7	\$1,630.3
INTEREST											
- Interest on Opening Balance	(\$30.8)	(\$30.2)	(\$33.9)	(\$38.3)	(\$43.0)	(\$38.2)	(\$32.1)	(\$24.5)	(\$15.1)	(\$3.8)	(\$290.0)
- Interest on In-year Transactions	\$0.7	(\$1.0)	(\$1.2)	(\$1.3)	\$2.2	\$2.6	\$2.9	\$3.3	\$3.8	\$1.3	\$13.4
TOTAL REVENUE	\$78.5	\$4.7	(\$7.3)	(\$11.0)	\$164.6	\$191.2	\$221.5	\$255.7	\$294.5	\$161.2	\$1,353.7
CLOSING CASH BALANCE	(\$548.8)	(\$616.3)	(\$696.0)	(\$782.0)	(\$695.0)	(\$584.0)	(\$445.4)	(\$275.5)	(\$69.6)	\$0.0	

2023 Adjusted Charge Per Square Metre	\$13.13
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<b>Allocation of Capital Program</b>	
Residential Sector	83%
Industrial	6%
Non-Industrial	11%
<b>Rates for 2023</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

APPENDIX B.6

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
MUNICIPAL FLEET

2023

BY-LAW Vehicle Details	# of Vehicles															UNIT COST (\$/vehicle)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Unit 07-56 Ford Ranger	1	1	1	1	1	1	1	1	1	1	1	-	-	-	-	\$59,400
Unit 11-136 Ford Escape	-	-	-	1	1	1	1	1	1	1	1	1	-	-	-	\$59,400
Unit 19-50 Ford Escape	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1	\$59,400
Unit 19-59 Ford Escape	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1	\$59,400
Unit 19-61 Ford Escpae	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1	\$59,400
Unit 20-136 Ram Van	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	\$65,000
Unit 22-159 Ram Van	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$65,000
Unit 22-192 Chevy Equinox	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$58,300
<b>Total (#)</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>6</b>	
<b>Total (\$000)</b>	<b>\$59.4</b>	<b>\$59.4</b>	<b>\$59.4</b>	<b>\$118.8</b>	<b>\$118.8</b>	<b>\$118.8</b>	<b>\$118.8</b>	<b>\$118.8</b>	<b>\$118.8</b>	<b>\$118.8</b>	<b>\$118.8</b>	<b>\$237.6</b>	<b>\$243.2</b>	<b>\$243.2</b>	<b>\$366.5</b>	

2023

BUILDING SERVICES Vehicle Details	# of Vehicles															UNIT COST (\$/vehicle)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Unit 12-98 Ford Escape	-	-	-	1	1	1	1	1	1	1	1	1	1	1	-	\$59,400
Unit 11-135 Ford Escape	-	-	-	1	1	1	1	1	1	1	1	1	1	1	-	\$59,400
Unit 09-61 Ford Ranger	-	1	1	1	1	1	1	1	1	1	1	1	-	-	-	\$59,400
Unit 08-50 Ford Ranger	1	1	1	1	1	1	1	1	1	1	1	-	-	-	-	\$59,400
Unit 07-59 Ford Ranger	1	1	1	1	1	1	1	1	1	1	1	-	-	-	-	\$59,400
Unit 99-60 Ford Ranger	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	\$59,400
Unit 99-61 Ford Ranger	1	1	1	-	-	-	-	-	-	-	-	-	-	-	-	\$59,400
Unit 96-50 Ford F150	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	\$59,400
Unit 15-56 Chevrolet Equinox	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1	\$59,400
Unit 15-58 Chevrolet Equinox	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1	\$59,400
Unit 15-60 Chevrolet equinox	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1	\$59,400
15-63 Ford F150	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1	\$80,000
19-135 Ford Escape	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	\$59,400
Unit 22-98 Chevy Equinox	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$59,400
Unit 22-135 Ford SPE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$58,300
Unit 22-189 Ford Escape	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$58,300
Unit 22-193 Chevy Equinox	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$58,300
<b>Total (#)</b>	<b>5</b>	<b>6</b>	<b>4</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>8</b>	<b>7</b>	<b>7</b>	<b>9</b>	
<b>Total (\$000)</b>	<b>\$297.0</b>	<b>\$356.4</b>	<b>\$237.6</b>	<b>\$297.0</b>	<b>\$297.0</b>	<b>\$297.0</b>	<b>\$297.0</b>	<b>\$555.2</b>	<b>\$555.2</b>	<b>\$555.2</b>	<b>\$555.2</b>	<b>\$495.8</b>	<b>\$436.4</b>	<b>\$436.4</b>	<b>\$551.9</b>	

APPENDIX B.6

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
MUNICIPAL FLEET

ECDB (Sports and Recreation) VEHICLES & EQUIPMENT	# of Vehicles															2023
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	UNIT COST (\$/vehicle)
Unit 16-83 Chevrolet Traverse	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	\$59,380
Unit 12-153 Trailer	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	\$26,390
<b>Total (#)</b>	-	-	-	-	1	1	1	1	2	2	2	2	2	2	2	
<b>Total (\$000)</b>	\$0.0	\$0.0	\$0.0	\$0.0	\$26.4	\$26.4	\$26.4	\$26.4	\$85.8	\$85.8	\$85.8	\$85.8	\$85.8	\$85.8	\$85.8	

PARKS Vehicle Details	# of Vehicles															2023
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	UNIT COST (\$/vehicle)
<b>Light Duty Vehicles</b>																
Unit 12-150 Ford F450 W/Haul-Aid & Fassi Crane (2 ton)	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	\$207,000
Unit 13-45 Ford F450 (1 1/2 ton)	-	-	-	-	-	1	1	1	1	1	1	1	1	1	1	\$140,000
Unit 14-155 Ford F250 (3/4 ton)	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	\$106,000
Unit 15-38 Chevrolet Silverado 2500 (3/4 ton)	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1	\$106,000
Unit 16-43 Chevrolet Silverado 2500 (3/4 ton)	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	\$106,000
Unit 17-46 Ford F150 (1/2 ton)	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$80,000
Unit 17-93 Ford F550 (2 ton)	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$158,000
Unit 18-212 Ford Escape	-	-	-	-	-	-	-	-	-	-	1	1	1	1	1	\$45,000
Unit 18-24 Ford 350 (1 ton)	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	\$80,000
Unit 19-124 Dodge (3/4 ton)	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1	\$80,000
Unit 19-40 Ford F150 (1/2 ton)	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	\$80,000
Unit 21-37 Ford F450 (1 1/2 ton)	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	\$130,000
18-210 Ford Escape	-	-	-	-	-	-	-	-	-	-	1	1	1	1	1	\$45,000
Unit 19-15 Ford Super Duty (3/4 ton)	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	\$106,000
Unit 22-29 Dodge Ram (1/2 ton)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$80,000
Unit 22-151 Dodge Ram (1/2 ton)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$80,000
Unit 22-36 Ford F550	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$145,000
<b>Heavy Equipment</b>																
Unit 13-47 Kubota M7040	-	-	-	-	-	1	1	1	1	1	1	1	1	1	1	\$92,000
Unit 13-99 Kubota L5740	-	-	-	-	-	1	1	1	1	1	1	1	1	1	1	\$92,000
Unit 19-112 Kubota w Plow attachment	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	\$120,000
Unit 22-121 John Deere	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$35,000

APPENDIX B.6

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
MUNICIPAL FLEET

2023

PARKS Vehicle Details	# of Vehicles															UNIT COST (\$/vehicle)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
<b>Sport, Recreation, &amp; Turf Equipment</b>																
Unit 09-111 Toro Workman HDX-D	-	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$59,000
Unit 11-138 Zamboni Ice Resurfacer	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	\$150,000
Unit 12-141 Jacobsen Turfcat 628D	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	\$44,000
Unit 14-148 Yamaha Viking YX70ME	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1	\$37,000
Unit 14-156 Toro Grounds Master 7210	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1	\$46,000
Unit 14-82 Madvac LN50T	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1	\$132,000
Unit 15-157 Kubota RTV-X11120D	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	\$106,000
Unit 16-41 Jacobsen HR600	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$132,000
Unit 16-42 Jacobsen HR600	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$132,000
Unit 16-44 Madvac LR50	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$132,000
Unit 16-49 Jacobsen HR9016T	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$198,000
Unit 16-66 Jacobsen HR600	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$132,000
Unit 17-95 Zamboni	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	\$150,000
Unit 17-96 Zamboni	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	\$150,000
Unit 19-111 Toro	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1	\$56,000
Unit 19-113 Toro Workman	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1	\$56,000
Unit 20-198 Toro	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	\$35,000
Unit 20-199 Toro	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	\$35,000
Unit 21-105 Toro Mower	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$35,000
Unit 21-106 Toro Mower	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$35,000
Unit 21-118 Toro Mower	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$35,000
Unit 21-119 Toro Mower	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$150,000
Unit 21-123 Toro Mower	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$35,000
Unit 21-140 Toro Mower	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$150,000
Unit 22-116 Toro Mower	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$35,000
Unit 22-117 Toro Mower	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$35,000
Unit 22-137 Toro	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$35,000
Unit 22-188 Toro	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$25,000
Unit 22-196 Bomford Autonomous Mower	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$80,000
Unit 22-197 Electric Zamboni	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$150,000

APPENDIX B.6

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
MUNICIPAL FLEET

2023

PARKS Vehicle Details	# of Vehicles															UNIT COST (\$/vehicle)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
<b>Trailers</b>																
Unit 18-213 Mobark M12D	-	-	-	-	-	-	-	-	-	-	1	1	1	1	1	\$100,000
Unit 14-154 Trailer (tandem axle)	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1	\$30,000
Unit 16-73 Trailer (tandem axle)	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	\$20,000
Unit 17-201 Trailer (tandem axle)	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$25,000
Unit 17-202 Trailer (tandem axle)	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$25,000
Unit 17-203 Trailer (tandem axle)	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$25,000
Unit 21-107 Trailer (tandem axle)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$25,000
Unit 21-113 Trailer (tandem axle)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$25,000
Unit 11-139 Verti-Cut VC-220	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	\$52,000
Unit 22-94 Trailer (tandem axle)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$20,000
Unit 08-97 and Unit 08-97B Utility Vehicle and Industrial Spray Cart	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$93,000
<b>Miscellaneous Attachments</b>																
Unit 09-110A Rahn Ball Diamond Groomer	-	2	2	2	2	2	2	2	2	2	2	2	2	2	2	\$7,000
Unit 10-122 Redexim Aerator	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	\$44,000
Unit 17-127 Reist Ball Diamond Groomer	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$11,000
Unit 18-07 Kubota	-	-	-	-	-	-	-	-	-	-	1	1	1	1	1	\$15,000
Unit 10-120 Turfco CR10	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	\$52,000
<b>FE</b>																
Unit 08-67 SkyJack Scissor Lift	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$30,000
Unit 06-43 Dodge Ram 2500	1	1	1	1	1	1	1	1	1	1	-	-	-	-	-	\$89,000
Unit 07-96 Zamboni Ice resurfacers	1	1	1	1	1	1	1	1	1	1	1	-	-	-	-	\$150,000
Unit 09-105 Toro Z-Master	-	1	1	1	1	1	1	1	1	1	1	1	1	1	-	\$46,000
Unit 09-106 Toro Z-Master	-	1	1	1	1	1	1	1	1	1	1	1	1	1	-	\$46,000
Unit 09-108 Ford 450	-	1	1	1	1	1	1	1	1	1	1	1	1	-	-	\$111,000
Unit 09-112 Kubota B3030	-	1	1	1	1	1	1	1	1	1	1	1	1	-	-	\$59,000
Unit 09-113 Trailer	-	1	1	1	1	1	1	1	1	1	1	1	1	1	-	\$26,000
Unit 09-15 Ford F250	-	1	1	1	1	1	1	1	1	1	1	1	-	-	-	\$89,000
Unit 09-24 Ford F250	-	1	1	1	1	1	1	1	1	1	1	1	1	-	-	\$89,000
Unit 09-40 Ford F150	-	1	1	1	1	1	1	1	1	1	1	1	-	-	-	\$59,000
Unit 10- 118 Toro Grounds Master 7210	-	-	-	1	1	1	1	1	1	1	1	1	1	1	-	\$46,000
Unit 10-116 Toro Grounds Master 7210	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	\$46,000
Unit 10-117 Toro Grounds Master 7210	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	\$46,000
Unit 10-121 John Deere 400X	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	\$106,000
Unit 10-124 Ford F250	-	-	1	1	1	1	1	1	1	1	1	1	-	-	-	\$89,000
Unit 11-119 Toro Grounds Master 4700D	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	\$145,000
Unit 11-123 Toro Grounds Master 7210	-	-	-	1	1	1	1	1	1	1	1	1	1	1	-	\$46,000

APPENDIX B.6

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
MUNICIPAL FLEET

2023

PARKS Vehicle Details	# of Vehicles															UNIT COST (\$/vehicle)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Unit 11-125 Toro Workman HDX-D	-	-	-	1	1	1	1	1	1	1	-	-	-	-	-	\$59,000
Unit 12-140 Jacobsen HR9016	-	-	-	1	1	1	1	1	1	1	1	1	1	-	-	\$211,140
Unit 12-151 Dodge Ram 1500	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	\$59,000
Unit 12-29 Dodge Ram 1500	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	\$59,000
Misc. Tractor Attachments	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	\$30,000
Unit 00-29 GMC Van	1	1	1	1	1	-	-	-	-	-	-	-	-	-	-	\$66,000
Unit 03-47 Kubota Tractor	1	1	1	1	1	1	1	-	-	-	-	-	-	-	-	\$74,000
Unit 03-64 Olympia Ice Resurfer	1	1	1	1	1	1	-	-	-	-	-	-	-	-	-	\$150,000
Unit 04-01 Kubota RTV 900	1	1	1	1	1	1	1	-	-	-	-	-	-	-	-	\$57,000
Unit 04--38 2004 Ford F250	1	1	1	1	1	1	-	-	-	-	-	-	-	-	-	\$89,000
Unit 04-45 Ford F550	-	1	1	1	1	1	-	-	-	-	-	-	-	-	-	\$111,000
Unit 05-82 Madvac	1	1	1	1	1	1	1	1	-	-	-	-	-	-	-	\$81,160
Unit 06-127 Bannerman Ball Diamond Groomer	1	1	1	1	1	1	1	1	1	-	-	-	-	-	-	\$11,000
Unit 06-43 Dodge Ram 2500	1	1	1	1	1	1	1	1	1	1	-	-	-	-	-	\$89,000
Unit 06-83 Ford F150	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$59,000
Unit 06-84 Kubota Zero Turn	1	1	1	1	1	1	1	1	-	-	-	-	-	-	-	\$37,000
Unit 06-85 Kubota Zero Turn	1	1	1	1	1	1	1	1	-	-	-	-	-	-	-	\$37,000
Unit 06-86 John Deere Zero Turn	1	1	1	1	1	-	-	-	-	-	-	-	-	-	-	\$37,000
Unit 07-46 Dodge Ram 1500	1	1	1	1	1	1	1	1	1	1	-	-	-	-	-	\$79,000
Unit 07-49 Toro Grounds Master 7210	1	1	1	1	1	1	1	1	1	-	-	-	-	-	-	\$133,000
Unit 07-65 Zamboni Ice Resurfer	1	1	1	1	1	1	1	1	1	1	1	-	-	-	-	\$150,000
Unit 07-90 Massie Zero Turn	1	1	1	1	1	-	-	-	-	-	-	-	-	-	-	\$37,000
Unit 07-91 Massie Zero Turn	1	1	1	1	1	-	-	-	-	-	-	-	-	-	-	\$37,000
Unit 07--93 Ford Water Truck	1	1	1	1	1	1	1	1	1	1	1	-	-	-	-	\$158,350
Unit 07-95 Zamboni Ice Resurfer	1	1	1	1	1	1	1	1	1	1	-	-	-	-	-	\$150,000
Unit 09 - 110 Toro Grounds Master 7210	-	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$46,000
Unit 09-107 Trailer	-	1	1	1	1	1	1	1	1	1	1	1	1	-	-	\$30,000
Unit 19-65 Zamboni	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	\$150,000
Unit 72-66 Zamboni Ice Resurfer	1	1	1	1	1	1	1	1	-	-	-	-	-	-	-	\$150,000
Unit 86-42 GMC 3500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$111,000
Unit 89-44 Ford F550	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	\$111,000
Unit 92-15 GMC 3500	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	\$111,000
Unit 96-25 Ford F150	1	1	1	-	-	-	-	-	-	-	-	-	-	-	-	\$59,000
Unit 96-52 Ford Econoline	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	\$66,000
Unit 97-24 GMC Van	1	1	1	1	1	1	1	1	-	-	-	-	-	-	-	\$66,000
Unit 97-40 Ford F150	1	1	1	1	1	1	1	1	-	-	-	-	-	-	-	\$59,000
Unit 97-41 GMC 1500	1	1	1	1	1	1	1	1	-	-	-	-	-	-	-	\$59,000
Unit 97-73 Trailer	1	1	1	1	1	1	1	1	1	-	-	-	-	-	-	\$22,000
Unit 99-04 Kubota Tractor	1	1	1	1	1	1	1	1	-	-	-	-	-	-	-	\$74,000
Unit 99-65 Olympia Ice Resurfer	1	1	1	1	1	1	1	-	-	-	-	-	-	-	-	\$150,000
Unit 99-75 Land Pride Wide Area Cutter	1	1	1	1	1	1	1	1	-	-	-	-	-	-	-	\$37,000
Small Engine Equipment	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	\$120,000
<b>Total (#)</b>	<b>120</b>	<b>134</b>	<b>138</b>	<b>143</b>	<b>146</b>	<b>145</b>	<b>147</b>	<b>144</b>	<b>144</b>	<b>146</b>	<b>147</b>	<b>151</b>	<b>150</b>	<b>152</b>	<b>159</b>	
<b>Total (\$000)</b>	<b>\$12,578.5</b>	<b>\$13,363.5</b>	<b>\$13,603.5</b>	<b>\$14,108.7</b>	<b>\$14,433.7</b>	<b>\$14,535.7</b>	<b>\$14,551.7</b>	<b>\$14,332.7</b>	<b>\$14,675.5</b>	<b>\$14,788.5</b>	<b>\$14,697.1</b>	<b>\$15,047.1</b>	<b>\$14,849.1</b>	<b>\$15,018.0</b>	<b>\$15,395.0</b>	

APPENDIX B.6  
TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
MUNICIPAL FLEET

Facilities Vehicle Details	# of Vehicles															2023	
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	UNIT COST (\$/vehicle)	
18-211 Ford Escape	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	1	\$45,000
<b>Total (#)</b>	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	1	
<b>Total (\$000)</b>	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$45.0	\$45.0	\$45.0	\$45.0	\$45.0	
2023																	
Fleet Vehicle Details	# of Vehicles															UNIT COST (\$/vehicle)	
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022		
Unit 17-206 Ford F550	-	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$199,260
Unit 17-84 Fleet Forklift	-	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$75,000
<b>Total (#)</b>	-	-	-	-	-	-	-	-	-	-	2	2	2	2	2	2	
<b>Total (\$000)</b>	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$274.3	\$274.3	\$274.3	\$274.3	\$274.3	\$274.3	
2023																	
Stormwater Vehicle Details	# of Vehicles															UNIT COST (\$/vehicle)	
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022		
Unit 15-16 Chevrolet Silerado 1500	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	\$95,940
Manual Tools and Equipment	-	-	-	-	-	-	-	-	1	1	3	3	4	4	9		\$55,000
<b>Total (#)</b>	-	-	-	-	-	-	-	1	2	2	4	4	5	5	10		
<b>Total (\$000)</b>	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$95.9	\$150.9	\$150.9	\$260.9	\$260.9	\$315.9	\$315.9	\$590.9		

APPENDIX B.6

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
MUNICIPAL FLEET

2023

ROADS Vehicle Details	# of Vehicles															UNIT COST (\$/vehicle)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
<b>Light Duty Vehicles</b>																
Unit 22-35 Dodge Tradesman	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$80,000
Unit 22-39 Dodge Tradesman	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$80,000
Unit 19-132 Ford F250 Super duty	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	\$80,000
Unit 13-06 Ford F150	-	-	-	-	-	1	1	1	1	1	1	1	1	1	1	\$80,000
Unit 19-09 Ford F150 1/2 Ton	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	\$80,000
Unit 13-17 Ford F450	-	-	1	-	-	1	1	1	1	1	1	1	1	1	1	\$124,000
Unit 16-146 Ford F150	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	\$80,000
Unit 16-33 Ford F550	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	\$220,000
Unit 16-90 Chevrolet Silverado 2500	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	\$80,000
Unit 17-204 Mitsubishi RVR	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$45,000
Unit 18-108 Ford 550 Super Duty	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1	\$130,000
Unit 18-109 Ford 550 Super Duty	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	\$130,000
Unit 18-207 2018 Dodge Ram 4500HD	-	-	-	-	-	-	-	-	-	-	1	1	1	1	1	\$130,000
Unit 22-30 Chevy Silverado	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$80,000
Unit 22-64 Chevy Silverado	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$80,000
Unit 16-91 Chevrolet Equinox	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	\$45,000
<b>Heavy Trucks</b>																
Unit 22-05 International (tandem)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$455,000
Unit 13-05 Freightliner 114SD	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	\$455,000
Unit 08-08 Sterling L9500	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$528,000
Unit 14-12 Mack GU713	-	-	-	-	-	1	1	1	1	1	1	1	1	1	1	\$455,000
Unit 08-102 Sterling L9500	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$879,000
Unit 10-130 International Workstar 7600	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	\$528,000
Unit 14-20 Western Star 4700SB	-	-	-	-	-	1	1	1	1	1	1	1	1	1	1	\$455,000
Unit 14-48 Freightliner 108SD	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	\$400,000
Unit 15-23 Western Star 4700SB	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1	\$455,000
Unit 16-149 Western Star 4700SB	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	\$455,000
Unit 16-28 Western Star 4700SB	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	\$455,000
Unit 16-92 Freightliner M2-106	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	\$400,000
Unit 17-21 Western Star 4700SB	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$455,000
Unit 17-88 Western Star 4700SB	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$455,000
Unit 18-19 2018 Western Star CNV 4700SA	-	-	-	-	-	-	-	-	-	-	1	1	1	1	1	\$400,000
Unit 18-209 2019 Western Star 4700SB	-	-	-	-	-	-	-	-	-	-	1	1	1	1	1	\$455,000
Unit 18-89 2019 Western Start 4700Sb (single)	-	-	-	-	-	-	-	-	-	-	1	1	1	1	1	\$400,000
Unit 20-129 Western Star 4700SB	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1	\$455,000
Unit 20-223 Viking flat Bed with Attachments	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	\$455,000
Unit 22-130 International (tandem)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$455,000
Unit 22-62 International (tandem)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$455,000





APPENDIX B.6

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
MUNICIPAL FLEET

ROADS Vehicle Details	# of Vehicles															2023
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	UNIT COST (\$/vehicle)
<b>Miscellaneous Attachments</b>																
Unit 07-14 Seppi AVS 175	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$30,000
Unit 04-80B Trackless BFB	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$224,000
<b>Manual Tools and Equipment</b>	-	-	-	-	1	1	1	2	2	2	3	3	3	3	3	\$9,000
Small Engine Equipment	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	\$50,000
Unit 00-03 Champion 730A	1	1	1	1	1	1	1	1	-	-	-	-	-	-	-	\$613,000
Unit 00-28 Volvo W664	1	1	1	1	1	1	1	1	1	-	-	-	-	-	-	\$528,000
Unit 00-37 GMC 3500	1	1	1	1	-	-	-	-	-	-	-	-	-	-	-	\$125,000
Unit 02-10 Trackless MT5	-	-	1	1	1	1	-	-	-	-	-	-	-	-	-	\$236,000
Unit 02-30 Ford F250	1	1	1	1	-	-	-	-	-	-	-	-	-	-	-	\$89,000
Unit 03-06 GMC 1500	1	1	1	1	1	1	1	-	-	-	-	-	-	-	-	\$59,000
Unit 03-23 Freightliner FL80	1	1	1	1	1	1	1	1	-	-	-	-	-	-	-	\$422,000
Unit 03-48 Freightliner FL60	-	1	1	1	1	1	1	-	-	-	-	-	-	-	-	\$422,000
Unit 04-17 Ford F350	1	1	1	1	1	1	1	-	-	-	-	-	-	-	-	\$125,000
Unit 04-20 Sterling L8500	-	1	1	1	1	1	1	-	-	-	-	-	-	-	-	\$422,000
Unit 04-21 Sterling L8500	1	1	1	1	1	1	1	1	1	1	-	-	-	-	-	\$528,000
Unit 04-33 Ford F450	1	1	1	1	1	1	1	1	-	-	-	-	-	-	-	\$207,000
Unit 04-39 Ford F350	-	-	1	1	1	-	-	-	-	-	-	-	-	-	-	\$96,000
Unit 05-16 Ford Econoline	1	1	1	1	1	1	1	1	-	-	-	-	-	-	-	\$74,000
Unit 05-22 Kubota M5700	1	1	1	1	1	1	1	1	-	-	-	-	-	-	-	\$111,000
Unit 06-31 JCB 271	-	-	-	1	1	-	-	-	-	-	-	-	-	-	-	\$295,000
Unit 06-32 Case Loader 621DXT	-	-	-	1	1	1	1	1	1	-	-	-	-	-	-	\$354,000
Unit 06-35 Ford F150	1	1	1	1	-	-	-	-	-	-	-	-	-	-	-	\$77,000
Unit 06-80 Trackless MT5	1	1	1	1	1	1	1	1	1	-	-	-	-	-	-	\$279,000
Unit 06-88 Freightliner M2-112	1	1	1	1	1	1	1	1	1	1	-	-	-	-	-	\$528,000
Unit 06-89 Freightliner M2-112	1	1	1	1	1	1	1	1	1	1	1	-	-	-	-	\$528,000
Unit 07-92 Freightliner SC-8000	1	1	1	1	1	1	1	1	1	-	-	-	-	-	-	\$528,000
Unit 08-19 Sterling L8500	1	1	1	1	1	1	1	1	1	1	1	-	-	-	-	\$422,000
Unit 09-04 International Workstar 7400	-	1	1	1	1	1	1	1	1	1	1	1	1	1	-	\$422,000
Unit 09-109 Ford F450	-	1	1	1	1	1	1	1	1	1	1	1	-	-	-	\$157,000
Unit 09-131 Trackless MT6	-	1	1	1	1	1	1	1	1	1	1	1	1	-	-	\$279,000
Unit 10-09 Ford F150	1	1	-	1	1	1	1	1	1	1	1	-	-	-	-	\$59,000
Unit 10-128 International Workstar 7600	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$528,000
Unit 10-129 International Workstar 7600	-	-	1	1	1	1	1	1	1	1	1	1	1	-	-	\$528,000
Unit 10-132 Dodge Ram 2500	-	-	1	1	1	1	1	1	1	1	1	-	-	-	-	\$113,000
Unit 10-37 Ford F450	1	1	1	1	1	1	1	1	1	1	1	1	1	-	-	\$133,000
Unit 11-30 Dodge Ram 2500	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$89,000
Unit 12-142 Falcon Hot Patcher	-	-	-	-	-	1	1	1	1	1	1	1	1	1	-	\$236,000
Unit 12-35 Dodge Ram 1500	1	1	1	-	1	1	1	1	1	1	-	-	-	-	-	\$59,000
Unit 12-39 Dodge Ram 2500	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$96,000
Unit 15-145 Falcon Hot Patcher	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	\$60,000
Unit 95-04 Ford L9000	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$399,000
Unit 95-36 Thompson Steamer	-	-	-	1	1	1	1	1	1	1	-	-	-	-	-	\$30,000
Unit 96-19 Ford L9000	1	1	1	1	1	-	-	-	-	-	-	-	-	-	-	\$317,000
Unit 99-05 International 20S	1	1	1	1	1	1	1	-	-	-	-	-	-	-	-	\$458,000
Unit 99-12 International 2674	1	1	1	1	1	-	-	-	-	-	-	-	-	-	-	\$422,000
<i>Excess Capacity Adjustment</i>	-	-	-	-	-	-	-	-	-	-	-	(17)	(17)	(17)	(17)	\$232,000
<b>Total (#)</b>	<b>69</b>	<b>75</b>	<b>83</b>	<b>85</b>	<b>87</b>	<b>89</b>	<b>88</b>	<b>90</b>	<b>96</b>	<b>96</b>	<b>99</b>	<b>87</b>	<b>88</b>	<b>89</b>	<b>98</b>	
<b>Total (\$000)</b>	<b>\$11,807.0</b>	<b>\$13,765.0</b>	<b>\$15,411.0</b>	<b>\$15,510.0</b>	<b>\$16,242.0</b>	<b>\$16,712.0</b>	<b>\$16,751.0</b>	<b>\$16,397.0</b>	<b>\$17,309.0</b>	<b>\$17,048.0</b>	<b>\$17,467.0</b>	<b>\$12,944.3</b>	<b>\$13,150.3</b>	<b>\$13,316.3</b>	<b>\$14,941.3</b>	

APPENDIX B.6

TABLE 1

TOWN OF INNISFIL  
CALCULATION OF SERVICE LEVELS  
MUNICIPAL FLEET

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Historic Population	31,786	32,096	32,409	32,727	33,735	34,774	35,845	36,949	38,088	39,082	40,102	41,149	42,223	43,326	45,505
Historic Employment	6,187	6,252	6,318	6,386	6,651	6,927	7,215	7,516	7,831	8,024	8,169	8,374	8,673	8,271	9,293
Total Historic Population & Employment	37,973	38,348	38,727	39,113	40,386	41,701	43,060	44,465	45,919	47,106	48,271	49,523	49,096	51,597	54,798

INVENTORY SUMMARY (\$000)

By-Law	\$59.4	\$59.4	\$59.4	\$118.8	\$118.8	\$118.8	\$118.8	\$118.8	\$118.8	\$118.8	\$118.8	\$237.6	\$243.2	\$243.2	\$366.5
Building Services	\$297.0	\$356.4	\$237.6	\$297.0	\$297.0	\$297.0	\$297.0	\$555.2	\$555.2	\$555.2	\$555.2	\$495.8	\$436.4	\$436.4	\$551.9
ECDB (Sports and Recreation)	\$0.0	\$0.0	\$0.0	\$0.0	\$26.4	\$26.4	\$26.4	\$26.4	\$85.8	\$85.8	\$85.8	\$85.8	\$85.8	\$85.8	\$85.8
Parks	\$12,578.5	\$13,363.5	\$13,603.5	\$14,108.7	\$14,433.7	\$14,535.7	\$14,551.7	\$14,332.7	\$14,675.5	\$14,788.5	\$14,697.1	\$15,047.1	\$14,849.1	\$15,018.0	\$15,395.0
Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$45.0	\$45.0	\$45.0	\$45.0	\$45.0
Fleet	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$274.3	\$274.3	\$274.3	\$274.3	\$274.3	\$274.3
Stormwater	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$95.9	\$150.9	\$150.9	\$260.9	\$260.9	\$315.9	\$315.9	\$590.9
Roads	\$11,807.0	\$13,765.0	\$15,411.0	\$15,510.0	\$16,242.0	\$16,712.0	\$16,751.0	\$16,397.0	\$17,309.0	\$17,048.0	\$17,467.0	\$12,944.3	\$13,150.3	\$13,316.3	\$14,941.3
<b>Total (\$000)</b>	<b>\$24,741.9</b>	<b>\$27,544.3</b>	<b>\$29,311.5</b>	<b>\$30,034.5</b>	<b>\$31,117.8</b>	<b>\$31,689.8</b>	<b>\$31,744.8</b>	<b>\$31,526.0</b>	<b>\$32,895.2</b>	<b>\$33,021.5</b>	<b>\$33,504.1</b>	<b>\$29,390.8</b>	<b>\$29,400.0</b>	<b>\$29,734.8</b>	<b>\$32,250.6</b>

Average  
Service  
Level

SERVICE LEVEL (\$/pop & emp)

By-Law	\$1.56	\$1.55	\$1.53	\$3.04	\$2.94	\$2.85	\$2.76	\$2.67	\$2.59	\$2.52	\$2.46	\$4.80	\$4.95	\$4.71	\$6.69	\$3.18
Building Services	\$7.82	\$9.29	\$6.14	\$7.59	\$7.35	\$7.12	\$6.90	\$12.49	\$12.09	\$11.79	\$11.50	\$10.01	\$8.89	\$8.46	\$10.07	\$9.17
ECDB (Sports and Recreation)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.65	\$0.63	\$0.61	\$0.59	\$1.87	\$1.82	\$1.78	\$1.73	\$1.75	\$1.66	\$1.57	\$0.98
Parks	\$331.25	\$348.48	\$351.26	\$360.72	\$357.40	\$348.57	\$337.94	\$322.33	\$319.60	\$313.94	\$304.47	\$303.84	\$302.45	\$291.07	\$280.94	\$324.95
Facilities	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.93	\$0.91	\$0.92	\$0.87	\$0.82	\$0.30
Fleet	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5.82	\$5.68	\$5.54	\$5.59	\$5.32	\$5.00	\$2.20
Stormwater	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2.16	\$3.29	\$3.20	\$5.41	\$5.27	\$6.44	\$6.12	\$10.78	\$2.84
Roads	\$310.93	\$358.95	\$397.94	\$396.55	\$402.17	\$400.76	\$389.01	\$368.76	\$376.95	\$361.91	\$361.85	\$261.38	\$267.85	\$258.08	\$272.66	\$345.72
<b>Total (\$/pop &amp; emp)</b>	<b>\$651.57</b>	<b>\$718.27</b>	<b>\$756.87</b>	<b>\$767.89</b>	<b>\$770.52</b>	<b>\$759.93</b>	<b>\$737.22</b>	<b>\$709.00</b>	<b>\$716.38</b>	<b>\$701.01</b>	<b>\$694.08</b>	<b>\$593.48</b>	<b>\$598.83</b>	<b>\$576.30</b>	<b>\$588.53</b>	<b>\$689.33</b>

TOWN OF INNISFIL  
CALCULATION OF MAXIMUM ALLOWABLE  
MUNICIPAL FLEET

<b>15-Year Funding Envelope Calculation</b>	
15 Year Average Service Level 2008 - 2022	\$689.33
Net Population & Employment Growth 2023 - 2032	19,456
<b>Maximum Allowable Funding Envelope</b>	<b>\$13,411,883</b>

APPENDIX B.6

TABLE 2

TOWN OF INNISFIL  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
MUNICIPAL FLEET

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					Replacement & BTE Shares	Replacement & BTE Shares		Available DC Reserves	2023 - 2032	Post 2032
<b>6.0 MUNICIPAL FLEET</b>										
<b>6.1 Recovery of Negative Reserve Fund Balance</b>										
6.1.1 Balance as at December 31, 2022	2023	\$ 3,942,735	\$ -	\$ 3,942,735	0%	\$ -	\$ 3,942,735	\$ -	\$ 3,942,735	\$ -
Subtotal Recovery of Negative Reserve Fund Balance		\$ 3,942,735	\$ -	\$ 3,942,735		\$ -	\$ 3,942,735	\$ -	\$ 3,942,735	\$ -
<b>6.2 Vehicles &amp; Equipment - Parks and Roads</b>										
6.2.1 Facility Operators Van	2023	\$ 64,500	\$ -	\$ 64,500	0%	\$ -	\$ 64,500	\$ -	\$ 64,500	\$ -
6.2.2 Portable Traffic Light - 1 set	2023	\$ 42,500	\$ -	\$ 42,500	0%	\$ -	\$ 42,500	\$ -	\$ 42,500	\$ -
6.2.3 Additional Hot Box Patcher	2023	\$ 58,000	\$ -	\$ 58,000	0%	\$ -	\$ 58,000	\$ -	\$ 58,000	\$ -
6.2.4 Purchase New Utility Vehicle for Town Campus	2023	\$ 62,000	\$ -	\$ 62,000	0%	\$ -	\$ 62,000	\$ -	\$ 62,000	\$ -
6.2.5 Storm Water Pick-up	2024	\$ 77,000	\$ -	\$ 77,000	0%	\$ -	\$ 77,000	\$ -	\$ 77,000	\$ -
6.2.6 Multi Use Trail Snow Plow Truck	2024	\$ 98,500	\$ -	\$ 98,500	0%	\$ -	\$ 98,500	\$ -	\$ 98,500	\$ -
6.2.7 Street Flusher	2024	\$ 362,000	\$ -	\$ 362,000	0%	\$ -	\$ 362,000	\$ -	\$ 362,000	\$ -
6.2.8 One Ton with Dump Box/Snow Plow/Spreader	2025	\$ 150,000	\$ -	\$ 150,000	0%	\$ -	\$ 150,000	\$ -	\$ 150,000	\$ -
6.2.9 Compact Tractor with Blower, Snow Push Blade, and Spreader	2025	\$ 160,000	\$ -	\$ 160,000	0%	\$ -	\$ 160,000	\$ -	\$ 160,000	\$ -
6.2.10 Flail Tractor Attachment for MUT grass cutting	2025	\$ 20,000	\$ -	\$ 20,000	0%	\$ -	\$ 20,000	\$ -	\$ 20,000	\$ -
6.2.11 Boom Flail Mower Attachment (Road Side Cutting) for Trackless Unit	2025	\$ 60,000	\$ -	\$ 60,000	0%	\$ -	\$ 60,000	\$ -	\$ 60,000	\$ -
6.2.12 Additional Sidewalk Machine	2026	\$ 255,500	\$ -	\$ 255,500	0%	\$ -	\$ 255,500	\$ -	\$ 255,500	\$ -
6.2.13 Additional Single Axle Combination unit	2026	\$ 434,500	\$ -	\$ 434,500	0%	\$ -	\$ 434,500	\$ -	\$ 434,500	\$ -
6.2.14 Vacuum Sidewalk Sweeper	2026	\$ 122,000	\$ -	\$ 122,000	0%	\$ -	\$ 122,000	\$ -	\$ 122,000	\$ -
6.2.15 Additional 1 Ton Dump Truck / Water Truck	2026	\$ 155,000	\$ -	\$ 155,000	0%	\$ -	\$ 155,000	\$ -	\$ 155,000	\$ -
6.2.16 One Ton with Dump Box/ Water Tank	2026	\$ 140,000	\$ -	\$ 140,000	0%	\$ -	\$ 140,000	\$ -	\$ 140,000	\$ -
6.2.17 Small Loader	2026	\$ 160,000	\$ -	\$ 160,000	0%	\$ -	\$ 160,000	\$ -	\$ 160,000	\$ -
6.2.18 Additional 11' Mower	2027	\$ 130,000	\$ -	\$ 130,000	0%	\$ -	\$ 130,000	\$ -	\$ 130,000	\$ -
6.2.19 Additional One Ton 4WD Crew Cab	2027	\$ 95,000	\$ -	\$ 95,000	0%	\$ -	\$ 95,000	\$ -	\$ 95,000	\$ -
6.2.22 20ft Trailer	2027	\$ 22,000	\$ -	\$ 22,000	0%	\$ -	\$ 22,000	\$ -	\$ 22,000	\$ -
6.2.23 Zero Turn lawn Mowers (2)	2027	\$ 70,000	\$ -	\$ 70,000	0%	\$ -	\$ 70,000	\$ -	\$ 70,000	\$ -
6.2.24 ¾ Ton Pick Up with Snow Plow	2027	\$ 95,000	\$ -	\$ 95,000	0%	\$ -	\$ 95,000	\$ -	\$ 95,000	\$ -
6.2.25 Beach Groomer	2027	\$ 110,000	\$ -	\$ 110,000	0%	\$ -	\$ 110,000	\$ -	\$ 110,000	\$ -
6.2.26 One Ton with Dump Box, Snow Plow and Spreader	2027	\$ 150,000	\$ -	\$ 150,000	0%	\$ -	\$ 150,000	\$ -	\$ 150,000	\$ -
6.2.27 Car Haul Trailer	2028	\$ 40,000	\$ -	\$ 40,000	0%	\$ -	\$ 40,000	\$ -	\$ 40,000	\$ -
6.2.28 ½ Ton Pick up for Additional Field Supervisor	2028	\$ 125,000	\$ -	\$ 125,000	0%	\$ -	\$ 125,000	\$ -	\$ 125,000	\$ -
6.2.29 ½ Ton Pick Up Patrol Truck	2028	\$ 125,000	\$ -	\$ 125,000	0%	\$ -	\$ 125,000	\$ -	\$ 125,000	\$ -
6.2.30 16ft Wide Area Mower	2029	\$ 165,000	\$ -	\$ 165,000	0%	\$ -	\$ 165,000	\$ -	\$ 165,000	\$ -
6.2.31 Traffic Sign Board	2030	\$ 40,000	\$ -	\$ 40,000	0%	\$ -	\$ 40,000	\$ -	\$ 40,000	\$ -
6.2.32 Sidewalk Machine (with attachments)	2030	\$ 243,000	\$ -	\$ 243,000	0%	\$ -	\$ 243,000	\$ -	\$ 243,000	\$ -

APPENDIX B.6

TABLE 2

TOWN OF INNISFIL  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
MUNICIPAL FLEET

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					Replacement & BTE Shares	Replacement & BTE Shares		Available DC Reserves	2023 - 2032	Post 2032
<b>6.2 Vehicles &amp; Equipment - Parks and Roads (Continued)</b>										
6.2.33 Single Axle Plow Truck	2030	\$ 400,000	\$ -	\$ 400,000	0%	\$ -	\$ 400,000	\$ -	\$ 400,000	\$ -
6.2.34 ¼ Ton Pick Up with Snow Plow and Spreader	2031	\$ 120,000	\$ -	\$ 120,000	0%	\$ -	\$ 120,000	\$ -	\$ 120,000	\$ -
6.2.35 One Ton with Dump Box	2031	\$ 95,000	\$ -	\$ 95,000	0%	\$ -	\$ 95,000	\$ -	\$ 95,000	\$ -
6.2.36 ½ Ton Pick up for Additional Field Supervisor	2032	\$ 125,000	\$ -	\$ 125,000	0%	\$ -	\$ 125,000	\$ -	\$ 125,000	\$ -
6.2.37 Hot Box	2032	\$ 65,000	\$ -	\$ 65,000	0%	\$ -	\$ 65,000	\$ -	\$ 65,000	\$ -
6.2.38 Garbage Truck	2032	\$ 285,000	\$ -	\$ 285,000	0%	\$ -	\$ 285,000	\$ -	\$ 285,000	\$ -
6.2.39 ½ Ton Pick Up Truck Crew Cab	2032	\$ 125,000	\$ -	\$ 125,000	0%	\$ -	\$ 125,000	\$ -	\$ 125,000	\$ -
6.2.40 20ft Trailer	2032	\$ 22,000	\$ -	\$ 22,000	0%	\$ -	\$ 22,000	\$ -	\$ -	\$ 22,000
6.2.41 Zero Turn Lawn Mowers (2)	2032	\$ 70,000	\$ -	\$ 70,000	0%	\$ -	\$ 70,000	\$ -	\$ -	\$ 70,000
6.2.42 ¾ Ton Pick Up with Snow Plow	2032	\$ 95,000	\$ -	\$ 95,000	0%	\$ -	\$ 95,000	\$ -	\$ -	\$ 95,000
6.2.43 Sign Truck	2032	\$ 220,000	\$ -	\$ 220,000	0%	\$ -	\$ 220,000	\$ -	\$ -	\$ 220,000
Subtotal Vehicles & Equipment - Parks and Roads		\$ 5,453,500	\$ -	\$ 5,453,500		\$ -	\$ 5,453,500	\$ -	\$ 5,046,500	\$ 407,000
<b>6.3 Vehicles &amp; Equipment - By-law</b>										
6.3.1 Provision for 4 New Vehicles	Various	\$ 260,000	\$ -	\$ 260,000	0%	\$ -	\$ 260,000	\$ -	\$ 260,000	\$ -
Subtotal Vehicles & Equipment - By-law		\$ 260,000	\$ -	\$ 260,000		\$ -	\$ 260,000	\$ -	\$ 260,000	\$ -
<b>6.4 Vehicles &amp; Equipment - Buildings</b>										
6.4.1 Provision for New Vehicle	2024	\$ 65,000	\$ -	\$ 65,000	0%	\$ -	\$ 65,000	\$ -	\$ 65,000	\$ -
6.4.2 Provision for New Vehicle	2027	\$ 65,000	\$ -	\$ 65,000	0%	\$ -	\$ 65,000	\$ -	\$ 65,000	\$ -
6.4.3 Provision for New Vehicle	2030	\$ 65,000	\$ -	\$ 65,000	0%	\$ -	\$ 65,000	\$ -	\$ 65,000	\$ -
6.4.4 Provision for New Vehicle	2032	\$ 65,000	\$ -	\$ 65,000	0%	\$ -	\$ 65,000	\$ -	\$ 65,000	\$ -
Subtotal Vehicles & Equipment - Buildings		\$ 260,000	\$ -	\$ 260,000		\$ -	\$ 260,000	\$ -	\$ 260,000	\$ -
<b>6.5 Future Growth-Related Projects</b>										
6.5.1 Provision for Orbit Growth-Related Fleet	Various	\$ 6,410,000	\$ -	\$ 6,410,000	0%	\$ -	\$ 6,410,000	\$ -	\$ 3,902,648	\$ 2,507,352
Subtotal Future Growth-Related Projects		\$ 6,410,000	\$ -	\$ 6,410,000		\$ -	\$ 6,410,000	\$ -	\$ 3,902,648	\$ 2,507,352
<b>TOTAL MUNICIPAL FLEET</b>		<b>\$ 16,326,235</b>	<b>\$ -</b>	<b>\$ 16,326,235</b>		<b>\$ -</b>	<b>\$ 16,326,235</b>	<b>\$ -</b>	<b>\$ 13,411,883</b>	<b>\$ 2,914,352</b>

<b>Residential Development Charge Calculation</b>		
Residential Share of 2023 - 2032 DC Eligible Costs	83%	\$11,131,863
10-Year Growth in Population in New Units		18,863
Unadjusted Development Charge Per Capita		<b>\$590</b>
<b>Industrial Development Charge Calculation</b>		
Industrial Share of 2023 - 2032 DC Eligible Costs	6%	\$804,713
10-Year Growth in Square Metres		120,325
Unadjusted Development Charge Per Square Metre		<b>\$6.69</b>
<b>Non-Industrial Development Charge Calculation</b>		
Non-Industrial Share of 2023 - 2032 DC Eligible Costs	11%	\$1,475,307
10-Year Growth in Square Metres		110,735
Unadjusted Development Charge Per Square Metre		<b>\$13.32</b>

2023 - 2032 Net Funding Envelope	\$13,411,883
Reserve Fund Balance	
Balance as at December 31, 2022	(\$3,942,735)

APPENDIX B.6

TABLE 3

TOWN OF INNISFIL  
 CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
 MUNICIPAL FLEET  
 RESIDENTIAL DEVELOPMENT CHARGE  
 (in \$000)

MUNICIPAL FLEET	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	TOTAL
OPENING CASH BALANCE	(\$3,272.47)	(\$3,208.56)	(\$3,123.36)	(\$2,828.05)	(\$3,054.58)	(\$3,286.56)	(\$2,990.70)	(\$2,396.20)	(\$2,113.25)	(\$1,006.53)	
2023 - 2032 RESIDENTIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding from DC Reserve Balance)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
- Municipal Fleet: Non Inflated	\$533.9	\$845.6	\$669.2	\$1,397.1	\$957.2	\$586.2	\$482.4	\$966.3	\$523.9	\$897.4	\$7,859.4
- Municipal Fleet: Inflated	\$533.9	\$862.5	\$696.2	\$1,482.6	\$1,036.1	\$647.2	\$543.3	\$1,110.0	\$613.9	\$1,072.5	\$8,598.3
NEW RESIDENTIAL DEVELOPMENT											
- Population Growth in New Units	1,215	1,724	1,744	2,092	1,413	1,587	1,798	2,075	2,434	2,781	18,863
REVENUE											
- DC Receipts: Inflated	\$773.6	\$1,119.7	\$1,155.3	\$1,413.5	\$973.8	\$1,115.6	\$1,289.3	\$1,517.6	\$1,815.8	\$2,116.2	\$13,290.4
INTEREST											
- Interest on Opening Balance	(\$180.0)	(\$176.5)	(\$171.8)	(\$155.5)	(\$168.0)	(\$180.8)	(\$164.5)	(\$131.8)	(\$116.2)	(\$55.4)	(\$1,500.4)
- Interest on In-year Transactions	\$4.2	\$4.5	\$8.0	(\$1.9)	(\$1.7)	\$8.2	\$13.1	\$7.1	\$21.0	\$18.3	\$80.8
TOTAL REVENUE	\$597.8	\$947.7	\$991.5	\$1,256.1	\$804.1	\$943.1	\$1,137.8	\$1,393.0	\$1,720.6	\$2,079.1	\$11,870.8
CLOSING CASH BALANCE	(\$3,208.6)	(\$3,123.4)	(\$2,828.1)	(\$3,054.6)	(\$3,286.6)	(\$2,990.7)	(\$2,396.2)	(\$2,113.2)	(\$1,006.5)	(\$0.0)	

2023 Adjusted Charge Per Capita	\$637
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<b>Allocation of Capital Program</b>	
Residential Sector	83%
Non-Residential Sector	17%
<b>Rates for 2023</b>	
Inflation Rate:	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

APPENDIX B.6

TABLE 3

TOWN OF INNISFIL  
 CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
 MUNICIPAL FLEET  
 INDUSTRIAL DEVELOPMENT CHARGE  
 (in \$000)

MUNICIPAL FLEET	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	TOTAL
OPENING CASH BALANCE	(\$236.56)	(\$203.24)	(\$237.85)	(\$271.52)	(\$373.59)	(\$354.96)	(\$298.60)	(\$222.84)	(\$175.31)	(\$78.75)	
2023 - 2032 NON-RESIDENTIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding from DC Reserve Balance)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
- Municipal Fleet: Non Inflated	\$38.6	\$61.1	\$48.4	\$101.0	\$69.2	\$42.4	\$34.9	\$69.9	\$37.9	\$64.9	\$568.1
- Municipal Fleet: Inflated	\$38.6	\$62.3	\$50.3	\$107.2	\$74.9	\$46.8	\$39.3	\$80.2	\$44.4	\$77.5	\$621.6
NON-RESIDENTIAL SPACE GROWTH											
- Industrial Growth in Square Metres	11,448	5,276	3,961	2,869	14,256	14,957	15,693	16,465	17,275	18,125	120,325
REVENUE											
- DC Receipts: Inflated	\$84.1	\$39.5	\$30.3	\$22.4	\$113.4	\$121.4	\$129.9	\$139.0	\$148.7	\$159.2	\$987.9
INTEREST											
- Interest on Opening Balance	(\$13.0)	(\$11.2)	(\$13.1)	(\$14.9)	(\$20.5)	(\$19.5)	(\$16.4)	(\$12.3)	(\$9.6)	(\$4.3)	(\$134.9)
- Interest on In-year Transactions	\$0.8	(\$0.6)	(\$0.6)	(\$2.3)	\$0.7	\$1.3	\$1.6	\$1.0	\$1.8	\$1.4	\$5.1
TOTAL REVENUE	\$71.9	\$27.7	\$16.7	\$5.1	\$93.5	\$103.1	\$115.0	\$127.8	\$140.9	\$156.3	\$858.1
CLOSING CASH BALANCE	(\$203.2)	(\$237.8)	(\$271.5)	(\$373.6)	(\$355.0)	(\$298.6)	(\$222.8)	(\$175.3)	(\$78.8)	\$0.0	

2023 Adjusted Charge Per Square Metre	\$7.35
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<b>Allocation of Capital Program</b>	
Residential Sector	83%
Industrial	6%
Non-Industrial	11%
<b>Rates for 2023</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

APPENDIX B.6

TABLE 3

TOWN OF INNISFIL  
 CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
 MUNICIPAL FLEET  
 NON-INDUSTRIAL DEVELOPMENT CHARGE  
 (in \$000)

MUNICIPAL FLEET	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	TOTAL
OPENING CASH BALANCE	(\$433.70)	(\$405.46)	(\$503.83)	(\$594.20)	(\$795.86)	(\$744.60)	(\$613.49)	(\$434.02)	(\$291.11)	(\$40.30)	
2023 - 2032 NON-RESIDENTIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding from DC Reserve Balance)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
- Municipal Fleet: Non Inflated	\$70.8	\$112.1	\$88.7	\$185.2	\$126.9	\$77.7	\$63.9	\$128.1	\$69.4	\$118.9	\$1,041.6
- Municipal Fleet: Inflated	\$70.8	\$114.3	\$92.3	\$196.5	\$137.3	\$85.8	\$72.0	\$147.1	\$81.4	\$142.1	\$1,139.5
NON-RESIDENTIAL SPACE GROWTH											
- Non-Industrial Growth in Square Metres	8,267	2,676	2,039	2,046	14,448	15,648	16,947	18,354	19,878	10,432	110,735
REVENUE											
- DC Receipts: Inflated	\$122.0	\$40.3	\$31.3	\$32.0	\$230.7	\$254.9	\$281.6	\$311.0	\$343.6	\$183.9	\$1,831.2
INTEREST											
- Interest on Opening Balance	(\$23.9)	(\$22.3)	(\$27.7)	(\$32.7)	(\$43.8)	(\$41.0)	(\$33.7)	(\$23.9)	(\$16.0)	(\$2.2)	(\$267.1)
- Interest on In-year Transactions	\$0.9	(\$2.0)	(\$1.7)	(\$4.5)	\$1.6	\$3.0	\$3.7	\$2.9	\$4.6	\$0.7	\$9.1
TOTAL REVENUE	\$99.0	\$15.9	\$1.9	(\$5.2)	\$188.6	\$216.9	\$251.5	\$290.0	\$332.2	\$182.4	\$1,573.2
CLOSING CASH BALANCE	(\$405.5)	(\$503.8)	(\$594.2)	(\$795.9)	(\$744.6)	(\$613.5)	(\$434.0)	(\$291.1)	(\$40.3)	\$0.0	

<b>2023 Adjusted Charge Per Square Metre</b>	<b>\$14.75</b>
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<b>Allocation of Capital Program</b>	
Residential Sector	83%
Industrial	6%
Non-Industrial	11%
<b>Rates for 2023</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%



APPENDIX B.7  
TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
BY-LAW ENFORCEMENT

BUILDINGS Facility Name	# of Square Feet															2023 UNIT COST (\$/sq.ft.)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Town Hall - Officer Space	112	112	112	112	224	224	224	224	224	224	224	224	336	336	392	\$530
Town Hall - Student Space	-	-	-	-	-	-	-	155	155	155	155	155	155	155	155	\$530
Town Hall - Manager Space	-	-	-	-	-	-	-	-	-	-	-	-	-	101	101	\$530
<b>Total (#)</b>	<b>112</b>	<b>112</b>	<b>112</b>	<b>112</b>	<b>224</b>	<b>224</b>	<b>224</b>	<b>379</b>	<b>379</b>	<b>379</b>	<b>379</b>	<b>379</b>	<b>491</b>	<b>592</b>	<b>648</b>	
<b>Total (\$000)</b>	<b>\$59.4</b>	<b>\$59.4</b>	<b>\$59.4</b>	<b>\$59.4</b>	<b>\$118.7</b>	<b>\$118.7</b>	<b>\$118.7</b>	<b>\$200.9</b>	<b>\$200.9</b>	<b>\$200.9</b>	<b>\$200.9</b>	<b>\$200.9</b>	<b>\$260.2</b>	<b>\$313.8</b>	<b>\$343.4</b>	

LAND Facility Name	# of Hectares															2023 UNIT COST (\$/ha)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Town Hall (By-law Share)	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	\$2,500,000
<b>Total (#)</b>	<b>0.04</b>	<b>0.04</b>	<b>0.04</b>	<b>0.04</b>	<b>0.04</b>	<b>0.04</b>	<b>0.04</b>	<b>0.04</b>	<b>0.04</b>	<b>0.04</b>	<b>0.04</b>	<b>0.04</b>	<b>0.04</b>	<b>0.04</b>	<b>0.04</b>	
<b>Total (\$000)</b>	<b>\$102.1</b>	<b>\$102.1</b>	<b>\$102.1</b>	<b>\$102.1</b>	<b>\$102.1</b>	<b>\$102.1</b>	<b>\$102.1</b>	<b>\$102.1</b>	<b>\$102.1</b>	<b>\$102.1</b>	<b>\$102.1</b>	<b>\$102.1</b>	<b>\$102.1</b>	<b>\$102.1</b>	<b>\$102.1</b>	

FURNITURE & EQUIPMENT Equipment Type	# of Units															2023 UNIT COST (\$/item)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Batons	-	-	-	-	-	-	-	-	-	15	15	15	15	15	15	\$300
Cages	-	-	-	-	-	-	-	-	-	4	4	4	4	4	4	\$200
Cat carrier/Shield	-	-	-	-	-	-	-	-	-	1	1	1	1	1	2	\$100
Catch Poles	-	-	-	-	-	-	-	-	-	4	4	4	4	4	4	\$200
Cell Phones	2	2	2	2	4	4	4	6	6	6	8	10	10	11	11	\$600
Ticket Printers	2	2	2	2	4	4	4	6	6	6	8	10	10	11	11	\$1,300
Flashlights	-	-	-	-	-	-	-	-	-	-	-	-	14	14	14	\$150
Microchip readers	-	-	-	-	-	-	-	-	-	2	2	2	2	2	2	\$400
Uniforms (FTE)	2	2	2	2	2	2	2	4	4	4	4	4	4	5	5	\$1,750
Uniforms (Student)	-	-	-	-	2	2	2	2	2	2	4	6	6	6	6	\$500
<b>Total (#)</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>18</b>	<b>18</b>	<b>44</b>	<b>50</b>	<b>56</b>	<b>70</b>	<b>73</b>	<b>74</b>	
<b>Total (\$000)</b>	<b>\$7.3</b>	<b>\$7.3</b>	<b>\$7.3</b>	<b>\$7.3</b>	<b>\$12.1</b>	<b>\$12.1</b>	<b>\$12.1</b>	<b>\$19.4</b>	<b>\$19.4</b>	<b>\$26.4</b>	<b>\$31.2</b>	<b>\$36.0</b>	<b>\$38.1</b>	<b>\$41.8</b>	<b>\$41.9</b>	

APPENDIX B.7

TABLE 1

TOWN OF INNISFIL  
CALCULATION OF SERVICE LEVELS  
BY-LAW ENFORCEMENT

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Historic Population	31,786	32,096	32,409	32,727	33,735	34,774	35,845	36,949	38,088	39,082	40,102	41,149	42,223	43,326	45,505
Historic Employment	<u>6,187</u>	<u>6,252</u>	<u>6,318</u>	<u>6,386</u>	<u>6,651</u>	<u>6,927</u>	<u>7,215</u>	<u>7,516</u>	<u>7,831</u>	<u>8,024</u>	<u>8,169</u>	<u>8,374</u>	<u>6,873</u>	<u>8,271</u>	<u>9,293</u>
Total Historic Population & Employment	37,973	38,348	38,727	39,113	40,386	41,701	43,060	44,465	45,919	47,106	48,271	49,523	49,096	51,597	54,798

INVENTORY SUMMARY (\$000)

Buildings	\$59.4	\$59.4	\$59.4	\$59.4	\$118.7	\$118.7	\$118.7	\$200.9	\$200.9	\$200.9	\$200.9	\$200.9	\$260.2	\$313.8	\$343.4
Land	\$102.1	\$102.1	\$102.1	\$102.1	\$102.1	\$102.1	\$102.1	\$102.1	\$102.1	\$102.1	\$102.1	\$102.1	\$102.1	\$102.1	\$102.1
Furniture & Equipment	\$7.3	\$7.3	\$7.3	\$7.3	\$12.1	\$12.1	\$12.1	\$19.4	\$19.4	\$26.4	\$31.2	\$36.0	\$38.1	\$41.8	\$41.9
<b>Total (\$000)</b>	<b>\$168.7</b>	<b>\$168.7</b>	<b>\$168.7</b>	<b>\$168.7</b>	<b>\$232.9</b>	<b>\$232.9</b>	<b>\$232.9</b>	<b>\$322.3</b>	<b>\$322.3</b>	<b>\$329.3</b>	<b>\$334.1</b>	<b>\$338.9</b>	<b>\$400.4</b>	<b>\$457.6</b>	<b>\$487.4</b>

SERVICE LEVEL (\$/pop & emp)

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Average Service Level
Buildings	\$1.56	\$1.55	\$1.53	\$1.52	\$2.94	\$2.85	\$2.76	\$4.52	\$4.37	\$4.26	\$4.16	\$4.06	\$5.30	\$6.08	\$6.27	\$3.58
Land	\$2.69	\$2.66	\$2.64	\$2.61	\$2.53	\$2.45	\$2.37	\$2.30	\$2.22	\$2.17	\$2.11	\$2.06	\$2.08	\$1.98	\$1.86	\$2.31
Furniture & Equipment	\$0.19	\$0.19	\$0.19	\$0.19	\$0.30	\$0.29	\$0.28	\$0.44	\$0.42	\$0.56	\$0.65	\$0.73	\$0.78	\$0.81	\$0.76	\$0.45
<b>Total (\$/pop &amp; emp)</b>	<b>\$4.44</b>	<b>\$4.40</b>	<b>\$4.36</b>	<b>\$4.31</b>	<b>\$5.77</b>	<b>\$5.58</b>	<b>\$5.41</b>	<b>\$7.25</b>	<b>\$7.02</b>	<b>\$6.99</b>	<b>\$6.92</b>	<b>\$6.84</b>	<b>\$8.16</b>	<b>\$8.87</b>	<b>\$8.89</b>	<b>\$6.35</b>

TOWN OF INNISFIL  
CALCULATION OF MAXIMUM ALLOWABLE  
BY-LAW ENFORCEMENT

<b>15-Year Funding Envelope Calculation</b>		
15 Year Average Service Level 2008 - 2022		\$6.35
Net Population & Employment Growth 2023 - 2032		19,456
<b>Discounted Maximum Allowable Funding Envelope</b>		<b>\$123,548</b>

APPENDIX B.7  
TABLE 2

TOWN OF INNISFIL  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
BY-LAW SERVICES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					Replacement & BTE Shares	Replacement & BTE Shares		Available DC Reserves	2023 - 2032	Post 2032
<b>7.0 BY-LAW SERVICES</b>										
<b>7.1 Equipment</b>										
7.1.1 Provision for 4 Full-Time Officers - Equipment & Uniforms	Various	\$ 14,600	\$ -	\$ 14,600	0%	\$ -	\$ 14,600	\$ -	\$ 14,600	\$ -
7.1.2 Provision for 8 Students - Equipment & Uniforms	Various	\$ 19,200	\$ -	\$ 19,200	0%	\$ -	\$ 19,200	\$ -	\$ 19,200	\$ -
Subtotal Equipment		\$ 33,800	\$ -	\$ 33,800		\$ -	\$ 33,800	\$ -	\$ 33,800	\$ -
<b>7.2 Buildings</b>										
7.2.1 Provision for Future Space	2029	\$ 500,000	\$ -	\$ 500,000		\$ -	\$ 500,000	\$ -	\$ 89,748	\$ 410,252
Subtotal Buildings		\$ 500,000	\$ -	\$ 500,000		\$ -	\$ 500,000	\$ -	\$ 89,748	\$ 410,252
<b>7.3 Future Growth-Related Projects</b>										
7.3.1 Provision for Orbit Growth-Related Facilities	Various	\$ 110,000	\$ -	\$ 110,000	0%	\$ -	\$ 110,000	\$ -	\$ -	\$ 110,000
Subtotal Future Growth-Related Projects		\$ 110,000	\$ -	\$ 110,000		\$ -	\$ 110,000	\$ -	\$ -	\$ 110,000
<b>TOTAL BY-LAW SERVICES</b>		<b>\$ 643,800</b>	<b>\$ -</b>	<b>\$ 643,800</b>		<b>\$ -</b>	<b>\$ 643,800</b>	<b>\$ -</b>	<b>\$ 123,548</b>	<b>\$ 520,252</b>

<b>Residential Development Charge Calculation</b>		
Residential Share of 2023 - 2032 DC Eligible Costs	83%	\$102,545
10-Year Growth in Population in New Units		18,863
Unadjusted Development Charge Per Capita		<b>\$5</b>
<b>Industrial Development Charge Calculation</b>		
Industrial Share of 2023 - 2032 DC Eligible Costs	6%	\$7,413
10-Year Growth in Square Metres		120,325
Unadjusted Development Charge Per Square Metre		<b>\$0.06</b>
<b>Non-Industrial Development Charge Calculation</b>		
Non-Industrial Share of 2023 - 2032 DC Eligible Costs	11%	\$13,590
10-Year Growth in Square Metres		110,735
Unadjusted Development Charge Per Square Metre		<b>\$0.12</b>

2023 - 2032 Net Funding Envelope	\$123,548
Reserve Fund Balance	
Balance as at December 31, 2022	\$0

APPENDIX B.7

TABLE 2

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

BY-LAW SERVICES	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	TOTAL
OPENING CASH BALANCE	\$0.00	\$3.93	\$10.97	\$18.51	\$28.53	\$34.97	\$42.83	(\$33.70)	(\$25.53)	(\$14.35)	
2023 - 2032 RESIDENTIAL FUNDING REQUIREMENTS											
- By-Law Services : Non Inflated	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$77.3	\$2.8	\$2.8	\$2.8	\$102.5
- By-Law Services : Inflated	\$2.8	\$2.9	\$2.9	\$3.0	\$3.0	\$3.1	\$87.0	\$3.2	\$3.3	\$3.4	\$114.6
NEW RESIDENTIAL DEVELOPMENT											
- Population Growth in New Units	1,215	1,724	1,744	2,092	1,413	1,587	1,798	2,075	2,434	2,781	18,863
REVENUE											
- DC Receipts: Inflated	\$6.7	\$9.6	\$10.0	\$12.2	\$8.4	\$9.6	\$11.1	\$13.1	\$15.6	\$18.2	\$114.5
INTEREST											
- Interest on Opening Balance	\$0.0	\$0.1	\$0.4	\$0.6	\$1.0	\$1.2	\$1.5	(\$1.9)	(\$1.4)	(\$0.8)	\$0.8
- Interest on In-year Transactions	\$0.1	\$0.1	\$0.1	\$0.2	\$0.1	\$0.1	(\$2.1)	\$0.2	\$0.2	\$0.3	(\$0.8)
TOTAL REVENUE	\$6.7	\$9.9	\$10.5	\$13.0	\$9.5	\$11.0	\$10.5	\$11.4	\$14.5	\$17.7	\$114.6
CLOSING CASH BALANCE	\$3.9	\$11.0	\$18.5	\$28.5	\$35.0	\$42.8	(\$33.7)	(\$25.5)	(\$14.4)	\$0.0	

2023 Adjusted Charge Per Capita	\$5.49
---------------------------------	--------

<b>Allocation of Capital Program</b>	
Residential Sector	83%
Non-Residential Sector	17%
<b>Rates for 2023</b>	
Inflation Rate:	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

APPENDIX B.7

TABLE 3

TOWN OF INNISFIL  
 CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
 BY-LAW SERVICES  
 INDUSTRIAL DEVELOPMENT CHARGE  
 (in \$000)

BY-LAW SERVICES	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	TOTAL
OPENING CASH BALANCE	\$0.00	\$0.52	\$0.68	\$0.75	\$0.75	\$1.54	\$2.41	(\$2.83)	(\$2.01)	(\$1.08)	
2023 - 2032 NON-RESIDENTIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding from DC Reserve Balance)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
- By-Law Services : Non Inflated	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$5.6	\$0.2	\$0.2	\$0.2	\$7.4
- By-Law Services : Inflated	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$6.3	\$0.2	\$0.2	\$0.2	\$8.3
NON-RESIDENTIAL SPACE GROWTH											
- Industrial Growth in Square Metres	11,448	5,276	3,961	2,869	14,256	14,957	15,693	16,465	17,275	18,125	120,325
REVENUE											
- DC Receipts: Inflated	\$0.7	\$0.3	\$0.3	\$0.2	\$1.0	\$1.0	\$1.1	\$1.2	\$1.3	\$1.4	\$8.4
INTEREST											
- Interest on Opening Balance	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1	\$0.1	(\$0.2)	(\$0.1)	(\$0.1)	(\$0.1)
- Interest on In-year Transactions	\$0.0	\$0.0	\$0.0	(\$0.0)	\$0.0	\$0.0	(\$0.1)	\$0.0	\$0.0	\$0.0	(\$0.0)
TOTAL REVENUE	\$0.7	\$0.4	\$0.3	\$0.2	\$1.0	\$1.1	\$1.0	\$1.0	\$1.2	\$1.3	\$8.3
CLOSING CASH BALANCE	\$0.5	\$0.7	\$0.7	\$0.7	\$1.5	\$2.4	(\$2.8)	(\$2.0)	(\$1.1)	\$0.0	

2023 Adjusted Charge Per Square Metre	\$0.06
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<b>Allocation of Capital Program</b>	
Residential Sector	83%
Industrial	6%
Non-Industrial	11%
<b>Rates for 2023</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

APPENDIX B.7

TABLE 3

TOWN OF INNISFIL  
 CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
 BY-LAW SERVICES  
 NON-INDUSTRIAL DEVELOPMENT CHARGE  
 (in \$000)

BY-LAW SERVICES	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	TOTAL
OPENING CASH BALANCE	\$0.00	\$0.67	\$0.66	\$0.56	\$0.45	\$2.05	\$3.90	(\$5.36)	(\$3.41)	(\$1.08)	
2023 - 2032 NON-RESIDENTIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding from DC Reserve Balance)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
- By-Law Services : Non Inflated	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$10.2	\$0.4	\$0.4	\$0.4	\$13.6
- By-Law Services : Inflated	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$11.5	\$0.4	\$0.4	\$0.4	\$15.2
NON-RESIDENTIAL SPACE GROWTH											
- Non-Industrial Growth in Square Metres	8,267	2,676	2,039	2,046	14,448	15,648	16,947	18,354	19,878	10,432	110,735
REVENUE											
- DC Receipts: Inflated	\$1.0	\$0.3	\$0.3	\$0.3	\$2.0	\$2.2	\$2.4	\$2.6	\$2.9	\$1.6	\$15.5
INTEREST											
- Interest on Opening Balance	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1	\$0.1	(\$0.3)	(\$0.2)	(\$0.1)	(\$0.3)
- Interest on In-year Transactions	\$0.0	(\$0.0)	(\$0.0)	(\$0.0)	\$0.0	\$0.0	(\$0.3)	\$0.0	\$0.0	\$0.0	(\$0.1)
TOTAL REVENUE	\$1.0	\$0.4	\$0.3	\$0.3	\$2.0	\$2.3	\$2.3	\$2.4	\$2.8	\$1.5	\$15.2
CLOSING CASH BALANCE	\$0.7	\$0.7	\$0.6	\$0.5	\$2.0	\$3.9	(\$5.4)	(\$3.4)	(\$1.1)	\$0.0	

2023 Adjusted Charge Per Square Metre	\$0.13
---------------------------------------	--------

<b>Allocation of Capital Program</b>	
Residential Sector	83%
Industrial	6%
Non-Industrial	11%
<b>Rates for 2023</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

APPENDIX C  
TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
ROADS AND RELATED

ROADS Type of Road	# of Centreline Kilometres															UNIT COST (\$/km)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Arterial Road	63.8	63.8	63.8	63.8	63.8	63.8	64.6	66.1	31.7	31.7	7.4	7.4	7.4	7.4	7.4	\$3,954,000
Industrial Road	6.9	6.9	6.9	6.9	6.9	6.9	6.9	6.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	\$4,383,000
Major Collector Road	56.0	56.0	57.4	56.0	56.0	57.4	57.4	57.4	32.9	32.9	36.0	36.0	36.0	36.0	36.0	\$3,901,000
Minor Collector Road	16.9	16.9	16.9	16.9	16.9	16.9	16.9	16.9	215.5	216.5	233.3	233.9	233.9	233.9	233.9	\$3,510,000
<b>Total (km)</b>	<b>143.6</b>	<b>143.6</b>	<b>145.0</b>	<b>143.6</b>	<b>143.6</b>	<b>145.0</b>	<b>145.8</b>	<b>147.3</b>	<b>281.0</b>	<b>282.0</b>	<b>277.6</b>	<b>278.2</b>	<b>278.2</b>	<b>278.2</b>	<b>278.2</b>	
<b>Total (\$000)</b>	<b>\$560,282.9</b>	<b>\$560,282.9</b>	<b>\$565,744.3</b>	<b>\$560,282.9</b>	<b>\$560,282.9</b>	<b>\$565,744.3</b>	<b>\$568,907.5</b>	<b>\$574,838.5</b>	<b>\$1,013,918.7</b>	<b>\$1,017,674.4</b>	<b>\$992,675.5</b>	<b>\$994,676.2</b>	<b>\$994,676.2</b>	<b>\$994,676.2</b>	<b>\$994,676.2</b>	

BRIDGES & CULVERTS Description	# of Bridges & Culverts															UNIT COST (\$/unit)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Road Bridges	15	15	15	15	15	15	15	8	8	10	10	10	10	10	10	\$1,775,500
Structural Culverts	15	15	15	15	15	15	15	15	15	23	23	23	23	23	23	\$779,000
Pedestrian Bridges	7	7	7	7	7	7	7	7	7	7	7	7	7	7	9	\$264,500
<b>Total (#)</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>30</b>	<b>30</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>42</b>	
<b>Total (\$000)</b>	<b>\$40,169.0</b>	<b>\$40,169.0</b>	<b>\$40,169.0</b>	<b>\$40,169.0</b>	<b>\$40,169.0</b>	<b>\$40,169.0</b>	<b>\$40,169.0</b>	<b>\$27,740.5</b>	<b>\$27,740.5</b>	<b>\$37,523.5</b>	<b>\$37,523.5</b>	<b>\$37,523.5</b>	<b>\$37,523.5</b>	<b>\$37,523.5</b>	<b>\$38,052.5</b>	

SIGNALS & CROSSINGS Description	# of Signals and Crossings															UNIT COST (\$/unit)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Streetlights	84	84	84	91	91	92	93	94	165	166	162	162	162	162	162	\$5,000
Signalized Intersections	2	2	5	2	2	5	10	10	10	10	10	10	11	11	11	\$500,000
Pedestrian Crossings	3	3	3	3	3	3	3	3	3	5	5	5	5	5	8	\$124,000
Roundabouts	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	\$1,650,000
<b>Total (#)</b>	<b>89</b>	<b>89</b>	<b>92</b>	<b>96</b>	<b>96</b>	<b>100</b>	<b>106</b>	<b>107</b>	<b>179</b>	<b>182</b>	<b>178</b>	<b>178</b>	<b>179</b>	<b>179</b>	<b>182</b>	
<b>Total (\$000)</b>	<b>\$1,790.1</b>	<b>\$1,790.1</b>	<b>\$3,294.2</b>	<b>\$1,828.3</b>	<b>\$1,828.3</b>	<b>\$3,332.7</b>	<b>\$5,835.3</b>	<b>\$5,840.1</b>	<b>\$7,847.7</b>	<b>\$8,098.7</b>	<b>\$8,078.4</b>	<b>\$8,080.0</b>	<b>\$8,580.0</b>	<b>\$8,580.0</b>	<b>\$8,952.0</b>	

APPENDIX C

TABLE 1

TOWN OF INNISFIL  
CALCULATION OF SERVICE LEVELS  
ROADS AND RELATED

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Historic Population	31,786	32,096	32,409	32,727	33,735	34,774	35,845	36,949	38,088	39,082	40,102	41,149	42,223	43,326	45,505
Historic Employment	6,187	6,252	6,318	6,386	6,651	6,927	7,215	7,516	7,831	8,024	8,169	8,374	8,673	8,271	9,293
Total Historic Population & Employment	37,973	38,348	38,727	39,113	40,386	41,701	43,060	44,465	45,919	47,106	48,271	49,523	49,096	51,597	54,798

INVENTORY SUMMARY (\$000)

Roads	\$ 560,282.9	\$ 560,282.9	\$ 565,744.3	\$ 560,282.9	\$ 560,282.9	\$ 565,744.3	\$ 568,907.5	\$ 574,838.5	\$ 1,013,918.7	\$ 1,017,674.4	\$ 992,675.5	\$ 994,676.2	\$ 994,676.2	\$ 994,676.2	\$ 994,676.2
Bridges & Culverts	\$ 40,169.0	\$ 40,169.0	\$ 40,169.0	\$ 40,169.0	\$ 40,169.0	\$ 40,169.0	\$ 40,169.0	\$ 27,740.5	\$ 27,740.5	\$ 37,523.5	\$ 37,523.5	\$ 37,523.5	\$ 37,523.5	\$ 37,523.5	\$ 38,052.5
Signals & Crossings	\$ 1,790.1	\$ 1,790.1	\$ 3,294.2	\$ 1,828.3	\$ 1,828.3	\$ 3,332.7	\$ 5,835.3	\$ 5,840.1	\$ 7,847.7	\$ 8,098.7	\$ 8,078.4	\$ 8,080.0	\$ 8,580.0	\$ 8,580.0	\$ 8,952.0
<b>Total (\$000)</b>	<b>\$ 602,242.0</b>	<b>\$ 602,242.0</b>	<b>\$ 609,207.5</b>	<b>\$ 602,280.2</b>	<b>\$ 602,280.2</b>	<b>\$ 609,246.0</b>	<b>\$ 614,911.8</b>	<b>\$ 608,419.1</b>	<b>\$ 1,049,506.9</b>	<b>\$ 1,063,296.6</b>	<b>\$ 1,038,277.4</b>	<b>\$ 1,040,279.7</b>	<b>\$ 1,040,779.7</b>	<b>\$ 1,040,779.7</b>	<b>\$ 1,041,680.7</b>

SERVICE LEVEL (\$/pop & emp)

Roads	\$ 14,754.87	\$ 14,610.50	\$ 14,608.41	\$ 14,324.79	\$ 13,873.32	\$ 13,566.69	\$ 13,211.85	\$ 12,927.78	\$ 22,080.82	\$ 21,604.11	\$ 20,564.50	\$ 20,085.24	\$ 20,259.95	\$ 19,277.98	\$ 18,151.60	\$ 16,926.83
Bridges & Culverts	\$ 1,057.84	\$ 1,047.49	\$ 1,037.23	\$ 1,027.00	\$ 994.64	\$ 963.26	\$ 932.85	\$ 623.87	\$ 604.12	\$ 796.58	\$ 777.35	\$ 757.70	\$ 764.29	\$ 727.25	\$ 694.41	\$ 853.73
Signals & Crossings	\$ 47.14	\$ 46.68	\$ 85.06	\$ 46.74	\$ 45.27	\$ 79.92	\$ 135.51	\$ 131.34	\$ 170.90	\$ 171.93	\$ 167.35	\$ 163.16	\$ 174.76	\$ 166.29	\$ 163.36	\$ 119.69
<b>Total (\$/pop &amp; emp)</b>	<b>\$ 15,859.85</b>	<b>\$ 15,704.67</b>	<b>\$ 15,730.69</b>	<b>\$ 15,398.54</b>	<b>\$ 14,913.23</b>	<b>\$ 14,609.87</b>	<b>\$ 14,280.22</b>	<b>\$ 13,682.98</b>	<b>\$ 22,855.85</b>	<b>\$ 22,572.62</b>	<b>\$ 21,509.20</b>	<b>\$ 21,006.10</b>	<b>\$ 21,199.00</b>	<b>\$ 20,171.52</b>	<b>\$ 19,009.37</b>	<b>\$ 17,900.25</b>

Average  
Service  
Level

TOWN OF INNISFIL  
CALCULATION OF MAXIMUM ALLOWABLE  
ROADS AND RELATED

29-Year Funding Envelope Calculation	
15 Year Average Service Level 2008 - 2022	\$17,900.25
Net Population & Employment Growth 2023 - 205:	69,187
<b>Maximum Allowable Funding Envelope</b>	<b>\$1,238,460,882</b>



APPENDIX C

TABLE 2

TOWN OF INNISFIL  
2023 DEVELOPMENT CHARGES REVIEW  
ROADS AND RELATED GROWTH-RELATED CAPITAL PROGRAM

Roads Infrastructure	Improvement Section From	To	Improvement Type	Length (km)	Timing	Total Gross Cost	Benefit to Existing		Total DC Eligible	Available DC Reserves	2023 2051	Post 2051	
							%	\$					
1	13th Line	25th Sideroad	Friday Drive	Urbanization	0.7	2041 - 2041	\$ 4,064,000	10%	\$ 406,400	\$ 3,657,600	\$ -	\$ 3,657,600	\$ -
2	20th Sideroad	Lockhart Road	Big Bay Point Road	Widening	2.8	2041 - 2041	\$ 21,227,392	20%	\$ 4,245,478	\$ 16,981,914	\$ -	\$ 16,981,914	\$ -
3	14th Line	Town Limits	County Road 27 (King Street South)	Reconstruction	1.9	2041 - 2041	\$ 3,559,000	75%	\$ 2,669,250	\$ 889,750	\$ -	\$ 889,750	\$ -
4	County Road 27 (King Street South)	Victoria Street	Highway 89 (Queen Street – Church Street)	Parking Study	0.3	2041 - 2041	\$ 140,000	100%	\$ 140,000	\$ -	\$ -	\$ -	\$ -
5	County Road 27 (King Street South)	East John Street	Garibaldi Street	Parking Study	0.1	2041 - 2041	\$ -	100%	\$ -	\$ -	\$ -	\$ -	\$ -
6	6th Line	Highway 400 Interchange	Eastern limit of The Orbit	EA Addendum	12.6	2041 - 2041	\$ 908,000	0%	\$ -	\$ 908,000	\$ -	\$ 908,000	\$ -
7	6th Line	Highway 400 Interchange	Eastern limit of The Orbit	Land Purchase		2041 - 2041	\$ 3,100,000	0%	\$ -	\$ 3,100,000	\$ -	\$ 3,100,000	\$ -
8	7th Line	County Road 4 (Yonge Street)	20th Sideroad	EA Study	3.1	2051 - 2051	\$ 908,000	0%	\$ -	\$ 908,000	\$ -	\$ 908,000	\$ -
9	Safety and Operations Study (including the assessment of identified potential crossing locations)	N/A	N/A	N/A		2031 - 2031	\$ 140,000	100%	\$ 140,000	\$ -	\$ -	\$ -	\$ -
10	Implementation of crossings at recommended locations, subject to further study, as noted above	N/A	N/A	N/A		2031 - 2031	\$ 2,770,000	10%	\$ 277,000	\$ 2,493,000	\$ -	\$ 2,493,000	\$ -
11	Big Bay Point Road	20th Sideroad	25th Sideroad / 13th Line	Reconstruction	3.1	2032 - 2041	\$ 5,807,000	20%	\$ 1,161,400	\$ 4,645,600	\$ -	\$ 4,645,600	\$ -
12	Big Bay Point Road	25th Sideroad / 13th Line	Friday Drive	Reconstruction	2.6	2042 - 2051	\$ 4,871,000	20%	\$ 974,200	\$ 3,896,800	\$ -	\$ 3,896,800	\$ -
13	Big Bay Point Road	Friday Drive	Lake Simcoe	Reconstruction	2.1	2042 - 2051	\$ 3,934,000	40%	\$ 1,573,600	\$ 2,360,400	\$ -	\$ 2,360,400	\$ -
14	13th Line	Big Bay Point Road / 25th Sideroad	Friday Drive	Reconstruction	0.8	2023 - 2031	\$ 1,499,000	20%	\$ 299,800	\$ 1,199,200	\$ -	\$ 1,199,200	\$ -
15	Lockhart Road	20th Sideroad	Lake Simcoe	Reconstruction		2023 - 2031	\$ 9,713,000	40%	\$ 3,885,200	\$ 5,827,800	\$ -	\$ 5,827,800	\$ -
16	10th Line	west extent of boundary of Sandy Cove settlement area	25th Sideroad	Urbanization	1.2	2023 - 2031	\$ 7,953,000	10%	\$ 795,300	\$ 7,157,700	\$ 7,157,700	\$ -	\$ -
17	10th Line	25th Sideroad	Purvis St	Urbanization	0.8	2023 - 2031	\$ 5,370,000	10%	\$ 537,000	\$ 4,833,000	\$ 4,833,000	\$ -	\$ -
18	10th Line	20th Sideroad	west extent of boundary of Sandy Cove settlement area	Reconstruction	1.8	2023 - 2031	\$ 3,577,000	20%	\$ 715,400	\$ 2,861,600	\$ 1,351,166	\$ 1,510,434	\$ -
19	25th Sideroad	Big Bay Point Rd	Mapleview Dr	Reconstruction	1.4	2023 - 2031	\$ 3,032,000	40%	\$ 1,212,800	\$ 1,819,200	\$ -	\$ 1,819,200	\$ -
20	25th Sideroad	Mapleview Dr	Innisfil Beach Road	Urbanization	5.5	2042 - 2051	\$ 35,719,000	10%	\$ 3,571,900	\$ 32,147,100	\$ -	\$ 32,147,100	\$ -
21	Webster Blvd South Extension	Quarry Dr	6th Line	New Construction	0.8	2023 - 2031	\$ 12,646,000	0%	\$ -	\$ 12,646,000	\$ -	\$ 12,646,000	\$ -
22	Jans Blvd North Extension	North extent of Jans Blvd	9th Line	New Construction	0.8	2023 - 2031	\$ 12,887,000	0%	\$ -	\$ 12,887,000	\$ -	\$ 12,887,000	\$ -
23	6th Line	20 Sideroad	Angus St	Widening	2.0	2023 - 2031	\$ 19,184,000	20%	\$ 3,836,800	\$ 15,347,200	\$ -	\$ 15,347,200	\$ -
24	Killarney Beach Road	Yonge Street	20th Sideroad	Reconstruction	3.1	2023 - 2031	\$ 6,012,000	20%	\$ 1,202,400	\$ 4,809,600	\$ -	\$ 4,809,600	\$ -
25	Anna Maria Avenue	Jans Boulevard	St Johns Road	Urbanization	1.2	2023 - 2031	\$ 7,604,000	10%	\$ 760,400	\$ 6,843,600	\$ -	\$ 6,843,600	\$ -
26	Westmount Avenue	Laurand Street	St Johns Road	Urbanization	1.2	2023 - 2031	\$ 7,604,000	10%	\$ 760,400	\$ 6,843,600	\$ -	\$ 6,843,600	\$ -
27	Willard Avenue	Innisfil Beach Road	Leslie Drive	Urbanization	0.8	2023 - 2031	\$ 4,494,432	10%	\$ 449,443	\$ 4,044,989	\$ -	\$ 4,044,989	\$ -
28	Aduffam Avenue	Innisfil Beach Road	Leslie Drive	Urbanization	0.7	2023 - 2031	\$ 4,494,000	10%	\$ 449,400	\$ 4,044,600	\$ -	\$ 4,044,600	\$ -
29	3rd Line	County Road 27	5th Sideroad	Reconstruction	3.1	2023 - 2031	\$ 6,772,000	75%	\$ 5,079,000	\$ 1,693,000	\$ -	\$ 1,693,000	\$ -
30	3rd Line	Reive Boulevard	20th Sideroad	Reconstruction	9.0	2023 - 2031	\$ 18,819,000	75%	\$ 14,114,250	\$ 4,704,750	\$ -	\$ 4,704,750	\$ -
31	2nd Line	County Road 27	5th Sideroad	Reconstruction	3.1	2023 - 2031	\$ 6,567,000	75%	\$ 4,925,250	\$ 1,641,750	\$ -	\$ 1,641,750	\$ -
32	2nd Line	Reive Boulevard	20th Sideroad	Reconstruction	9.0	2023 - 2031	\$ 19,228,000	75%	\$ 14,421,000	\$ 4,807,000	\$ -	\$ 4,807,000	\$ -
33	Shore Acres Drive	20th Sideroad	Eastern Limit	Reconstruction	2.0	2023 - 2031	\$ 4,359,000	75%	\$ 3,269,250	\$ 1,089,750	\$ -	\$ 1,089,750	\$ -

APPENDIX C

TABLE 2

TOWN OF INNISFIL  
2023 DEVELOPMENT CHARGES REVIEW  
ROADS AND RELATED GROWTH-RELATED CAPITAL PROGRAM

Roads Infrastructure	Improvement Section From	To	Improvement Type	Length (km)	Timing	Total Gross Cost	Benefit to Existing		Total DC Eligible	Available DC Reserves	2023 2051	Post 2051		
							%	\$						
34	Gifford Road	Yonge Street	Eastern Limit	Reconstruction	1.3	2023 - 2031	\$ 2,730,000	75%	\$ 2,047,500	\$ 682,500	\$ -	\$ 682,500	\$ -	
35	20th Sideroad	Gifford Road	Shore Acres Drive	Reconstruction	0.3	2023 - 2031	\$ 947,000	75%	\$ 710,250	\$ 236,750	\$ -	\$ 236,750	\$ -	
36	20th Sideroad	Big Bay Point Road	9th Line	Reconstruction	5.5	2032 - 2041	\$ 11,403,000	75%	\$ 8,552,250	\$ 2,850,750	\$ -	\$ 2,850,750	\$ -	
37	Killarney Beach Road / 4th Line	John Street	Yonge Street	Urbanization	0.5	2032 - 2041	\$ 3,433,000	10%	\$ 343,300	\$ 3,089,700	\$ -	\$ 3,089,700	\$ -	
38	Adullam Ave	Lebanon Drive	Innisfil Beach Road	Urbanization	0.3	2023 - 2031	\$ 1,742,000	10%	\$ 174,200	\$ 1,567,800	\$ -	\$ 1,567,800	\$ -	
39	6th Line	County Road 27	County Road 53 / 5th Sideroad	Reconstruction	3.1	2042 - 2051	\$ 5,966,000	40%	\$ 2,386,400	\$ 3,579,600	\$ -	\$ 3,579,600	\$ -	
40	6th Line	County Road 53 / 5th Sideroad	20 Sideroad	Reconstruction	9.1	2042 - 2051	\$ 17,513,000	40%	\$ 7,005,200	\$ 10,507,800	\$ -	\$ 10,507,800	\$ -	
41	7th Line	10 Sideroad	Yonge Street	Reconstruction	3.0	2023 - 2031	\$ 6,029,000	75%	\$ 4,521,750	\$ 1,507,250	\$ -	\$ 1,507,250	\$ -	
42	7th Line	Yonge Street	20 Sideroad	Reconstruction	3.1	2032 - 2041	\$ 5,889,000	75%	\$ 4,416,750	\$ 1,472,250	\$ -	\$ 1,472,250	\$ -	
43	7th Line	20th Sideroad	Webster Blvd	Urbanization	1.2	2023 - 2031	\$ 7,577,000	10%	\$ 757,700	\$ 6,819,300	\$ -	\$ 6,819,300	\$ -	
44	7th Line	Webster Blvd	St Johns Road	Urbanization	1.5	2023 - 2031	\$ 9,421,000	10%	\$ 942,100	\$ 8,478,900	\$ -	\$ 8,478,900	\$ -	
45	Webster Blvd North Extension	Existing north limit of Webster Blvd	20th Sideroad	New Construction	0.4	2032 - 2041	\$ 2,600,000	0%	\$ -	\$ 2,600,000	\$ -	\$ 2,600,000	\$ -	
46	20th Sideroad (bypass) with Grade Separation	Leslie Drive	South of Innisfil Beach Rd	New Construction	2.0	2032 - 2041	\$ 68,767,700	25%	\$ 17,191,925	\$ 51,575,775	\$ -	\$ 51,575,775	\$ -	
47	Webster Blvd South Extension	6th Line	5th Line	New Construction	1.3	2032 - 2041	\$ 23,300,000	0%	\$ -	\$ 23,300,000	\$ -	\$ 23,300,000	\$ -	
48	Highway 89 East-west Link Improvement	West of Cookstown	East to Cookstown	New Construction	4.0	2032 - 2041	\$ 68,884,000	0%	\$ -	\$ 68,884,000	\$ -	\$ 68,884,000	\$ -	
49	Innisfil Beach Road	20th Sideroad	25th Sideroad	Resurfacing		2042 - 2051	\$ 205,000	20%	\$ 41,000	\$ 164,000	\$ -	\$ 164,000	\$ -	
50	6th Line	County Road 53 / 5th Sideroad	20 Sideroad	Widening	9.1	2042 - 2051	\$ 85,816,000	40%	\$ 34,326,400	\$ 51,489,600	\$ -	\$ 51,489,600	\$ -	
51	Belle Aire Beach Road	20th Sideroad	Railway tracks	Urbanization	0.9	2042 - 2051	\$ 6,274,000	10%	\$ 627,400	\$ 5,646,600	\$ -	\$ 5,646,600	\$ -	
52	Belle Aire Beach Road	Willow Street	Maple Road	Urbanization	0.6	2042 - 2051	\$ 3,821,000	10%	\$ 382,100	\$ 3,438,900	\$ -	\$ 3,438,900	\$ -	
53	Ewart Street	Killarney Beach Road	300 metres north of Killarney Beach Road	Urbanization	0.4	2042 - 2051	\$ 2,583,000	10%	\$ 258,300	\$ 2,324,700	\$ -	\$ 2,324,700	\$ -	
54	9th Line	Yonge Street	20 Sideroad	Reconstruction	3.1	2042 - 2051	\$ 6,142,000	40%	\$ 2,456,800	\$ 3,685,200	\$ -	\$ 3,685,200	\$ -	
55	9th Line	20 Sideroad	25th Sideroad	Urbanization	3.0	2042 - 2051	\$ 19,780,000	10%	\$ 1,978,000	\$ 17,802,000	\$ -	\$ 17,802,000	\$ -	
56	Mapleview Drive	25th Sideroad	20th Sideroad	Reconstruction	3.3	2042 - 2051	\$ 6,387,000	75%	\$ 4,790,250	\$ 1,596,750	\$ -	\$ 1,596,750	\$ -	
57	St. John's Road	Innisfil Beach Road	Nantyr Drive	Urbanization	2.3	2042 - 2051	\$ 15,465,000	10%	\$ 1,546,500	\$ 13,918,500	\$ -	\$ 13,918,500	\$ -	
58	20 <sup>th</sup> Sideroad Bypass – Leslie Dr to South of IBR – EA	N/A	N/A	EA Study		2024 - 2024	\$ 1,494,000	0%	\$ -	\$ 1,494,000	\$ -	\$ 1,494,000	\$ -	
59	IBR and 20th Grade Separation Study – EA	N/A	N/A	EA Study		2024 - 2024	\$ 1,331,000	0%	\$ -	\$ 1,331,000	\$ -	\$ 1,331,000	\$ -	
60	Roundabouts (20th Sideroad/9th Line and 20th Sideroad/5th Line)					2024 - 2024	\$ 4,632,375	0%	\$ -	\$ 4,632,375	\$ -	\$ 4,632,375	\$ -	
61	Innisfil Beach Road/Webster Boulevard signalization					2024 - 2024	\$ 521,768	0%	\$ -	\$ 521,768	\$ -	\$ 521,768	\$ -	
							<b>\$ 136.8</b>		<b>\$ 639,615,667</b>	<b>\$ 167,328,396</b>	<b>\$ 472,287,271</b>	<b>\$ 13,341,866</b>	<b>\$ 458,945,405</b>	<b>\$ -</b>

## APPENDIX C

TABLE 2

TOWN OF INNISFIL  
2023 DEVELOPMENT CHARGES REVIEW  
ROADS AND RELATED GROWTH-RELATED CAPITAL PROGRAM

Active Transportation	Improvement Section From	To	Improvement Type	Length (km)	Timing	Total Gross Cost	Benefit to Existing		Total DC Eligible	Available DC Reserves	2023 2051	Post 2051	
							%	\$					
62	10th Line	East of Stroud	20th Sideroad	Paved Shoulder	2.1	2023 - 2031	\$ 714,000	80%	\$ 571,200	\$ 142,800	\$ -	\$ 142,800	\$ -
63	10th Line	10th Sideroad	West of Stroud	Paved Shoulder	2.4	2023 - 2031	\$ 816,000	80%	\$ 652,800	\$ 163,200	\$ -	\$ 163,200	\$ -
64	4th Line	West of Churchill	County Road 27 (King Street South)	Paved Shoulder	8.7	2023 - 2031	\$ 2,958,000	80%	\$ 2,366,400	\$ 591,600	\$ -	\$ 591,600	\$ -
65	Mapleview Drive	25th Sideroad	20th Sideroad	Multi-Use Trail	3.1	2023 - 2031	\$ 2,090,000	80%	\$ 1,672,000	\$ 418,000	\$ -	\$ 418,000	\$ -
66	Big Bay Point Road	13th Line	Lake Simcoe	Multi-Use Trail	4.7	2023 - 2031	\$ 4,799,000	80%	\$ 3,839,200	\$ 959,800	\$ -	\$ 959,800	\$ -
67	5th Line	Yonge Street	20th Sideroad	Multi-Use Trail	3.1	2051 - 2051	\$ 999,000	80%	\$ 799,200	\$ 199,800	\$ -	\$ 199,800	\$ -
68	7th Line	Yonge Street	10th Sideroad	Paved Shoulder	3.1	2051 - 2051	\$ 1,054,000	80%	\$ 843,200	\$ 210,800	\$ -	\$ 210,800	\$ -
69	Big Bay Point Road	20th Sideroad	West St	Paved Shoulders	6.9	2042 - 2051	\$ 2,346,000	40%	\$ 938,400	\$ 1,407,600	\$ -	\$ 1,407,600	\$ -
70	13th Line	Friday Drive	Lake Simcoe	Paved Shoulders	1.6	2023 - 2031	\$ 544,000	80%	\$ 435,200	\$ 108,800	\$ -	\$ 108,800	\$ -
71	Killarney Beach Road	Yonge Street	20th Sideroad	Paved Shoulders	3.1	2023 - 2031	\$ 1,054,000	80%	\$ 843,200	\$ 210,800	\$ -	\$ 210,800	\$ -
72	20th Sideroad	Big Bay Point Road	9th Line	Paved Shoulders	5.5	2032 - 2041	\$ 1,870,000	80%	\$ 1,496,000	\$ 374,000	\$ -	\$ 374,000	\$ -
73	20th Sideroad	3rd Line	Innisfil / Bradford Boundary	Paved Shoulders	5.2	2042 - 2051	\$ 1,768,000	80%	\$ 1,414,400	\$ 353,600	\$ -	\$ 353,600	\$ -
74	Killarney Beach Road	Ewart St	Lake Simcoe	Paved Shoulders	0.5	2032 - 2041	\$ 170,000	80%	\$ 136,000	\$ 34,000	\$ -	\$ 34,000	\$ -
75	6th Line	County Road 53 / 5th Sideroad	20th Sideroad	Paved Shoulders	9.1	2042 - 2051	\$ 3,093,000	80%	\$ 2,474,400	\$ 618,600	\$ -	\$ 618,600	\$ -
76	Ewart Street	300 metres north of Killarney Beach Road	Lake Simcoe	Paved Shoulders	1.5	2042 - 2051	\$ 510,000	40%	\$ 204,000	\$ 306,000	\$ -	\$ 306,000	\$ -
77	Highway 89 / Shore Acres	Yonge Street	20 Sideroad	Paved Shoulders	3.1	2042 - 2051	\$ 1,054,000	80%	\$ 843,200	\$ 210,800	\$ -	\$ 210,800	\$ -
78	13th Line	Big Bay Point Road / 25th Sideroad	Friday Drive	Multi-use trail	0.7	2023 - 2031	\$ 243,000	80%	\$ 194,400	\$ 48,600	\$ -	\$ 48,600	\$ -
79	25th Sideroad	Big Bay Point Rd	Innisfil Beach Road	Multi-use trail	6.9	2023 - 2031	\$ 6,379,000	40%	\$ 2,551,600	\$ 3,827,400	\$ -	\$ 3,827,400	\$ -
80	7th Line	Yonge Street	St Johns Road	Multi-use trail	6.1	2023 - 2031	\$ 3,387,000	45%	\$ 1,524,150	\$ 1,862,850	\$ -	\$ 1,862,850	\$ -
81	Webster Blvd	Existing north limit of Webster Blvd	6th Line	Bike lanes	3.9	2023 - 2031	\$ 1,046,000	45%	\$ 470,700	\$ 575,300	\$ -	\$ 575,300	\$ -
82	Jans Blvd	North extent of Jans Blvd	Webster Blvd	Bike lanes	0.8	2023 - 2031	\$ 215,000	45%	\$ 96,750	\$ 118,250	\$ -	\$ 118,250	\$ -
83	6th Line	20th Sideroad	St Johns Road	Multi-use trail	3.1	2023 - 2031	\$ 3,517,000	45%	\$ 1,582,650	\$ 1,934,350	\$ -	\$ 1,934,350	\$ -
84	20th Sideroad	9th Line	5th Line	Multi-use trail	5.5	2032 - 2041	\$ 2,231,154	0%	\$ -	\$ 2,231,154	\$ -	\$ 2,231,154	\$ -
85	20th Sideroad	5th Line	3rd Line	Multi-use trail	2.8	2032 - 2041	\$ 779,000	45%	\$ 350,550	\$ 428,450	\$ -	\$ 428,450	\$ -
86	6th Line	County Road 53 / 5th Sideroad	20th Sideroad	Multi-use trail	9.1	2042 - 2051	\$ 2,531,000	80%	\$ 2,024,800	\$ 506,200	\$ -	\$ 506,200	\$ -
87	Other paved shoulders (Roberts Road, Crystal Beach Road / Goodfellow Avenue, location can be found in Trail Master Plan map)	N/A	N/A	Paved Shoulders	1.6	2032 - 2041	\$ 551,000	45%	\$ 247,950	\$ 303,050	\$ -	\$ 303,050	\$ -
88	Other MUT (IRC Loop, Innisfil Beach Park Trail, Sleeping Lion Loop), location can be found in Trail Master Plan map	N/A	N/A	Multi-use trail	4.2	2023 - 2031	\$ 1,168,000	80%	\$ 934,400	\$ 233,600	\$ -	\$ 233,600	\$ -
89	Other MUT (20th Sideroad proposed realignment), location can be found in Trail Master Plan map	N/A	N/A	Multi-use trail	1.7	2032 - 2041	\$ 473,000	80%	\$ 378,400	\$ 94,600	\$ -	\$ 94,600	\$ -
90	Secondary Trail, location can be found in Trail Master Plan map	N/A	N/A	Secondary Trail	12.1	2023 - 2031	\$ 3,365,000	80%	\$ 2,692,000	\$ 673,000	\$ -	\$ 673,000	\$ -
91	Secondary Trail, location can be found in Trail Master Plan map (Medium-term)	N/A	N/A	Secondary Trail	12.6	2032 - 2041	\$ 3,504,000	80%	\$ 2,803,200	\$ 700,800	\$ -	\$ 700,800	\$ -
92	Secondary Trail, location can be found in Trail Master Plan map (Long-term)	N/A	N/A	Secondary Trail	8.8	2042 - 2051	\$ 2,447,000	80%	\$ 1,957,600	\$ 489,400	\$ -	\$ 489,400	\$ -
93	Sidewalk (within established areas), location can be found in Trail Master Plan map (Short-term)	N/A	N/A	Sidewalk	1.9	2023 - 2031	\$ 528,000	80%	\$ 422,400	\$ 105,600	\$ -	\$ 105,600	\$ -
94	Sidewalk (within established areas), location can be found in Trail Master Plan map (Medium-term)	N/A	N/A	Sidewalk	5.7	2032 - 2041	\$ 1,585,000	80%	\$ 1,268,000	\$ 317,000	\$ -	\$ 317,000	\$ -
95	Sharrows, location can be found in Trail Master Plan map (Short-term)	N/A	N/A	Sharrows	24.0	2023 - 2031	\$ 154,000	80%	\$ 123,200	\$ 30,800	\$ -	\$ 30,800	\$ -
96	Sharrows, location can be found in Trail Master Plan map (Long-term)	N/A	N/A	Sharrows	5.3	2042 - 2051	\$ 34,000	80%	\$ 27,200	\$ 6,800	\$ -	\$ 6,800	\$ -
97	Cycling Lane, location can be found in Trail Master Plan map (Short-term)	N/A	N/A	Bike Lanes	2.2	2023 - 2031	\$ 14,000	80%	\$ 11,200	\$ 2,800	\$ -	\$ 2,800	\$ -
98	Cycling Lane, location can be found in Trail Master Plan map (Medium-term)	N/A	N/A	Bike Lanes	1.7	2032 - 2041	\$ 11,000	80%	\$ 8,800	\$ 2,200	\$ -	\$ 2,200	\$ -
99	10th Sideroad	Innisfil Beach Road	Centennial Park	Multi-use trail	0.7	2023 - 2031	\$ 446,000	80%	\$ 356,800	\$ 89,200	\$ -	\$ 89,200	\$ -
100	Innisfil Beach Road / County Road 21	5th Sideroad	10th Sideroad	Multi-use trail	2.5	2023 - 2031	\$ 695,000	80%	\$ 556,000	\$ 139,000	\$ -	\$ 139,000	\$ -
101	Innisfil Beach Road / County Road 21	10th Sideroad	20th Sideroad	Multi-use trail	6.1	2023 - 2031	\$ 1,722,000	80%	\$ 1,377,600	\$ 344,400	\$ -	\$ 344,400	\$ -
102	Innisfil Beach Road / County Road 21	Essa Road / County Road 27	5th Sideroad	Paved Shoulders	3.7	2032 - 2041	\$ 1,258,000	80%	\$ 1,006,400	\$ 251,600	\$ -	\$ 251,600	\$ -
103	5th Sideroad / County Road 53	Innisfil / Barrie Boundary	Innisfil / Bradford Boundary	Paved Shoulders	14.1	2042 - 2051	\$ 4,793,000	80%	\$ 3,834,400	\$ 958,600	\$ -	\$ 958,600	\$ -
104	Yonge Street / County Road 4	Innisfil / Barrie Boundary	Innisfil / Bradford Boundary	Multi-use trail	16.2	2042 - 2051	\$ 5,898,000	80%	\$ 4,718,400	\$ 1,179,600	\$ -	\$ 1,179,600	\$ -
105	Highway 89	Cookstown Boundary	Highway 400	Paved Shoulders	2.5	2042 - 2051	\$ 850,000	40%	\$ 340,000	\$ 510,000	\$ -	\$ 510,000	\$ -
106	Highway 89	Highway 400	Yonge Street	Paved Shoulders	6.2	2042 - 2051	\$ 2,108,000	80%	\$ 1,686,400	\$ 421,600	\$ -	\$ 421,600	\$ -
<b>Subtotal Active Transportation</b>							<b>\$ 77,771,154</b>		<b>\$ 53,074,750</b>	<b>\$ 24,696,404</b>	<b>\$ -</b>	<b>\$ 24,696,404</b>	<b>\$ -</b>

APPENDIX C

TABLE 2

TOWN OF INNISFIL  
2023 DEVELOPMENT CHARGES REVIEW  
ROADS AND RELATED GROWTH-RELATED CAPITAL PROGRAM

Structures	Improvement Section From	To	Improvement Type	Length (km)	Timing	Total Gross Cost	Benefit to Existing		Total DC Eligible	Available DC Reserves	2023 2051	Post 2051	
							%	\$					
107	6th Line	Bridge Expansion over Railway	N/A	New Structure	0.0	2023 - 2031	\$ 12,000,000	0%	\$ -	\$ 12,000,000	\$ -	\$ 12,000,000	\$ -
108	Innisfil Beach Road Grade Separation	N/A	N/A	New Construction	0.0	2032 - 2041	\$ 35,274,000	25%	\$ 8,818,500	\$ 26,455,500	\$ -	\$ 26,455,500	\$ -
<b>Subtotal Structures</b>							<b>\$ 47,274,000</b>		<b>\$ 8,818,500</b>	<b>\$ 38,455,500</b>	<b>\$ -</b>	<b>\$ 38,455,500</b>	<b>\$ -</b>

Other	Improvement Section From	To	Improvement Type	Length (km)	Timing	Total Gross Cost	Benefit to Existing		Total DC Eligible	Available DC Reserves	2023 2051	Post 2051	
							%	\$					
110	Education Programs for walking and cycling	N/A	N/A	Studies	0.0	2023 - 2023	\$ 274,000	100%	\$ 274,000	\$ -	\$ -	\$ -	\$ -
111	Transportation Planning Studies (TMP)	N/A	N/A	Studies	0.0	2023 - 2023	\$ 548,000	100%	\$ 548,000	\$ -	\$ -	\$ -	\$ -
112	EcoMobility Hub	N/A	N/A	Other Improvements	0.0	2023 - 2023	\$ 548,000	40%	\$ 219,200	\$ 328,800	\$ 328,800	\$ -	\$ -
113	Bike-share program	N/A	N/A	Other Improvements	0.0	2024 - 2024	\$ 144,000	0%	\$ -	\$ 144,000	\$ -	\$ 144,000	\$ -
114	zoning by-law study to consider reduced minimum parking standards and the addition of Electric Vehicle parking space and carpool parking space requirements	N/A	N/A	Studies	0.0	2024 - 2024	\$ 274,000	100%	\$ 274,000	\$ -	\$ -	\$ -	\$ -
115	Provision for Future Growth-Related Infrastructure	N/A	N/A	New Construction		2032 - 2051	\$ 50,000,000	0%	\$ -	\$ 50,000,000	\$ -	\$ 50,000,000	\$ -
<b>Subtotal Other</b>							<b>\$ 51,788,000</b>		<b>\$ 1,315,200</b>	<b>\$ 50,472,800</b>	<b>\$ 328,800</b>	<b>\$ 50,144,000</b>	<b>\$ -</b>

<b>Total Roads Infrastructure</b>				<b>373.2</b>			<b>\$ 816,448,821</b>		<b>\$ 230,536,846</b>	<b>\$ 585,911,975</b>	<b>\$ 13,670,666</b>	<b>\$ 572,241,309</b>	<b>\$ -</b>
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Residential Development Charge Calculation		
Residential Share of 2023 - 2051 DC Eligible Costs	81%	\$463,515,460.04
Long-Term Growth in Population in New Units		62,841
Unadjusted Development Charge Per Capita		<b>\$7,376</b>
Industrial Development Charges Calculation		
Non-Residential Share of 2023 - 2051 DC Eligible Costs	10%	\$57,224,130.87
Long-Term Growth in Square Metres		696,470
Unadjusted Development Charge Per Square Metre		<b>\$82.16</b>
Non-Industrial Development Charges Calculation		
Non-Residential Share of 2023 - 2051 DC Eligible Costs	9%	\$51,501,717.78
Long-Term Growth in Square Metres		302,052
Unadjusted Development Charge Per Square Metre		<b>\$170.51</b>

2023 - 2051 Net Funding Envelope	\$1,238,460,882
Reserve Fund Balance	
Balance as at December 31, 2022	\$13,722,866

**APPENDIX C  
TABLE 3**

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

<b>ROADS AND RELATED: RESIDENTIAL</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>
OPENING CASH BALANCE (\$000)	\$11,115.5	\$6,758.5	(\$487.0)	(\$952.4)	\$1,352.6	(\$1,799.9)	(\$3,691.7)	(\$3,903.8)	(\$1,714.8)	\$1,424.9	\$5,539.1	\$15,406.2	\$12,331.9	\$10,058.6	\$8,731.4
<b>2023 TO 2051 RESIDENTIAL FUNDING REQUIREMENTS</b>															
Prior Growth (Funding from DC Reserve Balance)	\$1,467.1	\$1,200.8	\$1,200.8	\$1,200.8	\$1,200.8	\$1,200.8	\$1,200.8	\$1,200.8	\$1,200.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Roads And Related: Residential: Non Inflated	\$12,206.9	\$18,786.6	\$12,206.9	\$12,206.9	\$12,206.9	\$12,206.9	\$12,206.9	\$12,206.9	\$14,226.2	\$17,383.4	\$17,383.4	\$17,383.4	\$17,383.4	\$17,383.4	\$17,383.4
Roads And Related: Residential: Inflated	\$13,674.0	\$20,387.2	\$13,949.3	\$14,228.3	\$14,512.9	\$14,803.1	\$15,099.2	\$15,401.2	\$18,075.2	\$20,774.8	\$21,190.3	\$21,614.1	\$22,046.4	\$22,487.3	\$22,937.1
<b>NEW RESIDENTIAL DEVELOPMENT</b>															
- Population Growth in New Units	1,215	1,724	1,744	2,092	1,413	1,587	1,798	2,075	2,434	2,781	3,379	1,953	2,054	2,163	1,986
<b>REVENUE</b>															
- DC Receipts: Inflated	\$9,055.0	\$13,105.3	\$13,522.5	\$16,545.2	\$11,398.6	\$13,058.3	\$15,090.4	\$17,763.5	\$21,253.6	\$24,769.2	\$30,697.3	\$18,097.3	\$19,413.9	\$20,853.0	\$19,529.5
<b>INTEREST</b>															
- Interest on Opening Balance	\$389.0	\$236.5	(\$26.8)	(\$52.4)	\$47.3	(\$99.0)	(\$203.0)	(\$214.7)	(\$94.3)	\$49.9	\$193.9	\$539.2	\$431.6	\$352.1	\$305.6
- Interest on In-year Transactions	(\$127.0)	(\$200.3)	(\$11.7)	\$40.5	(\$85.6)	(\$48.0)	(\$0.2)	\$41.3	\$55.6	\$69.9	\$166.4	(\$96.7)	(\$72.4)	(\$44.9)	(\$93.7)
<b>TOTAL REVENUE</b>	<b>\$9,317.0</b>	<b>\$13,141.6</b>	<b>\$13,484.0</b>	<b>\$16,533.4</b>	<b>\$11,360.3</b>	<b>\$12,911.4</b>	<b>\$14,887.1</b>	<b>\$17,590.2</b>	<b>\$21,214.9</b>	<b>\$24,889.0</b>	<b>\$31,057.5</b>	<b>\$18,539.8</b>	<b>\$19,773.1</b>	<b>\$21,160.1</b>	<b>\$19,741.4</b>
CLOSING CASH BALANCE	\$6,758.5	(\$487.0)	(\$952.4)	\$1,352.6	(\$1,799.9)	(\$3,691.7)	(\$3,903.8)	(\$1,714.8)	\$1,424.9	\$5,539.1	\$15,406.2	\$12,331.9	\$10,058.6	\$8,731.4	\$5,535.7

<b>ROADS AND RELATED: RESIDENTIAL</b>	<b>2038</b>	<b>2039</b>	<b>2040</b>	<b>2041</b>	<b>2042</b>	<b>2043</b>	<b>2044</b>	<b>2045</b>	<b>2046</b>	<b>2047</b>	<b>2048</b>	<b>2049</b>	<b>2050</b>	<b>2051</b>	<b>TOTAL</b>
OPENING CASH BALANCE (\$000)	\$5,535.7	\$3,044.5	\$1,369.0	\$607.1	(\$29,525.6)	(\$30,293.9)	(\$30,253.6)	(\$29,223.0)	(\$27,015.0)	(\$23,556.9)	(\$21,346.6)	(\$17,849.8)	(\$12,925.3)	(\$6,433.8)	
<b>2023 TO 2051 RESIDENTIAL FUNDING REQUIREMENTS</b>															
Prior Growth (Funding from DC Reserve Balance)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	<b>\$11,073.2</b>
Roads And Related: Residential: Non Inflated	17,383.4	17,383.4	17,383.4	38,068.6	14,946.7	14,946.7	14,946.7	14,946.7	14,946.7	14,946.7	14,946.7	14,946.7	14,946.7	16,014.7	<b>\$463,515.5</b>
Roads And Related: Residential: Inflated	23,395.8	23,863.7	24,341.0	54,371.4	21,774.5	22,210.0	22,654.2	23,107.2	23,569.4	24,040.8	24,521.6	25,012.0	25,512.3	27,882.0	<b>\$637,436.4</b>
<b>NEW RESIDENTIAL DEVELOPMENT</b>															
- Population Growth in New Units	2,072	2,072	2,072	2,072	2,072	2,072	2,072	2,072	2,072	2,072	2,072	2,072	2,072	2,072	<b>62,841</b>
<b>REVENUE</b>															
- DC Receipts: Inflated	\$20,782.7	\$22,129.4	\$23,552.9	\$25,024.5	\$22,615.3	\$23,887.1	\$25,302.4	\$26,856.9	\$28,428.2	\$27,486.4	\$29,112.1	\$30,816.8	\$32,590.7	\$34,553.0	<b>\$637,291.0</b>
<b>INTEREST</b>															
- Interest on Opening Balance	\$193.7	\$106.6	\$47.9	\$21.2	(\$1,623.9)	(\$1,666.2)	(\$1,663.9)	(\$1,607.3)	(\$1,485.8)	(\$1,295.6)	(\$1,174.1)	(\$981.7)	(\$710.9)	(\$353.9)	<b>(\$10,338.9)</b>
- Interest on In-year Transactions	(\$71.9)	(\$47.7)	(\$21.7)	(\$807.0)	\$14.7	\$29.3	\$46.3	\$65.6	\$85.0	\$60.3	\$80.3	\$101.6	\$123.9	\$116.7	<b>(\$631.2)</b>
<b>TOTAL REVENUE</b>	<b>\$20,904.6</b>	<b>\$22,188.2</b>	<b>\$23,579.1</b>	<b>\$24,238.7</b>	<b>\$21,006.1</b>	<b>\$22,250.3</b>	<b>\$23,684.8</b>	<b>\$25,315.3</b>	<b>\$27,027.4</b>	<b>\$26,251.1</b>	<b>\$28,018.4</b>	<b>\$29,936.6</b>	<b>\$32,003.7</b>	<b>\$34,315.9</b>	<b>\$626,320.8</b>
CLOSING CASH BALANCE	\$3,044.5	\$1,369.0	\$607.1	(\$29,525.6)	(\$30,293.9)	(\$30,253.6)	(\$29,223.0)	(\$27,015.0)	(\$23,556.9)	(\$21,346.6)	(\$17,849.8)	(\$12,925.3)	(\$6,433.8)	\$0.0	

<b>2023 Adjusted Charge Per Capita</b>	<b>\$7,452.63</b>
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<b>Allocation of Capital Program</b>	
Residential Sector	81.0%
Non-Residential Sector	19.0%
<b>Rates for 2023</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

**APPENDIX C  
TABLE 4**

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

<b>ROAD AND RELATED: INDUSTRIAL</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>
OPENING CASH BALANCE (\$000)	\$1,372	\$737	(\$1,174)	(\$2,471)	(\$3,970)	(\$4,448)	(\$4,886)	(\$5,275)	(\$5,607)	(\$6,172)	(\$7,157)	(\$8,110)	(\$9,020)	(\$9,874)	(\$10,661)
<b>2023 to 2051 RESIDENTIAL FUNDING REQUIREMENTS</b>															
Prior Growth (Funding from DC Reserve Balance)	\$181.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Road And Related: Industrial: Non: Inflated	\$1,507.0	\$2,319.3	\$1,507.0	\$1,507.0	\$1,507.0	\$1,507.0	\$1,507.0	\$1,507.0	\$1,756.3	\$2,146.1	\$2,146.1	\$2,146.1	\$2,146.1	\$2,146.1	\$2,146.1
Road And Related: Industrial: Inflated	\$1,688.1	\$2,365.7	\$1,567.9	\$1,599.3	\$1,631.3	\$1,663.9	\$1,697.2	\$1,731.1	\$2,057.8	\$2,564.8	\$2,616.1	\$2,668.4	\$2,721.8	\$2,776.2	\$2,831.7
<b>NEW RESIDENTIAL DEVELOPMENT</b>															
- New Industrial Building GFA - square metres	11,448	5,276	3,961	2,869	14,256	14,957	15,693	16,465	17,275	18,125	19,017	19,953	20,934	21,964	23,045
<b>REVENUE</b>															
- DC Receipts: Inflated	\$1,023.1	\$481.0	\$368.3	\$272.1	\$1,379.1	\$1,475.9	\$1,579.5	\$1,690.3	\$1,808.9	\$1,935.9	\$2,071.8	\$2,217.2	\$2,372.8	\$2,539.3	\$2,717.6
<b>INTEREST</b>															
- Interest on Opening Balance	\$48.0	\$25.8	(\$64.6)	(\$135.9)	(\$218.4)	(\$244.6)	(\$268.7)	(\$290.1)	(\$308.4)	(\$339.4)	(\$393.6)	(\$446.1)	(\$496.1)	(\$543.1)	(\$586.3)
- Interest on In-year Transactions	(\$18.3)	(\$51.8)	(\$33.0)	(\$36.5)	(\$6.9)	(\$5.2)	(\$3.2)	(\$1.1)	(\$6.8)	(\$17.3)	(\$15.0)	(\$12.4)	(\$9.6)	(\$6.5)	(\$3.1)
<b>TOTAL REVENUE</b>	<b>\$1,052.9</b>	<b>\$454.9</b>	<b>\$270.8</b>	<b>\$99.7</b>	<b>\$1,153.8</b>	<b>\$1,226.1</b>	<b>\$1,307.5</b>	<b>\$1,399.0</b>	<b>\$1,493.7</b>	<b>\$1,579.2</b>	<b>\$1,663.2</b>	<b>\$1,758.8</b>	<b>\$1,867.1</b>	<b>\$1,989.7</b>	<b>\$2,128.1</b>
CLOSING CASH BALANCE	\$737.0	(\$1,173.8)	(\$2,470.9)	(\$3,970.5)	(\$4,447.9)	(\$4,885.7)	(\$5,275.4)	(\$5,607.4)	(\$6,171.5)	(\$7,157.2)	(\$8,110.1)	(\$9,019.7)	(\$9,874.3)	(\$10,660.8)	(\$11,364.5)

<b>ROAD AND RELATED: INDUSTRIAL</b>	<b>2038</b>	<b>2039</b>	<b>2040</b>	<b>2041</b>	<b>2042</b>	<b>2043</b>	<b>2044</b>	<b>2045</b>	<b>2046</b>	<b>2047</b>	<b>2048</b>	<b>2049</b>	<b>2050</b>	<b>2051</b>	<b>TOTAL</b>
OPENING CASH BALANCE (\$000)	(\$11,364.5)	(\$11,969.3)	(\$12,458.5)	(\$12,812.3)	(\$16,751.5)	(\$16,526.6)	(\$16,071.6)	(\$15,355.9)	(\$14,345.7)	(\$13,004.1)	(\$11,290.7)	(\$9,161.0)	(\$6,566.6)	(\$3,454.4)	
<b>2013 to 2031 RESIDENTIAL FUNDING REQUIREMENTS</b>															
- Non: Inflated	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	<b>\$181.1</b>
Road And Related: Industrial: Non: Inflated	\$2,146.1	\$2,146.1	\$2,146.1	\$4,699.8	\$1,845.3	\$1,845.3	\$1,845.3	\$1,845.3	\$1,845.3	\$1,845.3	\$1,845.3	\$1,845.3	\$1,845.3	\$1,977.1	<b>\$57,224.1</b>
Road And Related: Industrial: Inflated	\$2,888.4	\$2,946.1	\$3,005.1	\$6,712.5	\$2,688.2	\$2,742.0	\$2,796.8	\$2,852.7	\$2,909.8	\$2,968.0	\$3,027.4	\$3,087.9	\$3,149.7	\$3,442.2	<b>\$77,398.0</b>
<b>NEW RESIDENTIAL DEVELOPMENT</b>															
- New Building GFA - square metres	\$24,178.0	\$25,368.0	\$26,616.0	\$27,925.0	\$29,299.0	\$30,741.0	\$32,253.0	\$33,840.0	\$35,505.0	\$37,251.0	\$39,084.0	\$41,007.0	\$43,024.0	\$45,141.0	<b>696,470</b>
<b>REVENUE</b>															
- DC Receipts: Inflated	\$2,908.2	\$3,112.4	\$3,330.8	\$3,564.5	\$3,814.7	\$4,082.5	\$4,369.0	\$4,675.6	\$5,003.8	\$5,354.8	\$5,730.7	\$6,132.9	\$6,563.3	\$7,023.9	<b>\$89,600.0</b>
<b>INTEREST</b>															
- Interest on Opening Balance	(\$625.0)	(\$658.3)	(\$685.2)	(\$704.7)	(\$921.3)	(\$909.0)	(\$883.9)	(\$844.6)	(\$789.0)	(\$715.2)	(\$621.0)	(\$503.9)	(\$361.2)	(\$190.0)	<b>(\$13,673.9)</b>
- Interest on In-year Transactions	\$0.3	\$2.9	\$5.7	(\$86.6)	\$19.7	\$23.5	\$27.5	\$31.9	\$36.6	\$41.8	\$47.3	\$53.3	\$59.7	\$62.7	<b>\$99.6</b>
<b>TOTAL REVENUE</b>	<b>\$2,283.5</b>	<b>\$2,457.0</b>	<b>\$2,651.3</b>	<b>\$2,773.3</b>	<b>\$2,913.1</b>	<b>\$3,197.0</b>	<b>\$3,512.5</b>	<b>\$3,862.9</b>	<b>\$4,251.4</b>	<b>\$4,681.4</b>	<b>\$5,157.0</b>	<b>\$5,682.3</b>	<b>\$6,261.8</b>	<b>\$6,896.6</b>	<b>\$76,025.7</b>
CLOSING CASH BALANCE	(\$11,969.3)	(\$12,458.5)	(\$12,812.3)	(\$16,751.5)	(\$16,526.6)	(\$16,071.6)	(\$15,355.9)	(\$14,345.7)	(\$13,004.1)	(\$11,290.7)	(\$9,161.0)	(\$6,566.6)	(\$3,454.4)	\$0.0	

<b>2023 Adjusted Charge Per Square Metre</b>	<b>\$89.37</b>
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<b>Allocation of Capital Program</b>	
Residential Sector	81.0%
Industrial	10.0%
Non-Industrial	9.0%
<b>Rates for 2023</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

**APPENDIX C  
TABLE 5**

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

<b>ROAD AND RELATED: NON-INDUSTRIAL</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>
OPENING CASH BALANCE (\$000)	\$1,235	\$1,110	(\$579)	(\$1,704)	(\$2,911)	(\$1,956)	(\$705)	\$885	\$2,848	\$4,948	\$4,849	\$6,192	\$6,305	\$6,517	\$6,839
<b>2023 to 2051 RESIDENTIAL FUNDING REQUIREMENTS</b>															
Prior Growth (Funding from DC Reserve Balance)	\$163.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Road And Related: Non-Industrial: Non: Inflated	\$1,356.3	\$2,087.4	\$1,356.3	\$1,356.3	\$1,356.3	\$1,580.7	\$1,356.3	\$1,356.3	\$1,580.7	\$1,931.5	\$1,931.5	\$1,931.5	\$1,931.5	\$1,931.5	\$1,931.5
Road And Related: Non-Industrial: Inflated	\$1,519.3	\$2,129.2	\$1,411.1	\$1,439.3	\$1,468.1	\$1,497.5	\$1,527.4	\$1,558.0	\$1,852.0	\$2,308.3	\$2,354.5	\$2,401.6	\$2,449.6	\$2,498.6	\$2,548.6
<b>NEW RESIDENTIAL DEVELOPMENT</b>															
- New Non-Industrial Building GFA - square metres	8,267	2,676	2,039	2,046	14,448	15,648	16,947	18,354	19,878	10,432	17,548	11,289	11,743	12,215	8,523
<b>REVENUE</b>															
- DC Receipts: Inflated	\$1,355.3	\$447.5	\$347.8	\$355.9	\$2,563.8	\$2,832.3	\$3,128.8	\$3,456.3	\$3,818.2	\$2,043.8	\$3,506.8	\$2,301.1	\$2,441.5	\$2,590.4	\$1,843.6
<b>INTEREST</b>															
- Interest on Opening Balance	\$43.2	\$38.8	(\$31.9)	(\$93.7)	(\$160.1)	(\$107.6)	(\$38.8)	\$31.0	\$99.7	\$173.2	\$169.7	\$216.7	\$220.7	\$228.1	\$239.4
- Interest on In-year Transactions	(\$4.5)	(\$46.2)	(\$29.2)	(\$29.8)	\$19.2	\$23.4	\$28.0	\$33.2	\$34.4	(\$7.3)	\$20.2	(\$2.8)	(\$0.2)	\$1.6	(\$19.4)
<b>TOTAL REVENUE</b>	<b>\$1,394.0</b>	<b>\$440.1</b>	<b>\$286.7</b>	<b>\$232.4</b>	<b>\$2,422.9</b>	<b>\$2,748.1</b>	<b>\$3,118.0</b>	<b>\$3,520.5</b>	<b>\$3,952.2</b>	<b>\$2,209.7</b>	<b>\$3,696.7</b>	<b>\$2,515.0</b>	<b>\$2,662.0</b>	<b>\$2,820.2</b>	<b>\$2,063.6</b>
CLOSING CASH BALANCE	\$1,109.7	(\$579.4)	(\$1,703.8)	(\$2,910.7)	(\$1,955.9)	(\$705.3)	\$885.2	\$2,847.7	\$4,947.9	\$4,849.3	\$6,191.5	\$6,305.0	\$6,517.4	\$6,839.0	\$6,354.0

<b>ROAD AND RELATED: NON-INDUSTRIAL</b>	<b>2038</b>	<b>2039</b>	<b>2040</b>	<b>2041</b>	<b>2042</b>	<b>2043</b>	<b>2044</b>	<b>2045</b>	<b>2046</b>	<b>2047</b>	<b>2048</b>	<b>2049</b>	<b>2050</b>	<b>2051</b>	<b>TOTAL</b>
OPENING CASH BALANCE (\$000)	\$6,354.0	\$5,889.7	\$7,583.2	\$7,247.2	\$3,574.4	\$3,983.5	\$4,500.1	\$7,100.5	\$7,932.8	\$8,907.9	\$6,831.3	\$4,635.4	\$5,052.4	\$2,698.1	
<b>2013 to 2031 RESIDENTIAL FUNDING REQUIREMENTS</b>															
- Non: Inflated	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	<b>\$163.0</b>
Road And Related: Non-Industrial: Non: Inflated	\$1,931.5	\$1,931.5	\$1,931.5	\$4,229.8	\$1,660.7	\$1,660.7	\$1,660.7	\$1,660.7	\$1,660.7	\$1,660.7	\$1,660.7	\$1,660.7	\$1,660.7	\$1,779.4	<b>\$51,501.7</b>
Road And Related: Non-Industrial: Inflated	\$2,599.5	\$2,651.5	\$2,704.6	\$6,041.3	\$2,419.4	\$2,467.8	\$2,517.1	\$2,567.5	\$2,618.8	\$2,671.2	\$2,724.6	\$2,779.1	\$2,834.7	\$3,098.0	<b>\$69,658.2</b>
<b>NEW RESIDENTIAL DEVELOPMENT</b>															
- New Building GFA - square metres	\$8,753.0	\$18,277.0	\$9,232.0	\$9,481.0	\$11,299.0	\$11,652.0	\$19,793.0	\$12,394.0	\$12,782.0	\$1,315.0	\$1,319.0	\$11,043.0	\$1,327.0	\$1,332.0	<b>302,052</b>
<b>REVENUE</b>															
- DC Receipts: Inflated	\$1,931.2	\$4,113.3	\$2,119.2	\$2,219.9	\$2,698.5	\$2,838.5	\$4,918.1	\$3,141.2	\$3,304.3	\$346.7	\$354.8	\$3,029.5	\$371.3	\$380.2	<b>\$64,799.8</b>
<b>INTEREST</b>															
- Interest on Opening Balance	\$222.4	\$206.1	\$265.4	\$253.7	\$125.1	\$139.4	\$157.5	\$248.5	\$277.6	\$311.8	\$239.1	\$162.2	\$176.8	\$94.4	<b>\$3,908.6</b>
- Interest on In-year Transactions	(\$18.4)	\$25.6	(\$16.1)	(\$105.1)	\$4.9	\$6.5	\$42.0	\$10.0	\$12.0	(\$63.9)	(\$65.2)	\$4.4	(\$67.7)	(\$74.7)	<b>(\$285.2)</b>
<b>TOTAL REVENUE</b>	<b>\$2,135.3</b>	<b>\$4,345.0</b>	<b>\$2,368.5</b>	<b>\$2,368.5</b>	<b>\$2,828.5</b>	<b>\$2,984.4</b>	<b>\$5,117.6</b>	<b>\$3,399.7</b>	<b>\$3,594.0</b>	<b>\$594.6</b>	<b>\$528.7</b>	<b>\$3,196.1</b>	<b>\$480.4</b>	<b>\$399.9</b>	<b>\$68,423.2</b>
CLOSING CASH BALANCE	\$5,889.7	\$7,583.2	\$7,247.2	\$3,574.4	\$3,983.5	\$4,500.1	\$7,100.5	\$7,932.8	\$8,907.9	\$6,831.3	\$4,635.4	\$5,052.4	\$2,698.1	(\$0.0)	

<b>2023 Adjusted Charge Per Square Metre</b>	<b>\$163.94</b>
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<b>Allocation of Capital Program</b>	
Residential Sector	81.0%
Industrial	10.0%
Non-Industrial	9.0%
<b>Rates for 2023</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

APPENDIX D.1  
TABLE 1

TOWN OF INNISFIL  
2023 DEVELOPMENT CHARGES BACKGROUND STUDY  
WASTEWATER TREATMENT COSTS  
DEVELOPMENTS SUBJECT TO IDAG

	Net Municipal Cost	Ineligible Costs	Total DC Eligible Costs	Available DC Reserves	DC Eligible Costs 2023-2041	DC Eligible Costs Post-2041
<b>1 Lakeshore Water Treatment Plant</b>						
1.1 Optimization and I&I Program	\$ 1,500,000	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000	\$ -
1.2 Design and Construction, Phase 3 Expansion (2023)	\$ 132,300,000	\$ -	\$ 132,300,000	\$ 19,546,488	\$ 112,753,512	\$ -
Subtotal	\$ 133,800,000	\$ -	\$ 133,800,000	\$ 19,546,488	\$ 114,253,512	\$ -
<b>TOTAL</b>	<b>\$ 133,800,000</b>	<b>\$ -</b>	<b>\$ 133,800,000</b>	<b>\$ 19,546,488</b>	<b>\$ 114,253,512</b>	<b>\$ -</b>

Capacity (m <sup>3</sup> )	Total Capacity	10% Reserve	Net Capacity
Available Uncommitted Capacity	4,060	-	4,060
Phase 3 added capacity	8,000	800	7,200
<b>Total Capacity Available (m<sup>3</sup>)</b>	<b>12,060</b>	<b>800</b>	<b>11,260</b>
<b>Cost Per Cubic Metre (\$ / m<sup>3</sup>)</b>			<b>\$10,146.85</b>

DC Reserve Funds	
Available Balance Dec 31, 2022	\$ 19,546,488

Source: InnServices Utilities Inc.



APPENDIX D.1  
TABLE 2

TOWN OF INNISFIL  
2023 DEVELOPMENT CHARGES BACKGROUND STUDY  
WASTEWATER TREATMENT COSTS

	Net Municipal Cost	Ineligible Costs	Total DC Eligible Costs	Available DC Reserves	DC Eligible Costs 2023-2041	DC Eligible Costs Post-2041
<b>2 Lakeshore Water Treatment Plant</b>						
2.1 Design and Construction, Phase 4 Expansion (2035)	\$ 95,980,000	\$ -	\$ 95,980,000	\$ -	\$ 95,980,000	\$ -
2.2 Debenture Interest Costs	\$ 45,268,000	\$ -	\$ 45,268,000	\$ -	\$ 45,268,000	\$ -
Subtotal	\$ 141,248,000	\$ -	\$ 141,248,000	\$ -	\$ 141,248,000	\$ -
<b>TOTAL</b>	<b>\$ 141,248,000</b>	<b>\$ -</b>	<b>\$ 141,248,000</b>	<b>\$ -</b>	<b>\$ 141,248,000</b>	<b>\$ -</b>

Capacity (m <sup>3</sup> )	Total Capacity	10% Reserve	Net Capacity
Phase 4 added capacity	15,000	1,500	13,500
<b>Total Capacity Available (m<sup>3</sup>)</b>	<b>15,000</b>	<b>1,500</b>	<b>13,500</b>
<b>Cost Per Cubic Metre (\$ / m<sup>3</sup>)</b>			<b>\$10,462.81</b>

Source: InnServices Utilities Inc.

DC Reserve Funds <sup>1</sup>	
Available Balance Dec 31, 2022	\$ -

<sup>1</sup> In accordance with the requirements of the IDAG agreement the available DC reserve fund balance has been committed against the Phase 3 plant expansion

Notes:

1. Debt Repayment Terms	Amortization Period	Financing Rate	Debt Factor
	20	4.00%	0.073582

2. Wastewater Demands:

Residential:	
WPCP average day flow per capita	0.325 m <sup>3</sup> /day/cap

Non-Residential:	
Average Day Demand Per Hectare	10 m <sup>3</sup> /ha.d
Average Coverage	25%
Average Day Demand GFA	
Per Square Metre of GFA	0.00400 m <sup>3</sup>
Per Square Foot of GFA	0.00037 m <sup>3</sup>

APPENDIX D.1

TABLE 2

TOWN OF INNISFIL  
WASTEWATER SERVICING: INNISFIL NORTH AND FRIDAY HARBOUR

1. Wastewater Servicing

1.1 Sanitary Sewers		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil North Share		Friday Harbour Share		Other Areas Share	
#	Project Description								%	\$	%	\$	%	\$
1.1.1	Spring Street Sewer	2023 - 2028	\$ 3,000,000	\$ -	0%	\$ -	\$ -	\$ 3,000,000	100.00%	\$ 3,000,000	0.00%	\$ -	0.00%	\$ -
1.1.2	10th Line sewer west of 25th Sideroad	2024 - 2031	\$ 1,680,000	\$ -	0%	\$ -	\$ -	\$ 1,680,000	100.00%	\$ 1,680,000	0.00%	\$ -	0.00%	\$ -
1.1.3	Crystal Beach Road sewer twinning	2024 - 2031	\$ 1,480,000	\$ -	0%	\$ -	\$ -	\$ 1,480,000	83.15%	\$ 1,230,641	16.85%	\$ 249,359	0.00%	\$ -
1.1.4	Park Rd. sewer twinning	2025 - 2031	\$ 260,000	\$ -	0%	\$ -	\$ -	\$ 260,000	100.00%	\$ 260,000	0.00%	\$ -	0.00%	\$ -
1.1.5	Roberts Rd. sewer twinning	2026 - 2031	\$ 80,000	\$ -	0%	\$ -	\$ -	\$ 80,000	100.00%	\$ 80,000	0.00%	\$ -	0.00%	\$ -
1.1.6	Lakelands Ave. sewer twinning	2027 - 2031	\$ 920,000	\$ -	0%	\$ -	\$ -	\$ 920,000	83.15%	\$ 764,993	16.85%	\$ 155,007	0.00%	\$ -
1.1.7	Simcoe Blvd. sewer twinning	2028 - 2031	\$ 800,000	\$ -	0%	\$ -	\$ -	\$ 800,000	83.15%	\$ 665,212	16.85%	\$ 134,788	0.00%	\$ -
1.1.8	Adams Rd. sewer twinning	2029 - 2031	\$ 1,300,000	\$ -	0%	\$ -	\$ -	\$ 1,300,000	83.15%	\$ 1,080,969	16.85%	\$ 219,031	0.00%	\$ -
1.1.9	Kennedy Rd. sewer twinning	2030 - 2031	\$ 320,000	\$ -	0%	\$ -	\$ -	\$ 320,000	83.15%	\$ 266,085	16.85%	\$ 53,915	0.00%	\$ -
1.1.10	7th Line sewer	2024 - 2031	\$ 920,000	\$ -	0%	\$ -	\$ -	\$ 920,000	83.15%	\$ 764,993	16.85%	\$ 155,007	0.00%	\$ -
1.1.11	Decommission SPS 7	2024 - 2031	\$ 700,000	\$ -	0%	\$ -	\$ -	\$ 700,000	100.00%	\$ 700,000	0.00%	\$ -	0.00%	\$ -
1.1.12	9th Line sewer	2024 - 2031	\$ 7,520,000	\$ -	0%	\$ -	\$ -	\$ 7,520,000	100.00%	\$ 7,520,000	0.00%	\$ -	0.00%	\$ -
1.1.13	IBR Trunk sewer from Yonge St to 20 SR	2023 - 2028	\$ 6,740,000	\$ -	0%	\$ -	\$ -	\$ 6,740,000	7.68%	\$ 517,933	0.00%	\$ -	92.32%	\$ 6,222,067
1.1.14	20 SR Trunk Sewer	2024 - 2031	\$ 4,120,000	\$ -	0%	\$ -	\$ -	\$ 4,120,000	7.68%	\$ 316,600	0.00%	\$ -	92.32%	\$ 3,803,400
1.1.15	6th Line trunk Sewer to Sleeping Lion	2024 - 2031	\$ 4,940,000	\$ -	0%	\$ -	\$ -	\$ 4,940,000	22.20%	\$ 1,096,490	0.00%	\$ -	77.80%	\$ 3,843,510
<b>Sub-Total Sanitary Sewers</b>			<b>\$ 34,780,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 34,780,000</b>		<b>\$ 19,943,916</b>		<b>\$ 967,107</b>		<b>\$ 13,868,977</b>

1.2 Sewage Pumping Stations and Forcemains		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil North Share		Friday Harbour Share		Other Areas Share	
#	Project Description								%	\$	%	\$	%	\$
1.2.1	Big Bay Point SPS	2031 - 2041	\$ 5,600,000	\$ -	100%	\$ 5,600,000	\$ -	\$ -	61.65%	\$ -	38.35%	\$ -	0.00%	\$ -
1.2.2	Big Bay Point SPS Forcemain to Friday Drive	2031 - 2041	\$ 5,100,000	\$ -	100%	\$ 5,100,000	\$ -	\$ -	61.65%	\$ -	38.35%	\$ -	0.00%	\$ -
1.2.3	Sandy Cove SPS	2023 - 2031	\$ 5,600,000	\$ -	0%	\$ -	\$ -	\$ 5,600,000	100.00%	\$ 5,600,000	0.00%	\$ -	0.00%	\$ -
1.2.4	Sandy Cove SPS Forcemain to Lockhart Rd.	2024 - 2031	\$ 4,520,000	\$ -	0%	\$ -	\$ -	\$ 4,520,000	100.00%	\$ 4,520,000	0.00%	\$ -	0.00%	\$ -
1.2.5	SPS 4 Expansion Phase 1	2023 - 2023	\$ 4,400,000	\$ -	0%	\$ -	\$ -	\$ 4,400,000	86.92%	\$ 3,824,320	13.08%	\$ 575,680	0.00%	\$ -
1.2.6	SPS 4 Expansion Phase 2	2031 - 2041	\$ 7,200,000	\$ -	0%	\$ -	\$ -	\$ 7,200,000	86.92%	\$ 6,257,978	13.08%	\$ 942,022	0.00%	\$ -
1.2.7	SPS 4 Second Forcemain	2031 - 2041	\$ 3,700,000	\$ -	0%	\$ -	\$ -	\$ 3,700,000	86.92%	\$ 3,215,905	13.08%	\$ 484,095	0.00%	\$ -
1.2.8	SPS 3 Expansion	2024 - 2031	\$ 12,800,000	\$ -	0%	\$ -	\$ -	\$ 12,800,000	86.92%	\$ 11,125,294	13.08%	\$ 1,674,706	0.00%	\$ -
1.2.9	SPS 3 Second Forcemain	2024 - 2031	\$ 2,320,000	\$ -	0%	\$ -	\$ -	\$ 2,320,000	86.92%	\$ 2,016,459	13.08%	\$ 303,541	0.00%	\$ -
1.2.10	Stroud SPS	2023 - 2031	\$ 4,680,000	\$ -	0%	\$ -	\$ -	\$ 4,680,000	100.00%	\$ 4,680,000	0.00%	\$ -	0.00%	\$ -
1.2.11	Stroud SPS Forcemain	2023 - 2031	\$ 4,020,000	\$ -	0%	\$ -	\$ -	\$ 4,020,000	100.00%	\$ 4,020,000	0.00%	\$ -	0.00%	\$ -
1.2.12	20th Sideroad SPS	2024 - 2031	\$ 6,240,000	\$ -	0%	\$ -	\$ -	\$ 6,240,000	7.68%	\$ 479,511	0.00%	\$ -	92.32%	\$ 5,760,489
1.2.13	20th Sideroad SPS Expansion	2031 - 2041	\$ 7,040,000	\$ -	0%	\$ -	\$ -	\$ 7,040,000	7.68%	\$ 540,986	0.00%	\$ -	92.32%	\$ 6,499,014
1.2.14	20th Sideroad SPS Forcemain	2024 - 2031	\$ 3,120,000	\$ -	0%	\$ -	\$ -	\$ 3,120,000	7.68%	\$ 239,755	0.00%	\$ -	92.32%	\$ 2,880,245
1.2.15	New SPS 2	2023 - 2023	\$ 1,363,581	\$ -	0%	\$ -	\$ -	\$ 1,363,581	39.77%	\$ 542,292	0.00%	\$ -	60.23%	\$ 821,289
1.2.16	New SPS 2 Expansion	2031 - 2041	\$ 2,000,000	\$ -	0%	\$ -	\$ -	\$ 2,000,000	35.99%	\$ 719,838	0.00%	\$ -	64.01%	\$ 1,280,162
<b>Sub-Total Sewage Pumping Stations</b>			<b>\$ 79,703,581</b>	<b>\$ -</b>		<b>\$ 10,700,000</b>	<b>\$ -</b>	<b>\$ 69,003,581</b>		<b>\$ 47,782,339</b>		<b>\$ 3,980,044</b>		<b>\$ 17,241,198</b>

<b>Total Wastewater Collection System</b>			<b>\$ 114,483,581</b>	<b>\$ -</b>		<b>\$ 10,700,000</b>	<b>\$ -</b>	<b>\$ 103,783,581</b>		<b>\$ 67,726,255</b>		<b>\$ 4,947,151</b>		<b>\$ 31,110,175</b>
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**TABLE 8  
APPENDIX D.1  
TABLE 3**

**TOWN OF INNISFIL  
WASTEWATER SERVICES: INNISFIL NORTH AND FRIDAY HARBOUR  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Wastewater Servicing</b>	<b>Innisfil North*</b>	<b>Friday Harbour Resort</b>
<b>1. Wastewater Collection System</b>		
1.1 Sanitary Sewers	\$19,943,916	\$967,107
1.2 Sewage Pumping Stations and Forcemains	\$47,782,339	\$3,980,044
1.3 Uncommitted Reserve Fund Balance (Dec. 31, 2022)	<u>\$4,910,450</u>	<u>\$126,049</u>
Total Wastewater Collection System	\$72,636,704	\$5,073,201
Forecast Serviced Sewage Flows (m <sup>3</sup> )	11,225	1,155
<b>Cost Per Cubic Metre</b>	<b>\$6,470.95</b>	<b>\$4,392.48</b>
Residential Charge Based On:	Residential DC (\$/capita)	
WPCP peak flow per capita:      0.3250    m <sup>3</sup> /day/cap	\$2,103	\$1,428
<b>2. Wastewater Treatment Cost Per Cubic Metre</b>		
	<b>\$10,462.81</b>	<b>\$10,462.81</b>
Residential Charge Based On:	Residential DC (\$/capita)	
WPCP peak flow per capita:      0.3250    m <sup>3</sup> /day/cap	\$3,400	\$3,400

\* Innisfil North Service Area includes the service areas of Alcona, Alcona South, Stroud, and Big Bay Point.

APPENDIX D.1

TABLE 4

TOWN OF INNISFIL  
WASTEWATER SERVICING: INNISFIL SOUTH

1. Wastewater Servicing

1.1 Sewage Pumping Stations and Forcemains Project Description	Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible	Innisfil South Share		Other Areas Share	
								%	\$	%	\$
1.1.1 DP SPS 1	2031 - 2041	\$ 2,000,000	\$ -	100%	\$ 2,000,000	\$ -	\$ -	0.00%	\$ -	0.00%	\$ -
1.1.2 DP SPS 1 Forcemain to Pine Ave	2031 - 2041	\$ 4,000,000	\$ -	100%	\$ 4,000,000	\$ -	\$ -	0.00%	\$ -	0.00%	\$ -
1.1.3 DP SPS 2	2031 - 2041	\$ 5,760,000	\$ -	100%	\$ 5,760,000	\$ -	\$ -	0.00%	\$ -	0.00%	\$ -
1.1.4 Gilford SPS	2031 - 2041	\$ 4,800,000	\$ -	100%	\$ 4,800,000	\$ -	\$ -	0.00%	\$ -	0.00%	\$ -
1.1.5 Gilford SPS Forcemain to 2nd Line	2031 - 2041	\$ 4,200,000	\$ -	100%	\$ 4,200,000	\$ -	\$ -	0.00%	\$ -	0.00%	\$ -
<b>Sub-Total Sewage Pumping Stations</b>		<b>\$ 20,760,000</b>	<b>\$ -</b>		<b>\$ 20,760,000</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ -</b>		<b>\$ -</b>
<b>Total Wastewater Collection System</b>		<b>\$ 20,760,000</b>	<b>\$ -</b>		<b>\$ 20,760,000</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ -</b>		<b>\$ -</b>

**APPENDIX D.1  
TABLE 5**

**TOWN OF INNISFIL  
WASTEWATER SERVICES: INNISFIL SOUTH  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Wastewater Servicing</b>		<b>Innisfil South*</b>
<b>1. Wastewater Collection System</b>		
1.1 Sewage Pumping Stations and Force mains		\$0
1.2 Uncommitted Reserve Fund Balance (Dec. 31, 2022)		<u>\$193,218</u>
Total Wastewater Collection System		\$193,218
Forecast Serviced Sewage Flows (m <sup>3</sup> )		1,138
<b>Cost Per Cubic Metre</b>		<b>\$169.84</b>
Residential Charge Based On:		<u>Residential DC (\$/capita)</u>
WPCP peak flow per capita:	0.3250 m <sup>3</sup> /day/cap	\$55
<b>2. Wastewater Treatment Cost Per Cubic Metre</b>		
		<b>\$10,462.81</b>
Residential Charge Based On:		<u>Residential DC (\$/capita)</u>
WPCP peak flow per capita:	0.3250 m <sup>3</sup> /day/cap	\$3,400

\* Innisfil South Service Area includes the previous service areas of Gilford and Lefroy.

APPENDIX D.1  
TABLE 6

TOWN OF INNISFIL  
WASTEWATER SERVICING: INNISFIL CENTRAL

1. Wastewater Servicing

1.1 Sanitary Sewers		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil Central Share		Other Areas Share	
#	Project Description								%	\$	%	\$
1.1.1	5th Sideroad (from 9th Line to 7th Line)	2024 - 2031	\$ 5,560,000	\$ -	0%	\$ -	\$ -	\$ 5,560,000	100.00%	\$ 5,560,000	0.00%	\$ -
1.1.2	IBR Trunk sewer to SPS 6	2024 - 2031	\$ 5,600,000	\$ -	0%	\$ -	\$ -	\$ 5,600,000	100.00%	\$ 5,600,000	0.00%	\$ -
1.1.3	IBR Trunk sewer from Yonge St to 20 SR	2023	\$ 3,370,000	\$ -	0%	\$ -	\$ -	\$ 3,370,000	92.32%	\$ 3,111,034	7.68%	\$ 258,966
1.1.4	20 SR Trunk Sewer	2024 - 2031	\$ 4,120,000	\$ -	0%	\$ -	\$ -	\$ 4,120,000	92.32%	\$ 3,803,400	7.68%	\$ 316,600
1.1.5	6th Line trunk Sewer to Sleeping Lion	2024 - 2031	\$ 4,940,000	\$ -	0%	\$ -	\$ -	\$ 4,940,000	77.80%	\$ 3,843,510	22.20%	\$ 1,096,490
1.1.6	5th Sideroad (from 7th Line to 5th Line)	2031 - 2041	\$ 6,140,000	\$ -	0%	\$ -	\$ -	\$ 6,140,000	100.00%	\$ 6,140,000	0.00%	\$ -
1.1.7	Industrial Road sewer to IBR	2031 - 2041	\$ 860,000	\$ -	0%	\$ -	\$ -	\$ 860,000	100.00%	\$ 860,000	0.00%	\$ -
1.1.8	Commerce Park Dr. sewer from 7th to 6th Line	2031 - 2041	\$ 2,100,000	\$ -	0%	\$ -	\$ -	\$ 2,100,000	100.00%	\$ 2,100,000	0.00%	\$ -
1.1.9	Commerce Park Drive sewer from 5th to 6th Line	2031 - 2041	\$ 920,000	\$ -	0%	\$ -	\$ -	\$ 920,000	100.00%	\$ 920,000	0.00%	\$ -
1.1.10	6th Line trunk sewer to Campus Node	2031 - 2041	\$ 10,320,000	\$ -	0%	\$ -	\$ -	\$ 10,320,000	100.00%	\$ 10,320,000	0.00%	\$ -
1.1.11	6th Line trunk sewer from Yonge St. to 20 Sideroad	2031 - 2041	\$ 8,000,000	\$ -	0%	\$ -	\$ -	\$ 8,000,000	100.00%	\$ 8,000,000	0.00%	\$ -
<b>Sub-Total Sanitary Sewers</b>			<b>\$ 51,930,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 51,930,000</b>		<b>\$ 50,257,943</b>		<b>\$ 1,672,057</b>
1.2 Sewage Pumping Stations and Force mains		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil Central Share		Other Areas Share	
#	Project Description								%	\$	%	\$
1.2.1	IH SPS 1 (5th Sideroad, north of IBR)	2024 - 2031	\$ 5,360,000	\$ -	0%	\$ -	\$ -	\$ 5,360,000	100.00%	\$ 5,360,000	0.00%	\$ -
1.2.2	IH SPS 1 Force main	2024 - 2031	\$ 420,000	\$ -	0%	\$ -	\$ -	\$ 420,000	100.00%	\$ 420,000	0.00%	\$ -
1.2.3	IH SPS 2 (5th Sideroad at 7th Line)	2024 - 2031	\$ 6,920,000	\$ -	0%	\$ -	\$ -	\$ 6,920,000	100.00%	\$ 6,920,000	0.00%	\$ -
1.2.4	IH SPS 2 Force main and Hwy crossing	2024 - 2031	\$ 8,200,000	\$ -	0%	\$ -	\$ -	\$ 8,200,000	100.00%	\$ 8,200,000	0.00%	\$ -
1.2.5	IH SPS 2A (5th Sideroad at 5th Line)	2031 - 2041	\$ 9,160,000	\$ -	0%	\$ -	\$ -	\$ 9,160,000	100.00%	\$ 9,160,000	0.00%	\$ -
1.2.6	IH SPS 2A Force main and Hwy crossing	2031 - 2041	\$ 7,280,000	\$ -	0%	\$ -	\$ -	\$ 7,280,000	100.00%	\$ 7,280,000	0.00%	\$ -
1.2.7	IH SPS 3 (East of Hwy 400 at 9th Line)	2031 - 2041	\$ 6,920,000	\$ -	0%	\$ -	\$ -	\$ 6,920,000	100.00%	\$ 6,920,000	0.00%	\$ -
1.2.8	IH SPS 3 Force main	2031 - 2041	\$ 2,560,000	\$ -	0%	\$ -	\$ -	\$ 2,560,000	100.00%	\$ 2,560,000	0.00%	\$ -
1.2.9	IH SPS 4 (East of Hwy 400 at 7th Line)	2031 - 2041	\$ 4,680,000	\$ -	0%	\$ -	\$ -	\$ 4,680,000	100.00%	\$ 4,680,000	0.00%	\$ -
1.2.10	IH SPS 4 Force main	2031 - 2041	\$ 920,000	\$ -	0%	\$ -	\$ -	\$ 920,000	100.00%	\$ 920,000	0.00%	\$ -
1.2.11	IH SPS 5 (East of Hwy 400 at 5th Line)	2031 - 2041	\$ 4,680,000	\$ -	0%	\$ -	\$ -	\$ 4,680,000	100.00%	\$ 4,680,000	0.00%	\$ -
1.2.12	IH SPS 5 Force main	2031 - 2041	\$ 740,000	\$ -	0%	\$ -	\$ -	\$ 740,000	100.00%	\$ 740,000	0.00%	\$ -
1.2.13	IBR SPS 6	2024 - 2031	\$ 6,160,000	\$ -	0%	\$ -	\$ -	\$ 6,160,000	100.00%	\$ 6,160,000	0.00%	\$ -
1.2.14	IBR SPS 6 Force main	2024 - 2031	\$ 2,520,000	\$ -	0%	\$ -	\$ -	\$ 2,520,000	100.00%	\$ 2,520,000	0.00%	\$ -
1.2.15	IBR SPS 6 Expansion	2031 - 2041	\$ 5,920,000	\$ -	0%	\$ -	\$ -	\$ 5,920,000	100.00%	\$ 5,920,000	0.00%	\$ -
1.2.16	20th Sideroad SPS	2024 - 2031	\$ 6,240,000	\$ -	0%	\$ -	\$ -	\$ 6,240,000	92.32%	\$ 5,760,489	7.68%	\$ 479,511
1.2.17	20th Sideroad SPS Expansion	2031 - 2041	\$ 7,040,000	\$ -	0%	\$ -	\$ -	\$ 7,040,000	92.32%	\$ 6,499,014	7.68%	\$ 540,986
1.2.18	20th Sideroad SPS Force main	2024 - 2031	\$ 3,120,000	\$ -	0%	\$ -	\$ -	\$ 3,120,000	92.32%	\$ 2,880,245	7.68%	\$ 239,755
1.2.19	CN SPS	2031 - 2041	\$ 11,080,000	\$ -	0%	\$ -	\$ -	\$ 11,080,000	100.00%	\$ 11,080,000	0.00%	\$ -
1.2.20	CN SPS Force main	2031 - 2041	\$ 8,860,000	\$ -	0%	\$ -	\$ -	\$ 8,860,000	100.00%	\$ 8,860,000	0.00%	\$ -
1.2.21	New SPS 2	2023 - 2023	\$ 1,363,581	\$ -	0%	\$ -	\$ -	\$ 1,363,581	64.01%	\$ 872,802	35.99%	\$ 490,779
1.2.22	New SPS 2 Expansion	2031 - 2041	\$ 2,000,000	\$ -	0%	\$ -	\$ -	\$ 2,000,000	64.01%	\$ 1,280,162	35.99%	\$ 719,838
1.2.23	Churchill SPS	2031 - 2041	\$ 3,080,000	\$ -	0%	\$ -	\$ -	\$ 3,080,000	100.00%	\$ 3,080,000	0.00%	\$ -
1.2.24	Churchill SPS FM	2031 - 2041	\$ 5,040,000	\$ -	0%	\$ -	\$ -	\$ 5,040,000	100.00%	\$ 5,040,000	0.00%	\$ -
1.2.25	Class EA Sch. B for Churchill SPS	2031 - 2041	\$ 150,000	\$ -	0%	\$ -	\$ -	\$ 150,000	100.00%	\$ 150,000	0.00%	\$ -
<b>Sub-Total Sewage Pumping Stations</b>			<b>\$ 120,413,581</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 120,413,581</b>		<b>\$ 117,942,712</b>		<b>\$ 2,470,869</b>
<b>Total Wastewater Collection System</b>			<b>\$ 172,343,581</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 172,343,581</b>		<b>\$ 168,200,655</b>		<b>\$ 4,142,926</b>

**APPENDIX D.1  
TABLE 7**

**TOWN OF INNISFIL  
WASTEWATER SERVICES: INNISFIL CENTRAL  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Wastewater Servicing</b>	<b>Innisfil Central*</b>
<b>1. Wastewater Collection System</b>	
1.1 Sanitary Sewers	\$50,257,943
1.2 Sewage Pumping Stations and Force mains	\$117,942,712
1.3 Uncommitted Reserve Fund Balance (Dec. 31, 2022)	<u>\$11,060,100</u>
Total Wastewater Collection System	\$179,260,755
Forecast Serviced Sewage Flows (m <sup>3</sup> )	10,912
<b>Cost Per Cubic Metre</b>	<b>\$16,427.89</b>
Residential Charge Based On:	Residential DC (\$/capita)
WPCP peak flow per capita: 0.3250	\$5,339
<b>2. Wastewater Treatment Cost Per Cubic Metre</b>	<b>\$10,462.81</b>
Residential Charge Based On:	Residential DC (\$/capita)
WPCP peak flow per capita: 0.3250	\$3,400

\* Innisfil Central Service Area includes the service areas of Innisfil Heights (including Campus Node) and Churchill.

APPENDIX D.1  
TABLE 8

TOWN OF INNISFIL  
WASTEWATER SERVICING: COOKSTOWN AND HIGHWAY 400 & 89 AREA

1. Wastewater Servicing

1.1 Wastewater Treatment Facilities		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Cookstown Share	
#	Project Description								%	\$
1.1.1	Cookstown WPCP	2021-2031	\$ 17,929,000	\$ -	41%	\$ 7,350,890	\$ -	\$ 10,578,110	100%	\$ 10,578,110
1.1.2	Decommissioning Existing Cookstown WPCP	2021-2031	\$ 2,878,000	\$ -	41%	\$ 1,179,980	\$ -	\$ 1,698,020	100%	\$ 1,698,020
<b>Sub-Total Sewage Pumping Stations</b>			<b>\$ 20,807,000</b>	<b>\$ -</b>		<b>\$ 8,530,870</b>	<b>\$ -</b>	<b>\$ 12,276,130</b>		<b>\$ 12,276,130</b>
<b>Total Wastewater Collection System</b>			<b>\$ 20,807,000</b>	<b>\$ -</b>		<b>\$ 8,530,870</b>	<b>\$ -</b>	<b>\$ 12,276,130</b>		<b>\$ 12,276,130</b>



**APPENDIX D.1  
TABLE 9**

**TOWN OF INNISFIL  
WASTEWATER SERVICES: COOKSTOWN  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Wastewater Servicing</b>	<b>Cookstown</b>
<b>1. Wastewater Collection System</b>	
1.1 Sanitary Sewers	\$0
1.2 Sewage Pumping Stations and Forcemains	\$0
1.3 Wastewater Treatment Facilities	\$12,276,130
1.4 Uncommitted Reserve Fund Balance (Dec. 31, 2022)	<u>\$92,321</u>
Total Wastewater Collection System	\$12,368,451
Forecast Serviced Sewage Flows (m <sup>3</sup> )	531
<b>Cost Per Cubic Metre</b>	<b>\$23,298.95</b>
Residential Charge Based On:	Residential DC (\$/capita)
WPCP peak flow per capita:           0.3250       m <sup>3</sup> /day/cap	<u>\$7,572</u>

APPENDIX D.2

TABLE 1

TOWN OF INNISFIL  
2023 DEVELOPMENT CHARGES BACKGROUND STUDY  
WATER SUPPLY - PLANT COSTS

Project Description	Net Municipal Costs	Ineligible Costs	Total DC Eligible Costs	Available DC Reserves	DC Eligible Costs 2023-2041	DC Eligible Costs Post-2041
<b>1 Phase 3a Expansion</b>						
1.1 Remaining Capital Cost	\$ 8,206,734	\$ -	\$ 8,206,734	\$ -	\$ 8,206,734	\$ -
Sub-total Phase 3a Expansion	\$ 8,206,734	\$ -	\$ 8,206,734	\$ -	\$ 8,206,734	\$ -
<b>2 Phase 3b Expansion</b>						
2.1 Capital Cost	\$ 32,000,000	\$ -	\$ 32,000,000	\$ -	\$ 32,000,000	\$ -
Sub-total Phase 3b Expansion	\$ 32,000,000	\$ -	\$ 32,000,000	\$ -	\$ 32,000,000	\$ -
<b>3 Phase 3c Expansion</b>						
3.1 Capital Cost	\$ 32,000,000	\$ -	\$ 32,000,000	\$ -	\$ 32,000,000	\$ -
Sub-total Phase 3c Expansion	\$ 32,000,000	\$ -	\$ 32,000,000	\$ -	\$ 32,000,000	\$ -
<b>4 Vehicles</b>						
4.1 New Truck Acquisitions	\$ 60,000	\$ -	\$ 60,000	\$ -	\$ 60,000	\$ -
Sub-total Vehicles	\$ 60,000	\$ -	\$ 60,000	\$ -	\$ 60,000	\$ -
<b>Subtotal</b>	<b>\$ 72,266,734</b>	<b>\$ -</b>	<b>\$ 72,266,734</b>	<b>\$ -</b>	<b>\$ 72,266,734</b>	<b>\$ -</b>
<b>5 Debenture Interest Costs (Plant Expansion)</b>						
5.1 Interest Costs (4% financing rate)	\$ 34,055,000	\$ -	\$ 34,055,000	\$ -	\$ 34,055,000	\$ -
Sub-total Debenture Costs	\$ 34,055,000	\$ -	\$ 34,055,000	\$ -	\$ 34,055,000	\$ -
<b>6 Recovery of Negative DC Reseve Balance</b>						
6.1 Balance as of Dec 31, 2022	\$ 2,962,915	\$ -	\$ 2,962,915	\$ -	\$ 2,962,915	\$ -
Sub-total Debenture Costs	\$ 2,962,915	\$ -	\$ 2,962,915	\$ -	\$ 2,962,915	\$ -
<b>TOTAL</b>	<b>\$ 109,284,649</b>	<b>\$ -</b>	<b>\$ 109,284,649</b>	<b>\$ -</b>	<b>\$ 109,284,649</b>	<b>\$ -</b>

Capacity (m <sup>3</sup> ):	Total Capacity	10% Reserve	Net Capacity
Phase 3a Added Capacity	4,600	4,600	4,600
Phase 3b Added Capacity	17,000	1,700	15,300
Phase 3c Added Capacity	30,000	3,000	27,000
<b>Total Capacity Available (m<sup>3</sup>)</b>	<b>51,600</b>	<b>9,300</b>	<b>46,900</b>
<b>Cost Per Cubic Metre (\$ / m<sup>3</sup>)</b>			<b>\$2,330.16</b>

Source: InnServices Utilities Inc.

Notes:

1. Debt Repayment Terms

Amortization Period	Interest Share	Financing Real Rate	Debt Factor
20	0.471635007	4.00%	0.073582

2. Water Demands:

Residential:	
Maximum Day Water Demand Per Capita	
Average Day Per Capita	0.2750 m <sup>3</sup> /day/cap
Max Day Factor	1.8
Max Day Per Capita	0.495 m <sup>3</sup> /day/cap

Non-Residential:	
Average Day Demand Per Hectare	20 m <sup>3</sup> /ha.d
Max Day Factor	1.8
Max Day Per Hectare	36 m <sup>3</sup> /ha.d
Average Coverage	25%
Average Day Demand GFA	
Per Square Metre of GFA	0.0144000 m <sup>3</sup>
Per Square Foot of GFA	0.0013378 m <sup>3</sup>

APPENDIX D.2

TABLE 2

TOWN OF INNISFIL  
WATER SERVICING: INNISFIL NORTH AND FRIDAY HARBOUR

2. Water Servicing

2.1 Watermain		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil North Share		Friday Harbour Share		Other Areas Share	
#	Project Description								%	\$	%	\$	%	\$
2.1.1	Big Bay Point Rd. Trunk Watermain	2031 - 2041	\$ 3,940,000	\$ -	100%	\$ 3,940,000	\$ -	\$ -	59.41%	\$ -	40.59%	\$ -	0.00%	\$ -
2.1.2	Lockhart Rd. and Connection to Ireton Trunk Watermain	2024 - 2024	\$ 3,450,000	\$ -	0%	\$ -	\$ -	\$ 3,450,000	100.00%	\$ 3,450,000	0.00%	\$ -	0.00%	\$ -
2.1.3	10th Line trunk Watermain	2024 - 2031	\$ 2,340,000	\$ -	0%	\$ -	\$ -	\$ 2,340,000	100.00%	\$ 2,340,000	0.00%	\$ -	0.00%	\$ -
2.1.4	Trunk Watermain from WTP to Alcona Reservoir (25 SR, 9th Line, 20 SR and IBR)	2024 - 2031	\$ 16,580,000	\$ 6,632,000	0%	\$ -	\$ -	\$ 9,948,000	35.49%	\$ 3,530,848	0.00%	\$ -	64.51%	\$ 6,417,152
2.1.5	Watermains to loop distribution system	2024 - 2031	\$ 1,000,000	\$ -	0%	\$ -	\$ -	\$ 1,000,000	100.00%	\$ 1,000,000	0.00%	\$ -	0.00%	\$ -
2.1.6	Trunk watermain on 6th Line, East of tracks	2024-2031	\$ 2,540,000	\$ -	0%	\$ -	\$ -	\$ 2,540,000	100.00%	\$ 2,540,000	0.00%	\$ -	0.00%	\$ -
2.1.7	Trunk Watermain on 20th SR and 6th Line	2024 - 2031	\$ 7,340,000	\$ -	0%	\$ -	\$ -	\$ 7,340,000	100.00%	\$ 7,340,000	0.00%	\$ -	0.00%	\$ -
2.1.8	Innisfil Beach Road Trunk Watermains Phase 1	2023 - 2028	\$ 19,800,000	\$ -	0%	\$ -	\$ -	\$ 19,800,000	11.21%	\$ 2,220,569	0.00%	\$ -	88.79%	\$ 17,579,431
2.1.9	Yonge St watermain to 440 m north of IBR	2024 - 2031	\$ 680,000	\$ -	84%	\$ 568,874.87	\$ -	\$ 111,125	100.00%	\$ 111,125	0.00%	\$ -	0.00%	\$ -
2.1.10	Trunk Watermain to Stroud Reservoir	2024 - 2031	\$ 4,800,000	\$ -	84%	\$ 4,015,587	\$ -	\$ 784,413	100.00%	\$ 784,413	0.00%	\$ -	0.00%	\$ -
<b>Sub-Total Watermain System</b>			<b>\$ 62,470,000</b>	<b>\$ 6,632,000</b>		<b>\$ 8,524,462</b>	<b>\$ -</b>	<b>\$ 47,313,538</b>		<b>\$ 23,316,954</b>		<b>\$ -</b>		<b>\$ 23,996,583</b>

2.2 Water Pumping Stations		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil North Share		Friday Harbour Share		Other Areas Share	
#	Project Description								%	\$	%	\$	%	\$
2.2.1	Upgrade Alcona Zone 2 BPS (Alt. 1)	2024 - 2031	\$ 1,200,000	\$ -	0%	\$ -	\$ -	\$ 1,200,000	100.00%	\$ 1,200,000	0.00%	\$ -	0.00%	\$ -
2.2.2	Alcona Reservoir BPS (Phase 1) Yonge St. and Innisfil Heights Phase 1	2024 - 2027	\$ 9,600,000	\$ -	0%	\$ -	\$ -	\$ 9,600,000	35.49%	\$ 3,407,332	0.00%	\$ -	64.51%	\$ 6,192,668
2.2.3	Alcona North Zone 3 BPS	2024 - 2031	\$ 5,200,000	\$ -	0%	\$ -	\$ -	\$ 5,200,000	100.00%	\$ 5,200,000	0.00%	\$ -	0.00%	\$ -
<b>Sub-Total Water Pumping Stations</b>			<b>\$ 16,000,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 16,000,000</b>		<b>\$ 9,807,332</b>		<b>\$ -</b>		<b>\$ 6,192,668</b>

2.3 Water Storage		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil North Share		Friday Harbour Share		Other Areas Share	
#	Project Description								%	\$	%	\$	%	\$
2.3.1	Alcona Reservoir Phase 2 Expansion	2024 - 2027	\$ 7,400,000	\$ -	0%	\$ -	\$ -	\$ 7,400,000	86.83%	\$ 6,425,618	0.00%	\$ -	13.17%	\$ 974,382
<b>Sub-Total Water Storage</b>			<b>\$ 7,400,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 7,400,000</b>		<b>\$ 6,425,618</b>		<b>\$ -</b>		<b>\$ 974,382</b>

<b>Total Water Distribution System</b>			<b>\$ 85,870,000</b>	<b>\$ 6,632,000</b>		<b>\$ 8,524,462</b>	<b>\$ -</b>	<b>\$ 70,713,538</b>		<b>\$ 39,549,905</b>		<b>\$ -</b>		<b>\$ 31,163,633</b>
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Servicing Areas	New Flows 2023 - 2041					
	Wastewater Flows			Water Flows		
	Existing	Future	Total	Existing	Future	Total
1. Innisfil North	-	11,225,053	11,225,053	-	9,758,460	9,758,460
2. Friday Harbour	-	1,154,975	1,154,975	-	995,150	995,150

**APPENDIX D.2  
TABLE 3**

**TOWN OF INNISFIL  
WATER SERVICES: INNISFIL NORTH AND FRIDAY HARBOUR  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Water Servicing</b>	<b>Innisfil North*</b>	<b>Friday Harbour Resort</b>
<b>1. Water Distribution System</b>		
1.1 Watermains	\$23,316,954	\$0
1.2 Water Pumping Stations	\$9,807,332	\$0
1.3 Water Storage	\$6,425,618	\$0
1.4 Uncommitted Reserve Fund Balance (Dec. 31, 2022)	<u>(\$1,259,530)</u>	<u>\$0</u>
Total Water Distribution System	\$38,290,375	\$0
Forecast Serviced Water Demand (m <sup>3</sup> )	17,565	1,791
<b>Cost Per Cubic Metre</b>	<b>\$2,179.90</b>	<b>\$0.00</b>
Residential Charge Based On:	<u>Residential DC (\$/capita)</u>	
Max Day Per Capita: 0.495 m <sup>3</sup> /day/cap	\$1,079	\$0
<b>2. Water Supply and Treatment Cost Per Cubic Metre</b>	<b>\$2,330.16</b>	<b>\$2,330.16</b>
Residential Charge Based On:	<u>Residential DC (\$/capita)</u>	
Max Day Per Capita: 0.495 m <sup>3</sup> /day/cap	\$1,153.43	\$1,153.43

\* Innisfil North Service Area includes the service areas of Alcona, Alcona South, Stroud, and Big Bay Point.

APPENDIX D.2  
TABLE 4

TOWN OF INNISFIL  
WATER SERVICING: INNISFIL SOUTH

2. Water Servicing

2.1 Watermain		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil South Share		Other Areas Share	
#	Project Description								%	\$	%	\$
2.1.1	Ewart St. Trunk Watermain	2031 - 2041	\$ 4,600,000	\$ -	100%	\$ 4,600,000	\$ -	\$ -	100.00%	\$ -	0.00%	\$ -
2.1.2	Trunk Watermain on Pine Ave., 3rd Line and shoreline to Gilford	2031 - 2041	\$ 9,600,000	\$ -	100%	\$ 9,600,000	\$ -	\$ -	100.00%	\$ -	0.00%	\$ -
<b>Sub-Total Watermain System</b>			<b>\$ 14,200,000</b>	<b>\$ -</b>		<b>\$ 14,200,000</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ -</b>		<b>\$ -</b>
2.2 Water Pumping Stations		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil South Share		Other Areas Share	
#	Project Description								%	\$	%	\$
2.2.1	Lefroy BPS Phase 2 Expansion	2024	\$ 400,000	\$ -	0%	\$ -	\$ -	\$ 400,000	100.00%	\$ 400,000	0.00%	\$ -
<b>Sub-Total Water Pumping Stations</b>			<b>\$ 400,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 400,000</b>		<b>\$ 400,000</b>		<b>\$ -</b>
2.3 Water Storage		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil South Share		Other Areas Share	
#	Project Description								%	\$	%	\$
1	Lefroy Reservoir Phase 2 Expansion	2023 - 2027	\$ 5,400,000	\$ -	0%	\$ -	\$ -	\$ 5,400,000	100.00%	\$ 5,400,000	0.00%	\$ -
<b>Sub-Total Water Storage</b>			<b>\$ 5,400,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5,400,000</b>		<b>\$ 5,400,000</b>		<b>\$ -</b>
<b>Total Water Distribution System</b>			<b>\$ 20,000,000</b>	<b>\$ -</b>		<b>\$ 14,200,000</b>	<b>\$ -</b>	<b>\$ 5,800,000</b>		<b>\$ 5,800,000</b>		<b>\$ -</b>

Servicing Areas	New Flows 2023 - 2041					
	Wastewater Flows			Water Flows		
	Existing	Future	Total	Existing	Future	Total
1. Innisfil South	-	1,137,658	1,137,658	-	1,433,349	1,433,349

**APPENDIX D.2  
TABLE 5**

**TOWN OF INNISFIL  
WATER SERVICES: INNISFIL SOUTH  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Water Servicing</b>		<b>Innisfil South*</b>
<b>1. Water Distribution System</b>		
1.1	Watermains	\$0
1.2	Water Pumping Stations	\$400,000
1.3	Water Storage	\$5,400,000
1.4	Uncommitted Reserve Fund Balance (Dec. 31, 2022)	<u>\$10,329,582</u>
	Total Water Distribution System	\$16,129,582
	Forecast Serviced Water Demand (m <sup>3</sup> )	2,580
	<b>Cost Per Cubic Metre</b>	<b>\$6,251.71</b>
Residential Charge Based On:		<u>Residential DC (\$/capita)</u>
	Max Day Per Capita: 0.495 m <sup>3</sup> /day/cap	\$3,095
<b>2. Water Supply and Treatment Cost Per Cubic Metre</b>		
		<b>\$2,330.16</b>
Residential Charge Based On:		<u>Residential DC (\$/capita)</u>
	Max Day Per Capita: 0.495 m <sup>3</sup> /day/cap	\$1,153

\* Innisfil South Service Area includes the previous service areas of Gilford and Lefroy.

APPENDIX D.2

TABLE 6

TOWN OF INNISFIL  
WATER SERVICING: INNISFIL CENTRAL

2. Water Servicing

2.1 Watermain		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041
#	Project Description							
2.1.1	Trunk watermain on 6th Line, East of tracks	2023 - 2028	\$ 2,540,000	\$ -	0%	\$ -	\$ -	\$ 2,540,000
2.1.2	Trunk Watermain on 20th SR and 6th Line	2024 - 2031	\$ 7,340,000	\$ -	0%	\$ -	\$ -	\$ 7,340,000
2.1.3	Innisfil Beach Road Trunk Watermains Phase 1	2023 - 2028	\$ 19,800,000	\$ -	0%	\$ -	\$ -	\$ 19,800,000
2.1.4	Innisfil Heights Trunk Watermains Phase 1 (5th SR)	2024 - 2031	\$ 5,800,000	\$ -	0%	\$ -	\$ -	\$ 5,800,000
2.1.5	Innisfil Heights Trunk Watermains Phase 2 (East of Hwy 400)	2031 - 2041	\$ 9,400,000	\$ -	0%	\$ -	\$ -	\$ 9,400,000
2.1.6	Yonge St. watermains to Campus Node	2031 - 2041	\$ 10,400,000	\$ -	0%	\$ -	\$ -	\$ 10,400,000
2.1.7	Yonge St watermain to 440 m north of IBR	2024 - 2031	\$ 680,000	\$ -	0%	\$ -	\$ -	\$ 680,000
2.1.8	Trunk Watermain to Stroud Reservoir	2023 - 2028	\$ 4,800,000	\$ -	0%	\$ -	\$ -	\$ 4,800,000
2.1.9	Trunk Watermain from WTP to Alcona Reservoir (25 SR, 9th Line, 20 SR and IBR)	2024 - 2031	\$ 16,580,000	\$ 6,632,000	0%	\$ -	\$ -	\$ 9,948,000
2.1.10	6th Line Watermains from Campus Node to 6th Line BPS	2031 - 2041	\$ 9,800,000	\$ -	0%	\$ -	\$ -	\$ 9,800,000
2.1.11	6th Line Watermains from 6th Line BPS to Innisfil Heights	2031 - 2041	\$ 4,800,000	\$ -	0%	\$ -	\$ -	\$ 4,800,000
<b>Sub-Total Watermain System</b>			<b>\$ 91,940,000</b>	<b>\$ 6,632,000</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 85,308,000</b>

Innisfil Central Share	
%	\$
0.00%	\$ -
0.00%	\$ -
88.79%	\$ 17,579,431
100.00%	\$ 5,800,000
100.00%	\$ 9,400,000
100.00%	\$ 10,400,000
0.00%	\$ -
0.00%	\$ -
64.51%	\$ 6,417,152
100.00%	\$ 9,800,000
100.00%	\$ 4,800,000
	<b>\$ 64,196,583</b>

Other Areas Share	
%	\$
100.00%	\$ 2,540,000
100.00%	\$ 7,340,000
11.21%	\$ 2,220,569
0.00%	\$ -
0.00%	\$ -
0.00%	\$ -
100.00%	\$ 680,000
100.00%	\$ 4,800,000
35.49%	\$ 3,530,848
0.00%	\$ -
0.00%	\$ -
	<b>\$ 21,111,417</b>

2.2 Water Pumping Stations		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041
#	Project Description							
2.2.1	IH Zone 3 Pump Station Extra Pump Installation	2031-2041	\$ 1,120,000	\$ -	0%	\$ -	\$ -	\$ 1,120,000
2.2.2	Alcona Reservoir BPS (Phase 1) Yonge St. and Innisfil Heights Phase 1	2023 - 2027	\$ 9,600,000	\$ -	0%	\$ -	\$ -	\$ 9,600,000
2.2.3	Alcona Reservoir BPS (Phase 2) Innisfil Heights Phase 2	2031 - 2041	\$ 2,600,000	\$ -	0%	\$ -	\$ -	\$ 2,600,000
2.2.4	Innisfil Heights BPS Phase 2 Expansion	2024 - 2031	\$ 2,600,000	\$ -	0%	\$ -	\$ -	\$ 2,600,000
2.2.5	6th Line BPS and Reservoir	2031 - 2041	\$ 12,000,000	\$ -	0%	\$ -	\$ -	\$ 12,000,000
<b>Sub-Total Water Pumping Stations</b>			<b>\$ 27,920,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 27,920,000</b>

Innisfil Central Share	
%	\$
100.00%	\$ 1,120,000
64.51%	\$ 6,192,668
100.00%	\$ 2,600,000
100.00%	\$ 2,600,000
100.00%	\$ 12,000,000
	<b>\$ 24,512,668</b>

Other Areas Share	
%	\$
0.00%	\$ -
35.49%	\$ 3,407,332
0.00%	\$ -
0.00%	\$ -
0.00%	\$ -
	<b>\$ 3,407,332</b>

2.3 Water Storage		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041
#	Project Description							
2.3.1	Decommission Innisfil Heights Groundwater Supply	2024-2031	\$ 736,000	\$ -	0%	\$ -	\$ -	\$ 736,000
2.3.2	Innisfil Heights Reservoir Expansion (Phase 2)	2024 - 2031	\$ 4,000,000	\$ -	0%	\$ -	\$ -	\$ 4,000,000
2.3.3	Alcona Reservoir Phase 2 Expansion	2024 - 2031	\$ 7,400,000	\$ -	0%	\$ -	\$ -	\$ 7,400,000
2.3.4	6th Line Reservoir Expansion	2031 - 2041	\$ 6,200,000	\$ -	0%	\$ -	\$ -	\$ 6,200,000
<b>Sub-Total Water Storage</b>			<b>\$ 18,336,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 18,336,000</b>

Innisfil Central Share	
%	\$
100.00%	\$ 736,000
100.00%	\$ 4,000,000
13.17%	\$ 974,382
100.00%	\$ 6,200,000
	<b>\$ 11,910,382</b>

Other Areas Share	
%	\$
0.00%	\$ -
0.00%	\$ -
86.83%	\$ 6,425,618
0.00%	\$ -
	<b>\$ 6,425,618</b>

<b>Total Water Distribution System</b>			<b>\$ 138,196,000</b>	<b>\$ 6,632,000</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 131,564,000</b>
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<b>\$ 100,619,633</b>
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<b>\$ 30,944,367</b>
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Servicing Areas	New Flows 2023 - 2041					
	Wastewater Flows					
	Existing		Future		Total	
1. Innisfil Heights	-	10,014,261	10,014,261	-	10,014,195	10,014,195
Innisfil Heights	-	10,014,261	10,014,261	-	10,014,195	10,014,195
Campus Node	-	850,000	850,000	-	850,000	850,000
<b>Sub-Total Innisfil Heights</b>	-	10,864,261	10,864,261	-	10,864,195	10,864,195
2. Churchill	-	47,714	47,714	-	37,036	37,036
Churchill	-	47,714	47,714	-	37,036	37,036
<b>Sub-Total Churchill</b>	-	47,714	47,714	-	37,036	37,036
1. Innisfil Central	-	10,911,975	10,911,975	-	10,901,231	10,901,231

**APPENDIX D.2  
TABLE 7**

**TOWN OF INNISFIL  
WATER SERVICES: INNISFIL CENTRAL  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Water Servicing</b>	<b>Innisfil Central*</b>
<b>1. Water Distribution System</b>	
1.1 Watermains	\$64,196,583
1.2 Water Pumping Stations	\$24,512,668
1.3 Water Storage	\$11,910,382
1.4 Uncommitted Reserve Fund Balance (Dec. 31, 2022)	<u>\$5,932,637</u>
Total Water Distribution System	\$106,552,270
Forecast Serviced Water Demand (m <sup>3</sup> )	19,622
<b>Cost Per Cubic Metre</b>	<b>\$5,430.19</b>
Residential Charge Based On:	Residential DC (\$/capita)
Max Day Per Capita: 0.495	\$2,688
<b>2. Water Supply and Treatment Cost Per Cubic Metre</b>	<b>\$2,330.16</b>
<b>Total Water Servicing</b>	<b>\$7,760.35</b>
Residential Charge Based On:	Residential DC (\$/capita)
Max Day Per Capita: 0.495	\$1,153

\* Innisfil Central Service Area includes the service areas of Innisfil Heights (including Campus Node) and Churchill.



APPENDIX D.2  
TABLE 8

TOWN OF INNISFIL  
WATER SERVICING: COOKSTOWN AND HIGHWAY 400 & 89 AREA

2. Water Servicing

2.1 Watermain		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Cookstown Share	
#	Project Description								%	\$
2.1.1	Trunk Watermain from Alcona to BWG - Outstanding Town Share	2023	\$ 530,000	\$ -	0%	\$ -	\$ -	\$ 530,000	100.00%	\$ 530,000
<b>Sub-Total Watermain System</b>			<b>\$ 530,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 530,000</b>		<b>\$ 530,000</b>

<b>Total Water Distribution System</b>	<b>\$ 530,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 530,000</b>		<b>\$ 530,000</b>
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Servicing Areas	New Flows 2023 - 2041					
	Wastewater Flows			Water Flows		
	Existing	Future	Total	Existing	Future	Total
1. <b>Cookstown</b>						
Cookstown	-	530,859	530,859	-	1,708,396	1,708,396
<b>Sub-Total Cookstown</b>	-	530,859	530,859	-	1,708,396	1,708,396
1. Cookstown	-	530,859	530,859	-	1,708,396	1,708,396

**APPENDIX D.2  
TABLE 9**

**TOWN OF INNISFIL  
WATER SERVICES: COOKSTOWN  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Water Servicing</b>	<b>Cookstown</b>
<b>1. Water Distribution System</b>	
1.1 Watermains	\$530,000
1.2 Water Pumping Stations	\$0
1.3 Water Storage	\$0
1.4 Uncommitted Reserve Fund Balance (Dec. 31, 2022)	<u>\$3,634,996</u>
Total Water Distribution System	\$4,164,996
Forecast Served Water Demand (m <sup>3</sup> )	3,075
<b>Cost Per Cubic Metre</b>	<b>\$1,354.42</b>
Residential Charge Based On:	<u>Residential DC (\$/capita)</u>
Max Day Per Capita: 0.495 m <sup>3</sup> /day/cap	\$670
<b>2. Water Supply and Treatment Cost Per Cubic Metre</b>	
	<b>\$2,330.16</b>
Residential Charge Based On:	<u>Residential DC (\$/capita)</u>
Max Day Per Capita: 0.495 m <sup>3</sup> /day/cap	\$1,153

## The Corporation of the Town of Innisfil

### By-Law No. 096-23

#### **A By-Law of The Corporation of the Town of Innisfil to impose development charges for the recovery of growth-related capital costs related to Town-wide General Services.**

Whereas pursuant to subsection 2(1) of the *Development Charges Act*, S.O. 1997, c.27 (hereinafter called the Act) enables the Council of a municipality to pass by-laws for the imposition of development charges against land within the municipality for increased capital costs required because of the need for municipal services arising from development in the area to which the by-law applies; and

Whereas the Council of The Corporation of the Town of Innisfil, at its meeting of November 8, 2023, approved the Town of Innisfil Development Charges Background Study dated July 28, 2023 (the "Study"), as amended, as required by section 10 of the Act indicating that it intends that the increase in need for services attributable to development be met; and

Whereas a public meeting has been held, on August 16, 2023, before passage of this by-law with notice given and sufficient information made available to the public pursuant to section 12 of the Act; and

Whereas the Council has heard all persons who applied to be heard in objection to, or in support of, the development charges proposal at such public meeting and provided a subsequent period for written communications to be made; and

Whereas on November 8, 2023, the Council determined that no further public meetings were required under section 12 of the Act; and

Whereas on November 8, 2023, the Council expressed its intention that any excess capacity identified in the Study shall be paid for by development charges contemplated in the said Study, or other similar changes; and

Whereas the Council in approving the Study directed that development charges be imposed on land under development or redevelopment within the geographical limits of the municipality as hereinafter provided.

Now Therefore the Council of The Corporation of the Town of Innisfil enacts as follows:

#### **Definitions**

1. In this By-law:

**Act** means the *Development Charges Act, 1997*, S.O. 1997, c.27 as amended, or successor legislation;

**Agricultural Use** means a bona fide farming operation, including sod farms, the breeding and boarding of horses, and greenhouses;

**Air-Supported Structure** means an air supported structure as defined in the *Building Code Act*;

By-Law No. 096-23

**Apartment Dwelling** means any residential dwelling unit within a building containing four or more dwelling units where the residential units are connected by an interior corridor and including units defined as a Stacked Townhouse or Special Care Dwelling Units; or any dwelling unit in a Multiple Use building or structure, other than a home occupation.

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

**Board of Education** means a board of education, public school board, secondary school board, Catholic school board or Protestant school board;

**Building or Structure** means a structure as defined in the *Building Code Act*, and includes an air-supported structure and an exterior storage tank;

**Building Code Act** means the *Building Code Act*, S.O. 1992, chapter 23, as amended, or any successor thereto and all Regulations thereto, as amended;

**Building Permit** means a Permit issued in accordance with the *Building Code Act*;

**County** means The County of Simcoe;

**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 Total Floor Area, and includes Redevelopment;

**Development Charge** means a charge imposed pursuant to this By-law;

**Dwelling Unit** means one or more habitable rooms designed or intended to be used together as a single and separate unit by one person or jointly by two or more persons, containing its own kitchen and sanitary facilities, with a private entrance from outside the unit itself;

**Farm Building** means a building or structure used as part of or in connection with a bona fide farming operation and includes barns, silos and other buildings or structures ancillary to a bona fide farming operation, but excluding a residential use and/or buildings and structures for retail uses and cannabis use;

**Grade** means the average level of proposed or finished ground adjoining a building or structure at all exterior walls;

**Industrial Use** means a building used for or in connection with:

- (a) manufacturing, producing, processing, or distributing something;
- (b) research or development in connection with manufacturing, producing or processing something;
- (c) retail sales by a manufacturer, producer or processor of something they manufactured, produced or processed, if the retail sales are at the site where the manufacturing, production or processing takes place;

By-Law No. 096-23

(d) office or administrative purposes, if they are carried out with respect to manufacturing, producing, processing, storage or distributing of something, and in or attached to the building or structure used for manufacturing, producing, processing, storage, or distribution.

**Local Board** means a public utility commission, transportation commission, public library board, board of park management, local board of health, police services board, planning board, or any other board, commission, committee, body or local authority established or exercising any power or authority under any general or special Act with respect to any of the affairs or purposes of the Town or the County;

**Long Term Care Home or Nursing Home** means premises in which lodging is provided with or without meals and in addition, nursing or medical care and treatment is provided in accordance with the *Long-Term Care Homes Act, 2007*, as amended, and/or other applicable legislation and regulations, and shall include a hospice in accordance with any applicable regulations, but does not include a Retirement Home as defined herein. For the purpose of this by-law, a Long-Term Care Home or Nursing Home structure is considered a Non-Industrial Use.

**Manufactured Housing** means a prefabricated dwelling that is manufactured and assembled in a factory and then transported to a site for use. Manufactured Housing are built as dwelling units of at least 30 square metres with a permanent chassis to assure the initial and continued transportability of the home. The combined gross floor area of a Manufactured House shall not exceed 100 square metres. Manufactured Housing does not include modular homes that are constructed and then transported to a site for assembly. For the purposes of this definition, Park Model Trailers are considered Manufactured Housing. Park Model Trailers shall not exceed 50 square meters and are transportable and primarily designed for long-term or permanent placement. For the purpose of this by-law, this type of dwelling unit is considered to be equivalent to a large apartment unit.

**Mezzanine** means a mezzanine as defined in the *Building Code Act*;

**Multiple Dwellings** means all dwellings other than single-family detached dwellings, semi-detached dwellings, and apartment dwellings;

**Multiple Use** means any Building or Structure that contains portions of the Building or Structure that vary between the definition of Residential or Non-Residential within the same Building or Structure.

**Non-Industrial Use** means a building or structure used for other than a residential use or an industrial use.

**Non-Profit Housing Development** means the development of a building or structure intended for use as a residential premises and developed by,

(a) a corporation to which the Not-for-Profit Corporations Act, 2010 applies, that is in good standing under that Act and whose primary object is to provide housing,

**By-Law No. 096-23**

(b) a corporation without share capital to which the Canada Not-for-profit Corporations Act applies, that is in good standing under that Act and whose primary object is to provide housing, or

(c) a non-profit housing co-operative that is in good standing under the Co-operative Corporations Act, 2022, c. 21, Sched. 3, s. 4.

**Non-Residential Use** means land, buildings or structures or portions thereof used, or designed or intended to be used for a use other than for a residential use;

**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;

**Places of Worship** means that part of a building or structure that is exempt from taxation under Section 3 of the *Assessment Act*, R.S.O. 1990 C.A. 31, as amended, as a place of worship under the *Assessment Act*, 1990, as amended or any successor thereto;

**Planning Act** means the *Planning Act*, R.S.O. 1990 C.P. 13, as amended and all Regulations enacted thereunder;

**Private School** means an institution at which instruction is provided on any school day for five or more pupils who are of or over compulsory school age in subjects of the elementary or secondary school courses of study as defined by the *Education Act* and is not a school of a Board of Education. Notwithstanding the Zoning By-law designation for the lands on which the Private School is to be located, for the purpose of this by-law a Private School is to be considered a Non-Industrial Use;

**Protracted** means in relation to a Temporary Building or Structure the persistence of its construction, erection, placement on land, alteration or of an addition to it for a period exceeding eight months;

**Redevelopment** means the construction, erection or placing of one or more buildings or structures on land where all or part of a building or structure has previously been demolished on such land, or changing the use of a building or structure from residential to non-residential or from non-residential to residential;

**Rental Housing** means development of a building or structure with four or more dwelling units all of which are intended for use as rented residential premises;

**Residential Uses** means land, buildings or structures or portions thereof used, designed, or intended to be used principally (or primarily) as living accommodation for one or more individuals and shall include a Single Detached Dwelling, a Semi-Detached Dwelling, a Row and Other Multiple Dwelling, an Apartment Dwelling, a Special Care Dwelling Unit, a Stacked Townhouse, an Accessory Dwelling, and the residential portion of a Multiple Use building;

**Retail Motor Vehicle Establishment** means a building or structure used or designed or intended to be used for the sale, rental or servicing of motor vehicles, or any other function associated with the sale, rental or servicing of motor vehicles including but not limited to detailing, leasing and brokerage of motor vehicles, and short or long-term

**By-Law No. 096-23**

storage of customer motor vehicles. Notwithstanding the Total Floor Area definition included in this by-law, for a retail motor vehicle establishment, Total Floor Area includes the sum of the areas of each floor used or designed or intended for use for the parking or storage of motor vehicles. For the purpose of this by-law a Retail Motor Vehicle Establishment is to be considered a Non-Industrial Use;

**Retirement Home** means premises that provides accommodation primarily to retired persons or couples where each private bedroom or living unit 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 where common lounges, recreation rooms and medical care facilities may also be provided, but which shall not include a Long Term Care Home or Nursing Home. For the purpose of this by-law, a Retirement Home structure will be considered Multiple Use.

**Row and Other Multiple Dwelling Unit** means all dwellings units other than a Single Detached Dwelling, Semi-Detached Dwelling, an Apartment Dwelling, a Special Care Dwelling Unit, a Stacked Townhouse Dwelling and an Accessory Unit and includes but is not limited to Townhouses and Back-to-Back Townhouses.

**Semi-Detached Dwelling** means a building divided vertically, into two separate dwelling units, with at least 50 per cent of the above-grade area of a main wall on one side of each dwelling unit attached to or the same as a main wall on one side of the other dwelling unit;

**Services** means services designated in Section 6 to this By-law or in agreement under Section 44 of the Act, or both;

**Single-Detached Dwelling** means a completely detached residential building containing only one dwelling unit;

**Special Care Dwelling Unit** means a unit in a residential building not otherwise defined in this bylaw containing self-contained dwelling units which may include culinary facilities, which are designed to accommodate persons with specific needs and where meals are provided within the development on a regular basis, including, but not limited to, Independent Living Units and Assisted Living Units. For the purpose of this by-law, a Special Care Dwelling Unit is considered to be equivalent to a small apartment unit;

**Stacked Townhouse Dwelling** means a building containing two or more dwelling units where each dwelling unit is separated horizontally and/or vertically from another dwelling unit by a common wall or floor. For the purpose of this by-law, a Stacked Townhouse Dwelling is considered to be an Apartment Dwelling.

**Temporary Building Or Structure** means a building or structure constructed or erected or placed on land for a continuous period not exceeding eight months, or an addition or alteration to a building or structure that has the effect of increasing the Total Floor Area thereof for a continuous period not exceeding eight months;

**Total Floor Area** means the sum total of all the areas of the floors in a building or structure, whether at, above, or below-grade, measured between the exterior faces of the exterior walls of the building or structure or from the center line of a common wall separating two uses, or from the outside edge of a floor where the outside edge of the

**By-Law No. 096-23**

floor does not meet an exterior or common wall, and:

- (a) includes the floor area of a mezzanine and air-supported structure and the space occupied by interior wall partitions; and
- (b) excludes any parts of the building or structure used for mechanical equipment related to the operation or maintenance of the building or structure, stairwells, elevators, washrooms, and the parking and loading of vehicles, and;
- (c) where a building does not have any walls, the total floor area shall be the sum total of the area of land directly beneath the roof of the building and the total areas of the floors in the building or structure.

**Town** means The Corporation of the Town of Innisfil;

**Rules**

- 2. For the purpose of complying with Section 6 of the Act:
  - (a) the area to which this By-law applies shall be the area described in Section 3 of this By-law;
  - (b) the rules developed under paragraph 9 of Subsection 5(1) of the Act for determining if a Development Charge is payable in any particular case and for determining the amount of the charge shall be as set forth in Sections 4 through 19, inclusive and Section 28 of this By-law;
  - (c) the exemptions provided for by such rules shall be the exemptions set forth in Sections 20 through 27, inclusive of this By-law, the indexing of charges shall be in accordance with Section 18 of this By-law; and
  - (d) the Redevelopment of land shall be in accordance with the rules set forth in Section 28 of this By-law.

**Lands Affected**

- 3. This By-law applies to all lands in the geographic area of the Town.

**Designation of Services**

- 4. It is declared by Council that all development of land within the area to which this By-law applies will increase the need for services.
- 5. The Development Charge applicable to a Development as determined under this By-law shall apply without regard to the services required or used by an individual Development.
- 6. Development Charges shall be imposed for the following categories of services to pay for the increased capital costs required because of increased needs for services arising from development:
  - (a) Library Board Services;



By-Law No. 096-23

- (b) Fire Services;
- (c) Police Services;
- (d) Parks and Recreation Services;
- (e) Services Related to a Highway: Public Works;
- (f) Municipal Fleet;
- (g) By-law Services:

**Approvals for Development**

7. Development Charges shall be imposed against all lands, Buildings or Structures within the area to which this By-law applies if the Development of such lands, Buildings or Structures requires any of the following approvals:
  - (a) the passing of a zoning By-law or of an amendment thereto under Section 34 of the *Planning Act*;
  - (b) the approval of a minor variance under Section 45 of the *Planning Act*;
  - (c) a conveyance of land to which a by-law passed under subsection 50(7) of the *Planning Act* applies;
  - (d) the approval of a plan of subdivision under Section 51 of the *Planning Act*;
  - (e) a consent under Section 53 of the *Planning Act*;
  - (f) the approval of a description under section 50 of the *Condominium Act, 1998*; or
  - (g) the issuing of a Permit under the *Building Code Act* in relation to a Building or Structure.
8. No more than one Development Charge for each service designated in Section 6 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 Section 7 are required before the lands, Buildings or Structure can be developed.
9. Notwithstanding Section 12, if two or more of the actions described in Section 7 occur at different times, additional Development Charges shall be imposed in respect of any increased or additional Development permitted by that action.
10. Where a Development requires an approval described in Section 7 after the issuance of a Building Permit and no Development Charge has been paid, then the Development Charge shall be paid prior to the granting of the approval required under Section 7.
11. If a Development does not require a Building Permit but does require one or more of the approvals described in Section 7, then the Development Charge shall nonetheless be payable in respect of any increased or additional Development permitted by such approval required for the increased or additional Development being granted.
12. Nothing in this By-law prevents Council from requiring, as a condition of an agreement under Sections 51 or 53 of the *Planning Act*, that the owner, at his or her own expense, install such local services as council may require, or that the owner pay for local

By-Law No. 096-23

connections to storm drainage facilities installed at the owner's expense, or administrative, processing, or inspection fees.

**Calculation of Development Charges, Timing and Payment**

13. The Development Charge with respect to the use of any land, Buildings or Structures shall be calculated as follows:
  - (1) in the case of Residential Development, or the residential portion of a Multiple Use Development, based upon the number and type of Dwelling Units; or
  - (2) in the case of Non-Residential Development, or the non-residential portion of a Multiple Use Development, based upon the Total Floor Area of such development.
  - (3) Development Charges shall be payable in full in money or by provision of services as may be agreed upon on the date that the first building permit is issued in relation to a building or structure on land to which a development charge applies;
  - (4) The amount of Development Charge will be determined in accordance with Section 26, 26.1 and 26.2 of the Act, prior to issuance of the building permit or revision to building permit;
  - (5) If construction has not begun after 24 months from the date of issuance of a building permit (conditional or full), a top-up to the rate in effect at that time will apply;
  - (6) Notwithstanding subsection (3), Development Charges for Rental Housing and Institutional Developments in accordance with Section 26.1 of the Act, are due inclusive of interest established from the date the Development Charge would have been payable in accordance with Section 26 of the Act, in 6 equal annual payments beginning on the date that is the earlier of:
    - (i) the date of the issuance of a permit under the Building Code Act, 1992 authorizing occupation of the building; and
    - (ii) the date the building is first occupied and continuing on the following five anniversaries of that date.
  - (7) Where the development of land results from the approval of a site plan or zoning by-law amendment application received on or after January 1, 2020, and the approval of the application occurred within two years of building permit issuance, the development charges under shall be calculated on the rates set out in Schedule A on the date of the site plan or zoning by-law amendment application, including interest. Where both site plan or zoning by-law amendment applications apply, Development Charges under Section 13 shall be calculated on the rates in effect on the day of the later planning application, including interest.
14. (1) Subject to Section 28 (with respect to Redevelopment) and subsection (2) the Development Charge shall be calculated as of, and shall be payable prior to

**By-Law No. 096-23**

issuance, on the date the first Building Permit is issued in relation to a building or structure on land to which the Development Charge applies.

- (2) Notwithstanding subsection (1), the Town may require and where so required an Owner shall enter into an agreement, including the provision of security for the Owner's obligations under agreement, pursuant to Section 27 of the Act and, without limiting the generality of the foregoing, such an agreement may require the early payment of the development charges hereunder. The terms of such agreement shall then prevail over the provisions of this By-law.

**Amount of Charge – Residential**

15. For greater certainty, the Development Charges described in Schedules A to this By-law shall be imposed on Residential Uses of lands, Buildings or Structures, including a Dwelling Unit accessory to a Non-Residential Use and, in the case of a Multiple Use Building or Structure, on the Residential component of the Multiple Use Building or Structure, according to the type of Residential Use.

**Amount of Charge – Non-Residential**

16. For greater certainty, the Development Charges described in Schedule A to this By-law shall be imposed on Non-Residential Uses of lands, Buildings or Structures and, in the case of a Multiple Use Building or Structure, on the Non-Residential components of the Multiple Use Building or Structure and calculated with respect to each of the services according to the Total Floor Area of the Non-Residential Use.

**Phase-in of Development Charges**

17. Development charges shall be phased in accordance with the requirements of the Act.

**Indexing of Development Charges**

18. The Development Charges set out in Schedule A hereto shall be adjusted without amendment to this By-law annually on April 1st in each year, commencing April 1st, 2024, in accordance with the most recent twelve month change in the Statistics Canada Quarterly, Building Construction Price Index.

**Payment by Money or the Provision of Services**

19. (1) Payment of Development Charges shall be by cash or by cheque payable to the Treasurer of the Town of Innisfil.
- (2) In the alternative to payment by the means provided in subsection (1), the Town may, by an agreement entered into with the Owner, accept the provision of services in full or partial satisfaction of the Development Charge otherwise payable provided that:
  - (a) If the Town and the Owner cannot agree as to the reasonable cost of doing the work under sub-section (2), the dispute shall be referred to Council whose decision shall be final and binding.
  - (b) If the credit exceeds the amount of the charge for the service to which the

**By-Law No. 096-23**

work relates:

- (i) the excess amount shall not be credited against the charge for any other service, unless the Town has so agreed in an agreement under Section 38 of the Act; and
  - (ii) in no event shall the Town be required to make a cash payment to the credit holder.
- (3) Nothing in this By-law prevents Council from requiring, as a condition of any approval given under the *Planning Act* that the Owner, at the Owner's expense, install such local services as Council may require in accordance with the Town's local services' policies in effect at the time.

**Exemptions for Intensification of Existing Housing**

20. (1) This By-law does not apply with respect to approvals related to the residential Development of land, Buildings or Structures that would have the affect only:
- (a) of permitting the enlargement of an existing Dwelling Unit;
  - (b) of creating one or two additional Dwelling Units in an existing Single-Detached Dwelling;
  - (c) of creating one additional Dwelling Unit in an existing Semi-Detached Dwelling; or
  - (d) of creating additional dwelling units equal to the greater of one or 1% of the existing dwelling units in an existing residential rental building containing four or more dwelling units to the existing residential building;
  - (e) of creating one additional Dwelling Unit for any other existing Residential Use.
- (2) Notwithstanding clauses (1)(b) to (e), a Development Charge shall be imposed with respect to the creation of one or two additional Dwelling Units in a Building, if the Total Floor Area of the additional one or two Dwelling Units exceeds the Total Floor Area of the existing Dwelling Unit for the purposes of clause (1)(b) and (1)(d), and the smallest existing Dwelling Unit for the purposes of clause (1)(e).

**Industrial Expansion Exemption**

21. (1) If a Development includes the enlargement of the Total Floor Area of an existing Building, the amount of the Development Charge that is payable is the following:
- (a) if the Total Floor Area is enlarged by 50 per cent or less, the amount of the Development Charge in respect of the enlargement is zero; and
  - (b) if the Total Floor Area is enlarged by more than 50 per cent, Development Charges are payable on the amount by which the enlargement exceeds 50 per cent of the Total Floor Area before the enlargement.

**By-Law No. 096-23**

- (2) In this section, for greater certainty in applying the exemption herein:
- (a) the Total Floor Area of an existing Industrial Building shall be determined as of the date this By-law comes into force; and
  - (b) the Total Floor Area of an existing Industrial Building is enlarged where there is a bona fide increase in the size of the existing Building and the enlarged area is attached to existing Industrial Building and is used for or in connection with an industrial purpose as set out in subsection 1(1) of O. Reg. 82/98. Without limiting the generality of the foregoing, the exemption in this section shall not apply where the enlarged area is attached to the existing Industrial Building by means only of a tunnel, bridge, canopy, corridor, or other passageway, or through a shared below grade connection such as a service tunnel, foundation, footing or a parking facility.

**Other Statutory Exemptions and Discounts**

22. Notwithstanding the provisions of this By-law, development charges shall not be imposed with respect to developments or portions of developments, as per the Act, as follows:
- (a) Non-profit housing
  - (b) Inclusionary zoning residential units in respect of residential units that are affordable housing units required to be included in a development or redevelopment pursuant to a by-law passed under section 34 of the *Planning Act* to give effect to the policies described in subsection 16 (4) of that Act. 2022, c. 21, Sched. 3, s. 4.
23. The following designated categories of uses are subject to discounted development charges, as per the Act, as noted below:
- (a) notwithstanding the table of Development Charges set out in Schedule A, in the case of rental housing development, the Development Charge for a residential unit intended for use as a rental residential premises with three or more bedrooms shall be reduced by 25%;
  - (b) notwithstanding the table of Development Charges set out in Schedule A, in the case of rental housing development, the Development Charge for a residential unit intended for use as a rental residential premises with two bedrooms shall be reduced by 20%;
  - (c) notwithstanding the table of Development Charges set out in Schedule A, in the case of rental housing development, the Development Charge for a residential unit intended for use as a rental residential premises not referred to in section (a) or (b) above shall be reduced by 15%.
24. Provisions, exemptions, discounts and definitions included in Sections 20, 21, 22 and 23 of this by-law are subject to the requirements of the Act including any

By-Law No. 096-23

amendments thereof.

**Institutions**

25. (1) The following categories of Institutions are hereby designated as being exempt from the payment of Development Charges:
- (a) Buildings or Structures used as Hospitals governed by the *Public Hospitals Act*, R.S.O 1990, c. P. 40;
  - (b) Buildings or Structures owned by and used for the purposes of the Town, the County, or their Local Boards;
  - (c) Buildings or Structures owned by a Board of Education and used for school purposes;
  - (d) Buildings or Structures owned by and used for the purposes of a college of applied arts and technology established pursuant to the Ministry of Training Colleges and Universities Act, R.S.O. 1990, c. M.19;
  - (e) Buildings or Structures owned by and used for the purposes of a university established by an Act of the Legislative Assembly of Ontario; and
  - (f) Places of Worship.
- (2) The exemption referred to in paragraph 25(1)(b) does not apply to the development for Residential Uses of lands owned by:
- (a) the County or any local board thereof; or
  - (b) any corporation owned, controlled, or operated by the County.

**Agricultural Uses**

26. Agricultural Uses as well as Farm Buildings shall be exempt from the provisions of this By-law.

**Temporary Buildings or Structures**

27. (1) Temporary Buildings or Structures shall be exempt from the provisions of this By-law.
- (2) In the event that a Temporary Building or Structure becomes protracted, it shall be deemed not to be nor ever to have been a Temporary Building or Structure, and the Development Charges required to be paid under this By-law shall become payable on the date the Temporary Building or Structure becomes protracted.
- (3) Prior to the Town issuing a Building Permit for a Temporary Building or Structure, the Town may require an owner to enter into an agreement, including the

**By-Law No. 096-23**

provision of security for the owner's obligation under the agreement, pursuant to Section 27 of the Act providing for all or part of the Development Charge required by subsection 27(2) of this By-law to be paid after it would otherwise be payable. The terms of such agreement shall then prevail over the provisions of this By-law.

**Rules with Respect to the Redevelopment of Land**

28. (1) Where there is a Redevelopment of land on which there is a conversion of space proposed, or on which there was formerly erected a Building or Structure that since has been demolished, a credit shall be allowed against the Development Charge otherwise payable by the owner pursuant to this By-law for the portion of the previous Building or Structure still in existence that is being converted or for the portion of the Building or Structure that has been demolished, as the case may be, calculated by multiplying the number and type of Dwelling Units being converted or demolished or the Non-Residential Total Floor Area being converted or demolished by the relevant Development Charge in effect on the date when the Development Charge is payable in accordance with this By-law.
- (2) A credit in respect of any demolition under this section shall not be given unless a Building Permit has been issued or a subdivision agreement has been entered into with the Town for the Development within five years from the date the demolition permit was issued.
- (3) The amount of any credit hereunder shall not exceed, in total, the amount of the Development Charges otherwise payable with respect to the Development.
- (4) No credit shall be provided for a Development that was exempt from payment of Development Charges at the time of its original construction or for which no Development Charge was paid.

**Interest on Refunds**

29. The Town shall pay interest on a refund under subsection 18(3) and 25(2) of the Act at a rate equal to the Bank of Canada rate on the date this By-law comes into force.

**Front Ending Agreements**

30. The Town may enter into agreements under Section 44 of the Act.

**Schedules**

31. The following Schedules are attached to this by-law:
- a) Schedule A – Town-Wide General Services Development Charges

**By-law Registration**

32. A certified copy of this By-law may be registered in the by-law register in the Land Registry Office against all land in the Town and may be registered against title to any

**By-Law No. 096-23**

land to which this By-law applies.

**Date By-law Effective**

33. This By-law comes into force on January 1, 2024.

**Date By-law Expires**

34. This By-law expires ten years from its effective date, unless repealed earlier.

**Repeal**

35. By-laws 104-18 and 099-21 are repealed effective on the date this By-law comes into force.

**Headings for Reference Only**

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

**Severability**

37. If, for any reason, any provision, section, subsection, or paragraph of this By-law is held invalid, it is hereby declared to be the intention of Council that all the remainder of this By-law shall continue in full force and effect until repealed, re-enacted or amended, in whole or in part or dealt with in any other way.

**Short Title**

38. This By-law may be referred to as the Town's Development Charges By-law.

**Passed this 8<sup>th</sup> day of November 2023**

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**Lynn Dollin, Mayor**

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**Patty Thoma, Clerk**



By-Law No. 096-23

Schedule 'A'

Town-Wide General Services Development Charges

Service	Residential Charge By Unit Type				Non-Residential per Square Metre	
	Singles & Semis	Rows & Other Multiples	Apartments 2+ Bedrooms	Apartments Bachelor or 1 Bedroom	Industrial	Non-Industrial
Library Board	\$2,618	\$2,101	\$1,559	\$1,169	\$0.00	\$0.00
Fire Services	\$2,958	\$2,374	\$1,761	\$1,321	\$10.17	\$20.41
Police Services	\$847	\$680	\$504	\$378	\$3.24	\$8.97
Parks And Recreation	\$18,227	\$14,625	\$10,851	\$8,138	\$0.00	\$0.00
Services Related To A Highway: Public Works	\$1,848	\$1,483	\$1,100	\$825	\$6.34	\$13.13
Municipal Fleet	\$2,139	\$1,716	\$1,273	\$955	\$7.35	\$14.75
By-Law Services	\$18	\$15	\$11	\$8	\$0.06	\$0.13
<b>Subtotal Town-wide General Services</b>	<b>\$28,655</b>	<b>\$22,994</b>	<b>\$17,059</b>	<b>\$12,794</b>	<b>\$27.16</b>	<b>\$57.39</b>

## The Corporation of the Town of Innisfil

### By-Law No. 097-23

#### **A By-Law of The Corporation of the Town of Innisfil to impose Development Charges for the recovery of growth-related capital costs for Town-wide development charge services related to a Highway: Roads and Related.**

Whereas pursuant to subsection 2(1) of the *Development Charges Act*, S.O. 1997, c.27 (hereinafter called the Act) enables the Council of a municipality to pass by-laws for the imposition of development charges against land within the municipality for increased capital costs required because of the need for municipal services arising from development in the area to which the by-law applies; and

Whereas the Council of The Corporation of the Town of Innisfil, at its meeting of November 8, 2023, approved the Town of Innisfil Development Charges Background Study dated July 28, 2023 (the "Study"), as amended, as required by section 10 of the Act indicating that it intends that the increase in need for services attributable to development be met; and

Whereas a public meeting has been held, on August 16, 2023, before passage of this by-law with notice given and sufficient information made available to the public pursuant to section 12 of the Act; and

Whereas the Council has heard all persons who applied to be heard in objection to, or in support of, the development charges proposal at such public meeting and provided a subsequent period for written communications to be made; and

Whereas on November 8, 2023, the Council determined that no further public meetings were required under section 12 of the Act; and

Whereas on November 8, 2023, the Council expressed its intention that any excess capacity identified in the Study shall be paid for by development charges contemplated in the said Study, or other similar changes; and

Whereas the Council in approving the Study directed that development charges be imposed on land under development or redevelopment within the geographical limits of the municipality as hereinafter provided.

Now Therefore the Council of The Corporation of the Town of Innisfil enacts as follows:

#### **Definitions**

1. In this By-law:

**Act** means the *Development Charges Act, 1997*, S.O. 1997, c.27 as amended, or successor legislation;

**Agricultural Use** means a bona fide farming operation, including sod farms, the breeding and boarding of horses, and greenhouses;

**By-Law No. 097-23**

**Air-Supported Structure** means an air supported structure as defined in the *Building Code Act*;

**Apartment Dwelling** means any residential dwelling unit within a building containing four or more dwelling units where the residential units are connected by an interior corridor and including units defined as a Stacked Townhouse or Special Care Dwelling Units; or any dwelling unit in a Multiple Use building or structure, other than a home occupation.

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

**Board of Education** means a board of education, public school board, secondary school board, Catholic school board or Protestant school board;

**Building or Structure** means a structure as defined in the *Building Code Act*, and includes an air-supported structure and an exterior storage tank;

**Building Code Act** means the *Building Code Act*, S.O. 1992, chapter 23, as amended, or any successor thereto and all Regulations thereto, as amended;

**Building Permit** means a Permit issued in accordance with the *Building Code Act*;

**County** means The County of Simcoe;

**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 Total Floor Area, and includes Redevelopment;

**Development Charge** means a charge imposed pursuant to this By-law;

**Dwelling Unit** means one or more habitable rooms designed or intended to be used together as a single and separate unit by one person or jointly by two or more persons, containing its own kitchen and sanitary facilities, with a private entrance from outside the unit itself;

**Farm Building** means a building or structure used as part of or in connection with a bona fide farming operation and includes barns, silos and other buildings or structures ancillary to a bona fide farming operation, but excluding a residential use and/or buildings and structures for retail uses and cannabis use;

**Grade** means the average level of proposed or finished ground adjoining a building or structure at all exterior walls;

**Industrial Use** means a building used for or in connection with:

(a) manufacturing, producing, processing, or distributing something;

(b) research or development in connection with manufacturing, producing or processing

By-Law No. 097-23

something;

- (c) retail sales by a manufacturer, producer or processor of something they manufactured, produced or processed, if the retail sales are at the site where the manufacturing, production or processing takes place;
- (d) office or administrative purposes, if they are carried out with respect to manufacturing, producing, processing, storage or distributing of something, and in or attached to the building or structure used for manufacturing, producing, processing, storage or distribution.

**Local Board** means a public utility commission, transportation commission, public library board, board of park management, local board of health, police services board, planning board, or any other board, commission, committee, body or local authority established or exercising any power or authority under any general or special Act with respect to any of the affairs or purposes of the Town or the County;

**Long Term Care Home or Nursing Home** means premises in which lodging is provided with or without meals and in addition, nursing or medical care and treatment is provided in accordance with the *Long-Term Care Homes Act, 2007*, as amended, and/or other applicable legislation and regulations, and shall include a hospice in accordance with any applicable regulations but does not include a Retirement Home as defined herein. For the purpose of this by-law, a Long-Term Care Home or Nursing Home structure is considered a Non-Industrial Use.

**Manufactured Housing** means a prefabricated dwelling that is manufactured and assembled in a factory and then transported to a site for use. Manufactured Housing are built as dwelling units of at least 30 square metres with a permanent chassis to assure the initial and continued transportability of the home. The combined gross floor area of a Manufactured House shall not exceed 100 square metres. Manufactured Housing does not include modular homes that are constructed and then transported to a site for assembly. For the purposes of this definition, Park Model Trailers are considered Manufactured Housing. Park Model Trailers shall not exceed 50 square meters and are transportable and primarily designed for long-term or permanent placement. For the purpose of this by-law, this type of dwelling unit is considered to be equivalent to a large apartment unit.

**Mezzanine** means a mezzanine as defined in the *Building Code Act*;

**Multiple Dwellings** means all dwellings other than single-family detached dwellings, semi-detached dwellings, and apartment dwellings;

**Multiple Use** means any Building or Structure that contains portions of the Building or Structure that vary between the definition of Residential or Non-Residential within the same Building or Structure.

**Non-Industrial Use** means a building or structure used for other than a residential use or an industrial use.

**By-Law No. 097-23**

**Non-Profit Housing Development** means the development of a building or structure intended for use as a residential premises and developed by,

- (a) a corporation to which the Not-for-Profit Corporations Act, 2010 applies, that is in good standing under that Act and whose primary object is to provide housing,
- (b) a corporation without share capital to which the Canada Not-for-profit Corporations Act applies, that is in good standing under that Act and whose primary object is to provide housing, or
- (c) a non-profit housing co-operative that is in good standing under the Co-operative Corporations Act, 2022, c. 21, Sched. 3, s. 4.

**Non-Residential Use** means land, buildings or structures or portions thereof used, or designed or intended to be used for a use other than for a residential use;

**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;

**Places of Worship** means that part of a building or structure that is exempt from taxation under Section 3 of the *Assessment Act*, R.S.O. 1990 C.A. 31, as amended, as a place of worship under the *Assessment Act*, 1990, as amended or any successor thereto;

**Planning Act** means the *Planning Act*, R.S.O. 1990 C.P. 13, as amended and all Regulations enacted thereunder;

**Private School** means an institution at which instruction is provided on any school day for five or more pupils who are of or over compulsory school age in subjects of the elementary or secondary school courses of study as defined by the *Education Act* and is not a school of a Board of Education. Notwithstanding the Zoning By-law designation for the lands on which the Private School is to be located, for the purpose of this by-law a Private School is to be considered a Non-Industrial Use;

**Protracted** means in relation to a Temporary Building or Structure the persistence of its construction, erection, placement on land, alteration or of an addition to it for a period exceeding eight months;

**Redevelopment** means the construction, erection or placing of one or more buildings or structures on land where all or part of a building or structure has previously been demolished on such land, or changing the use of a building or structure from residential to non-residential or from non-residential to residential;

**Rental Housing** means development of a building or structure with four or more dwelling units all of which are intended for use as rented residential premises;

**Residential Uses** means land, buildings or structures or portions thereof used, designed, or intended to be used principally (or primarily) as living accommodation for

**By-Law No. 097-23**

one or more individuals and shall include a Single Detached Dwelling, a Semi-Detached Dwelling, a Row and Other Multiple Dwelling, an Apartment Dwelling, a Special Care Dwelling Unit, a Stacked Townhouse, an Accessory Dwelling, and the residential portion of a Multiple Use building;

**Retail Motor Vehicle Establishment** means a building or structure used or designed or intended to be used for the sale, rental or servicing of motor vehicles, or any other function associated with the sale, rental or servicing of motor vehicles including but not limited to detailing, leasing, and brokerage of motor vehicles, and short or long-term storage of customer motor vehicles. Notwithstanding the Total Floor Area definition included in this by-law, for a retail motor vehicle establishment, Total Floor Area includes the sum of the areas of each floor used or designed or intended for use for the parking or storage of motor vehicles. For the purpose of this by-law a Retail Motor Vehicle Establishment is to be considered a Non-Industrial Use;

**Retirement Home** means premises that provides accommodation primarily to retired persons or couples where each private bedroom or living unit 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 where common lounges, recreation rooms and medical care facilities may also be provided, but which shall not include a Long Term Care Home or Nursing Home. For the purpose of this by-law, a Retirement Home structure will be considered Multiple Use.

**Row and Other Multiple Dwelling Unit** means all dwellings units other than a Single Detached Dwelling, Semi-Detached Dwelling, an Apartment Dwelling, a Special Care Dwelling Unit, a Stacked Townhouse Dwelling, and an Accessory Unit and includes but is not limited to Townhouses and Back-to-Back Townhouses.

**Semi-Detached Dwelling** means a building divided vertically, into two separate dwelling units, with at least 50 per cent of the above-grade area of a main wall on one side of each dwelling unit attached to or the same as a main wall on one side of the other dwelling unit;

**Services** means services designated in Section 6 to this By-law or in agreement under Section 44 of the Act, or both;

**Single-Detached Dwelling** means a completely detached residential building containing only one dwelling unit;

**Special Care Dwelling Unit** means a unit in a residential building not otherwise defined in this bylaw containing self-contained dwelling units which may include culinary facilities, which are designed to accommodate persons with specific needs and where meals are provided within the development on a regular basis, including, but not limited to, Independent Living Units and Assisted Living Units. For the purpose of this by-law, a Special Care Dwelling Unit is considered to be equivalent to a small apartment unit;

**Stacked Townhouse Dwelling** means a building containing two or more dwelling units where each dwelling unit is separated horizontally and/or vertically from another dwelling unit by a common wall or floor. For the purpose of this by-law, a Stacked Townhouse

**By-Law No. 097-23**

Dwelling is considered to be an Apartment Dwelling.

**Temporary Building Or Structure** means a building or structure constructed or erected or placed on land for a continuous period not exceeding eight months, or an addition or alteration to a building or structure that has the effect of increasing the Total Floor Area thereof for a continuous period not exceeding eight months;

**Total Floor Area** means the sum total of all the areas of the floors in a building or structure, whether at, above, or below-grade, measured between the exterior faces of the exterior walls of the building or structure or from the center line of a common wall separating two uses, or from the outside edge of a floor where the outside edge of the floor does not meet an exterior or common wall, and:

- (a) includes the floor area of a mezzanine and air-supported structure and the space occupied by interior wall partitions; and
- (b) excludes any parts of the building or structure used for mechanical equipment related to the operation or maintenance of the building or structure, stairwells, elevators, washrooms, and the parking and loading of vehicles, and;
- (c) where a building does not have any walls, the total floor area shall be the sum total of the area of land directly beneath the roof of the building and the total areas of the floors in the building or structure.

**Town** means The Corporation of the Town of Innisfil;

**Rules**

- 2. For the purpose of complying with Section 6 of the Act:
  - (a) the area to which this By-law applies shall be the area described in Section 3 of this By-law;
  - (b) the rules developed under paragraph 9 of Subsection 5(1) of the Act for determining if a Development Charge is payable in any particular case and for determining the amount of the charge shall be as set forth in Sections 4 through 19, inclusive and Section 28 of this By-law;
  - (c) the exemptions provided for by such rules shall be the exemptions set forth in Sections 20 through 27, inclusive of this By-law, the indexing of charges shall be in accordance with Section 18 of this By-law; and
  - (d) the Redevelopment of land shall be in accordance with the rules set forth in Section 28 of this By-law.

**Lands Affected**

- 3. This By-law applies to all lands in the geographic area of the Town.

By-Law No. 097-23

**Designation of Services**

4. It is declared by Council that all development of land within the area to which this By-law applies will increase the need for services.
5. The Development Charge applicable to a Development as determined under this By-law shall apply without regard to the services required or used by an individual Development.
6. Development Charges shall be imposed for the following categories of services to pay for the increased capital costs required because of increased needs for services arising from development:
  - (a) Services Related to a Highway: Roads and Related

**Approvals for Development**

7. Development Charges shall be imposed against all lands, Buildings or Structures within the area to which this By-law applies if the Development of such lands, Buildings or Structures requires any of the following approvals:
  - (a) the passing of a zoning By-law or of an amendment thereto under Section 34 of the *Planning Act*;
  - (b) the approval of a minor variance under Section 45 of the *Planning Act*;
  - (c) a conveyance of land to which a by-law passed under subsection 50(7) of the *Planning Act* applies;
  - (d) the approval of a plan of subdivision under Section 51 of the *Planning Act*;
  - (e) a consent under Section 53 of the *Planning Act*;
  - (f) the approval of a description under section 50 of the *Condominium Act, 1998*; or
  - (g) the issuing of a Permit under the *Building Code Act* in relation to a Building or Structure.
8. No more than one Development Charge for each service designated in Section 6 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 Section 7 are required before the lands, Buildings or Structure can be developed.
9. Notwithstanding Section 12, if two or more of the actions described in Section 7 occur at different times, additional Development Charges shall be imposed in respect of any increased or additional Development permitted by that action.
10. Where a Development requires an approval described in Section 7 after the issuance of a Building Permit and no Development Charge has been paid, then the Development Charge shall be paid prior to the granting of the approval required under Section 7.



**By-Law No. 097-23**

11. If a Development does not require a Building Permit but does require one or more of the approvals described in Section 7, then the Development Charge shall nonetheless be payable in respect of any increased or additional Development permitted by such approval required for the increased or additional Development being granted.
12. Nothing in this By-law prevents Council from requiring, as a condition of an agreement under Sections 51 or 53 of the *Planning Act*, that the owner, at his or her own expense, install such local services as council may require, or that the owner pay for local connections to storm drainage facilities installed at the owner's expense, or administrative, processing, or inspection fees.

**Calculation of Development Charges, Timing and Payment**

13. The Development Charge with respect to the use of any land, Buildings or Structures shall be calculated as follows:
  - (1) in the case of Residential Development, or the residential portion of a Multiple Use Development, based upon the number and type of Dwelling Units; or
  - (2) in the case of Non-Residential Development, or the non-residential portion of a Multiple Use Development, based upon the Total Floor Area of such development.
  - (3) Development Charges shall be payable in full in money or by provision of services as may be agreed upon on the date that the first building permit is issued in relation to a building or structure on land to which a development charge applies;
  - (4) The amount of Development Charge will be determined in accordance with Section 26, 26.1 and 26.2 of the Act, prior to issuance of the building permit or revision to building permit;
  - (5) If construction has not begun after 24 months from the date of issuance of a building permit (conditional or full), a top-up to the rate in effect at that time will apply;
  - (6) Notwithstanding subsection (3), Development Charges for Rental Housing and Institutional Developments in accordance with Section 26.1 of the Act, are due inclusive of interest established from the date the Development Charge would have been payable in accordance with Section 26 of the Act, in 6 equal annual payments beginning on the date that is the earlier of:
    - (i) the date of the issuance of a permit under the Building Code Act, 1992 authorizing occupation of the building; and
    - (ii) the date the building is first occupied and continuing on the following five anniversaries of that date.

**By-Law No. 097-23**

- (7) Where the development of land results from the approval of a site plan or zoning by-law amendment application received on or after January 1, 2020, and the approval of the application occurred within two years of building permit issuance, the development charges under shall be calculated on the rates set out in Schedule A on the date of the site plan or zoning by-law amendment application, including interest. Where both site plan or zoning by-law amendment applications apply, Development Charges under Section 13 shall be calculated on the rates in effect on the day of the later planning application, including interest.
14. (1) Subject to Section 28 (with respect to Redevelopment) and subsection (2) the Development Charge shall be calculated as of, and shall be payable prior to issuance, on the date the first Building Permit is issued in relation to a building or structure on land to which the Development Charge applies.
- (2) Notwithstanding subsection (1), the Town may require and where so required an Owner shall enter into an agreement, including the provision of security for the Owner's obligations under agreement, pursuant to Section 27 of the Act and, without limiting the generality of the foregoing, such an agreement may require the early payment of the development charges hereunder. The terms of such agreement shall then prevail over the provisions of this By-law.

**Amount of Charge – Residential**

15. For greater certainty, the Development Charges described in Schedules A to this By-law shall be imposed on Residential Uses of lands, Buildings or Structures, including a Dwelling Unit accessory to a Non-Residential Use and, in the case of a Multiple Use Building or Structure, on the Residential component of the Multiple Use Building or Structure, according to the type of Residential Use.

**Amount of Charge – Non-Residential**

16. For greater certainty, the Development Charges described in Schedule A to this By-law shall be imposed on Non-Residential Uses of lands, Buildings or Structures and, in the case of a Multiple Use Building or Structure, on the Non-Residential components of the Multiple Use Building or Structure and calculated with respect to each of the services according to the Total Floor Area of the Non-Residential Use.

**Phase-in of Development Charges**

17. Development charges shall be phased in accordance with the requirements of the Act.

**Indexing of Development Charges**

18. The Development Charges set out in Schedule A hereto shall be adjusted without amendment to this By-law annually on April 1st in each year, commencing April 1st, 2024, in accordance with the most recent twelve month change in the Statistics Canada Quarterly, Building Construction Price Index.

By-Law No. 097-23

**Payment by Money or the Provision of Services**

19. (1) Payment of Development Charges shall be by cash or by cheque payable to the Treasurer of the Town of Innisfil.
- (2) In the alternative to payment by the means provided in subsection (1), the Town may, by an agreement entered into with the Owner, accept the provision of services in full or partial satisfaction of the Development Charge otherwise payable provided that:
  - (a) If the Town and the Owner cannot agree as to the reasonable cost of doing the work under sub-section (2), the dispute shall be referred to Council whose decision shall be final and binding.
  - (b) If the credit exceeds the amount of the charge for the service to which the work relates:
    - (i) the excess amount shall not be credited against the charge for any other service, unless the Town has so agreed in an agreement under Section 38 of the Act; and
    - (ii) in no event shall the Town be required to make a cash payment to the credit holder.
- (3) Nothing in this By-law prevents Council from requiring, as a condition of any approval given under the *Planning Act* that the Owner, at the Owner's expense, install such local services as Council may require in accordance with the Town's local services' policies in effect at the time.

**Exemptions for Intensification of Existing Housing**

20. (1) This By-law does not apply with respect to approvals related to the residential Development of land, Buildings or Structures that would have the affect only:
  - (a) of permitting the enlargement of an existing Dwelling Unit;
  - (b) of creating one or two additional Dwelling Units in an existing Single-Detached Dwelling;
  - (c) of creating one additional Dwelling Unit in an existing Semi-Detached Dwelling; or
  - (d) of creating additional dwelling units equal to the greater of one or 1% of the existing dwelling units in an existing residential rental building containing four or more dwelling units to the existing residential building;
  - (e) of creating one additional Dwelling Unit for any other existing Residential Use.
- (2) Notwithstanding clauses (1)(b) to (e), a Development Charge shall be imposed

**By-Law No. 097-23**

with respect to the creation of one or two additional Dwelling Units in a Building, if the Total Floor Area of the additional one or two Dwelling Units exceeds the Total Floor Area of the existing Dwelling Unit for the purposes of clause (1)(b) and (1)(d), and the smallest existing Dwelling Unit for the purposes of clause (1)(e).

**Industrial Expansion Exemption**

21. (1) If a Development includes the enlargement of the Total Floor Area of an existing Building, the amount of the Development Charge that is payable is the following:
- (a) if the Total Floor Area is enlarged by 50 per cent or less, the amount of the Development Charge in respect of the enlargement is zero; and
  - (b) if the Total Floor Area is enlarged by more than 50 per cent, Development Charges are payable on the amount by which the enlargement exceeds 50 per cent of the Total Floor Area before the enlargement.
- (2) In this section, for greater certainty in applying the exemption herein:
- (a) the Total Floor Area of an existing Industrial Building shall be determined as of the date this By-law comes into force; and
  - (b) the Total Floor Area of an existing Industrial Building is enlarged where there is a bona fide increase in the size of the existing Building and the enlarged area is attached to existing Industrial Building and is used for or in connection with an industrial purpose as set out in subsection 1(1) of O. Reg. 82/98. Without limiting the generality of the foregoing, the exemption in this section shall not apply where the enlarged area is attached to the existing Industrial Building by means only of a tunnel, bridge, canopy, corridor, or other passageway, or through a shared below grade connection such as a service tunnel, foundation, footing or a parking facility.

**Other Statutory Exemptions and Discounts**

22. Notwithstanding the provisions of this By-law, development charges shall not be imposed with respect to developments or portions of developments, as per the Act, as follows:
- (a) Non-profit housing
  - (b) Inclusionary zoning residential units in respect of residential units that are affordable housing units required to be included in a development or redevelopment pursuant to a by-law passed under section 34 of the *Planning Act* to give effect to the policies described in subsection 16 (4) of that Act. 2022, c. 21, Sched. 3, s. 4.
23. The following designated categories of uses are subject to discounted development charges, as per the Act, as noted below:

By-Law No. 097-23

- (a) notwithstanding the table of development charges set out in Schedule A, in the case of rental housing development, the development charge for a residential unit intended for use as a rental residential premises with three or more bedrooms shall be reduced by 25%;
- (b) notwithstanding the table of development charges set out in Schedule A, in the case of rental housing development, the development charge for a residential unit intended for use as a rental residential premises with two bedrooms shall be reduced by 20%;
- (c) notwithstanding the table of development charges set out in Schedule A, in the case of rental housing development, the development charge for a residential unit intended for use as a rental residential premises not referred to in section (a) or (b) above shall be reduced by 15%.

24. Provisions, exemptions, discounts and definitions included in Sections 20, 21, 22 and 23 of this by-law are subject to the requirements of the Act including any amendments thereof.

**Institutions**

25. (1) The following categories of Institutions are hereby designated as being exempt from the payment of Development Charges:
- (a) Buildings or Structures used as Hospitals governed by the *Public Hospitals Act*, R.S.O 1990, c. P. 40;
  - (b) Buildings or Structures owned by and used for the purposes of the Town, the County, or their Local Boards;
  - (c) Buildings or Structures owned by a Board of Education and used for school purposes;
  - (d) Buildings or Structures owned by and used for the purposes of a college of applied arts and technology established pursuant to the Ministry of Training Colleges and Universities Act, R.S.O. 1990, c. M.19;
  - (e) Buildings or Structures owned by and used for the purposes of a university established by an Act of the Legislative Assembly of Ontario; and
  - (f) Places of Worship.
- (2) The exemption referred to in paragraph 25(1)(b) does not apply to the development for Residential Uses of lands owned by:
- (a) the County or any local board thereof; or

**By-Law No. 097-23**

- (b) any corporation owned, controlled, or operated by the County.

**Agricultural Uses**

26. Agricultural Uses as well as Farm Buildings shall be exempt from the provisions of this By-law.

**Temporary Buildings or Structures**

27. (1) Temporary Buildings or Structures shall be exempt from the provisions of this By-law.
- (2) In the event that a Temporary Building or Structure becomes protracted, it shall be deemed not to be nor ever to have been a Temporary Building or Structure, and the Development Charges required to be paid under this By-law shall become payable on the date the Temporary Building or Structure becomes protracted.
- (3) Prior to the Town issuing a Building Permit for a Temporary Building or Structure, the Town may require an owner to enter into an agreement, including the provision of security for the owner's obligation under the agreement, pursuant to Section 27 of the Act providing for all or part of the Development Charge required by subsection 27(2) of this By-law to be paid after it would otherwise be payable. The terms of such agreement shall then prevail over the provisions of this By-law.

**Rules with Respect to the Redevelopment of Land**

28. (1) Where there is a Redevelopment of land on which there is a conversion of space proposed, or on which there was formerly erected a Building or Structure that since has been demolished, a credit shall be allowed against the Development Charge otherwise payable by the owner pursuant to this By-law for the portion of the previous Building or Structure still in existence that is being converted or for the portion of the Building or Structure that has been demolished, as the case may be, calculated by multiplying the number and type of Dwelling Units being converted or demolished or the Non-Residential Total Floor Area being converted or demolished by the relevant Development Charge in effect on the date when the Development Charge is payable in accordance with this By-law.
- (2) A credit in respect of any demolition under this section shall not be given unless a Building Permit has been issued or a subdivision agreement has been entered into with the Town for the Development within five years from the date the demolition permit was issued.
- (3) The amount of any credit hereunder shall not exceed, in total, the amount of the Development Charges otherwise payable with respect to the Development.
- (4) No credit shall be provided for a Development that was exempt from payment of

**By-Law No. 097-23**

Development Charges at the time of its original construction or for which no Development Charge was paid.

**Interest on Refunds**

29. The Town shall pay interest on a refund under subsection 18(3) and 25(2) of the Act at a rate equal to the Bank of Canada rate on the date this By-law comes into force.

**Front Ending Agreements**

30. The Town may enter into agreements under Section 44 of the Act.

**Schedules**

31. The following Schedules are attached to this by-law:
- a) Schedule A – Town-Wide Development Charges, Services Related to a Highway: Roads and Related

**By-law Registration**

32. A certified copy of this By-law may be registered in the by-law register in the Land Registry Office against all land in the Town and may be registered against title to any land to which this By-law applies.

**Date By-law Effective**

33. This By-law comes into force on January 1, 2024.

**Date By-law Expires**

34. This By-law expires ten years from its effective date, unless repealed earlier.

**Repeal**

35. By-laws 104-18 and 099-21 are repealed effective on the date this By-law comes into force.

**Headings for Reference Only**

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

**Severability**

37. If, for any reason, any provision, section, subsection, or paragraph of this By-law is held invalid, it is hereby declared to be the intention of Council that all the remainder of this

**By-Law No. 097-23**

By-law shall continue in full force and effect until repealed, re-enacted, or amended, in whole or in part or dealt with in any other way.

**Short Title**

38. This By-law may be referred to as the Town's Development Charges By-law.

**Passed this 8<sup>th</sup> day of November 2023.**

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**Lynn Dollin, Mayor**

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**Patty Thoma, Clerk**



By-Law No. 097-23

Schedule 'A'

**Town wide Development Charges  
Services Related to a Highway: Roads and Related**

Service	Residential Charge By Unit Type				Non-Residential per Square Metre	
	Singles & Semis	Rows & Other Multiples	Apartments 2+ Bedrooms	Apartments Bachelor or 1 Bedroom	Industrial	Non-Industrial
Services Related To A Highway: Roads And Related	\$25,037	\$20,090	\$14,905	\$11,179	\$89.37	\$163.94
<b>Total Town-Wide Services</b>	<b>\$53,692</b>	<b>\$43,084</b>	<b>\$31,964</b>	<b>\$23,973</b>	<b>\$116.53</b>	<b>\$221.33</b>

# The Corporation of the Town of Innisfil

## By-Law No. 098-23

### **A By-Law of The Corporation of the Town of Innisfil to impose development charges for the recovery of growth-related capital costs for Water Distribution and Wastewater Collection Services.**

Whereas pursuant to subsection 2(1) of the *Development Charges Act*, S.O. 1997, c.27 (hereinafter called the Act) enables the Council of a municipality to pass by-laws for the imposition of development charges against land within the municipality for increased capital costs required because of the need for municipal services arising from development in the area to which the by-law applies; and

Whereas the Council of The Corporation of the Town of Innisfil, at its meeting of November 8, 2023, approved the Town of Innisfil Development Charges Background Study dated July 28, 2023 (the "Study"), as required by section 10 of the Act indicating that it intends that the increase in need for services attributable to development be met; and

Whereas a public meeting has been held, on August 16, 2023, before passage of this by-law with notice given and sufficient information made available to the public pursuant to section 12 of the Act; and

Whereas the Council has heard all persons who applied to be heard in objection to, or in support of, the development charges proposal at such public meeting and provided a subsequent period for written communications to be made; and

Whereas on November 8, 2023, the Council determined that no further public meetings were required under section 12 of the Act; and

Whereas on November 8, 2023, the Council expressed its intention that any excess capacity identified in the Study shall be paid for by development charges contemplated in the said Study, or other similar changes; and

Whereas the Council in approving the Study directed that development charges be imposed on land under development or redevelopment within the geographical limits of the municipality as hereinafter provided.

Now Therefore the Council of The Corporation of the Town of Innisfil enacts as follows:

#### **Definitions**

1. In this By-law:

**Act** means the *Development Charges Act, 1997*, S.O. 1997, c.27 as amended, or successor legislation;

**Agricultural Use** means a bona fide farming operation, including sod farms, the breeding and boarding of horses, and greenhouses;

**Air-Supported Structure** means an air supported structure as defined in the *Building Code Act*;

By-Law No. 098-23

**Apartment Dwelling** means any residential dwelling unit within a building containing four or more dwelling units where the residential units are connected by an interior corridor and including units defined as a Stacked Townhouse or Special Care Dwelling Units; or any dwelling unit in a Multiple Use building or structure, other than a home occupation.

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

**Board of Education** means a board of education, public school board, secondary school board, Catholic school board or Protestant school board;

**Building or Structure** means a structure as defined in the *Building Code Act*, and includes an air-supported structure and an exterior storage tank;

**Building Code Act** means the *Building Code Act*, S.O. 1992, chapter 23, as amended, or any successor thereto and all Regulations thereto, as amended;

**Building Permit** means a Permit issued in accordance with the *Building Code Act*;

**County** means The County of Simcoe;

**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 Total Floor Area, and includes Redevelopment;

**Development Charge** means a charge imposed pursuant to this By-law;

**Dwelling Unit** means one or more habitable rooms designed or intended to be used together as a single and separate unit by one person or jointly by two or more persons, containing its own kitchen and sanitary facilities, with a private entrance from outside the unit itself;

**Farm Building** means a building or structure used as part of or in connection with a bona fide farming operation and includes barns, silos and other buildings or structures ancillary to a bona fide farming operation, but excluding a residential use and/or buildings and structures for retail uses and cannabis use;

**Grade** means the average level of proposed or finished ground adjoining a building or structure at all exterior walls;

**Industrial Use** means a building used for or in connection with:

- (a) manufacturing, producing, processing, or distributing something;
- (b) research or development in connection with manufacturing, producing or processing something;
- (c) retail sales by a manufacturer, producer or processor of something they manufactured, produced or processed, if the retail sales are at the site where the

By-Law No. 098-23

manufacturing, production or processing takes place;

- (d) office or administrative purposes, if they are carried out with respect to manufacturing, producing, processing, storage or distributing of something, and in or attached to the building or structure used for manufacturing, producing, processing, storage or distribution.

**Local Board** means a public utility commission, transportation commission, public library board, board of park management, local board of health, police services board, planning board, or any other board, commission, committee, body or local authority established or exercising any power or authority under any general or special Act with respect to any of the affairs or purposes of the Town or the County;

**Long Term Care Home or Nursing Home** means premises in which lodging is provided with or without meals and in addition, nursing or medical care and treatment is provided in accordance with the *Long-Term Care Homes Act, 2007*, as amended, and/or other applicable legislation and regulations, and shall include a hospice in accordance with any applicable regulations but does not include a Retirement Home as defined herein. For the purpose of this by-law, a Long-Term Care Home or Nursing Home structure is considered a Non-Industrial Use.

**Manufactured Housing** means a prefabricated dwelling that is manufactured and assembled in a factory and then transported to a site for use. Manufactured Housing are built as dwelling units of at least 30 square metres with a permanent chassis to assure the initial and continued transportability of the home. The combined gross floor area of a Manufactured House shall not exceed 100 square metres. Manufactured Housing does not include modular homes that are constructed and then transported to a site for assembly. For the purposes of this definition, Park Model Trailers are considered Manufactured Housing. Park Model Trailers shall not exceed 50 square meters and are transportable and primarily designed for long-term or permanent placement. For the purpose of this by-law, this type of dwelling unit is considered to be equivalent to a large apartment unit.

**Mezzanine** means a mezzanine as defined in the *Building Code Act*;

**Multiple Dwellings** means all dwellings other than single-family detached dwellings, semi-detached dwellings, and apartment dwellings;

**Multiple Use** means any Building or Structure that contains portions of the Building or Structure that vary between the definition of Residential or Non-Residential within the same Building or Structure.

**Non-Industrial Use** means a building or structure used for other than a residential use or an industrial use.

**Non-Profit Housing Development** means the development of a building or structure intended for use as a residential premises and developed by,

- (a) a corporation to which the Not-for-Profit Corporations Act, 2010 applies, that is in good standing under that Act and whose primary object is to provide housing,

By-Law No. 098-23

(b) a corporation without share capital to which the Canada Not-for-profit Corporations Act applies, that is in good standing under that Act and whose primary object is to provide housing, or

(c) a non-profit housing co-operative that is in good standing under the Co-operative Corporations Act, 2022, c. 21, Sched. 3, s. 4.

**Non-Residential Use** means land, buildings or structures or portions thereof used, or designed or intended to be used for a use other than for a residential use;

**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;

**Places of Worship** means that part of a building or structure that is exempt from taxation under Section 3 of the *Assessment Act*, R.S.O. 1990 C.A. 31, as amended, as a place of worship under the *Assessment Act*, 1990, as amended or any successor thereto;

**Planning Act** means the *Planning Act*, R.S.O. 1990 C.P. 13, as amended and all Regulations enacted thereunder;

**Private School** means an institution at which instruction is provided on any school day for five or more pupils who are of or over compulsory school age in subjects of the elementary or secondary school courses of study as defined by the *Education Act* and is not a school of a Board of Education. Notwithstanding the Zoning By-law designation for the lands on which the Private School is to be located, for the purpose of this by-law a Private School is to be considered a Non-Industrial Use;

**Protracted** means in relation to a Temporary Building or Structure the persistence of its construction, erection, placement on land, alteration or of an addition to it for a period exceeding eight months;

**Redevelopment** means the construction, erection or placing of one or more buildings or structures on land where all or part of a building or structure has previously been demolished on such land, or changing the use of a building or structure from residential to non-residential or from non-residential to residential;

**Rental Housing** means development of a building or structure with four or more dwelling units all of which are intended for use as rented residential premises;

**Residential Uses** means land, buildings or structures or portions thereof used, designed, or intended to be used principally (or primarily) as living accommodation for one or more individuals and shall include a Single Detached Dwelling, a Semi-Detached Dwelling, a Row and Other Multiple Dwelling, an Apartment Dwelling, a Special Care Dwelling Unit, a Stacked Townhouse, an Accessory Dwelling, and the residential portion of a Multiple Use building;

**Retail Motor Vehicle Establishment** means a building or structure used or designed or intended to be used for the sale, rental or servicing of motor vehicles, or any other function associated with the sale, rental or servicing of motor vehicles including but not

**By-Law No. 098-23**

limited to detailing, leasing and brokerage of motor vehicles, and short or long-term storage of customer motor vehicles. Notwithstanding the Total Floor Area definition included in this by-law, for a retail motor vehicle establishment, Total Floor Area includes the sum of the areas of each floor used, or designed or intended for use for the parking or storage of motor vehicles. For the purpose of this by-law a Retail Motor Vehicle Establishment is to be considered a Non-Industrial Use;

**Retirement Home** means premises that provides accommodation primarily to retired persons or couples where each private bedroom or living unit 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 where common lounges, recreation rooms and medical care facilities may also be provided, but which shall not include a Long Term Care Home or Nursing Home. For the purpose of this by-law, a Retirement Home structure will be considered Multiple Use.

**Row and Other Multiple Dwelling Unit** means all dwellings units other than a Single Detached Dwelling, Semi-Detached Dwelling, an Apartment Dwelling, a Special Care Dwelling Unit, a Stacked Townhouse Dwelling and an Accessory Unit and includes but is not limited to Townhouses and Back-to-Back Townhouses.

**Semi-Detached Dwelling** means a building divided vertically, into two separate dwelling units, with at least 50 per cent of the above-grade area of a main wall on one side of each dwelling unit attached to or the same as a main wall on one side of the other dwelling unit;

**Services** means services designated in Section 6 to this By-law or in agreement under Section 44 of the Act, or both;

**Single-Detached Dwelling** means a completely detached residential building containing only one dwelling unit;

**Special Care Dwelling Unit** means a unit in a residential building not otherwise defined in this bylaw containing self-contained dwelling units which may include culinary facilities, which are designed to accommodate persons with specific needs and where meals are provided within the development on a regular basis, including, but not limited to, Independent Living Units and Assisted Living Units. For the purpose of this by-law, a Special Care Dwelling Unit is considered to be equivalent to a small apartment unit;

**Stacked Townhouse Dwelling** means a building containing two or more dwelling units where each dwelling unit is separated horizontally and/or vertically from another dwelling unit by a common wall or floor. For the purpose of this by-law, a Stacked Townhouse Dwelling is considered to be an Apartment Dwelling.

**Temporary Building Or Structure** means a building or structure constructed or erected or placed on land for a continuous period not exceeding eight months, or an addition or alteration to a building or structure that has the effect of increasing the Total Floor Area thereof for a continuous period not exceeding eight months;

**Total Floor Area** means the sum total of all the areas of the floors in a building or structure, whether at, above, or below-grade, measured between the exterior faces of the exterior walls of the building or structure or from the center line of a common wall

**By-Law No. 098-23**

separating two uses, or from the outside edge of a floor where the outside edge of the floor does not meet an exterior or common wall, and:

- (a) includes the floor area of a mezzanine and air-supported structure and the space occupied by interior wall partitions; and
- (b) excludes any parts of the building or structure used for mechanical equipment related to the operation or maintenance of the building or structure, stairwells, elevators, washrooms, and the parking and loading of vehicles, and;
- (c) where a building does not have any walls, the total floor area shall be the sum total of the area of land directly beneath the roof of the building and the total areas of the floors in the building or structure.

**Town** means The Corporation of the Town of Innisfil;

**Rules**

- 2. For the purpose of complying with Section 6 of the Act:
  - (a) the area to which this By-law applies shall be the area described in Section 3 of this By-law;
  - (b) the rules developed under paragraph 9 of Subsection 5(1) of the Act for determining if a Development Charge is payable in any particular case and for determining the amount of the charge shall be as set forth in Sections 4 through 19, inclusive and Section 28 of this By-law;
  - (c) the exemptions provided for by such rules shall be the exemptions set forth in Sections 20 through 27, inclusive of this By-law, the indexing of charges shall be in accordance with Section 18 of this By-law; and
  - (d) the Redevelopment of land shall be in accordance with the rules set forth in Section 28 of this By-law.

**Lands Affected**

- 3. This By-law applies to all lands in the geographic area of the Town, subject to the following:
  - (a) municipal wastewater services Development Charges, as identified on Schedules A, B, C, D, E and F will only be levied against development of land that will receive wastewater services from the Town of Innisfil, or a local board thereof, at the time of Development; and
  - (b) municipal water services Development Charges, as identified on Schedule as identified on Schedules A, B, C, D, E and F will only be levied against development of land that will receive water services from the Town of Innisfil, or a local board thereof, at the time of Development.

By-Law No. 098-23

**Designation of Services**

4. It is declared by Council that all development of land within the area to which this By-law applies will increase the need for services.
5. The Development Charge applicable to a Development as determined under this By-law shall apply without regard to the services required or used by an individual Development, except as set out in subsections 3(a) and 3(b) of this By-law.
6. Development Charges shall be imposed for the following categories of services to pay for the increased capital costs required because of increased needs for services arising from development:
  - (a) Wastewater Collection; and
  - (b) Water Distribution.

**Approvals for Development**

7. Development Charges shall be imposed against all lands, Buildings or Structures within the area to which this By-law applies if the Development of such lands, Buildings or Structures requires any of the following approvals:
  - (a) the passing of a zoning By-law or of an amendment thereto under Section 34 of the *Planning Act*;
  - (b) the approval of a minor variance under Section 45 of the *Planning Act*;
  - (c) a conveyance of land to which a by-law passed under subsection 50(7) of the *Planning Act* applies;
  - (d) the approval of a plan of subdivision under Section 51 of the *Planning Act*;
  - (e) a consent under Section 53 of the *Planning Act*;
  - (f) the approval of a description under section 50 of the *Condominium Act, 1998*; or
  - (g) the issuing of a Permit under the *Building Code Act* in relation to a Building or Structure.
8. No more than one Development Charge for each service designated in Section 6 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 Section 7 are required before the lands, Buildings or Structure can be developed.
9. Notwithstanding Section 12, if two or more of the actions described in Section 7 occur at different times, additional Development Charges shall be imposed in respect of any increased or additional Development permitted by that action.
10. Where a Development requires an approval described in Section 7 after the issuance of a Building Permit and no Development Charge has been paid, then the Development Charge shall be paid prior to the granting of the approval required under Section 7.



**By-Law No. 098-23**

11. If a Development does not require a Building Permit but does require one or more of the approvals described in Section 7, then the Development Charge shall nonetheless be payable in respect of any increased or additional Development permitted by such approval required for the increased or additional Development being granted.
12. Nothing in this By-law prevents Council from requiring, as a condition of an agreement under Sections 51 or 53 of the *Planning Act*, that the owner, at his or her own expense, install such local services as council may require, or that the owner pay for local connections to storm drainage facilities installed at the owner's expense, or administrative, processing, or inspection fees.

**Calculation of Development Charges, Timing and Payment**

13. The Development Charge with respect to the use of any land, Buildings or Structures shall be calculated as follows:
  - (1) in the case of Residential Development, or the residential portion of a Multiple Use Development, based upon the number and type of Dwelling Units; or
  - (2) in the case of Non-Residential Development, or the non-residential portion of a Multiple Use Development, based upon the Total Floor Area of such development.
  - (3) Development Charges shall be payable in full in money or by provision of services as may be agreed upon on the date that the first building permit is issued in relation to a building or structure on land to which a development charge applies;
  - (4) The amount of Development Charge will be determined in accordance with Section 26, 26.1 and 26.2 of the Act, prior to issuance of the building permit or revision to building permit;
  - (5) If construction has not begun after 24 months from the date of issuance of a building permit (conditional or full), a top-up to the rate in effect at that time will apply;
  - (6) Notwithstanding subsection (3), Development Charges for Rental Housing and Institutional Developments in accordance with Section 26.1 of the Act, are due inclusive of interest established from the date the Development Charge would have been payable in accordance with Section 26 of the Act, in 6 equal annual payments beginning on the date that is the earlier of:
    - (i) the date of the issuance of a permit under the Building Code Act, 1992 authorizing occupation of the building; and
    - (ii) the date the building is first occupied and continuing on the following five anniversaries of that date.
  - (7) Where the development of land results from the approval of a site plan or zoning by-law amendment application received on or after January 1, 2020, and the

**By-Law No. 098-23**

approval of the application occurred within two years of building permit issuance, the development charges under shall be calculated on the rates set out in Schedules A, B, C, D, E and F on the date of the site plan or zoning by-law amendment application, including interest. Where both site plan or zoning by-law amendment applications apply, Development Charges under Section 13 shall be calculated on the rates in effect on the day of the later planning application, including interest.

14. (1) Subject to Section 28 (with respect to Redevelopment) and subsection (2) the Development Charge shall be calculated as of, and shall be payable prior to issuance, on the date the first Building Permit is issued in relation to a building or structure on land to which the Development Charge applies.
- (2) Notwithstanding subsection (1), the Town may require and where so required an Owner shall enter into an agreement, including the provision of security for the Owner's obligations under agreement, pursuant to Section 27 of the Act and, without limiting the generality of the foregoing, such an agreement may require the early payment of the development charges hereunder. The terms of such agreement shall then prevail over the provisions of this By-law.

**Amount of Charge – Residential**

15. For greater certainty, the Development Charges described in Schedules A, B, C, D, E and F to this By-law shall be imposed on Residential Uses of lands, Buildings or Structures, including a Dwelling Unit accessory to a Non-Residential Use and, in the case of a Multiple Use Building or Structure, on the Residential component of the Multiple Use Building or Structure, according to the type of Residential Use.

**Amount of Charge – Non-Residential**

16. For greater certainty, the Development Charges described in Schedules A, B, C, D, E and F to this By-law shall be imposed on Non-Residential Uses of lands, Buildings or Structures and, in the case of a Multiple Use Building or Structure, on the Non-Residential components of the Multiple Use Building or Structure, and calculated with respect to each of the services according to the Total Floor Area of the Non-Residential Use.

**Phase-in of Development Charges**

17. Development charges shall be phased in accordance with the requirements of the Act.

**Indexing of Development Charges**

18. The Development Charges set out in Schedules A, B, C, D, E and F hereto shall be adjusted without amendment to this By-law annually on April 1st in each year, commencing April 1st, 2024, in accordance with the most recent twelve month change in the Statistics Canada Quarterly, Building Construction Price Index.

**Payment by Money or the Provision of Services**

19. (1) Payment of Development Charges shall be by cash or by cheque payable to the

By-Law No. 098-23

Treasurer of the Town of Innisfil.

- (2) In the alternative to payment by the means provided in subsection (1), the Town may, by an agreement entered into with the Owner, accept the provision of services in full or partial satisfaction of the Development Charge otherwise payable provided that:
  - (a) If the Town and the Owner cannot agree as to the reasonable cost of doing the work under sub-section (2), the dispute shall be referred to Council whose decision shall be final and binding.
  - (b) If the credit exceeds the amount of the charge for the service to which the work relates:
    - (i) the excess amount shall not be credited against the charge for any other service, unless the Town has so agreed in an agreement under Section 38 of the Act; and
    - (ii) in no event shall the Town be required to make a cash payment to the credit holder.
- (3) Nothing in this By-law prevents Council from requiring, as a condition of any approval given under the *Planning Act* that the Owner, at the Owner's expense, install such local services as Council may require in accordance with the Town's local services' policies in effect at the time.

**Exemptions for Intensification of Existing Housing**

20. (1) This By-law does not apply with respect to approvals related to the residential Development of land, Buildings or Structures that would have the affect only:
  - (a) of permitting the enlargement of an existing Dwelling Unit;
  - (b) of creating one or two additional Dwelling Units in an existing Single-Detached Dwelling;
  - (c) of creating one additional Dwelling Unit in an existing Semi-Detached Dwelling; or
  - (d) of creating additional dwelling units equal to the greater of one or 1% of the existing dwelling units in an existing residential rental building containing four or more dwelling units to the existing residential building;
  - (e) of creating one additional Dwelling Unit for any other existing Residential Use.
- (2) Notwithstanding clauses (1)(b) to (e), a Development Charge shall be imposed with respect to the creation of one or two additional Dwelling Units in a Building, if the Total Floor Area of the additional one or two Dwelling Units exceeds the Total Floor Area of the existing Dwelling Unit for the purposes of clause (1)(b) and (1)(d), and the smallest existing Dwelling Unit for the purposes of clause (1)(e).

By-Law No. 098-23

**Industrial Expansion Exemption**

21. (1) If a Development includes the enlargement of the Total Floor Area of an existing Building, the amount of the Development Charge that is payable is the following:
- (a) if the Total Floor Area is enlarged by 50 per cent or less, the amount of the Development Charge in respect of the enlargement is zero; and
  - (b) if the Total Floor Area is enlarged by more than 50 per cent, Development Charges are payable on the amount by which the enlargement exceeds 50 per cent of the Total Floor Area before the enlargement.
- (2) In this section, for greater certainty in applying the exemption herein:
- (a) the Total Floor Area of an existing Industrial Building shall be determined as of the date this By-law comes in to force; and
  - (b) the Total Floor Area of an existing Industrial Building is enlarged where there is a bona fide increase in the size of the existing Building and the enlarged area is attached to existing Industrial Building and is used for or in connection with an industrial purpose as set out in subsection 1(1) of O. Reg. 82/98. Without limiting the generality of the foregoing, the exemption in this section shall not apply where the enlarged area is attached to the existing Industrial Building by means only of a tunnel, bridge, canopy, corridor or other passageway, or through a shared below grade connection such as a service tunnel, foundation, footing or a parking facility.

**Other Statutory Exemptions and Discounts**

22. Notwithstanding the provisions of this By-law, development charges shall not be imposed with respect to developments or portions of developments, as per the Act, as follows:
- (a) Non-profit housing
  - (b) Inclusionary zoning residential units in respect of residential units that are affordable housing units required to be included in a development or redevelopment pursuant to a by-law passed under section 34 of the *Planning Act* to give effect to the policies described in subsection 16 (4) of that Act. 2022, c. 21, Sched. 3, s. 4.
23. The following designated categories of uses are subject to discounted development charges, as per the Act, as noted below:
- (a) notwithstanding the table of development charges set out in Schedules A, B, C, D, E and F in the case of rental housing development, the development charge for a residential unit intended for use as a rental residential premises with three or more bedrooms shall be reduced by 25%;
  - (b) notwithstanding the table of development charges set out in Schedules A, B,

**By-Law No. 098-23**

C, D, E and F, in the case of rental housing development, the development charge for a residential unit intended for use as a rental residential premises with two bedrooms shall be reduced by 20%;

- (c) notwithstanding the table of development charges set out in Schedules A, B, C, D, E and F, in the case of rental housing development, the development charge for a residential unit intended for use as a rental residential premises not referred to in section (a) or (b) above shall be reduced by 15%.

- 24. Provisions, exemptions, discounts and definitions included in Sections 20, 21, 22 and 23 of this by-law are subject to the requirements of the Act including any amendments thereof.

**Institutions**

- 25. (1) The following categories of Institutions are hereby designated as being exempt from the payment of Development Charges:
  - (a) Buildings or Structures used as Hospitals governed by the *Public Hospitals Act*, R.S.O 1990, c. P. 40;
  - (b) Buildings or Structures owned by and used for the purposes of the Town, the County, or their Local Boards;
  - (c) Buildings or Structures owned by a Board of Education and used for school purposes;
  - (d) Buildings or Structures owned by and used for the purposes of a college of applied arts and technology established pursuant to the Ministry of Training Colleges and Universities Act, R.S.O. 1990, c. M.19;
  - (e) Buildings or Structures owned by and used for the purposes of a university established by an Act of the Legislative Assembly of Ontario; and
  - (f) Places of Worship.
- (2) The exemption referred to in paragraph 25(1)(b) does not apply to the development for Residential Uses of lands owned by:
  - (a) the County or any local board thereof; or
  - (b) any corporation owned, controlled, or operated by the County.

**Agricultural Uses**

- 26. Agricultural Uses as well as Farm Buildings shall be exempt from the provisions of this By-law.

**Temporary Buildings or Structures**

**By-Law No. 098-23**

27. (1) Temporary Buildings or Structures shall be exempt from the provisions of this By-law.
- (2) In the event that a Temporary Building or Structure becomes protracted, it shall be deemed not to be nor ever to have been a Temporary Building or Structure, and the Development Charges required to be paid under this By-law shall become payable on the date the Temporary Building or Structure becomes protracted.
- (3) Prior to the Town issuing a Building Permit for a Temporary Building or Structure, the Town may require an owner to enter into an agreement, including the provision of security for the owner's obligation under the agreement, pursuant to Section 27 of the Act providing for all or part of the Development Charge required by subsection 27(2) of this By-law to be paid after it would otherwise be payable. The terms of such agreement shall then prevail over the provisions of this By-law.

**Rules with Respect to the Redevelopment of Land**

28. (1) Where there is a Redevelopment of land on which there is a conversion of space proposed, or on which there was formerly erected a Building or Structure that since has been demolished, a credit shall be allowed against the Development Charge otherwise payable by the owner pursuant to this By-law for the portion of the previous Building or Structure still in existence that is being converted or for the portion of the Building or Structure that has been demolished, as the case may be, calculated by multiplying the number and type of Dwelling Units being converted or demolished or the Non-Residential Total Floor Area being converted or demolished by the relevant Development Charge in effect on the date when the Development Charge is payable in accordance with this By-law.
- (2) A credit in respect of any demolition under this section shall not be given unless a Building Permit has been issued or a subdivision agreement has been entered into with the Town for the Development within five years from the date the demolition permit was issued.
- (3) The amount of any credit hereunder shall not exceed, in total, the amount of the Development Charges otherwise payable with respect to the Development.
- (4) No credit shall be provided for a Development that was exempt from payment of Development Charges at the time of its original construction or for which no Development Charge was paid.

**Interest on Refunds**

29. The Town shall pay interest on a refund under subsection 18(3) and 25(2) of the Act at a rate equal to the Bank of Canada rate on the date this By-law comes into force.

**Front Ending Agreements**

30. The Town may enter into agreements under Section 44 of the Act.

**By-Law No. 098-23**

**Schedules**

31. The following Schedules are attached to this by-law:
- a) Schedule A – Innisfil North Service Area – Water Distribution and Wastewater Collection Charges
  - b) Schedule B – Friday Harbour Resort Service Area – Water Distribution and Wastewater Collection Charges
  - c) Schedule C – Innisfil South Service Area – Water Distribution and Wastewater Collection Charges
  - d) Schedule D – Innisfil Central Service Area – Water Distribution and Wastewater Collection Charges
  - e) Schedule E – Cookstown Service Area – Water Distribution and Wastewater Collection Charges
  - f) Schedule F – Geographic area to which the Development Charges rates for Schedules A to E are applied

**By-law Registration**

32. A certified copy of this By-law may be registered in the by-law register in the Land Registry Office against all land in the Town and may be registered against title to any land to which this By-law applies.

**Date By-law Effective**

33. This By-law comes into force on January 1, 2024.

**Date By-law Expires**

34. This By-law expires ten years from its effective date, unless repealed earlier.

**Repeal**

35. By-laws 104-18 and 099-21 are repealed effective on the date this By-law comes into force.

**Headings for Reference Only**

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

**Severability**

37. If, for any reason, any provision, section, subsection, or paragraph of this By-law is held invalid, it is hereby declared to be the intention of Council that all the remainder of this By-law shall continue in full force and effect until repealed, re-enacted or amended, in whole or in part or dealt with in any other way.

By-Law No. 098-23

**Short Title**

38. This By-law may be referred to as the Town's Development Charges By-law.

**Passed this 8<sup>th</sup> day of November 2023**

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**Lynn Dollin, Mayor**

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**Patty Thoma, Clerk**



By-Law No. 098-23

Schedule 'A'

**Innisfil North Service Area – Water Distribution and Wastewater Collection Charges**

Service	Residential Charge By Unit Type				Non-Residential per Sq.M.	
	Singles & Semis	Rows & Other Multiples	Apartments 2+ Bedrooms	Apartments Bachelor or 1 Bedroom	Industrial	Non-Industrial
<b>Innisfil North</b>						
Water Distribution	\$3,625	\$2,909	\$2,158	\$1,619	\$38.46	\$73.80
Wastewater Collection	\$7,065	\$5,669	\$4,206	\$3,155	\$31.18	\$59.83

Note:

- 1) These charges are applicable to development receiving municipal sewer and/or water servicing within the prescribed service area.
- 2) The Service Area is shown on Schedule F.

By-Law No. 098-23

Schedule 'B'

**Friday Harbour Resort Service Area –  
Water Distribution and Wastewater Collection Charges**

Service	Residential Charge By Unit Type				Non-Residential per Sq.M.	
	Singles & Semis	Rows & Other Multiples	Apartments 2+ Bedrooms	Apartments Bachelor or 1 Bedroom	Industrial	Non-Industrial
<b>Friday Harbour</b>						
Water Distribution	\$0	\$0	\$0	\$0	\$38.46	\$73.80
Wastewater Collection	\$4,797	\$3,849	\$2,856	\$2,142	\$31.18	\$59.83

Note:

- 1) These charges are applicable to development receiving municipal sewer and/or water servicing within the prescribed service area.
- 2) The Service Area is shown on Schedule F.

By-Law No. 098-23

Schedule 'C'

Innisfil South Service Area – Water Distribution and Wastewater Collection Charges

Service	Residential Charge By Unit Type				Non-Residential per Sq.M.	
	Singles & Semis	Rows & Other Multiples	Apartments 2+ Bedrooms	Apartments Bachelor or 1 Bedroom	Industrial	Non-Industrial
<b>Innisfil South</b>						
Water Distribution	\$10,398	\$8,343	\$6,190	\$4,643	\$38.46	\$73.80
Wastewater Collection	\$185	\$148	\$110	\$83	\$31.18	\$59.83

Note:

- 1) These charges are applicable to development receiving municipal sewer and/or water servicing within the prescribed service area.
- 2) The Service Area is shown on Schedule F.

By-Law No. 098-23

Schedule 'D'

Innisfil Central Service Area – Water Distribution and Wastewater Collection Charges

Service	Residential Charge By Unit Type				Non-Residential per Sq.M.	
	Singles & Semis	Rows & Other Multiples	Apartments 2+ Bedrooms	Apartments Bachelor or 1 Bedroom	Industrial	Non-Industrial
<b>Innisfil Central</b>						
Water Distribution	\$9,030	\$7,246	\$5,376	\$4,032	\$38.46	\$73.80
Wastewater Collection	\$17,936	\$14,392	\$10,678	\$8,009	\$31.18	\$59.83

Note:

- 1) These charges are applicable to development receiving municipal sewer and/or water servicing within the prescribed service area.
- 2) The Service Area is shown on Schedule F.

By-Law No. 098-23

Schedule 'E'

**Cookstown Service Area – Water Distribution and Wastewater Collection Charges**

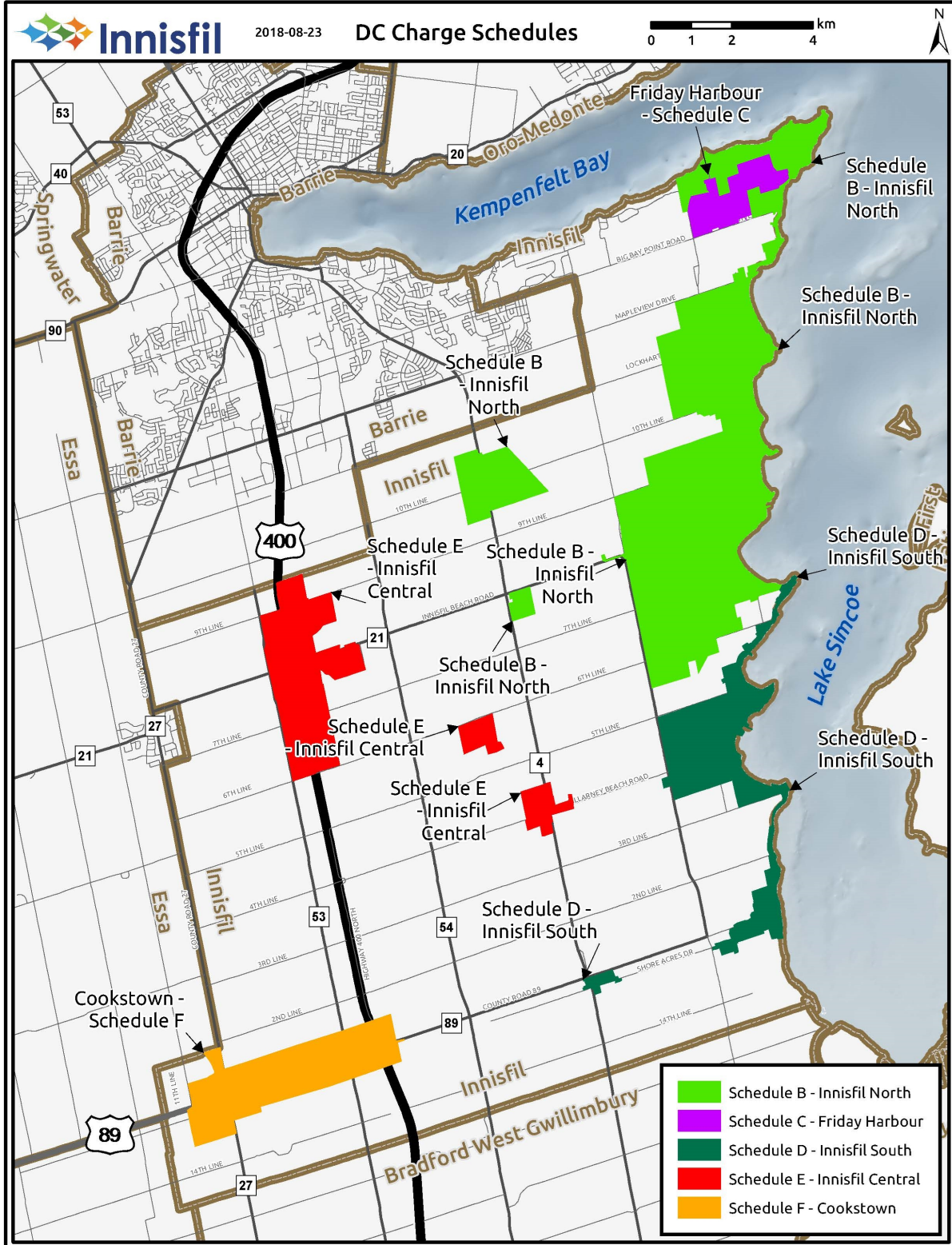
Service	Residential Charge By Unit Type				Non-Residential per Sq.M.	
	Singles & Semis	Rows & Other Multiples	Apartments 2+ Bedrooms	Apartments Bachelor or 1 Bedroom	Industrial	Non-Industrial
<b>Cookstown</b>						
Water Distribution	\$2,251	\$1,806	\$1,340	\$1,005	\$38.46	\$73.80
Wastewater Collection	\$25,438	\$20,411	\$15,144	\$11,358	\$31.18	\$59.83

Note:

- 1) These charges are applicable to development receiving municipal sewer and/or water servicing within the prescribed service area.
- 2) The Service Area is shown on Schedule F.

Schedule 'F'

Geographic area to which the Development Charges rates for Schedules A to E are applied.



## The Corporation of the Town of Innisfil

### By-Law No. 100-23

#### **A By-Law of The Corporation of the Town of Innisfil to impose development charges for the recovery of growth-related capital costs for Wastewater Treatment Service (Plant).**

Whereas pursuant to subsection 2(1) of the *Development Charges Act*, S.O. 1997, c.27 (hereinafter called the Act) enables the Council of a municipality to pass by-laws for the imposition of development charges against land within the municipality for increased capital costs required because of the need for municipal services arising from development in the area to which the by-law applies; and

Whereas the Council of The Corporation of the Town of Innisfil, at its meeting of November 8, 2023, approved the Town of Innisfil Development Charges Background Study dated July 28, 2023 (the "Study"), as amended, required by section 10 of the Act indicating that it intends that the increase in need for services attributable to development be met; and

Whereas a public meeting has been held, on August 16, 2023, before passage of this by-law with notice given and sufficient information made available to the public pursuant to section 12 of the Act; and

Whereas the Council has heard all persons who applied to be heard in objection to, or in support of, the development charges proposal at such public meeting and provided a subsequent period for written communications to be made; and

Whereas on November 8, 2023, the Council determined that no further public meetings were required under section 12 of the Act; and

Whereas on November 8, 2023, the Council expressed its intention that any excess capacity identified in the Study shall be paid for by development charges contemplated in the said Study, or other similar changes; and

Whereas the Council in approving the Study directed that development charges be imposed on land under development or redevelopment within the geographical limits of the municipality as hereinafter provided.

Now Therefore the Council of The Corporation of the Town of Innisfil enacts as follows:

#### **Definitions**

1. In this By-law:

**Act** means the *Development Charges Act, 1997*, S.O. 1997, c.27 as amended, or successor legislation;

**Agricultural Use** means a bona fide farming operation, including sod farms, the breeding and boarding of horses, and greenhouses;

By-Law No. 100-23

**Air-Supported Structure** means an air supported structure as defined in the *Building Code Act*;

**Apartment Dwelling** means any residential dwelling unit within a building containing four or more dwelling units where the residential units are connected by an interior corridor and including units defined as a Stacked Townhouse or Special Care Dwelling Units; or any dwelling unit in a Multiple Use building or structure, other than a home occupation.

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

**Board of Education** means a board of education, public school board, secondary school board, Catholic school board or Protestant school board;

**Building or Structure** means a structure as defined in the *Building Code Act*, and includes an air-supported structure and an exterior storage tank;

**Building Code Act** means the *Building Code Act*, S.O. 1992, chapter 23, as amended, or any successor thereto and all Regulations thereto, as amended;

**Building Permit** means a Permit issued in accordance with the *Building Code Act*;

**County** means The County of Simcoe;

**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 Total Floor Area, and includes Redevelopment;

**Development Charge** means a charge imposed pursuant to this By-law;

**Dwelling Unit** means one or more habitable rooms designed or intended to be used together as a single and separate unit by one person or jointly by two or more persons, containing its own kitchen and sanitary facilities, with a private entrance from outside the unit itself;

**Farm Building** means a building or structure used as part of or in connection with a bona fide farming operation and includes barns, silos and other buildings or structures ancillary to a bona fide farming operation, but excluding a residential use and/or buildings and structures for retail uses and cannabis use;

**Grade** means the average level of proposed or finished ground adjoining a building or structure at all exterior walls;

**Industrial Use** means a building used for or in connection with:

(a) manufacturing, producing, processing, or distributing something;

(b) research or development in connection with manufacturing, producing or processing



By-Law No. 100-23

something;

- (c) retail sales by a manufacturer, producer or processor of something they manufactured, produced or processed, if the retail sales are at the site where the manufacturing, production or processing takes place;
- (d) office or administrative purposes, if they are carried out with respect to manufacturing, producing, processing, storage or distributing of something, and in or attached to the building or structure used for manufacturing, producing, processing, storage or distribution.

**Local Board** means a public utility commission, transportation commission, public library board, board of park management, local board of health, police services board, planning board, or any other board, commission, committee, body or local authority established or exercising any power or authority under any general or special Act with respect to any of the affairs or purposes of the Town or the County;

**Long Term Care Home or Nursing Home** means premises in which lodging is provided with or without meals and in addition, nursing or medical care and treatment is provided in accordance with the *Long-Term Care Homes Act, 2007*, as amended, and/or other applicable legislation and regulations, and shall include a hospice in accordance with any applicable regulations, but does not include a Retirement Home as defined herein. For the purpose of this by-law, a Long-Term Care Home or Nursing Home structure is considered a Non-Industrial Use.

**Manufactured Housing** means a prefabricated dwelling that is manufactured and assembled in a factory and then transported to a site for use. Manufactured Housing are built as dwelling units of at least 30 square metres with a permanent chassis to assure the initial and continued transportability of the home. The combined gross floor area of a Manufactured House shall not exceed 100 square metres. Manufactured Housing does not include modular homes that are constructed and then transported to a site for assembly. For the purposes of this definition, Park Model Trailers are considered Manufactured Housing. Park Model Trailers shall not exceed 50 square meters and are transportable and primarily designed for long-term or permanent placement. For the purpose of this by-law, this type of dwelling unit is considered to be equivalent to a large apartment unit.

**Mezzanine** means a mezzanine as defined in the *Building Code Act*;

**Multiple Dwellings** means all dwellings other than single-family detached dwellings, semi-detached dwellings, and apartment dwellings;

**Multiple Use** means any Building or Structure that contains portions of the Building or Structure that vary between the definition of Residential or Non-Residential within the same Building or Structure.

**Non-Industrial Use** means a building or structure used for other than a residential use or an industrial use.

**By-Law No. 100-23**

**Non-Profit Housing Development** means the development of a building or structure intended for use as a residential premises and developed by,

- (a) a corporation to which the Not-for-Profit Corporations Act, 2010 applies, that is in good standing under that Act and whose primary object is to provide housing,
- (b) a corporation without share capital to which the Canada Not-for-profit Corporations Act applies, that is in good standing under that Act and whose primary object is to provide housing, or
- (c) a non-profit housing co-operative that is in good standing under the Co-operative Corporations Act, 2022, c. 21, Sched. 3, s. 4.

**Non-Residential Use** means land, buildings or structures or portions thereof used, or designed or intended to be used for a use other than for a residential use;

**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;

**Places of Worship** means that part of a building or structure that is exempt from taxation under Section 3 of the *Assessment Act*, R.S.O. 1990 C.A. 31, as amended, as a place of worship under the *Assessment Act*, 1990, as amended or any successor thereto;

**Planning Act** means the *Planning Act*, R.S.O. 1990 C.P. 13, as amended and all Regulations enacted thereunder;

**Private School** means an institution at which instruction is provided on any school day for five or more pupils who are of or over compulsory school age in subjects of the elementary or secondary school courses of study as defined by the *Education Act* and is not a school of a Board of Education. Notwithstanding the Zoning By-law designation for the lands on which the Private School is to be located, for the purpose of this by-law a Private School is to be considered a Non-Industrial Use;

**Protracted** means in relation to a Temporary Building or Structure the persistence of its construction, erection, placement on land, alteration or of an addition to it for a period exceeding eight months;

**Redevelopment** means the construction, erection or placing of one or more buildings or structures on land where all or part of a building or structure has previously been demolished on such land, or changing the use of a building or structure from residential to non-residential or from non-residential to residential;

**Rental Housing** means development of a building or structure with four or more dwelling units all of which are intended for use as rented residential premises;

**Residential Uses** means land, buildings or structures or portions thereof used, designed, or intended to be used principally (or primarily) as living accommodation for

**By-Law No. 100-23**

one or more individuals and shall include a Single Detached Dwelling, a Semi-Detached Dwelling, a Row and Other Multiple Dwelling, an Apartment Dwelling, a Special Care Dwelling Unit, a Stacked Townhouse, an Accessory Dwelling, and the residential portion of a Multiple Use building;

**Retail Motor Vehicle Establishment** means a building or structure used or designed or intended to be used for the sale, rental or servicing of motor vehicles, or any other function associated with the sale, rental or servicing of motor vehicles including but not limited to detailing, leasing and brokerage of motor vehicles, and short or long-term storage of customer motor vehicles. Notwithstanding the Total Floor Area definition included in this by-law, for a retail motor vehicle establishment, Total Floor Area includes the sum of the areas of each floor used, or designed or intended for use for the parking or storage of motor vehicles. For the purpose of this by-law a Retail Motor Vehicle Establishment is to be considered a Non-Industrial Use;

**Retirement Home** means premises that provides accommodation primarily to retired persons or couples where each private bedroom or living unit 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 where common lounges, recreation rooms and medical care facilities may also be provided, but which shall not include a Long Term Care Home or Nursing Home. For the purpose of this by-law, a Retirement Home structure will be considered Multiple Use.

**Row and Other Multiple Dwelling Unit** means all dwellings units other than a Single Detached Dwelling, Semi-Detached Dwelling, an Apartment Dwelling, a Special Care Dwelling Unit, a Stacked Townhouse Dwelling and an Accessory Unit and includes but is not limited to Townhouses and Back-to-Back Townhouses.

**Semi-Detached Dwelling** means a building divided vertically, into two separate dwelling units, with at least 50 per cent of the above-grade area of a main wall on one side of each dwelling unit attached to or the same as a main wall on one side of the other dwelling unit;

**Services** means services designated in Section 6 to this By-law or in agreement under Section 44 of the Act, or both;

**Single-Detached Dwelling** means a completely detached residential building containing only one dwelling unit;

**Special Care Dwelling Unit** means a unit in a residential building not otherwise defined in this bylaw containing self-contained dwelling units which may include culinary facilities, which are designed to accommodate persons with specific needs and where meals are provided within the development on a regular basis, including, but not limited to, Independent Living Units and Assisted Living Units. For the purpose of this by-law, a Special Care Dwelling Unit is considered to be equivalent to a small apartment unit;

**Stacked Townhouse Dwelling** means a building containing two or more dwelling units where each dwelling unit is separated horizontally and/or vertically from another dwelling unit by a common wall or floor. For the purpose of this by-law, a Stacked Townhouse

**By-Law No. 100-23**

Dwelling is considered to be an Apartment Dwelling.

**Temporary Building Or Structure** means a building or structure constructed or erected or placed on land for a continuous period not exceeding eight months, or an addition or alteration to a building or structure that has the effect of increasing the Total Floor Area thereof for a continuous period not exceeding eight months;

**Total Floor Area** means the sum total of all the areas of the floors in a building or structure, whether at, above, or below-grade, measured between the exterior faces of the exterior walls of the building or structure or from the center line of a common wall separating two uses, or from the outside edge of a floor where the outside edge of the floor does not meet an exterior or common wall, and:

- (a) includes the floor area of a mezzanine and air-supported structure and the space occupied by interior wall partitions; and
- (b) excludes any parts of the building or structure used for mechanical equipment related to the operation or maintenance of the building or structure, stairwells, elevators, washrooms, and the parking and loading of vehicles, and;
- (c) where a building does not have any walls, the total floor area shall be the sum total of the area of land directly beneath the roof of the building and the total areas of the floors in the building or structure.

**Town** means The Corporation of the Town of Innisfil;

**Rules**

- 2. For the purpose of complying with Section 6 of the Act:
  - (a) the area to which this By-law applies shall be the area described in Section 3 of this By-law;
  - (b) the rules developed under paragraph 9 of Subsection 5(1) of the Act for determining if a Development Charge is payable in any particular case and for determining the amount of the charge shall be as set forth in Sections 4 through 19, inclusive and Section 28 of this By-law;
  - (c) the exemptions provided for by such rules shall be the exemptions set forth in Sections 20 through 27, inclusive of this By-law, the indexing of charges shall be in accordance with Section 18 of this By-law; and
  - (d) the Redevelopment of land shall be in accordance with the rules set forth in Section 28 of this By-law.

**Lands Affected**

- 3. This By-law applies to all lands in the geographic area of the Town, subject to the following:

**By-Law No. 100-23**

- (a) municipal wastewater services Development Charges, as identified on Schedules A and B will only be levied against development of land that will receive sanitary sewerage services from the Town of Innisfil, or a local board thereof, at the time of Development.

**Designation of Services**

- 4. It is declared by Council that all development of land within the area to which this By-law applies will increase the need for services.
- 5. The Development Charge applicable to a Development as determined under this By-law shall apply without regard to the services required or used by an individual Development, except as set out in subsections 3(a) and 3(b) of this By-law.
- 6. Development Charges shall be imposed for the following category of service to pay for the increased capital costs required because of increased needs for services arising from development:
  - (a) Wastewater Treatment

**Approvals for Development**

- 7. Development Charges shall be imposed against all lands, Buildings or Structures within the area to which this By-law applies if the Development of such lands, Buildings or Structures requires any of the following approvals:
  - (a) the passing of a zoning By-law or of an amendment thereto under Section 34 of the *Planning Act*;
  - (b) the approval of a minor variance under Section 45 of the *Planning Act*;
  - (c) a conveyance of land to which a by-law passed under subsection 50(7) of the *Planning Act* applies;
  - (d) the approval of a plan of subdivision under Section 51 of the *Planning Act*;
  - (e) a consent under Section 53 of the *Planning Act*;
  - (f) the approval of a description under section 50 of the *Condominium Act, 1998*; or
  - (g) the issuing of a Permit under the *Building Code Act* in relation to a Building or Structure.
- 8. No more than one Development Charge for each service designated in Section 6 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 Section 7 are required before the lands, Buildings or Structure can be developed.

**By-Law No. 100-23**

9. Notwithstanding Section 12, if two or more of the actions described in Section 7 occur at different times, additional Development Charges shall be imposed in respect of any increased or additional Development permitted by that action.
10. Where a Development requires an approval described in Section 7 after the issuance of a Building Permit and no Development Charge has been paid, then the Development Charge shall be paid prior to the granting of the approval required under Section 7.
11. If a Development does not require a Building Permit but does require one or more of the approvals described in Section 7, then the Development Charge shall nonetheless be payable in respect of any increased or additional Development permitted by such approval required for the increased or additional Development being granted.
12. Nothing in this By-law prevents Council from requiring, as a condition of an agreement under Sections 51 or 53 of the *Planning Act*, that the owner, at his or her own expense, install such local services as council may require, or that the owner pay for local connections to storm drainage facilities installed at the owner's expense, or administrative, processing, or inspection fees.

**Calculation of Development Charges, Timing and Payment**

13. The Development Charge with respect to the use of any land, Buildings or Structures shall be calculated as follows:
  - (1) in the case of Residential Development, or the residential portion of a Multiple Use Development, based upon the number and type of Dwelling Units; or
  - (2) in the case of Non-Residential Development, or the non-residential portion of a Multiple Use Development, based upon the Total Floor Area of such development.
  - (3) Development Charges shall be payable in full in money or by provision of services as may be agreed upon on the date that the first building permit is issued in relation to a building or structure on land to which a development charge applies;
  - (4) The amount of Development Charge will be determined in accordance with Section 26, 26.1 and 26.2 of the Act, prior to issuance of the building permit or revision to building permit;
  - (5) If construction has not begun after 24 months from the date of issuance of a building permit (conditional or full), a top-up to the rate in effect at that time will apply;
  - (6) Notwithstanding subsection (3), Development Charges for Rental Housing and Institutional Developments in accordance with Section 26.1 of the Act, are due inclusive of interest established from the date the Development Charge would have been payable in accordance with Section 26 of the Act, in 6 equal annual payments beginning on the date that is the earlier of:

**By-Law No. 100-23**

- (i) the date of the issuance of a permit under the Building Code Act, 1992 authorizing occupation of the building; and
  - (ii) the date the building is first occupied and continuing on the following five anniversaries of that date.
- (7) Where the development of land results from the approval of a site plan or zoning by-law amendment application received on or after January 1, 2020, and the approval of the application occurred within two years of building permit issuance, the development charges under shall be calculated on the rates set out in Schedules A and B on the date of the site plan or zoning by-law amendment application, including interest. Where both site plan or zoning by-law amendment applications apply, Development Charges under Section 13 shall be calculated on the rates in effect on the day of the later planning application, including interest.
- 14.
  - (1) Subject to Section 28 (with respect to Redevelopment) and subsection (2) the Development Charge shall be calculated as of, and shall be payable prior to issuance, on the date the first Building Permit is issued in relation to a building or structure on land to which the Development Charge applies.
  - (2) Notwithstanding subsection (1), the Town may require and where so required an Owner shall enter into an agreement, including the provision of security for the Owner's obligations under agreement, pursuant to Section 27 of the Act and, without limiting the generality of the foregoing, such an agreement may require the early payment of the development charges hereunder. The terms of such agreement shall then prevail over the provisions of this By-law.

**Amount of Charge – Residential**

- 15. For greater certainty, the Development Charges described in Schedules A and B to this By-law shall be imposed on Residential Uses of lands, Buildings or Structures, including a Dwelling Unit accessory to a Non-Residential Use and, in the case of a Multiple Use Building or Structure, on the Residential component of the Multiple Use Building or Structure, according to the type of Residential Use.

**Amount of Charge – Non-Residential**

- 16. For greater certainty, the Development Charges described in Schedules A and B to this By-law shall be imposed on Non-Residential Uses of lands, Buildings or Structures and, in the case of a Multiple Use Building or Structure, on the Non-Residential components of the Multiple Use Building or Structure and calculated with respect to each of the services according to the Total Floor Area of the Non-Residential Use.

**Phase-in of Development Charges**

- 17. Development charges shall be phased in accordance with the requirements of the Act.

By-Law No. 100-23

**Indexing of Development Charges**

18. The Development Charges set out in Schedules A and B hereto shall be adjusted without amendment to this By-law annually on April 1st in each year, commencing April 1st, 2024, in accordance with the most recent twelve month change in the Statistics Canada Quarterly, Building Construction Price Index.

**Payment by Money or the Provision of Services**

19. (1) Payment of Development Charges shall be by cash or by cheque payable to the Treasurer of the Town of Innisfil.
- (2) In the alternative to payment by the means provided in subsection (1), the Town may, by an agreement entered into with the Owner, accept the provision of services in full or partial satisfaction of the Development Charge otherwise payable provided that:
- (a) If the Town and the Owner cannot agree as to the reasonable cost of doing the work under sub-section (2), the dispute shall be referred to Council whose decision shall be final and binding.
  - (b) If the credit exceeds the amount of the charge for the service to which the work relates:
    - (i) the excess amount shall not be credited against the charge for any other service, unless the Town has so agreed in an agreement under Section 38 of the Act; and
    - (ii) in no event shall the Town be required to make a cash payment to the credit holder.
- (3) Nothing in this By-law prevents Council from requiring, as a condition of any approval given under the *Planning Act* that the Owner, at the Owner's expense, install such local services as Council may require in accordance with the Town's local services' policies in effect at the time.

**Exemptions for Intensification of Existing Housing**

20. (1) This By-law does not apply with respect to approvals related to the residential Development of land, Buildings or Structures that would have the affect only:
- (a) of permitting the enlargement of an existing Dwelling Unit;
  - (b) of creating one or two additional Dwelling Units in an existing Single-Detached Dwelling;
  - (c) of creating one additional Dwelling Unit in an existing Semi-Detached Dwelling; or



**By-Law No. 100-23**

- (d) of creating additional dwelling units equal to the greater of one or 1% of the existing dwelling units in an existing residential rental building containing four or more dwelling units to the existing residential building;
  - (e) of creating one additional Dwelling Unit for any other existing Residential Use.
- (2) Notwithstanding clauses (1)(b) to (e), a Development Charge shall be imposed with respect to the creation of one or two additional Dwelling Units in a Building, if the Total Floor Area of the additional one or two Dwelling Units exceeds the Total Floor Area of the existing Dwelling Unit for the purposes of clause (1)(b) and (1)(d), and the smallest existing Dwelling Unit for the purposes of clause (1)(e).

**Industrial Expansion Exemption**

21. (1) If a Development includes the enlargement of the Total Floor Area of an existing Building, the amount of the Development Charge that is payable is the following:
- (a) if the Total Floor Area is enlarged by 50 per cent or less, the amount of the Development Charge in respect of the enlargement is zero; and
  - (b) if the Total Floor Area is enlarged by more than 50 per cent, Development Charges are payable on the amount by which the enlargement exceeds 50 per cent of the Total Floor Area before the enlargement.
- (2) In this section, for greater certainty in applying the exemption herein:
- (a) the Total Floor Area of an existing Industrial Building shall be determined as of the date this By-law comes in to force; and
  - (b) the Total Floor Area of an existing Industrial Building is enlarged where there is a bona fide increase in the size of the existing Building and the enlarged area is attached to existing Industrial Building and is used for or in connection with an industrial purpose as set out in subsection 1(1) of O. Reg. 82/98. Without limiting the generality of the foregoing, the exemption in this section shall not apply where the enlarged area is attached to the existing Industrial Building by means only of a tunnel, bridge, canopy, corridor or other passageway, or through a shared below grade connection such as a service tunnel, foundation, footing or a parking facility.

**Other Statutory Exemptions and Discounts**

22. Notwithstanding the provisions of this By-law, development charges shall not be imposed with respect to developments or portions of developments, as per the Act, as follows:
- (a) Non-profit housing

**By-Law No. 100-23**

- (b) Inclusionary zoning residential units in respect of residential units that are affordable housing units required to be included in a development or redevelopment pursuant to a by-law passed under section 34 of the *Planning Act* to give effect to the policies described in subsection 16 (4) of that Act. 2022, c. 21, Sched. 3, s. 4.
23. The following designated categories of uses are subject to discounted development charges, as per the Act, as noted below:
- (a) notwithstanding the table of development charges set out in Schedules A and B in the case of rental housing development, the development charge for a residential unit intended for use as a rental residential premises with three or more bedrooms shall be reduced by 25%;
  - (b) notwithstanding the table of development charges set out in Schedules A and B in the case of rental housing development, the development charge for a residential unit intended for use as a rental residential premises with two bedrooms shall be reduced by 20%;
  - (c) notwithstanding the table of development charges set out in Schedules A and B in the case of rental housing development, the development charge for a residential unit intended for use as a rental residential premises not referred to in section (a) or (b) above shall be reduced by 15%.
24. Provisions, exemptions, discounts and definitions included in Sections 20, 21, 22 and 23 of this by-law are subject to the requirements of the Act including any amendments thereof.

**Institutions**

25. (1) The following categories of Institutions are hereby designated as being exempt from the payment of Development Charges:
- (a) Buildings or Structures used as Hospitals governed by the *Public Hospitals Act*, R.S.O 1990, c. P. 40;
  - (b) Buildings or Structures owned by and used for the purposes of the Town, the County, or their Local Boards;
  - (c) Buildings or Structures owned by a Board of Education and used for school purposes;
  - (d) Buildings or Structures owned by and used for the purposes of a college of applied arts and technology established pursuant to the Ministry of Training Colleges and Universities Act, R.S.O. 1990, c. M.19;
  - (e) Buildings or Structures owned by and used for the purposes of a university established by an Act of the Legislative Assembly of Ontario; and

**By-Law No. 100-23**

- (f) Places of Worship.
- (2) The exemption referred to in paragraph 25(1)(b) does not apply to the development for Residential Uses of lands owned by:
  - (a) the County or any local board thereof; or
  - (b) any corporation owned, controlled, or operated by the County.

**Agricultural Uses**

- 26. Agricultural Uses as well as Farm Buildings shall be exempt from the provisions of this By-law.

**Temporary Buildings or Structures**

- 27. (1) Temporary Buildings or Structures shall be exempt from the provisions of this By-law.
- (2) In the event that a Temporary Building or Structure becomes protracted, it shall be deemed not to be nor ever to have been a Temporary Building or Structure, and the Development Charges required to be paid under this By-law shall become payable on the date the Temporary Building or Structure becomes protracted.
- (3) Prior to the Town issuing a Building Permit for a Temporary Building or Structure, the Town may require an owner to enter into an agreement, including the provision of security for the owner's obligation under the agreement, pursuant to Section 27 of the Act providing for all or part of the Development Charge required by subsection 27(2) of this By-law to be paid after it would otherwise be payable. The terms of such agreement shall then prevail over the provisions of this By-law.

**Rules with Respect to the Redevelopment of Land**

- 28. (1) Where there is a Redevelopment of land on which there is a conversion of space proposed, or on which there was formerly erected a Building or Structure that since has been demolished, a credit shall be allowed against the Development Charge otherwise payable by the owner pursuant to this By-law for the portion of the previous Building or Structure still in existence that is being converted or for the portion of the Building or Structure that has been demolished, as the case may be, calculated by multiplying the number and type of Dwelling Units being converted or demolished or the Non-Residential Total Floor Area being converted or demolished by the relevant Development Charge in effect on the date when the Development Charge is payable in accordance with this By-law.
- (2) A credit in respect of any demolition under this section shall not be given unless a Building Permit has been issued or a subdivision agreement has been entered

**By-Law No. 100-23**

into with the Town for the Development within five years from the date the demolition permit was issued.

- (3) The amount of any credit hereunder shall not exceed, in total, the amount of the Development Charges otherwise payable with respect to the Development.
- (4) No credit shall be provided for a Development that was exempt from payment of Development Charges at the time of its original construction or for which no Development Charge was paid.

**Interest on Refunds**

- 29. The Town shall pay interest on a refund under subsection 18(3) and 25(2) of the Act at a rate equal to the Bank of Canada rate on the date this By-law comes into force.

**Front Ending Agreements**

- 30. The Town may enter into agreements under Section 44 of the Act.

**Schedules**

- 31. The following Schedules are attached to this by-law:
  - a) Schedule A – Wastewater Treatment Charges
  - b) Schedule B – Wastewater Treatment Charges Developments Subject to the IDAG Agreement
  - c) Schedule C – Geographic area to which the Development Charges rates for Schedule A is applied

**By-law Registration**

- 32. A certified copy of this By-law may be registered in the by-law register in the Land Registry Office against all land in the Town and may be registered against title to any land to which this By-law applies.

**Date By-law Effective**

- 33. This By-law comes into force on January 1, 2024.

**Date By-law Expires**

- 34. This By-law expires ten years from its effective date, unless repealed earlier.

**Repeal**

- 35. By-laws 104-18 and 099-21 are repealed effective on the date this By-law comes into force.

**By-Law No. 100-23**

**Headings for Reference Only**

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

**Severability**

37. If, for any reason, any provision, section, subsection, or paragraph of this By-law is held invalid, it is hereby declared to be the intention of Council that all the remainder of this By-law shall continue in full force and effect until repealed, re-enacted or amended, in whole or in part or dealt with in any other way.

**Short Title**

38. This By-law may be referred to as the Town's Development Charges By-law.

**Passed this 8<sup>th</sup> day of November 2023**

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**Lynn Dollin, Mayor**

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**Patty Thoma, Clerk**

By-Law No. 100-23

Schedule 'A'

Wastewater Treatment Charges

Service	Residential Charge By Unit Type				Non-Residential per Sq.M.	
	Singles & Semis	Rows & Other Multiples	Apartments 2+ Bedrooms	Apartments Bachelor or 1 Bedroom	Industrial	Non-Industrial
Wastewater Treatment	\$11,422	\$9,165	\$6,800	\$5,100	\$30.21	\$57.97

Note:

- 1) These charges are applicable to development receiving municipal sewer and/or water servicing within the prescribed service area.
- 2) The Service Area is shown on Schedule C.

By-Law No. 100-23

Schedule 'B'

Wastewater Treatment Charges Developments Subject to the IDAG Agreement

Service	Residential Charge By Unit Type				Non-Residential per Sq.M.	
	Singles & Semis	Rows & Other Multiples	Apartments 2+ Bedrooms	Apartments Bachelor or 1 Bedroom	Industrial	Non-Industrial
Wastewater Treatment	\$11,080	\$8,890	\$6,596	\$4,947	\$29.30	\$56.00

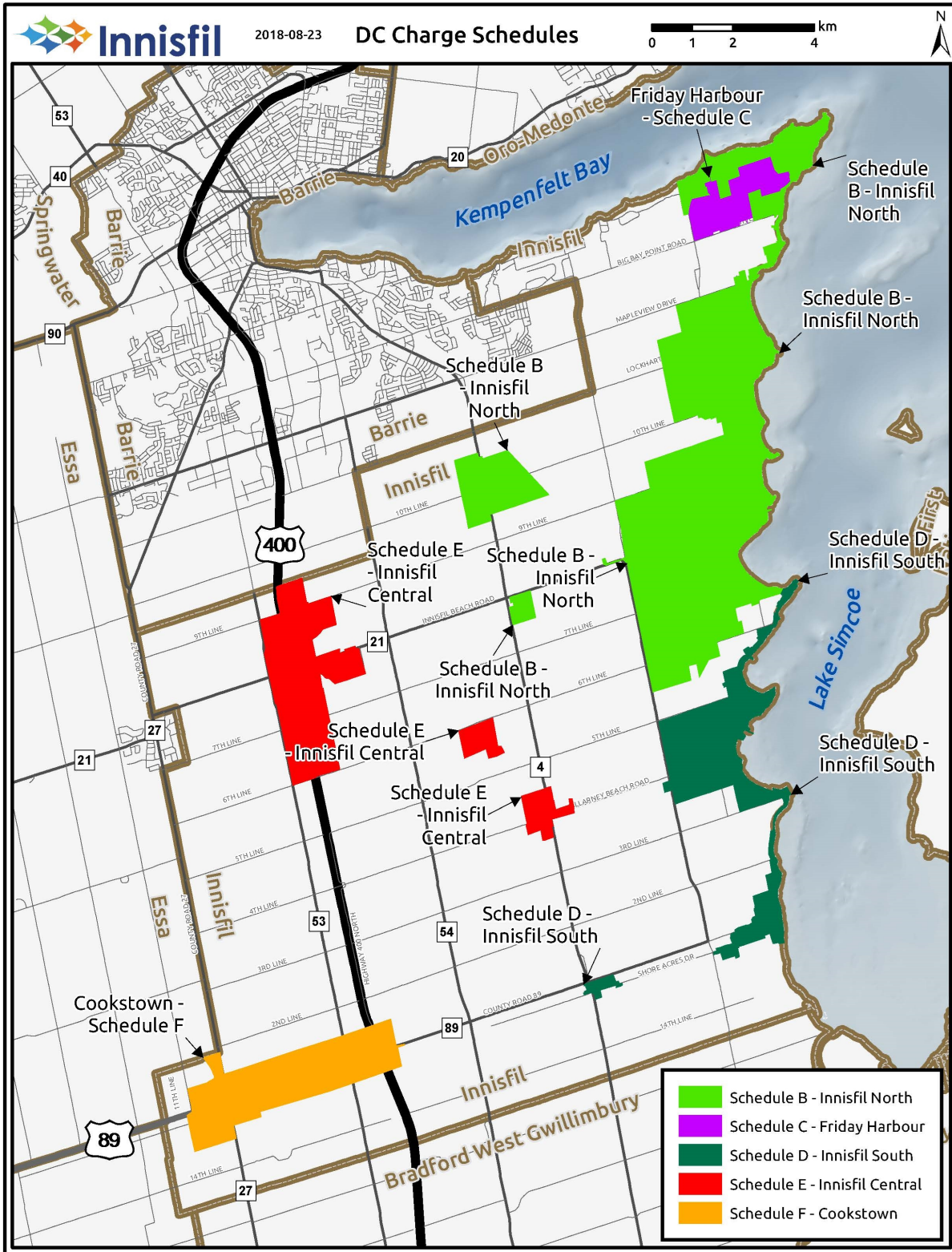
Note:

- 3) These charges are applicable to development receiving municipal sewer and/or water servicing within the prescribed service area.
- 4) The Service Area is shown on Schedule C.

By-Law No. 100-23

Schedule 'C'

Geographic area to which the Development Charges rates for Schedules A & B are applied.





## The Corporation of the Town of Innisfil

### By-Law No. 101-23

#### **A By-Law of The Corporation of the Town of Innisfil to impose development charges for the recovery of growth-related capital costs for Water Supply and Treatment Service (Plant).**

Whereas pursuant to subsection 2(1) of the *Development Charges Act*, S.O. 1997, c.27 (hereinafter called the Act) enables the Council of a municipality to pass by-laws for the imposition of development charges against land within the municipality for increased capital costs required because of the need for municipal services arising from development in the area to which the by-law applies; and

Whereas the Council of The Corporation of the Town of Innisfil, at its meeting of November 8, 2023, approved the Town of Innisfil Development Charges Background Study dated July 28, 2023 (the "Study"), as amended, required by section 10 of the Act indicating that it intends that the increase in need for services attributable to development be met; and

Whereas a public meeting has been held, on August 16, 2023, before passage of this by-law with notice given and sufficient information made available to the public pursuant to section 12 of the Act; and

Whereas the Council has heard all persons who applied to be heard in objection to, or in support of, the development charges proposal at such public meeting and provided a subsequent period for written communications to be made; and

Whereas on November 8, 2023, the Council determined that no further public meetings were required under section 12 of the Act; and

Whereas on November 8, 2023, the Council expressed its intention that any excess capacity identified in the Study shall be paid for by development charges contemplated in the said Study, or other similar changes; and

Whereas the Council in approving the Study directed that development charges be imposed on land under development or redevelopment within the geographical limits of the municipality as hereinafter provided.

Now Therefore the Council of The Corporation of the Town of Innisfil enacts as follows:

#### **Definitions**

1. In this By-law:

**Act** means the *Development Charges Act, 1997*, S.O. 1997, c.27 as amended, or successor legislation;

**Agricultural Use** means a bona fide farming operation, including sod farms, the breeding and boarding of horses, and greenhouses;

**By-Law No. 101-23**

**Air-Supported Structure** means an air supported structure as defined in the *Building Code Act*;

**Apartment Dwelling** means any residential dwelling unit within a building containing four or more dwelling units where the residential units are connected by an interior corridor and including units defined as a Stacked Townhouse or Special Care Dwelling Units; or any dwelling unit in a Multiple Use building or structure, other than a home occupation.

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

**Board of Education** means a board of education, public school board, secondary school board, Catholic school board or Protestant school board;

**Building or Structure** means a structure as defined in the *Building Code Act*, and includes an air-supported structure and an exterior storage tank;

**Building Code Act** means the *Building Code Act*, S.O. 1992, chapter 23, as amended, or any successor thereto and all Regulations thereto, as amended;

**Building Permit** means a Permit issued in accordance with the *Building Code Act*;

**County** means The County of Simcoe;

**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 Total Floor Area, and includes Redevelopment;

**Development Charge** means a charge imposed pursuant to this By-law;

**Dwelling Unit** means one or more habitable rooms designed or intended to be used together as a single and separate unit by one person or jointly by two or more persons, containing its own kitchen and sanitary facilities, with a private entrance from outside the unit itself;

**Farm Building** means a building or structure used as part of or in connection with a bona fide farming operation and includes barns, silos and other buildings or structures ancillary to a bona fide farming operation, but excluding a residential use and/or buildings and structures for retail uses and cannabis use;

**Grade** means the average level of proposed or finished ground adjoining a building or structure at all exterior walls;

**Industrial Use** means a building used for or in connection with:

- (a) manufacturing, producing, processing, or distributing something;
- (b) research or development in connection with manufacturing, producing or processing something;

**By-Law No. 101-23**

- (c) retail sales by a manufacturer, producer or processor of something they manufactured, produced or processed, if the retail sales are at the site where the manufacturing, production or processing takes place;
- (d) office or administrative purposes, if they are carried out with respect to manufacturing, producing, processing, storage or distributing of something, and in or attached to the building or structure used for manufacturing, producing, processing, storage or distribution.

**Local Board** means a public utility commission, transportation commission, public library board, board of park management, local board of health, police services board, planning board, or any other board, commission, committee, body or local authority established or exercising any power or authority under any general or special Act with respect to any of the affairs or purposes of the Town or the County;

**Long Term Care Home or Nursing Home** means premises in which lodging is provided with or without meals and in addition, nursing or medical care and treatment is provided in accordance with the *Long-Term Care Homes Act, 2007*, as amended, and/or other applicable legislation and regulations, and shall include a hospice in accordance with any applicable regulations, but does not include a Retirement Home as defined herein. For the purpose of this by-law, a Long-Term Care Home or Nursing Home structure is considered a Non-Industrial Use.

**Manufactured Housing** means a prefabricated dwelling that is manufactured and assembled in a factory and then transported to a site for use. Manufactured Housing are built as dwelling units of at least 30 square metres with a permanent chassis to assure the initial and continued transportability of the home. The combined gross floor area of a Manufactured House shall not exceed 100 square metres. Manufactured Housing does not include modular homes that are constructed and then transported to a site for assembly. For the purposes of this definition, Park Model Trailers are considered Manufactured Housing. Park Model Trailers shall not exceed 50 square meters and are transportable and primarily designed for long-term or permanent placement. For the purpose of this by-law, this type of dwelling unit is considered to be equivalent to a large apartment unit.

**Mezzanine** means a mezzanine as defined in the *Building Code Act*;

**Multiple Dwellings** means all dwellings other than single-family detached dwellings, semi-detached dwellings, and apartment dwellings;

**Multiple Use** means any Building or Structure that contains portions of the Building or Structure that vary between the definition of Residential or Non-Residential within the same Building or Structure.

**Non-Industrial Use** means a building or structure used for other than a residential use or an industrial use.

**Non-Profit Housing Development** means the development of a building or structure intended for use as a residential premises and developed by,

- (a) a corporation to which the Not-for-Profit Corporations Act, 2010 applies, that

**By-Law No. 101-23**

is in good standing under that Act and whose primary object is to provide housing,

(b) a corporation without share capital to which the Canada Not-for-profit Corporations Act applies, that is in good standing under that Act and whose primary object is to provide housing, or

(c) a non-profit housing co-operative that is in good standing under the Co-operative Corporations Act, 2022, c. 21, Sched. 3, s. 4.

**Non-Residential Use** means land, buildings or structures or portions thereof used, or designed or intended to be used for a use other than for a residential use;

**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;

**Places of Worship** means that part of a building or structure that is exempt from taxation under Section 3 of the *Assessment Act*, R.S.O. 1990 C.A. 31, as amended, as a place of worship under the *Assessment Act*, 1990, as amended or any successor thereto;

**Planning Act** means the *Planning Act*, R.S.O. 1990 C.P. 13, as amended and all Regulations enacted thereunder;

**Private School** means an institution at which instruction is provided on any school day for five or more pupils who are of or over compulsory school age in subjects of the elementary or secondary school courses of study as defined by the *Education Act* and is not a school of a Board of Education. Notwithstanding the Zoning By-law designation for the lands on which the Private School is to be located, for the purpose of this by-law a Private School is to be considered a Non-Industrial Use;

**Protracted** means in relation to a Temporary Building or Structure the persistence of its construction, erection, placement on land, alteration or of an addition to it for a period exceeding eight months;

**Redevelopment** means the construction, erection or placing of one or more buildings or structures on land where all or part of a building or structure has previously been demolished on such land, or changing the use of a building or structure from residential to non-residential or from non-residential to residential;

**Rental Housing** means development of a building or structure with four or more dwelling units all of which are intended for use as rented residential premises;

**Residential Uses** means land, buildings or structures or portions thereof used, designed, or intended to be used principally (or primarily) as living accommodation for one or more individuals and shall include a Single Detached Dwelling, a Semi-Detached Dwelling, a Row and Other Multiple Dwelling, an Apartment Dwelling, a Special Care Dwelling Unit, a Stacked Townhouse, an Accessory Dwelling, and the residential portion of a Multiple Use building;

**Retail Motor Vehicle Establishment** means a building or structure used or designed or

**By-Law No. 101-23**

intended to be used for the sale, rental or servicing of motor vehicles, or any other function associated with the sale, rental or servicing of motor vehicles including but not limited to detailing, leasing and brokerage of motor vehicles, and short or long-term storage of customer motor vehicles. Notwithstanding the Total Floor Area definition included in this by-law, for a retail motor vehicle establishment, Total Floor Area includes the sum of the areas of each floor used, or designed or intended for use for the parking or storage of motor vehicles. For the purpose of this by-law a Retail Motor Vehicle Establishment is to be considered a Non-Industrial Use;

**Retirement Home** means premises that provides accommodation primarily to retired persons or couples where each private bedroom or living unit 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 where common lounges, recreation rooms and medical care facilities may also be provided, but which shall not include a Long Term Care Home or Nursing Home. For the purpose of this by-law, a Retirement Home structure will be considered Multiple Use.

**Row and Other Multiple Dwelling Unit** means all dwellings units other than a Single Detached Dwelling, Semi-Detached Dwelling, an Apartment Dwelling, a Special Care Dwelling Unit, a Stacked Townhouse Dwelling and an Accessory Unit and includes but is not limited to Townhouses and Back-to-Back Townhouses.

**Semi-Detached Dwelling** means a building divided vertically, into two separate dwelling units, with at least 50 per cent of the above-grade area of a main wall on one side of each dwelling unit attached to or the same as a main wall on one side of the other dwelling unit;

**Services** means services designated in Section 6 to this By-law or in agreement under Section 44 of the Act, or both;

**Single-Detached Dwelling** means a completely detached residential building containing only one dwelling unit;

**Special Care Dwelling Unit** means a unit in a residential building not otherwise defined in this bylaw containing self-contained dwelling units which may include culinary facilities, which are designed to accommodate persons with specific needs and where meals are provided within the development on a regular basis, including, but not limited to, Independent Living Units and Assisted Living Units. For the purpose of this by-law, a Special Care Dwelling Unit is considered to be equivalent to a small apartment unit;

**Stacked Townhouse Dwelling** means a building containing two or more dwelling units where each dwelling unit is separated horizontally and/or vertically from another dwelling unit by a common wall or floor. For the purpose of this by-law, a Stacked Townhouse Dwelling is considered to be an Apartment Dwelling.

**Temporary Building Or Structure** means a building or structure constructed or erected or placed on land for a continuous period not exceeding eight months, or an addition or alteration to a building or structure that has the effect of increasing the Total Floor Area thereof for a continuous period not exceeding eight months;

**Total Floor Area** means the sum total of all the areas of the floors in a building or

**By-Law No. 101-23**

structure, whether at, above, or below-grade, measured between the exterior faces of the exterior walls of the building or structure or from the center line of a common wall separating two uses, or from the outside edge of a floor where the outside edge of the floor does not meet an exterior or common wall, and:

- (a) includes the floor area of a mezzanine and air-supported structure and the space occupied by interior wall partitions; and
- (b) excludes any parts of the building or structure used for mechanical equipment related to the operation or maintenance of the building or structure, stairwells, elevators, washrooms, and the parking and loading of vehicles, and;
- (c) where a building does not have any walls, the total floor area shall be the sum total of the area of land directly beneath the roof of the building and the total areas of the floors in the building or structure.

**Town** means The Corporation of the Town of Innisfil;

**Rules**

- 2. For the purpose of complying with Section 6 of the Act:
  - (a) the area to which this By-law applies shall be the area described in Section 3 of this By-law;
  - (b) the rules developed under paragraph 9 of Subsection 5(1) of the Act for determining if a Development Charge is payable in any particular case and for determining the amount of the charge shall be as set forth in Sections 4 through 19, inclusive and Section 28 of this By-law;
  - (c) the exemptions provided for by such rules shall be the exemptions set forth in Sections 20 through 27, inclusive of this By-law, the indexing of charges shall be in accordance with Section 18 of this By-law; and
  - (d) the Redevelopment of land shall be in accordance with the rules set forth in Section 28 of this By-law.

**Lands Affected**

- 3. This By-law applies to all lands in the geographic area of the Town, subject to the following:
  - (a) Municipal water services Development Charges, as identified on Schedule as identified on Schedule A will only be levied against development of land that will receive water services from the Town of Innisfil, or a local board thereof, at the time of Development.

**Designation of Services**

- 4. It is declared by Council that all development of land within the area to which this By-law applies will increase the need for services.

**By-Law No. 101-23**

5. The Development Charge applicable to a Development as determined under this By-law shall apply without regard to the services required or used by an individual Development, except as set out in subsections 3(a) and 3(b) of this By-law.
6. Development Charges shall be imposed for the following categories of services to pay for the increased capital costs required because of increased needs for services arising from development:
  - (a) Water Supply and Treatment;

**Approvals for Development**

7. Development Charges shall be imposed against all lands, Buildings or Structures within the area to which this By-law applies if the Development of such lands, Buildings or Structures requires any of the following approvals:
  - (a) the passing of a zoning By-law or of an amendment thereto under Section 34 of the *Planning Act*;
  - (b) the approval of a minor variance under Section 45 of the *Planning Act*;
  - (c) a conveyance of land to which a by-law passed under subsection 50(7) of the *Planning Act* applies;
  - (d) the approval of a plan of subdivision under Section 51 of the *Planning Act*;
  - (e) a consent under Section 53 of the *Planning Act*;
  - (f) the approval of a description under section 50 of the *Condominium Act, 1998*; or
  - (g) the issuing of a Permit under the *Building Code Act* in relation to a Building or Structure.
8. No more than one Development Charge for each service designated in Section 6 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 Section 7 are required before the lands, Buildings or Structure can be developed.
9. Notwithstanding Section 12, if two or more of the actions described in Section 7 occur at different times, additional Development Charges shall be imposed in respect of any increased or additional Development permitted by that action.
10. Where a Development requires an approval described in Section 7 after the issuance of a Building Permit and no Development Charge has been paid, then the Development Charge shall be paid prior to the granting of the approval required under Section 7.
11. If a Development does not require a Building Permit but does require one or more of the approvals described in Section 7, then the Development Charge shall nonetheless be payable in respect of any increased or additional Development permitted by such approval required for the increased or additional Development being granted.

**By-Law No. 101-23**

12. Nothing in this By-law prevents Council from requiring, as a condition of an agreement under Sections 51 or 53 of the *Planning Act*, that the owner, at his or her own expense, install such local services as council may require, or that the owner pay for local connections to storm drainage facilities installed at the owner's expense, or administrative, processing, or inspection fees.

**Calculation of Development Charges, Timing and Payment**

13. The Development Charge with respect to the use of any land, Buildings or Structures shall be calculated as follows:
- (1) in the case of Residential Development, or the residential portion of a Multiple Use Development, based upon the number and type of Dwelling Units; or
  - (2) in the case of Non-Residential Development, or the non-residential portion of a Multiple Use Development, based upon the Total Floor Area of such development.
  - (3) Development Charges shall be payable in full in money or by provision of services as may be agreed upon on the date that the first building permit is issued in relation to a building or structure on land to which a development charge applies;
  - (4) The amount of Development Charge will be determined in accordance with Section 26, 26.1 and 26.2 of the Act, prior to issuance of the building permit or revision to building permit;
  - (5) If construction has not begun after 24 months from the date of issuance of a building permit (conditional or full), a top-up to the rate in effect at that time will apply;
  - (6) Notwithstanding subsection (3), Development Charges for Rental Housing and Institutional Developments in accordance with Section 26.1 of the Act, are due inclusive of interest established from the date the Development Charge would have been payable in accordance with Section 26 of the Act, in 6 equal annual payments beginning on the date that is the earlier of:
    - (i) the date of the issuance of a permit under the Building Code Act, 1992 authorizing occupation of the building; and
    - (ii) the date the building is first occupied and continuing on the following five anniversaries of that date.
  - (7) Where the development of land results from the approval of a site plan or zoning by-law amendment application received on or after January 1, 2020, and the approval of the application occurred within two years of building permit issuance, the development charges under shall be calculated on the rates set out in Schedule A, on the date of the site plan or zoning by-law amendment application, including interest. Where both site plan or zoning by-law amendment applications



**By-Law No. 101-23**

apply, Development Charges under Section 13 shall be calculated on the rates in effect on the day of the later planning application, including interest.

14. (1) Subject to Section 28 (with respect to Redevelopment) and subsection (2) the Development Charge shall be calculated as of, and shall be payable prior to issuance, on the date the first Building Permit is issued in relation to a building or structure on land to which the Development Charge applies.
- (2) Notwithstanding subsection (1), the Town may require and where so required an Owner shall enter into an agreement, including the provision of security for the Owner's obligations under agreement, pursuant to Section 27 of the Act and, without limiting the generality of the foregoing, such an agreement may require the early payment of the development charges hereunder. The terms of such agreement shall then prevail over the provisions of this By-law.

**Amount of Charge – Residential**

15. For greater certainty, the Development Charges described in Schedule A to this By-law shall be imposed on Residential Uses of lands, Buildings or Structures, including a Dwelling Unit accessory to a Non-Residential Use and, in the case of a Multiple Use Building or Structure, on the Residential component of the Multiple Use Building or Structure, according to the type of Residential Use.

**Amount of Charge – Non-Residential**

16. For greater certainty, the Development Charges described in Schedule A to this By-law shall be imposed on Non-Residential Uses of lands, Buildings or Structures and, in the case of a Multiple Use Building or Structure, on the Non-Residential components of the Multiple Use Building or Structure and calculated with respect to each of the services according to the Total Floor Area of the Non-Residential Use.

**Phase-in of Development Charges**

17. Development charges shall be phased in accordance with the requirements of the Act.

**Indexing of Development Charges**

18. The Development Charges set out in Schedule A hereto shall be adjusted without amendment to this By-law annually on April 1st in each year, commencing April 1st, 2024, in accordance with the most recent twelve month change in the Statistics Canada Quarterly, Building Construction Price Index.

**Payment by Money or the Provision of Services**

19. (1) Payment of Development Charges shall be by cash or by cheque payable to the Treasurer of the Town of Innisfil.
- (2) In the alternative to payment by the means provided in subsection (1), the Town may, by an agreement entered into with the Owner, accept the provision of services in full or partial satisfaction of the Development Charge otherwise payable provided that:

**By-Law No. 101-23**

- (a) If the Town and the Owner cannot agree as to the reasonable cost of doing the work under sub-section (2), the dispute shall be referred to Council whose decision shall be final and binding.
- (b) If the credit exceeds the amount of the charge for the service to which the work relates:
  - (i) the excess amount shall not be credited against the charge for any other service, unless the Town has so agreed in an agreement under Section 38 of the Act; and
  - (ii) in no event shall the Town be required to make a cash payment to the credit holder.
- (3) Nothing in this By-law prevents Council from requiring, as a condition of any approval given under the *Planning Act* that the Owner, at the Owner's expense, install such local services as Council may require in accordance with the Town's local services' policies in effect at the time.

**Exemptions for Intensification of Existing Housing**

- 20. (1) This By-law does not apply with respect to approvals related to the residential Development of land, Buildings or Structures that would have the affect only:
  - (a) of permitting the enlargement of an existing Dwelling Unit;
  - (b) of creating one or two additional Dwelling Units in an existing Single-Detached Dwelling;
  - (c) of creating one additional Dwelling Unit in an existing Semi-Detached Dwelling; or
  - (d) of creating additional dwelling units equal to the greater of one or 1% of the existing dwelling units in an existing residential rental building containing four or more dwelling units to the existing residential building;
  - (e) of creating one additional Dwelling Unit for any other existing Residential Use.
- (2) Notwithstanding clauses (1)(b) to (e), a Development Charge shall be imposed with respect to the creation of one or two additional Dwelling Units in a Building, if the Total Floor Area of the additional one or two Dwelling Units exceeds the Total Floor Area of the existing Dwelling Unit for the purposes of clause (1)(b) and (1)(d), and the smallest existing Dwelling Unit for the purposes of clause (1)(e).

**Industrial Expansion Exemption**

- 21. (1) If a Development includes the enlargement of the Total Floor Area of an existing Building, the amount of the Development Charge that is payable is the following:
  - (a) if the Total Floor Area is enlarged by 50 per cent or less, the amount of

**By-Law No. 101-23**

the Development Charge in respect of the enlargement is zero; and

- (b) if the Total Floor Area is enlarged by more than 50 per cent, Development Charges are payable on the amount by which the enlargement exceeds 50 per cent of the Total Floor Area before the enlargement.
- (2) In this section, for greater certainty in applying the exemption herein:
- (a) the Total Floor Area of an existing Industrial Building shall be determined as of the date this By-law comes into force; and
  - (b) the Total Floor Area of an existing Industrial Building is enlarged where there is a bona fide increase in the size of the existing Building and the enlarged area is attached to existing Industrial Building and is used for or in connection with an industrial purpose as set out in subsection 1(1) of O. Reg. 82/98. Without limiting the generality of the foregoing, the exemption in this section shall not apply where the enlarged area is attached to the existing Industrial Building by means only of a tunnel, bridge, canopy, corridor or other passageway, or through a shared below grade connection such as a service tunnel, foundation, footing or a parking facility.

**Other Statutory Exemptions and Discounts**

22. Notwithstanding the provisions of this By-law, development charges shall not be imposed with respect to developments or portions of developments, as per the Act, as follows:
- (a) Non-profit housing
  - (b) Inclusionary zoning residential units in respect of residential units that are affordable housing units required to be included in a development or redevelopment pursuant to a by-law passed under section 34 of the *Planning Act* to give effect to the policies described in subsection 16 (4) of that Act. 2022, c. 21, Sched. 3, s. 4.
23. The following designated categories of uses are subject to discounted development charges, as per the Act, as noted below:
- (a) notwithstanding the table of development charges set out in Schedule A in the case of rental housing development, the development charge for a residential unit intended for use as a rental residential premises with three or more bedrooms shall be reduced by 25%;
  - (b) notwithstanding the table of development charges set out in Schedule A, in the case of rental housing development, the development charge for a residential unit intended for use as a rental residential premises with two bedrooms shall be reduced by 20%;
  - (c) notwithstanding the table of development charges set out in Schedule A in the case of rental housing development, the development charge for a

**By-Law No. 101-23**

residential unit intended for use as a rental residential premises not referred to in section (a) or (b) above shall be reduced by 15%.

24. Provisions, exemptions, discounts and definitions included in Sections 20, 21, 22 and 23 of this by-law are subject to the requirements of the Act including any amendments thereof.

**Institutions**

25. (1) The following categories of Institutions are hereby designated as being exempt from the payment of Development Charges:
- (a) Buildings or Structures used as Hospitals governed by the *Public Hospitals Act*, R.S.O 1990, c. P. 40;
  - (b) Buildings or Structures owned by and used for the purposes of the Town, the County, or their Local Boards;
  - (c) Buildings or Structures owned by a Board of Education and used for school purposes;
  - (d) Buildings or Structures owned by and used for the purposes of a college of applied arts and technology established pursuant to the Ministry of Training Colleges and Universities Act, R.S.O. 1990, c. M.19;
  - (e) Buildings or Structures owned by and used for the purposes of a university established by an Act of the Legislative Assembly of Ontario; and
  - (f) Places of Worship.
- (2) The exemption referred to in paragraph 25(1)(b) does not apply to the development for Residential Uses of lands owned by:
- (a) the County or any local board thereof; or
  - (b) any corporation owned, controlled, or operated by the County.

**Agricultural Uses**

26. Agricultural Uses as well as Farm Buildings shall be exempt from the provisions of this By-law.

**Temporary Buildings or Structures**

27. (1) Temporary Buildings or Structures shall be exempt from the provisions of this By-law.
- (2) In the event that a Temporary Building or Structure becomes protracted, it shall be deemed not to be nor ever to have been a Temporary Building or Structure, and the Development Charges required to be paid under this By-law shall

**By-Law No. 101-23**

become payable on the date the Temporary Building or Structure becomes protracted.

- (3) Prior to the Town issuing a Building Permit for a Temporary Building or Structure, the Town may require an owner to enter into an agreement, including the provision of security for the owner's obligation under the agreement, pursuant to Section 27 of the Act providing for all or part of the Development Charge required by subsection 27(2) of this By-law to be paid after it would otherwise be payable. The terms of such agreement shall then prevail over the provisions of this By-law.

**Rules with Respect to the Redevelopment of Land**

28. (1) Where there is a Redevelopment of land on which there is a conversion of space proposed, or on which there was formerly erected a Building or Structure that since has been demolished, a credit shall be allowed against the Development Charge otherwise payable by the owner pursuant to this By-law for the portion of the previous Building or Structure still in existence that is being converted or for the portion of the Building or Structure that has been demolished, as the case may be, calculated by multiplying the number and type of Dwelling Units being converted or demolished or the Non-Residential Total Floor Area being converted or demolished by the relevant Development Charge in effect on the date when the Development Charge is payable in accordance with this By-law.
- (2) A credit in respect of any demolition under this section shall not be given unless a Building Permit has been issued or a subdivision agreement has been entered into with the Town for the Development within five years from the date the demolition permit was issued.
- (3) The amount of any credit hereunder shall not exceed, in total, the amount of the Development Charges otherwise payable with respect to the Development.
- (4) No credit shall be provided for a Development that was exempt from payment of Development Charges at the time of its original construction or for which no Development Charge was paid.

**Interest on Refunds**

29. The Town shall pay interest on a refund under subsection 18(3) and 25(2) of the Act at a rate equal to the Bank of Canada rate on the date this By-law comes into force.

**Front Ending Agreements**

30. The Town may enter into agreements under Section 44 of the Act.

**Schedules**

31. The following Schedules are attached to this by-law:
  - a) Schedule A – Water Supply and Treatment Charges

**By-Law No. 101-23**

- b) Schedule B – Geographic area to which the Development Charges rates for Schedule A is applied

**By-law Registration**

32. A certified copy of this By-law may be registered in the by-law register in the Land Registry Office against all land in the Town and may be registered against title to any land to which this By-law applies.

**Date By-law Effective**

33. This By-law comes into force on January 1, 2024.

**Date By-law Expires**

34. This By-law expires ten years from its effective date, unless repealed earlier.

**Repeal**

35. By-laws 104-18 and 099-21 are repealed effective on the date this By-law comes into force.

**Headings for Reference Only**

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

**Severability**

37. If, for any reason, any provision, section, subsection or paragraph of this By-law is held invalid, it is hereby declared to be the intention of Council that all the remainder of this By-law shall continue in full force and effect until repealed, re-enacted or amended, in whole or in part or dealt with in any other way.

**Short Title**

38. This By-law may be referred to as the Town's Development Charges By-law.

**Passed this 8<sup>th</sup> day of November 2023.**

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**Lynn Dollin, Mayor**

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**Patty Thoma, Clerk**

By-Law No. 101-23

Schedule 'A'

Water Supply and Treatment Charges

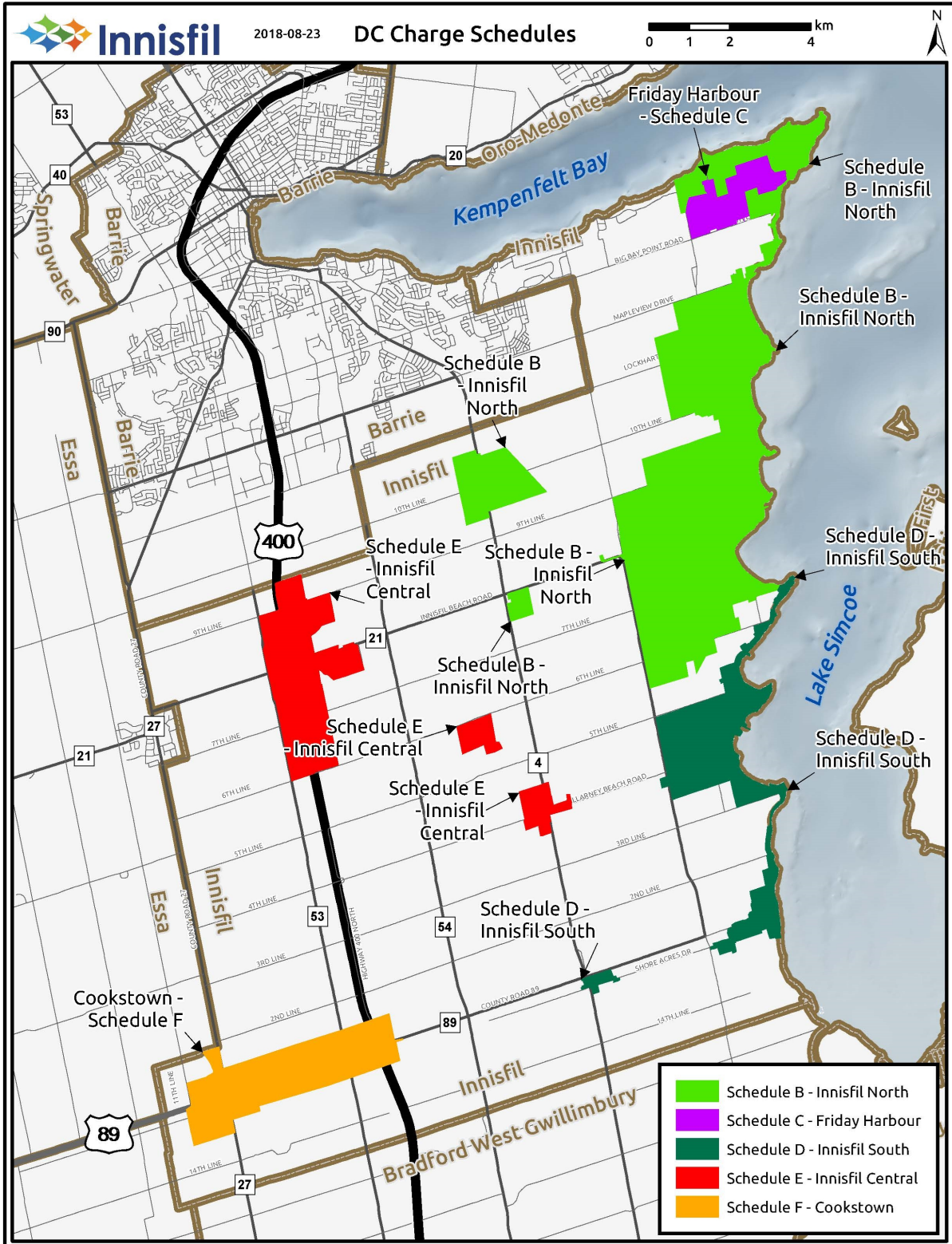
Service	Residential Charge By Unit Type				Non-Residential per Sq.M.	
	Singles & Semis	Rows & Other Multiples	Apartments 2+ Bedrooms	Apartments Bachelor or 1 Bedroom	Industrial	Non-Industrial
Water Supply and Treatment	\$3,873	\$3,108	\$2,306	\$1,730	\$24.22	\$46.00

Note:

- 1) These charges are applicable to development receiving municipal sewer and/or water servicing within the prescribed service area.
- 2) The Service Area is shown on Schedule B.

By-Law No. 101-23  
Schedule 'B'

Geographic area to which the Development Charges rates for Schedule A is applied.





## MEMORANDUM

**To:** Victoria Mortelliti, BILD

**From:** Hemson Consulting & the Town of Innisfil

**Date:** October 16, 2023

**Re:** Public Meeting on Development Charges – Innisfil Review

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The memorandum provides a response to the comments raised by KPEC Consulting directed to the Town of Innisfil on behalf of BILD as part of the Town's ongoing DC Background Study. Part 1 of this memorandum addresses the questions raised in the letter dated August 15, 2023 and Part 2 of this memorandum responds to the September 19, 2023 letter.

### **PART 1: RESPONSE TO AUGUST 15, 2023 KPEC LETTER**

#### **A. WATER AND WASTEWATER**

**1. The Water Supply – Plant Costs worksheet includes \$34,055,000 for “Debenture Interest Costs”, which based on the labelling are calculated using a 4% financing rate. In re-creating the calculations, it appears that the calculations assume that the full \$72.2 million to be borrowed for Phase 3A Expansion, the Phase 3B Expansion, and the Phase 3C Expansion will be borrowed for at once, with no discounting for the anticipated timing of when each tranche of debt would be required – has the Town considered undertaking a cash-flow analysis of anticipated costs and revenues, accounting for timing associated with each to establish whether debt is necessary to fund 100% of capital costs?**

**Response:** Consistent with the approach used in the Town's 2018 DC Background Study, a cash flow analysis has not been prepared for the Water Supply Plant. Consideration will be given to the use of a cash flow analysis as part of future DC updates which will also reflect updated project costs as established through the ongoing Master Servicing Plan (MSP) update.

**2. The Wastewater Treatment Costs include recovery of \$99,153,000 in Debenture Interest Costs. In recreating the calculations, it appears that the calculations assume**

that the full \$229.8 million to be borrowed for Phase 3 Expansion (timing: 2023), and the Phase 4 Expansion (timing: 2035), net of “available DC reserve fund” amounts will be borrowed for at once, with no discounting for the anticipated timing of when each tranche of debt would be required – has the Town considered undertaking a cash-flow analysis of anticipated costs and revenues, accounting for timing associated with each to establish whether debt is necessary to fund 100% of capital costs?

**Response:** See response to Question 1. Please note that since the release of the 2023 DC Background Study, dated July 28, 2023 the financing costs for the Wastewater Treatment Plant have been adjusted. Financing has only been applied to Phase 4 of the project, thereby reducing the debenture interest costs to from \$99.15 million to \$45.3 million. Attachment 1 includes the revised Wastewater Treatment Plant DC capital program.

## **B. ORBIT DC ELIGIBLE COSTS**

3. The capital program for includes a significant quantity of ‘in-period’ costs for Orbit projects, including the following list of works –

- Parks & Recreation 4.7.3 (\$15.8 million in 2023-2032 DC eligible costs) and 4.9.1 (\$2.7 million)
- Public Works: 5.3.1 (\$919,705);
- Municipal Fleet: 6.5.1 (\$4,302,477);

What proportion of Orbit is included in the 2023-2032 forecast, and what proportion of overall growth in the 2023-2032 is from Orbit?

**Response:** Of the total 10-year net population growth (15,696 persons), approximately 60% (9,800 persons) is related to the proposed Orbit development. The total DC eligible costs of the 10-year services amounts to \$156.5 million, of which, \$4.2 million (approximately 3%) is attributed to Orbit facilities.

## **C. LIBRARY COSTS AND “ESCALATION CONTINGENCIES”**

4. The cost per square foot for the Lefroy Branch and the Orbit Phase 1 Branch are over \$1000 per square foot – the Town has provided a detailed estimate of the cost estimate for new library branches. The costs include a contingencies referred to as “escalation contingencies”, which compound at an assumed 4-6% per year depending on the time horizon for the facility. However, this approach to apply escalation contingencies effectively double counts for what annual DC indexing will account for.

**In the example of the Municipal Campus Branch scheduled for 2041, the Town has applied a 92% contingency for ‘escalation’, which would have been covered off by annual DC indexing to 2041. Without this contingency but with annual DC indexing, the costs carried in the DC study would be 48% lower.**

**Response:** Since the release of the 2023 DC Background Study dated July 28, 2023, the library costs have been revised to ensure that the capital costs are expressed in \$2023. The following library costs have been updated.

- Lefroy Branch & ideaLAB (5,000 sq.ft.) = \$5.72 million
- Stroud Expansion Site Planning & Design (10,000 sq.ft.) = \$1.36 million
- Stroud Expansion Site Construction (10,000 sq.ft.) = \$8.07 million
- Orbit Phase 1 (10,500 sq.ft.) = \$8.77 million

A design cost of 25% and construction contingency of 5%, respectively, has been applied to the 2022 construction costs identified in the Master Plan. The costs have been indexed from Q1 2022 to Q2 2023 in order to reflect current day dollars. A revised Library capital program is provided as Attachment 2.

**5. The 92% contingency is also applied to the subtotal that already includes a 25% design contingency, effectively doubling that contingency amount as well (making it an effective 48% design contingency). The Town’s cost estimates for these facilities and any other that include an ‘escalation contingency’ should be reduced accordingly, as there should be no need to apply a 92% contingency to a 25% contingency factor for design costs.**

**Response:** See response to Question 4 above.

## **D. OUTSTANDING ISSUES**

**Based on the responses received from the questions posed to-date, I have identified the following outstanding issues as including (but not necessarily limited to, pending continued review) the following:**

**6. Assignment of only 10% of costs for Urbanization projects to “Benefit to Existing” development**

**Response:** As discussed in our response letter dated August 9, 2023 to Question 21, the 10% BTE for urbanization projects is based on estimated cost of rehabilitating existing

assets. This is a common approach used by municipalities in establishing BTE allocations for urbanization projects.

**7. Capital cost escalation for water/wastewater projects of 100% for almost all capital projects that are in common with the Town's 2018 DC Study. Details of actual projects were provided, but the data provided does not yet satisfy concern:**

**a) The sample included only four projects which is not necessarily a representative sample for deriving such a broad-brush cost escalation assumption, especially given that the works represent a small fraction of the expenditures made since 2018. In the Town's 2020 DC Reserve Fund Statement alone, there are 30 water and sewer projects that received greater than \$1,000 in DC funding. Can a complete list of actual costs versus budgeted costs be provided for all projects that proceeded in the 2018-2023 period?**

**Response:** The four sample projects provided are indicative of the infrastructure included in the DC capital program and in our opinion appropriately reflect recent tenders. The cost escalation is similar to those experience in other jurisdictions in recent years including the City of Barrie.

**b) Two of the projects (Killarney Watermain and Lefroy BPS) do not appear to match any projects in the Town's 2018 DC Study.**

**Response:** The Killarney Watermain was included in the DC Background Study in Appendix D Table 13 (2.1.2 & 2.1.5) and in Table 27 and 28 of the 2018 MSP. The Lefroy BPS Phase 2 Expansion and the Lefroy Reservoir Phase 2 Expansion are included in the 2018 DC Background Study in Appendix D, Table 13 (page 201) (2.2.1 & 2.3.1) and in Table 29 of the 2018 MSP.

Furthermore, the Killarney Watermain (\$2.3 million) is associated with two parts: the Killarney Beach Rd Trunk watermain (\$1.5 million) and Church Dr Trunk watermain (\$0.8 million). The Lefroy BPS (\$2.9 million) is also named as two parts: the Lefroy BPS Phase 2 Expansion (\$0.2 million) and the Lefroy Reservoir Phase 2 Expansion (\$2.7 million). These projects were identified on page 201 of the 2018 DC Background Study.

## PART 2: RESPONSE TO SEPTEMBER 14, 2023 KPEC LETTER

### A. ADDITIONAL QUESTIONS

**1. Can the rationale for the use of a 2041 horizon for certain Engineered Services (water / wastewater), and a 2051 horizon for others (Roads) – how have the elements being studied under the Master Servicing Plan (MSP) (with a 2051 horizon) been incorporated into the estimate of anticipated development incorporated into the DC Study denominator?**

**Response:** The Town's 2022 TMP is based on the 2051 planning horizon which has been used for the purposes of the 2023 DC Background Study. The population and employment estimates included in the 2022 TMP were used as basis for the growth forecast which was further adjusted to account for additional growth identified in the Draft Orbit Secondary Plan. See additional details in response to Question 5 below.

The Town is currently updating its Master Servicing Plan which will not be completed in time to be incorporated into the 2023 DC Background Study, as such the current 2018 MSP, which is based on a 2041 planning horizon, forms the basis of the Water and Wastewater capital programs. The anticipated development identified in the 2018 MSP and the associated water and wastewater flows, adjusted for development which has occurred up to the current 2023 base year, is used as the denominator of the calculation. Appendix D of the DC Background Study provides details on the anticipated water and wastewater flows by servicing area over the 2041 planning horizon which is used in the denominator of the calculation.

**2. Given the significant differences in population between the 2023 DC Study and the MSP (see below table), would the Town consider accounting for the additional population (and capital needs) to be consistent with the MSP?**

**Response:** This will be considered once the updated MSP is completed.

**3. What is the relative timing of projects as incorporated into the DC rate calculations based on, in terms of how the DC study should match the most probable order of development in the Town based on available or required servicing as may have been recommended in a Town document that reflects Council's intent to construct works, not only with respect to what is built, but when it is built.**

**Response:** The timing of projects identified in the 2023 DC Background Study is based on the Town’s capital budget and existing master plans, accounting for any changes to scope or work (including project timing/phasing) which are currently known. As part of the passage of the DC By-laws, Council will approve the capital program included in the DC Background Study, which will indicate their intention that an increase in the need for service, as required by the DCA, will be met.

**4. Can the rationale for inclusion of certain studies (such as projects 111 and 112 as included in the Roads DC project list) be provided given the recent changes to the legislation regarding the costs to undertake studies no longer being eligible?**

**Response:** These costs are shown for the purposes of transparency, as they were included in the 2022 TMP. There is no impact to the DC calculation. As stated in our response letter dated August 9, 2023 to Question 17 of KPECs July 7, 2023 letter:

*These studies are shown as 100% ineligible and are not included in the DC calculation.*

**5. Regarding recovery of costs for Provision for Future Growth-Related Infrastructure – The need for this \$50 million project is unsubstantiated. The need for additional contingency funds is contrary to the otherwise broad specificity with which the Town’s project list includes 116 capital projects included in the DCBS totaling \$577 million.**

**Response:** The Town’s 2022 TMP was based on a total of 84,570 people and 26,190 employees in 2051. In contrast, the 2023 DC Background Study includes a total of 103,069 people and 30,270 employees using the same 2051 planning horizon. The difference is related to the inclusion of additional population and employment growth associated with the Orbit development and further forecast refinements made through the County’s MCR process. The \$50 million is intended to meet a portion of the increased in need for Roads and Related services arising from the development associated with Orbit.

	<b>2051 Total Population</b>	<b>2051 Total Employment</b>	<b>Total</b>
2022 TMP	84,570	26,190	<b>110,760</b>
2023 DC Study	103,069	30,270	<b>133,339</b>

A comparison of to the total gross costs expressed on a per capita and per employee basis are shown below. The 2023 DC Background Study results in a lower amount of Roads and Related costs (on a per capita and employee basis) then what was identified in the 2022

TMP. If the \$50 million was removed from the capital program, then the additional growth associated with the Orbit development would be removed from the denominator of calculation resulting in a higher Roads and Related charge.

	2051 Total Population & Employment	Gross Infrastructure Costs (\$2023)	\$/capita and employee
2022 TMP	110,760	\$787,669,000	\$7,111.5
2023 DC Study	133,339	\$822,875,000	\$6,171.3

**6. Other comments prepared by BILD members include the following comments regarding the specifics of the Town’s roads capital program and the proposed approach to funding capital costs associated with upgrading existing and building new roads in the Town:**

**a) Projects 8, 10 & 110 – Various Signalization/Intersection Improvement projects – There appears to be overlap amongst the projects. Please confirm that projects are not being included in multiple DC items.**

**Response:** Project 8 of the Roads and Related DC Capital Program clearly states that the various intersection improvements relates to 20th Sideroad/Big Bay Point Road, 20th Sideroad/9th Line, Innisfil Beach Road/20th Sideroad Bypass, Innisfil Beach Road/Webster Boulevard. There is no overlap with the other capital projects. This is in contrast to the following intersections, which are included in the projects on the relevant road segments – 20<sup>th</sup> Sideroad and the 6<sup>th</sup> Line; 25<sup>th</sup> Sideroad and Big Bay Point; 25<sup>th</sup> Sideroad and the 9<sup>th</sup> Line, and St. Johns Road and 7<sup>th</sup> Line.

**b) Project 110 has a vague description and a budget of \$8.6M. Additional detail is requested on the scope on which the budget is based (e.g. number of intersections).**

**Response:** Please see response in a) Project 110 includes future roundabouts or signalization proposed for the 20<sup>th</sup> Sideroad and the 9<sup>th</sup> Line and the 20<sup>th</sup> Sideroad and the 5<sup>th</sup> Line. Also note that Project 110 has a total value of \$7.3 million, not \$8.6 million.

**c) Projects 27 & 28 – Anna Maria and Westmount Urbanization – these streets already have an urban cross-section with single or double sidewalks. Please clarify the need for this project and how it is driven by development pressures.**

**Response:** While both roadways do have urban cross-sections already, these projects are intended for conversion of these roads from local to collector roadways.

**d) It is unclear how the following projects are related to new development – can a rationale and justification for their inclusion and associated BTE allocations be provided:**

**i) Project 29 – Willard Avenue Urbanization**

**ii) Project 30 – Adullam Avenue Urbanization – In addition, the portion of this road between Lebanon and Leslie is already urbanized.**

**iii) Projects 31, 32, 33 & 34 – 2nd Line and 3rd Line**

**iv) Project 39 – Killarney Beach Road from John Street to Yonge Street**

**v) Project 49 – 20th Sideroad By-Pass with Grade Separation – This will significantly improve existing traffic operations in the area to the benefit of existing residents.**

**vi) Project 58 – 9th Line from 20th Sideroad to 25th Sideroad Urbanization**

**e) Projects 54 & 55 – Belle Aire Beach Road – These projects are for the urbanization of Belle Aire Beach Road, but result in a gap of rural road between the rail corridor and Willow Street. Can the rationale for this be provided?**

**Response:** As described in our response letter dated August 9, 2023, to BILD and KPEC Consulting Table 12-6 of the 2022 TMP provides the rationale for the BTE allocations used for different road improvements. This approach is widely used by municipalities and generally accepted when calculating development charges for Roads and Related services.

Each of the projects identified above are required, at least in part, to meet the increase in need for servicing arising from development in the Town. The Town also maintains a road-wide network which is designed to meet these servicing needs. The need for a project may be driven by growth occurring in the immediate vicinity or may be required to respond to development occurring elsewhere in the Town. The projects listed above are all required to meet the increase in need for servicing arising from development and the appropriate BTE allocations have been applied based on the improvement type.

With respect to Question 6(e), this segment along Belle Aire Beach Rd (rail corridor to Willow St) is located in an area with environmentally sensitive features that would likely be



impacted by urbanization. Also, urbanization was recommended along Belle Aire not for the purposes of improving capacity but rather, for reconstruction and widening of pavement width to allow for curb and gutter, boulevards and sidewalks, so this gap was not anticipated to be a concern operationally.

## **B. SUMMARY OF OUTSTANDING QUESTIONS**

**1. How “Debenture Interest Costs” were calculated and whether the calculated estimate assumes that the debentures will be obtained in year 1 of the DC planning horizon, or closer to the years in which the capital works are planned to be undertaken (questions 1 & 2 from August 15, 2023 KPEC memo);**

**Response:** See response to Question 1 & 2 of Part 1 of this memorandum.

**2. Question #4 (and indirectly #5) to the August 15, 2023 KPEC memo deals with Library Costs and Escalation Contingencies, which based on discussions with City staff and consultants at a meeting, there was a resolution to correct the issues raised – please provide a recalculation of how the Library DC will be adjusted to reflect this correction;**

**Response:** See response to Question 4 and 5 in Part 1 of this memorandum.

**3. Assignment of only 10% of costs for Urbanization projects to “Benefit to Existing” development remains an issue (previously raised in general as question #21 to July 7, 2023 KPEC memo, but specified in more detail with landowner comments);**

**Response:** See response to Question 6 in Part 2 above. Can additional details be provided as to why the 10% BTE allocation is not reasonable?

**4. Assignment of 20%, 40% and 75% to Road Reconstruction projects (as per question 19 from July 7, 2023 KPEC memo);**

**Response:** The varying road reconstruction benefit to growth (BTG)/ benefit to existing (BTE) breakdown serve to distinguish between the assumed existing built environment and anticipated growth/density in the future that the road would accommodate based on location of the project (which can inform the magnitude of traffic, but is not necessarily based on traffic flow data):

- **Outside of settlement area:** areas where there is anticipated to be some growth/density that would be accommodated by the improvement but not as much

compared to those allocated within settlement areas, which is why the BTG is lower than road reconstruction projects within settlement areas.

- **Within settlement area:** areas where there is anticipated to be greater growth/density that would need to be accommodated by road reconstruction.
- **Truck haul route:** roads that are assumed to experience damage due to heavy construction traffic using the route.

As stated in response to Question 6 (d), the Roads and Related projects included in the capital program form part of the overall road network. Improvements are therefore required across the Town in order to meet the increase need for servicing arising from development.

**5. Capital cost escalation for water/wastewater projects of 100% for almost all capital projects that are in common with the Town’s 2018 DC Study. Details of actual projects were provided, but the data provided does not yet satisfy concern given limited sample size or range of projects available to be included in such a sample.**

**Response:** See response provided in Part 1 to Question 7.

**6. As per question 14 of the July 7, 2023 KPEC memo, why have percentage-based adjustments of 10% (contingency) and 15% (engineering) been applied to the \$81.7 million of property acquisition costs? The responses received from Hemson indicate the purpose of both adjustments (those lists reproduced below for reference), but it is unclear why these costs would necessarily scale-up as the cost of land increases, as in many cases the costs to be covered by the 15% and 10% adjustments are fixed or unrelated to the value of the land. In the case of the 10% contingency adjustment, presumably the costs carried in the DC study before contingency adjustment already represent the ‘average’ cost of land which itself would account for any uncertainty by virtue of the formulated average – the assignment of 10% surcharge for ‘contingency’ makes the amount recovered 10% higher than a typical average cost.**

Figure 2

Percentage Adjustment	Hemson Response
15% Engineering Adjustment	"intended to include costs such as land registry costs, legal costs, costs for survey, sales negotiations, staff time, and other costs."
10% Contingency	"intended to account for inherent uncertainty in both land prices and the amount of time and effort required during the acquisition process"

**Response:** Many of these costs do scale with land value where value serves as a proxy for the amount of land purchased, especially where this purchase is for linear infrastructure like a roadway. For example, the longer a strip of land along a roadway becomes, or the larger a required block becomes, the higher costs are that are associated with survey, and the greater the likelihood of having to negotiate with multiple landowners, incurring more staff time, legal costs, real estate and contract costs, and registry office fees.

### **C. ADJUSTMENTS TO DC RATES SINCE RELEASE OF 2023 DC BACKGROUND STUDY DATED JULY 28, 2023**

Hemson and Town staff have continued to review and update assumptions used in the 2023 DC Background Study dated July 28, 2023, resulting in adjustments to the calculated development charges rates. The table below provides a summary of rate changes since the release of the 2023 DC Background Study which includes:

- Removal of excess capacity from the historical service levels
- Updated capital project costs based on Land & Lands Master Plan for Parks & Rec DC capital program
- Removal of inflation from Library DC capital program
- Removal of inflation from Fire DC capital program
- Adjustments to the Wastewater Treatment Plant capital program and treatment of IDAG rates
- Adjustments to the future residential units in Stroud (increased from 121 to 500 units)

Attachment 3 includes additional details on the revised calculated rates.

**Adjusted to DC Rates: Single-Detached Unit**

Area	July 28, 2023 DC Study	Revised DC Rates	Difference (#)	Difference (%)
Innisfil North	\$ 82,920	\$ 80,008	\$ (2,912.0)	-4%
Friday Harbour	\$ 76,409	\$ 73,766	\$ (2,643.0)	-3%
Innisfil South	\$ 82,195	\$ 79,552	\$ (2,643.0)	-3%
Innisfil Central	\$ 99,207	\$ 96,513	\$ (2,694.0)	-3%
Cookstown	\$ 85,658	\$ 85,236	\$ (422.0)	0%
<b>Development Subject to IDAG</b>				
Innisfil North	\$ 82,107	\$ 79,666	\$ (2,441.0)	-3%
Friday Harbour	\$ 75,596	\$ 73,424	\$ (2,172.0)	-3%
Innisfil South	\$ 81,382	\$ 79,210	\$ (2,172.0)	-3%
Innisfil Central	\$ 98,394	\$ 96,171	\$ (2,223.0)	-2%
Cookstown	\$ 85,658	\$ 85,236	\$ (422.0)	0%

**Adjusted to DC Rates: Industrial \$/square metre**

Area	July 28, 2023 DC Study	Revised DC Rates	Difference (#)	Difference (%)
Water and Wastewater Services	\$ 249.37	\$ 241.92	\$ (7.4)	-3%
<b>Development Subject to IDAG</b>				
Water and Wastewater Services	\$ 247.22	\$ 241.01	\$ (6.2)	-3%

**Adjusted to DC Rates: Non-Industrial \$/square metre**

Area	July 28, 2023 DC Study	Revised DC Rates	Difference (#)	Difference (%)
Water and Wastewater Services	\$ 476.24	\$ 461.87	\$ (14.4)	-3%
<b>Development Subject to IDAG</b>				
Water and Wastewater Services	\$ 472.01	\$ 459.90	\$ (12.1)	-3%

**Attachment 1:**  
**Revised Water and  
Wastewater Capital Programs**

APPENDIX D.1  
TABLE 1

TOWN OF INNISFIL  
2023 DEVELOPMENT CHARGES BACKGROUND STUDY  
WASTEWATER TREATMENT COSTS  
DEVELOPMENTS SUBJECT TO IDAG

	Net Municipal Cost	Ineligible Costs	Total DC Eligible Costs	Available DC Reserves	DC Eligible Costs 2023-2041	DC Eligible Costs Post-2041
<b>1 Lakeshore Water Treatment Plant</b>						
1.1 Optimization and I&I Program	\$ 1,500,000	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000	\$ -
1.2 Design and Construction, Phase 3 Expansion (2023)	\$ 132,300,000	\$ -	\$ 132,300,000	\$ 19,546,488	\$ 112,753,512	\$ -
Subtotal	\$ 133,800,000	\$ -	\$ 133,800,000	\$ 19,546,488	\$ 114,253,512	\$ -
<b>TOTAL</b>	<b>\$ 133,800,000</b>	<b>\$ -</b>	<b>\$ 133,800,000</b>	<b>\$ 19,546,488</b>	<b>\$ 114,253,512</b>	<b>\$ -</b>

Capacity (m <sup>3</sup> )	Total Capacity	10% Reserve	Net Capacity
Available Uncommitted Capacity	4,060	-	4,060
Phase 3 added capacity	8,000	800	7,200
<b>Total Capacity Available (m<sup>3</sup>)</b>	<b>12,060</b>	<b>800</b>	<b>11,260</b>
<b>Cost Per Cubic Metre (\$ / m<sup>3</sup>)</b>			<b>\$10,146.85</b>

DC Reserve Funds	
Available Balance Dec 31, 2022	\$ 19,546,488

Source: InnServices Utilities Inc.

APPENDIX D.1  
TABLE 2

TOWN OF INNISFIL  
2023 DEVELOPMENT CHARGES BACKGROUND STUDY  
WASTEWATER TREATMENT COSTS

	Net Municipal Cost	Ineligible Costs	Total DC Eligible Costs	Available DC Reserves	DC Eligible Costs 2023-2041	DC Eligible Costs Post-2041
<b>2 Lakeshore Water Treatment Plant</b>						
2.1 Design and Construction, Phase 4 Expansion (2035)	\$ 95,980,000	\$ -	\$ 95,980,000	\$ -	\$ 95,980,000	\$ -
2.2 Debenture Interest Costs	\$ 45,268,000	\$ -	\$ 45,268,000	\$ -	\$ 45,268,000	\$ -
Subtotal	\$ 141,248,000	\$ -	\$ 141,248,000	\$ -	\$ 141,248,000	\$ -
<b>TOTAL</b>	<b>\$ 141,248,000</b>	<b>\$ -</b>	<b>\$ 141,248,000</b>	<b>\$ -</b>	<b>\$ 141,248,000</b>	<b>\$ -</b>

Capacity (m <sup>3</sup> )	Total Capacity	10% Reserve	Net Capacity
Phase 4 added capacity	15,000	1,500	13,500
<b>Total Capacity Available (m<sup>3</sup>)</b>	<b>15,000</b>	<b>1,500</b>	<b>13,500</b>
<b>Cost Per Cubic Metre (\$ / m<sup>3</sup>)</b>			<b>\$10,462.81</b>

Source: InnServices Utilities Inc.

DC Reserve Funds <sup>1</sup>	
Available Balance Dec 31, 2022	\$ -

<sup>1</sup> In accordance with the requirements of the IDAG agreement the available DC reserve fund balance has been committed against the Phase 3 plant expansion

Notes:

1. Debt Repayment Terms	Amortization Period	Financing Rate	Debt Factor
	20	4.00%	0.073582

2. Wastewater Demands:

Residential:	
WPCP average day flow per capita	0.325 m <sup>3</sup> /day/cap

Non-Residential:	
Average Day Demand Per Hectare	10 m <sup>3</sup> /ha.d
Average Coverage	25%
Average Day Demand GFA	
Per Square Metre of GFA	0.00400 m <sup>3</sup>
Per Square Foot of GFA	0.00037 m <sup>3</sup>

APPENDIX D.1

TABLE 2

TOWN OF INNISFIL  
WASTEWATER SERVICING: INNISFIL NORTH AND FRIDAY HARBOUR

1. Wastewater Servicing

1.1 Sanitary Sewers		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil North Share		Friday Harbour Share		Other Areas Share	
#	Project Description								%	\$	%	\$	%	\$
1.1.1	Spring Street Sewer	2023 - 2028	\$ 3,000,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 3,000,000	0.00%	\$ -	0.00%	\$ -	
1.1.2	10th Line sewer west of 25th Sideroad	2024 - 2031	\$ 1,680,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 1,680,000	0.00%	\$ -	0.00%	\$ -	
1.1.3	Crystal Beach Road sewer twinning	2024 - 2031	\$ 1,480,000	\$ -	0%	\$ -	\$ -	83.15%	\$ 1,230,641	16.85%	\$ 249,359	0.00%	\$ -	
1.1.4	Park Rd. sewer twinning	2025 - 2031	\$ 260,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 260,000	0.00%	\$ -	0.00%	\$ -	
1.1.5	Roberts Rd. sewer twinning	2026 - 2031	\$ 80,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 80,000	0.00%	\$ -	0.00%	\$ -	
1.1.6	Lakelands Ave. sewer twinning	2027 - 2031	\$ 920,000	\$ -	0%	\$ -	\$ -	83.15%	\$ 764,993	16.85%	\$ 155,007	0.00%	\$ -	
1.1.7	Simcoe Blvd. sewer twinning	2028 - 2031	\$ 800,000	\$ -	0%	\$ -	\$ -	83.15%	\$ 665,212	16.85%	\$ 134,788	0.00%	\$ -	
1.1.8	Adams Rd. sewer twinning	2029 - 2031	\$ 1,300,000	\$ -	0%	\$ -	\$ -	83.15%	\$ 1,080,969	16.85%	\$ 219,031	0.00%	\$ -	
1.1.9	Kennedy Rd. sewer twinning	2030 - 2031	\$ 320,000	\$ -	0%	\$ -	\$ -	83.15%	\$ 266,085	16.85%	\$ 53,915	0.00%	\$ -	
1.1.10	7th Line sewer	2024 - 2031	\$ 920,000	\$ -	0%	\$ -	\$ -	83.15%	\$ 764,993	16.85%	\$ 155,007	0.00%	\$ -	
1.1.11	Decommission SPS 7	2024 - 2031	\$ 700,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 700,000	0.00%	\$ -	0.00%	\$ -	
1.1.12	9th Line sewer	2024 - 2031	\$ 7,520,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 7,520,000	0.00%	\$ -	0.00%	\$ -	
1.1.13	IBR Trunk sewer from Yonge St to 20 SR	2023 - 2028	\$ 6,740,000	\$ -	0%	\$ -	\$ -	7.68%	\$ 517,933	0.00%	\$ -	92.32%	\$ 6,222,067	
1.1.14	20 SR Trunk Sewer	2024 - 2031	\$ 4,120,000	\$ -	0%	\$ -	\$ -	7.68%	\$ 316,600	0.00%	\$ -	92.32%	\$ 3,803,400	
1.1.15	6th Line trunk Sewer to Sleeping Lion	2024 - 2031	\$ 4,940,000	\$ -	0%	\$ -	\$ -	22.20%	\$ 1,096,490	0.00%	\$ -	77.80%	\$ 3,843,510	
<b>Sub-Total Sanitary Sewers</b>			<b>\$ 34,780,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>		<b>\$ 19,943,916</b>		<b>\$ 967,107</b>		<b>\$ 13,868,977</b>	

1.2 Sewage Pumping Stations and Forcemains		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil North Share		Friday Harbour Share		Other Areas Share	
#	Project Description								%	\$	%	\$	%	\$
1.2.1	Big Bay Point SPS	2031 - 2041	\$ 5,600,000	\$ -	100%	\$ 5,600,000	\$ -	61.65%	\$ -	38.35%	\$ -	0.00%	\$ -	
1.2.2	Big Bay Point SPS Forcemain to Friday Drive	2031 - 2041	\$ 5,100,000	\$ -	100%	\$ 5,100,000	\$ -	61.65%	\$ -	38.35%	\$ -	0.00%	\$ -	
1.2.3	Sandy Cove SPS	2023 - 2031	\$ 5,600,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 5,600,000	0.00%	\$ -	0.00%	\$ -	
1.2.4	Sandy Cove SPS Forcemain to Lockhart Rd.	2024 - 2031	\$ 4,520,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 4,520,000	0.00%	\$ -	0.00%	\$ -	
1.2.5	SPS 4 Expansion Phase 1	2023 - 2023	\$ 4,400,000	\$ -	0%	\$ -	\$ -	86.92%	\$ 3,824,320	13.08%	\$ 575,680	0.00%	\$ -	
1.2.6	SPS 4 Expansion Phase 2	2031 - 2041	\$ 7,200,000	\$ -	0%	\$ -	\$ -	86.92%	\$ 6,257,978	13.08%	\$ 942,022	0.00%	\$ -	
1.2.7	SPS 4 Second Forcemain	2031 - 2041	\$ 3,700,000	\$ -	0%	\$ -	\$ -	86.92%	\$ 3,215,905	13.08%	\$ 484,095	0.00%	\$ -	
1.2.8	SPS 3 Expansion	2024 - 2031	\$ 12,800,000	\$ -	0%	\$ -	\$ -	86.92%	\$ 11,125,294	13.08%	\$ 1,674,706	0.00%	\$ -	
1.2.9	SPS 3 Second Forcemain	2024 - 2031	\$ 2,320,000	\$ -	0%	\$ -	\$ -	86.92%	\$ 2,016,459	13.08%	\$ 303,541	0.00%	\$ -	
1.2.10	Stroud SPS	2023 - 2031	\$ 4,680,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 4,680,000	0.00%	\$ -	0.00%	\$ -	
1.2.11	Stroud SPS Forcemain	2023 - 2031	\$ 4,020,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 4,020,000	0.00%	\$ -	0.00%	\$ -	
1.2.12	20th Sideroad SPS	2024 - 2031	\$ 6,240,000	\$ -	0%	\$ -	\$ -	7.68%	\$ 479,511	0.00%	\$ -	92.32%	\$ 5,760,489	
1.2.13	20th Sideroad SPS Expansion	2031 - 2041	\$ 7,040,000	\$ -	0%	\$ -	\$ -	7.68%	\$ 540,986	0.00%	\$ -	92.32%	\$ 6,499,014	
1.2.14	20th Sideroad SPS Forcemain	2024 - 2031	\$ 3,120,000	\$ -	0%	\$ -	\$ -	7.68%	\$ 239,755	0.00%	\$ -	92.32%	\$ 2,880,245	
1.2.15	New SPS 2	2023 - 2023	\$ 10,400,000	\$ -	0%	\$ -	\$ -	39.77%	\$ 4,136,051	0.00%	\$ -	60.23%	\$ 6,263,949	
1.2.16	New SPS 2 Expansion	2031 - 2041	\$ 2,000,000	\$ -	0%	\$ -	\$ -	35.99%	\$ 719,838	0.00%	\$ -	64.01%	\$ 1,280,162	
<b>Sub-Total Sewage Pumping Stations</b>			<b>\$ 88,740,000</b>	<b>\$ -</b>		<b>\$ 10,700,000</b>	<b>\$ -</b>		<b>\$ 51,376,098</b>		<b>\$ 3,980,044</b>		<b>\$ 22,683,858</b>	

<b>Total Wastewater Collection System</b>			<b>\$ 123,520,000</b>	<b>\$ -</b>		<b>\$ 10,700,000</b>	<b>\$ -</b>		<b>\$ 71,320,014</b>		<b>\$ 4,947,151</b>		<b>\$ 36,552,835</b>
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**APPENDIX D.1  
TABLE 3**

**TOWN OF INNISFIL  
WASTEWATER SERVICES: INNISFIL NORTH AND FRIDAY HARBOUR  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Wastewater Servicing</b>	<b>Innisfil North*</b>	<b>Friday Harbour Resort</b>
<b>1. Wastewater Collection System</b>		
1.1 Sanitary Sewers	\$19,943,916	\$967,107
1.2 Sewage Pumping Stations and Force mains	\$51,376,098	\$3,980,044
1.3 Uncommitted Reserve Fund Balance (Dec. 31, 2022)	<u>\$4,910,450</u>	<u>\$126,049</u>
Total Wastewater Collection System	\$76,230,463	\$5,073,201
Forecast Serviced Sewage Flows (m <sup>3</sup> )	11,225	1,155
<b>Cost Per Cubic Metre</b>	<b>\$6,791.10</b>	<b>\$4,392.48</b>
Residential Charge Based On:	Residential DC (\$/capita)	
WPCP peak flow per capita: 0.3250 m <sup>3</sup> /day/cap	\$2,207	\$1,428
<b>2. Wastewater Treatment Cost Per Cubic Metre</b>	<b>\$10,462.81</b>	<b>\$10,462.81</b>
Residential Charge Based On:	Residential DC (\$/capita)	
WPCP peak flow per capita: 0.3250 m <sup>3</sup> /day/cap	\$3,400	\$3,400

\* Innisfil North Service Area includes the service areas of Alcona, Alcona South, Stroud, and Big Bay Point.

APPENDIX D.1

TABLE 4

TOWN OF INNISFIL  
WASTEWATER SERVICING: INNISFIL SOUTH

1. Wastewater Servicing

1.1 Sewage Pumping Stations and Forcemains Project Description	Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible	Innisfil South Share		Other Areas Share	
								%	\$	%	\$
1.1.1 DP SPS 1	2031 - 2041	\$ 2,000,000	\$ -	100%	\$ 2,000,000	\$ -	\$ -	0.00%	\$ -	0.00%	\$ -
1.1.2 DP SPS 1 Forcemain to Pine Ave	2031 - 2041	\$ 4,000,000	\$ -	100%	\$ 4,000,000	\$ -	\$ -	0.00%	\$ -	0.00%	\$ -
1.1.3 DP SPS 2	2031 - 2041	\$ 5,760,000	\$ -	100%	\$ 5,760,000	\$ -	\$ -	0.00%	\$ -	0.00%	\$ -
1.1.4 Gilford SPS	2031 - 2041	\$ 4,800,000	\$ -	100%	\$ 4,800,000	\$ -	\$ -	0.00%	\$ -	0.00%	\$ -
1.1.5 Gilford SPS Forcemain to 2nd Line	2031 - 2041	\$ 4,200,000	\$ -	100%	\$ 4,200,000	\$ -	\$ -	0.00%	\$ -	0.00%	\$ -
<b>Sub-Total Sewage Pumping Stations</b>		<b>\$ 20,760,000</b>	<b>\$ -</b>		<b>\$ 20,760,000</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ -</b>		<b>\$ -</b>
<b>Total Wastewater Collection System</b>		<b>\$ 20,760,000</b>	<b>\$ -</b>		<b>\$ 20,760,000</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ -</b>		<b>\$ -</b>

**APPENDIX D.1  
TABLE 5**

**TOWN OF INNISFIL  
WASTEWATER SERVICES: INNISFIL SOUTH  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Wastewater Servicing</b>		<b>Innisfil South*</b>
<b>1. Wastewater Collection System</b>		
1.1 Sewage Pumping Stations and Forcemains		\$0
1.2 Uncommitted Reserve Fund Balance (Dec. 31, 2022)		<u>\$193,218</u>
Total Wastewater Collection System		\$193,218
Forecast Serviced Sewage Flows (m <sup>3</sup> )		1,138
<b>Cost Per Cubic Metre</b>		<b>\$169.84</b>
Residential Charge Based On:		<u>Residential DC (\$/capita)</u>
WPCP peak flow per capita:	0.3250 m <sup>3</sup> /day/cap	\$55
<b>2. Wastewater Treatment Cost Per Cubic Metre</b>		
		<b>\$10,462.81</b>
Residential Charge Based On:		<u>Residential DC (\$/capita)</u>
WPCP peak flow per capita:	0.3250 m <sup>3</sup> /day/cap	\$3,400

\* Innisfil South Service Area includes the previous service areas of Gilford and Lefroy.

APPENDIX D.1  
TABLE 6  
TOWN OF INNISFIL  
WASTEWATER SERVICING: INNISFIL CENTRAL

1. Wastewater Servicing

1.1 Sanitary Sewers		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil Central Share		Other Areas Share	
#	Project Description								%	\$	%	\$
1.1.1	5th Sideroad (from 9th Line to 7th Line)	2024 - 2031	\$ 5,560,000	\$ -	0%	\$ -	\$ -	\$ 5,560,000	100.00%	\$ 5,560,000	0.00%	\$ -
1.1.2	IBR Trunk sewer to SPS 6	2024 - 2031	\$ 5,600,000	\$ -	0%	\$ -	\$ -	\$ 5,600,000	100.00%	\$ 5,600,000	0.00%	\$ -
1.1.3	IBR Trunk sewer from Yonge St to 20 SR	2023	\$ 3,370,000	\$ -	0%	\$ -	\$ -	\$ 3,370,000	92.32%	\$ 3,111,034	7.68%	\$ 258,966
1.1.4	20 SR Trunk Sewer	2024 - 2031	\$ 4,120,000	\$ -	0%	\$ -	\$ -	\$ 4,120,000	92.32%	\$ 3,803,400	7.68%	\$ 316,600
1.1.5	6th Line trunk Sewer to Sleeping Lion	2024 - 2031	\$ 4,940,000	\$ -	0%	\$ -	\$ -	\$ 4,940,000	77.80%	\$ 3,843,510	22.20%	\$ 1,096,490
1.1.6	5th Sideroad (from 7th Line to 5th Line)	2031 - 2041	\$ 6,140,000	\$ -	0%	\$ -	\$ -	\$ 6,140,000	100.00%	\$ 6,140,000	0.00%	\$ -
1.1.7	Industrial Road sewer to IBR	2031 - 2041	\$ 860,000	\$ -	0%	\$ -	\$ -	\$ 860,000	100.00%	\$ 860,000	0.00%	\$ -
1.1.8	Commerce Park Dr. sewer from 7th to 6th Line	2031 - 2041	\$ 2,100,000	\$ -	0%	\$ -	\$ -	\$ 2,100,000	100.00%	\$ 2,100,000	0.00%	\$ -
1.1.9	Commerce Park Drive sewer from 5th to 6th Line	2031 - 2041	\$ 920,000	\$ -	0%	\$ -	\$ -	\$ 920,000	100.00%	\$ 920,000	0.00%	\$ -
1.1.10	6th Line trunk sewer to Campus Node	2031 - 2041	\$ 10,320,000	\$ -	0%	\$ -	\$ -	\$ 10,320,000	100.00%	\$ 10,320,000	0.00%	\$ -
1.1.11	6th Line trunk sewer from Yonge St. to 20 Sideroad	2031 - 2041	\$ 8,000,000	\$ -	0%	\$ -	\$ -	\$ 8,000,000	100.00%	\$ 8,000,000	0.00%	\$ -
<b>Sub-Total Sanitary Sewers</b>			<b>\$ 51,930,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 51,930,000</b>		<b>\$ 50,257,943</b>		<b>\$ 1,672,057</b>
1.2 Sewage Pumping Stations and Forcemains		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil Central Share		Other Areas Share	
#	Project Description								%	\$	%	\$
1.2.1	IH SPS 1 (5th Sideroad, north of IBR)	2024 - 2031	\$ 5,360,000	\$ -	0%	\$ -	\$ -	\$ 5,360,000	100.00%	\$ 5,360,000	0.00%	\$ -
1.2.2	IH SPS 1 Forcemain	2024 - 2031	\$ 420,000	\$ -	0%	\$ -	\$ -	\$ 420,000	100.00%	\$ 420,000	0.00%	\$ -
1.2.3	IH SPS 2 (5th Sideroad at 7th Line)	2024 - 2031	\$ 6,920,000	\$ -	0%	\$ -	\$ -	\$ 6,920,000	100.00%	\$ 6,920,000	0.00%	\$ -
1.2.4	IH SPS 2 Forcemain and Hwy crossing	2024 - 2031	\$ 8,200,000	\$ -	0%	\$ -	\$ -	\$ 8,200,000	100.00%	\$ 8,200,000	0.00%	\$ -
1.2.5	IH SPS 2A (5th Sideroad at 5th Line)	2031 - 2041	\$ 9,160,000	\$ -	0%	\$ -	\$ -	\$ 9,160,000	100.00%	\$ 9,160,000	0.00%	\$ -
1.2.6	IH SPS 2A Forcemain and Hwy crossing	2031 - 2041	\$ 7,280,000	\$ -	0%	\$ -	\$ -	\$ 7,280,000	100.00%	\$ 7,280,000	0.00%	\$ -
1.2.7	IH SPS 3 (East of Hwy 400 at 9th Line)	2031 - 2041	\$ 6,920,000	\$ -	0%	\$ -	\$ -	\$ 6,920,000	100.00%	\$ 6,920,000	0.00%	\$ -
1.2.8	IH SPS 3 Forcemain	2031 - 2041	\$ 2,560,000	\$ -	0%	\$ -	\$ -	\$ 2,560,000	100.00%	\$ 2,560,000	0.00%	\$ -
1.2.9	IH SPS 4 (East of Hwy 400 at 7th Line)	2031 - 2041	\$ 4,680,000	\$ -	0%	\$ -	\$ -	\$ 4,680,000	100.00%	\$ 4,680,000	0.00%	\$ -
1.2.10	IH SPS 4 Forcemain	2031 - 2041	\$ 920,000	\$ -	0%	\$ -	\$ -	\$ 920,000	100.00%	\$ 920,000	0.00%	\$ -
1.2.11	IH SPS 5 (East of Hwy 400 at 5th Line)	2031 - 2041	\$ 4,680,000	\$ -	0%	\$ -	\$ -	\$ 4,680,000	100.00%	\$ 4,680,000	0.00%	\$ -
1.2.12	IH SPS 5 Forcemain	2031 - 2041	\$ 740,000	\$ -	0%	\$ -	\$ -	\$ 740,000	100.00%	\$ 740,000	0.00%	\$ -
1.2.13	IBR SPS 6	2024 - 2031	\$ 6,160,000	\$ -	0%	\$ -	\$ -	\$ 6,160,000	100.00%	\$ 6,160,000	0.00%	\$ -
1.2.14	IBR SPS 6 Forcemain	2024 - 2031	\$ 2,520,000	\$ -	0%	\$ -	\$ -	\$ 2,520,000	100.00%	\$ 2,520,000	0.00%	\$ -
1.2.15	IBR SPS 6 Expansion	2031 - 2041	\$ 5,920,000	\$ -	0%	\$ -	\$ -	\$ 5,920,000	100.00%	\$ 5,920,000	0.00%	\$ -
1.2.16	20th Sideroad SPS	2024 - 2031	\$ 6,240,000	\$ -	0%	\$ -	\$ -	\$ 6,240,000	92.32%	\$ 5,760,489	7.68%	\$ 479,511
1.2.17	20th Sideroad SPS Expansion	2031 - 2041	\$ 7,040,000	\$ -	0%	\$ -	\$ -	\$ 7,040,000	92.32%	\$ 6,499,014	7.68%	\$ 540,986
1.2.18	20th Sideroad SPS Forcemain	2024 - 2031	\$ 3,120,000	\$ -	0%	\$ -	\$ -	\$ 3,120,000	92.32%	\$ 2,880,245	7.68%	\$ 239,755
1.2.19	CN SPS	2031 - 2041	\$ 11,080,000	\$ -	0%	\$ -	\$ -	\$ 11,080,000	100.00%	\$ 11,080,000	0.00%	\$ -
1.2.20	CN SPS Forcemain	2031 - 2041	\$ 8,860,000	\$ -	0%	\$ -	\$ -	\$ 8,860,000	100.00%	\$ 8,860,000	0.00%	\$ -
1.2.21	New SPS 2	2023 - 2023	\$ 10,400,000	\$ -	0%	\$ -	\$ -	\$ 10,400,000	64.01%	\$ 6,656,841	35.99%	\$ 3,743,159
1.2.22	New SPS 2 Expansion	2031 - 2041	\$ 2,000,000	\$ -	0%	\$ -	\$ -	\$ 2,000,000	64.01%	\$ 1,280,162	35.99%	\$ 719,838
1.2.23	Churchill SPS	2031 - 2041	\$ 3,080,000	\$ -	0%	\$ -	\$ -	\$ 3,080,000	100.00%	\$ 3,080,000	0.00%	\$ -
1.2.24	Churchill SPS FM	2031 - 2041	\$ 5,040,000	\$ -	0%	\$ -	\$ -	\$ 5,040,000	100.00%	\$ 5,040,000	0.00%	\$ -
1.2.25	Class EA Sch. B for Churchill SPS	2031 - 2041	\$ 150,000	\$ -	0%	\$ -	\$ -	\$ 150,000	100.00%	\$ 150,000	0.00%	\$ -
<b>Sub-Total Sewage Pumping Stations</b>			<b>\$ 129,450,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 129,450,000</b>		<b>\$ 123,726,750</b>		<b>\$ 5,723,250</b>
<b>Total Wastewater Collection System</b>			<b>\$ 181,380,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 181,380,000</b>		<b>\$ 173,984,694</b>		<b>\$ 7,395,306</b>

**APPENDIX D.1  
TABLE 7**

**TOWN OF INNISFIL  
WASTEWATER SERVICES: INNISFIL CENTRAL  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Wastewater Servicing</b>	<b>Innisfil Central*</b>
<b>1. Wastewater Collection System</b>	
1.1 Sanitary Sewers	\$50,257,943
1.2 Sewage Pumping Stations and Force mains	\$123,726,750
1.3 Uncommitted Reserve Fund Balance (Dec. 31, 2022)	<u>\$11,060,100</u>
Total Wastewater Collection System	\$185,044,794
Forecast Serviced Sewage Flows (m <sup>3</sup> )	10,912
<b>Cost Per Cubic Metre</b>	<b>\$16,957.96</b>
Residential Charge Based On:	Residential DC (\$/capita)
WPCP peak flow per capita: 0.3250	\$5,511
<b>2. Wastewater Treatment Cost Per Cubic Metre</b>	<b>\$10,462.81</b>
Residential Charge Based On:	Residential DC (\$/capita)
WPCP peak flow per capita: 0.3250	\$3,400

\* Innisfil Central Service Area includes the service areas of Innisfil Heights (including Campus Node) and Churchill.

APPENDIX D.1  
TABLE 8

TOWN OF INNISFIL  
WASTEWATER SERVICING: COOKSTOWN AND HIGHWAY 400 & 89 AREA

1. Wastewater Servicing

1.1 Wastewater Treatment Facilities		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Cookstown Share	
#	Project Description								%	\$
1.1.1	Cookstown WPCP	2021-2031	\$ 17,929,000	\$ -	41%	\$ 7,350,890	\$ -	\$ 10,578,110	100%	\$ 10,578,110
1.1.2	Decommissioning Existing Cookstown WPCP	2021-2031	\$ 2,878,000	\$ -	41%	\$ 1,179,980	\$ -	\$ 1,698,020	100%	\$ 1,698,020
<b>Sub-Total Sewage Pumping Stations</b>			<b>\$ 20,807,000</b>	<b>\$ -</b>		<b>\$ 8,530,870</b>	<b>\$ -</b>	<b>\$ 12,276,130</b>		<b>\$ 12,276,130</b>
<b>Total Wastewater Collection System</b>			<b>\$ 20,807,000</b>	<b>\$ -</b>		<b>\$ 8,530,870</b>	<b>\$ -</b>	<b>\$ 12,276,130</b>		<b>\$ 12,276,130</b>

APPENDIX D.1

TABLE 9

TOWN OF INNISFIL  
 WASTEWATER SERVICES: COOKSTOWN  
 SUMMARY OF CALCULATED RESIDENTIAL CHARGES

Wastewater Servicing			Cookstown
<b>1. Wastewater Collection System</b>			
1.1	Sanitary Sewers		\$0
1.2	Sewage Pumping Stations and Forcemains		\$0
1.3	Wastewater Treatment Facilities		\$12,276,130
1.4	Uncommitted Reserve Fund Balance (Dec. 31, 2022)		<u>\$92,321</u>
	Total Wastewater Collection System		\$12,368,451
	Forecast Serviced Sewage Flows (m <sup>3</sup> )		531
	<b>Cost Per Cubic Metre</b>		<b>\$23,298.95</b>
Residential Charge Based On:			Residential DC (\$/capita)
	WPCP peak flow per capita:	0.3250 m <sup>3</sup> /day/cap	<u>\$7,572</u>

APPENDIX D.2

TABLE 1

TOWN OF INNISFIL  
2023 DEVELOPMENT CHARGES BACKGROUND STUDY  
WATER SUPPLY - PLANT COSTS

Project Description	Net Municipal Costs	Ineligible Costs	Total DC Eligible Costs	Available DC Reserves	DC Eligible Costs 2023-2041	DC Eligible Costs Post-2041
<b>1 Phase 3a Expansion</b>						
1.1 Remaining Capital Cost	\$ 8,206,734	\$ -	\$ 8,206,734	\$ -	\$ 8,206,734	\$ -
Sub-total Phase 3a Expansion	\$ 8,206,734	\$ -	\$ 8,206,734	\$ -	\$ 8,206,734	\$ -
<b>2 Phase 3b Expansion</b>						
2.1 Capital Cost	\$ 32,000,000	\$ -	\$ 32,000,000	\$ -	\$ 32,000,000	\$ -
Sub-total Phase 3b Expansion	\$ 32,000,000	\$ -	\$ 32,000,000	\$ -	\$ 32,000,000	\$ -
<b>3 Phase 3c Expansion</b>						
3.1 Capital Cost	\$ 32,000,000	\$ -	\$ 32,000,000	\$ -	\$ 32,000,000	\$ -
Sub-total Phase 3c Expansion	\$ 32,000,000	\$ -	\$ 32,000,000	\$ -	\$ 32,000,000	\$ -
<b>4 Vehicles</b>						
4.1 New Truck Acquisitions	\$ 60,000	\$ -	\$ 60,000	\$ -	\$ 60,000	\$ -
Sub-total Vehicles	\$ 60,000	\$ -	\$ 60,000	\$ -	\$ 60,000	\$ -
<b>Subtotal</b>	<b>\$ 72,266,734</b>	<b>\$ -</b>	<b>\$ 72,266,734</b>	<b>\$ -</b>	<b>\$ 72,266,734</b>	<b>\$ -</b>
<b>5 Debenture Interest Costs (Plant Expansion)</b>						
5.1 Interest Costs (4% financing rate)	\$ 34,055,000	\$ -	\$ 34,055,000	\$ -	\$ 34,055,000	\$ -
Sub-total Debenture Costs	\$ 34,055,000	\$ -	\$ 34,055,000	\$ -	\$ 34,055,000	\$ -
<b>6 Recovery of Negative DC Reseve Balance</b>						
6.1 Balance as of Dec 31, 2022	\$ 2,962,915	\$ -	\$ 2,962,915	\$ -	\$ 2,962,915	\$ -
Sub-total Debenture Costs	\$ 2,962,915	\$ -	\$ 2,962,915	\$ -	\$ 2,962,915	\$ -
<b>TOTAL</b>	<b>\$ 109,284,649</b>	<b>\$ -</b>	<b>\$ 109,284,649</b>	<b>\$ -</b>	<b>\$ 109,284,649</b>	<b>\$ -</b>

Capacity (m <sup>3</sup> ):	Total Capacity	10% Reserve	Net Capacity
Phase 3a Added Capacity	4,600	4,600	4,600
Phase 3b Added Capacity	17,000	1,700	15,300
Phase 3c Added Capacity	30,000	3,000	27,000
<b>Total Capacity Available (m<sup>3</sup>)</b>	<b>51,600</b>	<b>9,300</b>	<b>46,900</b>
<b>Cost Per Cubic Metre (\$ / m<sup>3</sup>)</b>			<b>\$2,330.16</b>

Source: InnServices Utilities Inc.

Notes:

1. Debt Repayment Terms

Amortization Period	Interest Share	Financing Real Rate	Debt Factor
20	0.471635007	4.00%	0.073582

2. Water Demands:

Residential:	
Maximum Day Water Demand Per Capita	
Average Day Per Capita	0.2750 m <sup>3</sup> /day/cap
Max Day Factor	1.8
Max Day Per Capita	0.495 m <sup>3</sup> /day/cap

Non-Residential:	
Average Day Demand Per Hectare	20 m <sup>3</sup> /ha.d
Max Day Factor	1.8
Max Day Per Hectare	36 m <sup>3</sup> /ha.d
Average Coverage	25%
Average Day Demand GFA	
Per Square Metre of GFA	0.0144000 m <sup>3</sup>
Per Square Foot of GFA	0.0013378 m <sup>3</sup>



APPENDIX D.2

TABLE 2

TOWN OF INNISFIL  
WATER SERVICING: INNISFIL NORTH AND FRIDAY HARBOUR

2. Water Servicing

2.1 Watermain		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil North Share		Friday Harbour Share		Other Areas Share	
#	Project Description								%	\$	%	\$	%	\$
2.1.1	Big Bay Point Rd. Trunk Watermain	2031 - 2041	\$ 3,940,000	\$ -	100%	\$ 3,940,000	\$ -	\$ -	59.41%	\$ -	40.59%	\$ -	0.00%	\$ -
2.1.2	Lockhart Rd. and Connection to Ireton Trunk Watermain	2024 - 2024	\$ 3,450,000	\$ -	0%	\$ -	\$ -	\$ 3,450,000	100.00%	\$ 3,450,000	0.00%	\$ -	0.00%	\$ -
2.1.3	10th Line trunk Watermain	2024 - 2031	\$ 2,340,000	\$ -	0%	\$ -	\$ -	\$ 2,340,000	100.00%	\$ 2,340,000	0.00%	\$ -	0.00%	\$ -
2.1.4	Trunk Watermain from WTP to Alcona Reservoir (25 SR, 9th Line, 20 SR and IBR)	2024 - 2031	\$ 16,580,000	\$ 6,632,000	0%	\$ -	\$ -	\$ 9,948,000	35.49%	\$ 3,530,848	0.00%	\$ -	64.51%	\$ 6,417,152
2.1.5	Watermains to loop distribution system	2024 - 2031	\$ 1,000,000	\$ -	0%	\$ -	\$ -	\$ 1,000,000	100.00%	\$ 1,000,000	0.00%	\$ -	0.00%	\$ -
2.1.6	Trunk watermain on 6th Line, East of tracks	2024-2031	\$ 2,540,000	\$ -	0%	\$ -	\$ -	\$ 2,540,000	100.00%	\$ 2,540,000	0.00%	\$ -	0.00%	\$ -
2.1.7	Trunk Watermain on 20th SR and 6th Line	2024 - 2031	\$ 7,340,000	\$ -	0%	\$ -	\$ -	\$ 7,340,000	100.00%	\$ 7,340,000	0.00%	\$ -	0.00%	\$ -
2.1.8	Innisfil Beach Road Trunk Watermains Phase 1	2023 - 2028	\$ 19,800,000	\$ -	0%	\$ -	\$ -	\$ 19,800,000	11.21%	\$ 2,220,569	0.00%	\$ -	88.79%	\$ 17,579,431
2.1.9	Yonge St watermain to 440 m north of IBR	2024 - 2031	\$ 680,000	\$ -	84%	\$ 568,874.87	\$ -	\$ 111,125	100.00%	\$ 111,125	0.00%	\$ -	0.00%	\$ -
2.1.10	Trunk Watermain to Stroud Reservoir	2024 - 2031	\$ 4,800,000	\$ -	84%	\$ 4,015,587	\$ -	\$ 784,413	100.00%	\$ 784,413	0.00%	\$ -	0.00%	\$ -
<b>Sub-Total Watermain System</b>			<b>\$ 62,470,000</b>	<b>\$ 6,632,000</b>		<b>\$ 8,524,462</b>	<b>\$ -</b>	<b>\$ 47,313,538</b>		<b>\$ 23,316,954</b>		<b>\$ -</b>		<b>\$ 23,996,583</b>

2.2 Water Pumping Stations		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil North Share		Friday Harbour Share		Other Areas Share	
#	Project Description								%	\$	%	\$	%	\$
2.2.1	Upgrade Alcona Zone 2 BPS (Alt. 1)	2024 - 2031	\$ 1,200,000	\$ -	0%	\$ -	\$ -	\$ 1,200,000	100.00%	\$ 1,200,000	0.00%	\$ -	0.00%	\$ -
2.2.2	Alcona Reservoir BPS (Phase 1) Yonge St. and Innisfil Heights Phase 1	2024 - 2027	\$ 9,600,000	\$ -	0%	\$ -	\$ -	\$ 9,600,000	35.49%	\$ 3,407,332	0.00%	\$ -	64.51%	\$ 6,192,668
2.2.3	Alcona North Zone 3 BPS	2024 - 2031	\$ 5,200,000	\$ -	0%	\$ -	\$ -	\$ 5,200,000	100.00%	\$ 5,200,000	0.00%	\$ -	0.00%	\$ -
<b>Sub-Total Water Pumping Stations</b>			<b>\$ 16,000,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 16,000,000</b>		<b>\$ 9,807,332</b>		<b>\$ -</b>		<b>\$ 6,192,668</b>

2.3 Water Storage		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil North Share		Friday Harbour Share		Other Areas Share	
#	Project Description								%	\$	%	\$	%	\$
2.3.1	Alcona Reservoir Phase 2 Expansion	2024 - 2027	\$ 7,400,000	\$ -	0%	\$ -	\$ -	\$ 7,400,000	86.83%	\$ 6,425,618	0.00%	\$ -	13.17%	\$ 974,382
<b>Sub-Total Water Storage</b>			<b>\$ 7,400,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 7,400,000</b>		<b>\$ 6,425,618</b>		<b>\$ -</b>		<b>\$ 974,382</b>

<b>Total Water Distribution System</b>			<b>\$ 85,870,000</b>	<b>\$ 6,632,000</b>		<b>\$ 8,524,462</b>	<b>\$ -</b>	<b>\$ 70,713,538</b>		<b>\$ 39,549,905</b>		<b>\$ -</b>		<b>\$ 31,163,633</b>
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Servicing Areas	New Flows 2023 - 2041					
	Wastewater Flows			Water Flows		
	Existing	Future	Total	Existing	Future	Total
1. Innisfil North	-	11,225,053	11,225,053	-	9,758,460	9,758,460
2. Friday Harbour	-	1,154,975	1,154,975	-	995,150	995,150

**APPENDIX D.2  
TABLE 3**

**TOWN OF INNISFIL  
WATER SERVICES: INNISFIL NORTH AND FRIDAY HARBOUR  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Water Servicing</b>	<b>Innisfil North*</b>	<b>Friday Harbour Resort</b>
<b>1. Water Distribution System</b>		
1.1 Watermains	\$23,316,954	\$0
1.2 Water Pumping Stations	\$9,807,332	\$0
1.3 Water Storage	\$6,425,618	\$0
1.4 Uncommitted Reserve Fund Balance (Dec. 31, 2022)	<u>(\$1,259,530)</u>	<u>\$0</u>
Total Water Distribution System	\$38,290,375	\$0
Forecast Serviced Water Demand (m <sup>3</sup> )	17,565	1,791
<b>Cost Per Cubic Metre</b>	<b>\$2,179.90</b>	<b>\$0.00</b>
Residential Charge Based On:	<u>Residential DC (\$/capita)</u>	
Max Day Per Capita: 0.495 m <sup>3</sup> /day/cap	\$1,079	\$0
<b>2. Water Supply and Treatment Cost Per Cubic Metre</b>	<b>\$2,330.16</b>	<b>\$2,330.16</b>
Residential Charge Based On:	<u>Residential DC (\$/capita)</u>	
Max Day Per Capita: 0.495 m <sup>3</sup> /day/cap	\$1,153.43	\$1,153.43

\* Innisfil North Service Area includes the service areas of Alcona, Alcona South, Stroud, and Big Bay Point.

APPENDIX D.2  
TABLE 4

TOWN OF INNISFIL  
WATER SERVICING: INNISFIL SOUTH

2. Water Servicing

2.1 Watermain		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil South Share		Other Areas Share	
#	Project Description								%	\$	%	\$
2.1.1	Ewart St. Trunk Watermain	2031 - 2041	\$ 4,600,000	\$ -	100%	\$ 4,600,000	\$ -	\$ -	100.00%	\$ -	0.00%	\$ -
2.1.2	Trunk Watermain on Pine Ave., 3rd Line and shoreline to Gilford	2031 - 2041	\$ 9,600,000	\$ -	100%	\$ 9,600,000	\$ -	\$ -	100.00%	\$ -	0.00%	\$ -
<b>Sub-Total Watermain System</b>			<b>\$ 14,200,000</b>	<b>\$ -</b>		<b>\$ 14,200,000</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ -</b>		<b>\$ -</b>

2.2 Water Pumping Stations		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil South Share		Other Areas Share	
#	Project Description								%	\$	%	\$
2.2.1	Lefroy BPS Phase 2 Expansion	2024	\$ 400,000	\$ -	0%	\$ -	\$ -	\$ 400,000	100.00%	\$ 400,000	0.00%	\$ -
<b>Sub-Total Water Pumping Stations</b>			<b>\$ 400,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 400,000</b>		<b>\$ 400,000</b>		<b>\$ -</b>

2.3 Water Storage		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil South Share		Other Areas Share	
#	Project Description								%	\$	%	\$
1	Lefroy Reservoir Phase 2 Expansion	2023 - 2027	\$ 5,400,000	\$ -	0%	\$ -	\$ -	\$ 5,400,000	100.00%	\$ 5,400,000	0.00%	\$ -
<b>Sub-Total Water Storage</b>			<b>\$ 5,400,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5,400,000</b>		<b>\$ 5,400,000</b>		<b>\$ -</b>

<b>Total Water Distribution System</b>			<b>\$ 20,000,000</b>	<b>\$ -</b>		<b>\$ 14,200,000</b>	<b>\$ -</b>	<b>\$ 5,800,000</b>		<b>\$ 5,800,000</b>		<b>\$ -</b>
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Servicing Areas	New Flows 2023 - 2041					
	Wastewater Flows			Water Flows		
	Existing	Future	Total	Existing	Future	Total
1. Innisfil South	-	1,137,658	1,137,658	-	1,433,349	1,433,349

**APPENDIX D.2  
TABLE 5**

**TOWN OF INNISFIL  
WATER SERVICES: INNISFIL SOUTH  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Water Servicing</b>	<b>Innisfil South*</b>
<b>1. Water Distribution System</b>	
1.1 Watermains	\$0
1.2 Water Pumping Stations	\$400,000
1.3 Water Storage	\$5,400,000
1.4 Uncommitted Reserve Fund Balance (Dec. 31, 2022)	<u>\$10,329,582</u>
Total Water Distribution System	\$16,129,582
Forecast Serviced Water Demand (m <sup>3</sup> )	2,580
<b>Cost Per Cubic Metre</b>	<b>\$6,251.71</b>
Residential Charge Based On:	<u>Residential DC (\$/capita)</u>
Max Day Per Capita: 0.495 m <sup>3</sup> /day/cap	\$3,095
<b>2. Water Supply and Treatment Cost Per Cubic Metre</b>	
	<b>\$2,330.16</b>
Residential Charge Based On:	<u>Residential DC (\$/capita)</u>
Max Day Per Capita: 0.495 m <sup>3</sup> /day/cap	\$1,153

\* Innisfil South Service Area includes the previous service areas of Gilford and Lefroy.

APPENDIX D.2  
TABLE 6

TOWN OF INNISFIL  
WATER SERVICING: INNISFIL CENTRAL

2. Water Servicing

2.1 Watermain		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041
#	Project Description							
2.1.1	Trunk watermain on 6th Line, East of tracks	2023 - 2028	\$ 2,540,000	\$ -	0%	\$ -	\$ -	\$ 2,540,000
2.1.2	Trunk Watermain on 20th SR and 6th Line	2024 - 2031	\$ 7,340,000	\$ -	0%	\$ -	\$ -	\$ 7,340,000
2.1.3	Innisfil Beach Road Trunk Watermains Phase 1	2023 - 2028	\$ 19,800,000	\$ -	0%	\$ -	\$ -	\$ 19,800,000
2.1.4	Innisfil Heights Trunk Watermains Phase 1 (5th SR)	2024 - 2031	\$ 5,800,000	\$ -	0%	\$ -	\$ -	\$ 5,800,000
2.1.5	Innisfil Heights Trunk Watermains Phase 2 (East of Hwy 400)	2031 - 2041	\$ 9,400,000	\$ -	0%	\$ -	\$ -	\$ 9,400,000
2.1.6	Yonge St. watermains to Campus Node	2031 - 2041	\$ 10,400,000	\$ -	0%	\$ -	\$ -	\$ 10,400,000
2.1.7	Yonge St watermain to 440 m north of IBR	2024 - 2031	\$ 680,000	\$ -	0%	\$ -	\$ -	\$ 680,000
2.1.8	Trunk Watermain to Stroud Reservoir	2023 - 2028	\$ 4,800,000	\$ -	0%	\$ -	\$ -	\$ 4,800,000
2.1.9	Trunk Watermain from WTP to Alcona Reservoir (25 SR, 9th Line, 20 SR and IBR)	2024 - 2031	\$ 16,580,000	\$ 6,632,000	0%	\$ -	\$ -	\$ 9,948,000
2.1.10	6th Line Watermains from Campus Node to 6th Line BPS	2031 - 2041	\$ 9,800,000	\$ -	0%	\$ -	\$ -	\$ 9,800,000
2.1.11	6th Line Watermains from 6th Line BPS to Innisfil Heights	2031 - 2041	\$ 4,800,000	\$ -	0%	\$ -	\$ -	\$ 4,800,000
<b>Sub-Total Watermain System</b>			<b>\$ 91,940,000</b>	<b>\$ 6,632,000</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 85,308,000</b>

Innisfil Central Share	
%	\$
0.00%	\$ -
0.00%	\$ -
88.79%	\$ 17,579,431
100.00%	\$ 5,800,000
100.00%	\$ 9,400,000
100.00%	\$ 10,400,000
0.00%	\$ -
0.00%	\$ -
64.51%	\$ 6,417,152
100.00%	\$ 9,800,000
100.00%	\$ 4,800,000
	<b>\$ 64,196,583</b>

Other Areas Share	
%	\$
100.00%	\$ 2,540,000
100.00%	\$ 7,340,000
11.21%	\$ 2,220,569
0.00%	\$ -
0.00%	\$ -
0.00%	\$ -
100.00%	\$ 680,000
100.00%	\$ 4,800,000
35.49%	\$ 3,530,848
0.00%	\$ -
0.00%	\$ -
	<b>\$ 21,111,417</b>

2.2 Water Pumping Stations		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041
#	Project Description							
2.2.1	IH Zone 3 Pump Station Extra Pump Installation	2031-2041	\$ 1,120,000	\$ -	0%	\$ -	\$ -	\$ 1,120,000
2.2.2	Alcona Reservoir BPS (Phase 1) Yonge St. and Innisfil Heights Phase 1	2023 - 2027	\$ 9,600,000	\$ -	0%	\$ -	\$ -	\$ 9,600,000
2.2.3	Alcona Reservoir BPS (Phase 2) Innisfil Heights Phase 2	2031 - 2041	\$ 2,600,000	\$ -	0%	\$ -	\$ -	\$ 2,600,000
2.2.4	Innisfil Heights BPS Phase 2 Expansion	2024 - 2031	\$ 2,600,000	\$ -	0%	\$ -	\$ -	\$ 2,600,000
2.2.5	6th Line BPS and Reservoir	2031 - 2041	\$ 12,000,000	\$ -	0%	\$ -	\$ -	\$ 12,000,000
<b>Sub-Total Water Pumping Stations</b>			<b>\$ 27,920,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 27,920,000</b>

Innisfil Central Share	
%	\$
100.00%	\$ 1,120,000
64.51%	\$ 6,192,668
100.00%	\$ 2,600,000
100.00%	\$ 2,600,000
100.00%	\$ 12,000,000
	<b>\$ 24,512,668</b>

Other Areas Share	
%	\$
0.00%	\$ -
35.49%	\$ 3,407,332
0.00%	\$ -
0.00%	\$ -
0.00%	\$ -
	<b>\$ 3,407,332</b>

2.3 Water Storage		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041
#	Project Description							
2.3.1	Decommission Innisfil Heights Groundwater Supply	2024-2031	\$ 736,000	\$ -	0%	\$ -	\$ -	\$ 736,000
2.3.2	Innisfil Heights Reservoir Expansion (Phase 2)	2024 - 2031	\$ 4,000,000	\$ -	0%	\$ -	\$ -	\$ 4,000,000
2.3.3	Alcona Reservoir Phase 2 Expansion	2024 - 2031	\$ 7,400,000	\$ -	0%	\$ -	\$ -	\$ 7,400,000
2.3.4	6th Line Reservoir Expansion	2031 - 2041	\$ 6,200,000	\$ -	0%	\$ -	\$ -	\$ 6,200,000
<b>Sub-Total Water Storage</b>			<b>\$ 18,336,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 18,336,000</b>

Innisfil Central Share	
%	\$
100.00%	\$ 736,000
100.00%	\$ 4,000,000
13.17%	\$ 974,382
100.00%	\$ 6,200,000
	<b>\$ 11,910,382</b>

Other Areas Share	
%	\$
0.00%	\$ -
0.00%	\$ -
86.83%	\$ 6,425,618
0.00%	\$ -
	<b>\$ 6,425,618</b>

<b>Total Water Distribution System</b>	<b>\$ 138,196,000</b>	<b>\$ 6,632,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 131,564,000</b>
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<b>\$ 100,619,633</b>
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<b>\$ 30,944,367</b>
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Servicing Areas	New Flows 2023 - 2041						
	Wastewater Flows						
	Existing	Future	Total	Existing	Future	Total	
1. Innisfil Heights	-	10,014,261	10,014,261	-	10,014,195	10,014,195	-
Innisfil Heights	-	10,014,261	10,014,261	-	10,014,195	10,014,195	-
Campus Node	-	850,000	850,000	-	850,000	850,000	-
<b>Sub-Total Innisfil Heights</b>	-	10,864,261	10,864,261	-	10,864,195	10,864,195	-
2. Churchill	-	47,714	47,714	-	37,036	37,036	-
Churchill	-	47,714	47,714	-	37,036	37,036	-
<b>Sub-Total Churchill</b>	-	47,714	47,714	-	37,036	37,036	-
1. Innisfil Central	-	10,911,975	10,911,975	-	10,901,231	10,901,231	-

**APPENDIX D.2  
TABLE 7**

**TOWN OF INNISFIL  
WATER SERVICES: INNISFIL CENTRAL  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Water Servicing</b>	<b>Innisfil Central*</b>
<b>1. Water Distribution System</b>	
1.1 Watermains	\$64,196,583
1.2 Water Pumping Stations	\$24,512,668
1.3 Water Storage	\$11,910,382
1.4 Uncommitted Reserve Fund Balance (Dec. 31, 2022)	<u>\$5,932,637</u>
Total Water Distribution System	\$106,552,270
Forecast Serviced Water Demand (m <sup>3</sup> )	19,622
<b>Cost Per Cubic Metre</b>	<b>\$5,430.19</b>
Residential Charge Based On:	Residential DC (\$/capita)
Max Day Per Capita: 0.495	\$2,688
<b>2. Water Supply and Treatment Cost Per Cubic Metre</b>	<b>\$2,330.16</b>
<b>Total Water Servicing</b>	<b>\$7,760.35</b>
Residential Charge Based On:	Residential DC (\$/capita)
Max Day Per Capita: 0.495	\$1,153

\* Innisfil Central Service Area includes the service areas of Innisfil Heights (including Campus Node) and Churchill.

APPENDIX D.2  
TABLE 8

TOWN OF INNISFIL  
WATER SERVICING: COOKSTOWN AND HIGHWAY 400 & 89 AREA

2. Water Servicing

2.1 Watermain		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Cookstown Share	
#	Project Description								%	\$
2.1.1	Trunk Watermain from Alcona to BWG - Outstanding Town Share	2023	\$ 530,000	\$ -	0%	\$ -	\$ -	\$ 530,000	100.00%	\$ 530,000
<b>Sub-Total Watermain System</b>			<b>\$ 530,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 530,000</b>		<b>\$ 530,000</b>

<b>Total Water Distribution System</b>	<b>\$ 530,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 530,000</b>		<b>\$ 530,000</b>
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Servicing Areas	New Flows 2023 - 2041					
	Wastewater Flows			Water Flows		
	Existing	Future	Total	Existing	Future	Total
1. <b>Cookstown</b>						
Cookstown	-	530,859	530,859	-	1,708,396	1,708,396
<b>Sub-Total Cookstown</b>	-	530,859	530,859	-	1,708,396	1,708,396
1. Cookstown	-	530,859	530,859	-	1,708,396	1,708,396

**APPENDIX D.2  
TABLE 9**

**TOWN OF INNISFIL  
WATER SERVICES: COOKSTOWN  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Water Servicing</b>	<b>Cookstown</b>
<b>1. Water Distribution System</b>	
1.1 Watermains	\$530,000
1.2 Water Pumping Stations	\$0
1.3 Water Storage	\$0
1.4 Uncommitted Reserve Fund Balance (Dec. 31, 2022)	<u>\$3,634,996</u>
Total Water Distribution System	\$4,164,996
 Forecast Served Water Demand (m <sup>3</sup> )	 3,075
<b>Cost Per Cubic Metre</b>	<b>\$1,354.42</b>
Residential Charge Based On:	<u>Residential DC (\$/capita)</u>
Max Day Per Capita: 0.495 m <sup>3</sup> /day/cap	\$670
 <b>2. Water Supply and Treatment Cost Per Cubic Metre</b>	 <b>\$2,330.16</b>
Residential Charge Based On:	<u>Residential DC (\$/capita)</u>
Max Day Per Capita: 0.495 m <sup>3</sup> /day/cap	\$1,153



**Attachment 2:**  
**Revised General Services Historical  
Inventories and Capital Programs  
(Available Under Separate Cover)**

Not included for purposes of the Staff Report, but can be provided as requested

**Attachment 3:**  
**Revised DC Rate Tables**  
**(Available Under Separate Cover)**

Not included for purposes of the Staff Report, but can be provided as requested



August 15, 2023

**Ms. Patty Thoma, Town Clerk**

Town of Innisfil  
2101 Innisfil Beach Road  
Innisfil, ON  
L9S 1A1

Sent via email to [clerksoffice@innisfil.ca](mailto:clerksoffice@innisfil.ca)

**RE: TOWN OF INNISFIL**  
*Public Meeting and Development Charges Review (DSR-112-23)*  
**BILD Comments**

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The Building Industry and Land Development Association (BILD) is in receipt of Town of Innisfil's draft Development Charges (DC) Background Study (dated July 28, 2023). BILD and our consultant have reviewed the draft DC materials and are submitting the attached correspondence in time for the public meeting on August 16<sup>th</sup>. The memorandum provides comments and questions which we hope can be a valuable tool for the City in helping to inform this work.

On behalf of our Simcoe Chapter members, BILD appreciates the opportunity to provide these comments prior to the finalization of this work and ahead of Council adoption of the final DC Background Study and By-law that is anticipated for September 27<sup>th</sup>. Please note, this submission is a follow-up to our July 7, 2023 submission, attached herein.

As your community building partner, we are committed to our transparent and constructive working relationship. Thank you for taking our comments into careful consideration and we look forward to a response prior to Council consideration.

Kindest regards,

**Victoria Mortelliti, MCIP, RPP**  
Senior Manager, Policy and Advocacy

CC: BILD Review Team  
Audrey Webb, Town of Innisfil  
Members of the BILD Simcoe Chapter

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*The Building Industry and Land Development Association is an advocacy and educational group representing the building, land development and professional renovation industry in the Greater Toronto Area. BILD is the largest home builders' association in Canada, and is affiliated with the Ontario Home Builders' Association and the Canadian Home Builders' Association. Our 1,300 member companies consists not only of direct industry participants but also of supporting companies such as financial and professional service organizations, trade contractors, as well as manufacturers and suppliers of home-related products.]*



August 15, 2023

Memorandum to: Audrey Webb, Treasurer  
Town of Innisfil

From: Daryl Keleher, MCIP, RPP, Principal  
Keleher Planning & Economic Consulting Inc.

Re: Innisfil DC Review

Our File: P1042

---

Keleher Planning & Economic Consulting Inc. was retained by BILD to review the Town of Innisfil's 2023 DC Background Study and by-law, as well as any other related materials. Thanks to the opportunity to review preliminary draft materials and the responses provided to the questions and comments provided to-date. This memorandum presents additional questions for further review of the full DC Study, and follow-up questions related to some of the outstanding issues with the responses received thus far.

## **Additional Questions**

### ***Water / Wastewater***

1. The Water Supply – Plant Costs worksheet includes \$34,055,000 for “Debenture Interest Costs”, which based on the labelling are calculated using a 4% financing rate. In re-creating the calculations, it appears that the calculations assume that the full \$72.2 million to be borrowed for Phase 3A Expansion, the Phase 3B Expansion, and the Phase 3C Expansion will be borrowed for at once, with no discounting for the anticipated timing of when each tranche of debt would be required – has the Town considered undertaking a cash-flow analysis of anticipated costs and revenues, accounting for timing associated with each to establish whether debt is necessary to fund 100% of capital costs?
2. The Wastewater Treatment Costs include recovery of \$99,153,000 in Debenture Interest Costs. In re-creating the calculations, it appears that the calculations assume that the full \$229.8 million to be borrowed for Phase 3 Expansion (timing: 2023), and the Phase 4 Expansion (timing: 2035), net of “available DC reserve fund” amounts will be borrowed for at once, with no discounting for the anticipated timing of when each tranche of debt would be required – has the Town considered undertaking a cash-flow analysis of anticipated costs and revenues, accounting for timing associated with each to establish whether debt is necessary to fund 100% of capital costs?

### ***Orbit DC Eligible Costs***

3. The capital program for includes a significant quantity of ‘in-period’ costs for Orbit projects, including the following list of works –
  - Parks & Recreation 4.7.3 (\$15.8 million in 2023-2032 DC eligible costs) and 4.9.1 (\$2.7 million)
  - Public Works: 5.3.1 (\$919,705);

- Municipal Fleet: 6.5.1 (\$4,302,477);

What proportion of Orbit is included in the 2023-2032 forecast, and what proportion of overall growth in the 2023-2032 is from Orbit?

### Library Costs and “Escalation Contingencies”

- The cost per square foot for the Lefroy Branch and the Orbit Phase 1 Branch are over \$1000 per square foot – the Town has provided a detailed estimate of the cost estimate for new library branches. The costs include a contingencies referred to as “escalation contingencies”, which compound at an assumed 4-6% per year depending on the time horizon for the facility.

However, this approach to apply escalation contingencies effectively double counts for what annual DC indexing will account for. In the example of the Municipal Campus Branch scheduled for 2041, the Town has applied a 92% contingency for ‘escalation’, which would have been covered off by annual DC indexing to 2041. Without this contingency but with annual DC indexing, the costs carried in the DC study would be 48% lower.

Figure 1

### Construction Cost Estimates, Municipal Campus Branch, 2041

	With Escalation Contingency + DC		With Escalation Contingency + DC		Difference
	Adjustment	Costs	Adjustment	Costs	
Construction Cost		\$ 7,688,904		\$ 7,688,904	
Design Contingency	25%	\$ 1,922,226	25%	\$ 1,922,226	
Subtotal		\$ 9,611,130		\$ 9,611,130	
Escalation Contingency	92%	\$ 8,842,240	0%	\$ -	
Subtotal		\$ 18,453,370		\$ 9,611,130	
Construction Contingency	5%	\$ 922,668	5%	\$ 480,557	
Total		\$ 19,376,038		\$ 10,091,687	-48%
2024 indexing	4%	\$ 20,151,080		\$ 10,495,354	-48%
2025 indexing	4%	\$ 20,957,123		\$ 10,915,168	-48%
2026 indexing	4%	\$ 21,795,408		\$ 11,351,775	-48%
2027 indexing	4%	\$ 22,667,224		\$ 11,805,846	-48%
2028 indexing	4%	\$ 23,573,913		\$ 12,278,080	-48%
2029 indexing	4%	\$ 24,516,869		\$ 12,769,203	-48%
2030 indexing	4%	\$ 25,497,544		\$ 13,279,971	-48%
2031 indexing	4%	\$ 26,517,446		\$ 13,811,170	-48%
2032 indexing	4%	\$ 27,578,144		\$ 14,363,617	-48%
2033 indexing	4%	\$ 28,681,270		\$ 14,938,161	-48%
2034 indexing	4%	\$ 29,828,520		\$ 15,535,688	-48%
2035 indexing	4%	\$ 31,021,661		\$ 16,157,115	-48%
2036 indexing	4%	\$ 32,262,528		\$ 16,803,400	-48%
2037 indexing	4%	\$ 33,553,029		\$ 17,475,536	-48%
2038 indexing	4%	\$ 34,895,150		\$ 18,174,557	-48%
2039 indexing	4%	\$ 36,290,956		\$ 18,901,540	-48%
2040 indexing	4%	\$ 37,742,594		\$ 19,657,601	-48%
2041 indexing	4%	\$ 39,252,298		\$ 20,443,905	-48%

Source: Town of Innisfil idealAB & Library - Master Plan Cost Assessment

- The 92% contingency is also applied to the subtotal that already includes a 25% design contingency, effectively doubling that contingency amount as well (making it an effective 48% design contingency).

The Town's cost estimates for these facilities and any other that include an 'escalation contingency' should be reduced accordingly, as there should be no need to apply a 92% contingency to a 25% contingency factor for design costs.

## Outstanding Issues

Based on the responses received from the questions posed to-date, I have identified the following outstanding issues as including (but not necessarily limited to, pending continued review) the following:

6. Assignment of only 10% of costs for Urbanization projects to "Benefit to Existing" development
7. Capital cost escalation for water/wastewater projects of 100% for almost all capital projects that are in common with the Town's 2018 DC Study. Details of actual projects were provided, but the data provided does not yet satisfy concern:
  - a) The sample included only four projects which is not necessarily a representative sample for deriving such a broad-brush cost escalation assumption, especially given that the works represent a small fraction of the expenditures made since 2018. In the Town's 2020 DC Reserve Fund Statement alone, there are 30 water and sewer projects that received greater than \$1,000 in DC funding. Can a complete list of actual costs versus budgeted costs be provided for all projects that proceeded in the 2018-2023 period?
  - b) Two of the projects (Killarney Watermain and Lefroy BPS) do not appear to match any projects in the Town's 2018 DC Study.



July 7, 2023

**Ms. Audrey Webb**  
**Treasurer**  
**Town of Innisfil**  
2101 Innisfil Beach Rd.  
Innisfil, ON  
L9S 1A1

*Sent via email to [awebb@innisfil.ca](mailto:awebb@innisfil.ca)*

**RE: Town of Innisfil  
Development Charges Review**

BILD Comments on the June 15<sup>th</sup> Reference Materials (draft rates)

2023-07-07

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The Building Industry and Land Development Association ('BILD') is in receipt of the Town's June 15<sup>th</sup> reference materials and draft rates for the ongoing development charges review. On behalf of our Simcoe Chapter, BILD appreciates the opportunity to submit this correspondence by the Town's July 7<sup>th</sup> deadline.

By way of this submission, BILD has outlined our comments through the attached memorandum by our consultant Daryl Keleher from Keleher Planning & Economics Consulting Inc. (KPEC). We look forward to a response in advance of the release of the Development Charges Background Study on July 26<sup>th</sup>.

As your community building partner, BILD looks forward to continued consultation as this review is ongoing.

Kind regards,

A handwritten signature in black ink, appearing to read "Victoria Mortelliti".

**Victoria Mortelliti, MCIP, RPP**  
Senior Manager, Policy & Advocacy

CC: BILD Review Team  
Aimee Birt, Town of Innisfil  
Members of the BILD Simcoe Chapter

\*\*\*

*The Building Industry and Land Development Association is an advocacy and educational group representing the building, land development and professional renovation industry in the Greater Toronto Area. BILD is the largest home builders' association in Canada, and is affiliated with the Ontario Home Builders' Association and the Canadian Home Builders' Association. It's 1,300 member companies consists not only of direct industry participants but also of*

*supporting companies such as financial and professional service organizations, trade contractors, as well as manufacturers and suppliers of home-related products.*





July 7, 2023

Memorandum to: Audrey Webb, Treasurer  
Town of Innisfil

From: Daryl Keleher, MCIP, RPP, Principal  
Keleher Planning & Economic Consulting Inc.

Re: Innisfil DC Review  
Our File: P1042

---

Keleher Planning & Economic Consulting Inc. was retained by BILD to review the Town of Innisfil's 2023 DC Background Study and by-law, as well as any other related materials. This memorandum presents the questions and comments stemming from my review.

Given the preliminary and draft nature of the materials received thus far, additional questions may arise once the formal DC Background Study is released for review.

## Questions and Comments

### ***Parks & Recreation***

1. What is the basis for including the "Nantyr – Cafeteria" in the Indoor Recreation level of service? Does the Town lease that part of the facility (the gym is also included in the LOS inventory) and use it for recreation programming?
2. The LOS inventory includes "YMCA – Gymnasium" – does the Town own or lease the facility?
3. The LOS inventory includes 0.07 hectares for "Town Hall" at a value of \$2.5 million/hectare – is this for the general administration of the municipality? If so, the inclusion of this item is ineligible under the DC Act
4. Can the background calculations and rationale behind the deductions in the LOS inventory for Excess Capacity be provided (both for Innisfil Recreational Complex and Cookstown Community Centre)?

### ***Fire***

5. Can the background calculations behind the excess capacity deductions for the Big Bay Point Fire Station be provided?

### ***Public Works***

6. The addition of 23.5 hectare "Salt Management Facility" in 2018 appears to add significant excess capacity in the DC calculations, such that the 2022 LOS value is \$969.70 per pop/emp, compared to the 15-year average service level of \$612.15 per pop/emp. Therefore, the 2022 inventory of assets exceeds the 15-year average by 58%, which is representative of a service that provides a service level that currently significantly exceeds the Town's historic average, which the DC Act directs to be used as a deduction in DC calculations to the extent that the excess capacity can be used to

accommodated increased needs for service attributable to growth. How has the apparent excess capacity been accounted for in the DC calculation for Public Works?

### **Police**

7. What is the nature of the “Vehicle Uplifting” line item (project 3.4.5), and how is the work to be done a growth-related need?
8. The \$6.5 million project for “New Consolidated HQ” includes no deduction for Benefit to Existing Development. The LOS inventory includes a 16,500 square foot “Police Headquarters – Innisfil Office” which is valued at \$550/sf or \$9.075 million, which even after accounting for the excess capacity made, means that the existing community is served by a facility valued at \$8,077,300, which exceeds the \$6,500,000 cost carried in the DC Study for a ‘consolidated’ headquarters. Does the “New Consolidated HQ” include a consolidation of the Innisfil Office, and if so why was no BTE attributed?
9. What is included in the \$22.3 million capita cost for the Mobility Orbit Square and GO Station Park line items? Can a cost breakdown of the various elements of each project be provided?
10. What is the reason why the \$32.3 million in capital costs for “Parks” is assigned a 90% BTE, while the \$43.8 million for “Undeveloped Parks” is assigned 0% BTE - what is the difference between each type of park project, and what is the rationale for the BTE applied?

### **Library Board**

11. The cost per square foot for the Lefroy Branch and the Orbit Phase 1 Branch are over \$1000 per square foot – can the Town provide a detailed estimate of the cost estimate for new library branches, and what is included in that assumed cost?

### **Roads**

12. In the LOS inventory for Roads, the quantities of assets have fluctuated significantly over the course of the 15-year historic period:
  - What is the reason for the quantity of Arterial Roads decreasing from 66.1 km in 2015 to 7.4 km in 2022?
  - What is the reason why Minor Collector Roads have increased from 16.9 km in 2015 to 215.5-233.9 km for subsequent years?
13. There are numerous projects involving grade separations and bridges over railways – the DC study tables do not include a column for deductions related to “Grants/Subsidies” - is the Province and/or County expected to provide funding for some of these projects, and if so how has that been accounted for in the DC calculations?
14. Based on the itemized detail for projects that are also found in the January 2023 TMP, for projects with substantial assumed property acquisition costs, the calculation of gross capital costs is based on combined property acquisition costs (\$81.7 million) and all other construction costs (\$101.9 million). The TMP costing then applies a 15% engineering adjustment and a 10% contingency adjustment to **both the land acquisition costs and the all other construction costs**. Based on this, roughly \$20.3 million of the engineering and contingency adjustments are made to assumed land acquisition



costs - can the Town provide the rationale for applying engineering factors and contingency factors to estimated land acquisition costs?

- Of the total \$229.6 million in capital costs (as estimated in the TMP) for the selected projects with land acquisition costs, roughly \$102.2 million are costs related to land acquisition elements (45%). To what extent does the Town estimate that some or all of these land acquisitions will be received via dedication? Would the Town provide a DC credit for these land dedications where they overlap with capital cost inclusions in the DC study?

Figure 1

TMP Projects with Major Land Acquisition Cost Elements with Gross Costs					TMP				
					Property Acquisition	Capital Costs w/o Property Acquisition (before Contingency)	TMP - Costs before Contingency	Property Acquisition Costs as % of Pre-Contingency Costs	
2023 DC Study									
2	20th Sideroad	Lockhart Road	Big Bay Point Road	Widening	\$ 19,974,000	\$ 2,687,295	\$ 11,542,552	\$ 14,229,847	19%
14	Big Bay Point Road	25th Sideroad / 13 Friday Drive		Reconstruction	\$ 4,871,000	\$ 2,487,519	\$ 931,186	\$ 3,418,705	73%
23	Webster Blvd South Extension	Quarry Dr	6th Line	New Construction	\$ 12,646,000	\$ 5,164,442	\$ 3,844,548	\$ 9,008,990	57%
24	Jans Blvd North Extension	North extent of Jan 9th Line		New Construction	\$ 12,887,000	\$ 5,336,510	\$ 3,844,548	\$ 9,181,058	58%
25	6th Line	20 Sideroad	Angus St	Widening	\$ 19,184,000	\$ 4,078,708	\$ 9,588,344	\$ 13,667,052	30%
45	7th Line	Yonge Street	20 Sideroad	Reconstruction	\$ 5,889,000	\$ 1,204,407	\$ 1,208,561	\$ 2,412,968	50%
48	Webster Blvd North Extension	Existing north limit 20th Sideroad		New Construction	\$ 2,600,000	\$ 2,801,954	\$ 2,118,037	\$ 4,919,991	57%
50	Webster Blvd South Extension	6th Line	5th Line	New Construction	\$ 23,300,000	\$ 10,268,211	\$ 6,330,654	\$ 16,598,865	62%
51	Highway 89 East-west Link Improvement	West of Cookstown	East to Cookstown	New Construction	\$ 68,884,000	\$ 29,850,027	\$ 19,223,794	\$ 49,073,821	61%
53	6th Line	County Road 53 / 20 Sideroad		Widening	\$ 85,816,000	\$ 17,864,137	\$ 43,271,964	\$ 61,136,101	29%
	<b>Total</b>				\$ 256,051,000	\$ 81,743,210	\$ 101,904,188	\$ 183,647,398	

Additional Costs as per TMP				Additional Costs from TMP without Adjustment Factors on Land Acquisition Costs		
	Engineering (15%)	Contingency (10%)	Total Capital Costs (2022\$)	Engineering (15%) wo Prop. Acq.	Contingency (10%) wo Prop. Acq.	Revised Total Capital Costs (2022\$)
2	\$ 2,134,477	\$ 1,422,985	\$ 17,787,309	\$ 1,731,383	\$ 1,154,255	\$ 17,115,485
14	\$ 512,806	\$ 341,871	\$ 4,273,381	\$ 139,678	\$ 93,119	\$ 3,651,502
23	\$ 1,351,349	\$ 900,899	\$ 11,261,238	\$ 576,682	\$ 384,455	\$ 9,970,127
24	\$ 1,377,159	\$ 918,106	\$ 11,476,323	\$ 576,682	\$ 384,455	\$ 10,142,195
25	\$ 2,050,058	\$ 1,366,705	\$ 17,083,815	\$ 1,438,252	\$ 958,834	\$ 16,064,138
45	\$ 361,945	\$ 241,297	\$ 3,016,210	\$ 181,284	\$ 120,856	\$ 2,715,108
48	\$ 737,999	\$ 491,999	\$ 6,149,989	\$ 317,706	\$ 211,804	\$ 5,449,500
50	\$ 2,489,830	\$ 1,659,887	\$ 20,748,581	\$ 949,598	\$ 633,065	\$ 18,181,529
51	\$ 7,361,073	\$ 4,907,382	\$ 61,342,276	\$ 2,883,569	\$ 1,922,379	\$ 53,879,770
53	\$ 9,170,415	\$ 6,113,610	\$ 76,420,126	\$ 6,490,795	\$ 4,327,196	\$ 71,954,092
	<b>Total</b>	<b>\$ 27,547,110</b>	<b>\$ 18,364,740</b>	<b>\$ 15,285,628</b>	<b>\$ 10,190,419</b>	<b>\$ 209,123,445</b>

Breakdown of Costs for Selected Projects	Costs	Share of Costs
Land Acquisition	\$ 81,743,210.0	
Engineering Fees - Land Acquisition	\$ 12,261,481.5	
Contingency Fees - Land Acquisition	\$ 8,174,321.0	
Subtotal Land Acquisition Costs	\$ 102,179,012.5	45%
All Other Construction Costs	\$ 101,904,188.0	
Engineering Fees - All Other Costs	\$ 15,285,628.2	
Contingency Fees - All Other Costs	\$ 10,190,418.8	
Subtotal - All Other Costs	\$ 127,380,235.0	55%
<b>Total</b>	<b>\$ 229,559,247.5</b>	<b>100%</b>

Source: KPEC based on Town of Innisfil 2023 DC Study and 2023 TMP

- There are numerous projects in the DC capital program that do not appear in the "Recommended Projects" list in section 8 of the January 2023 Transportation Master Plan. The list of those projects is provided in the figure below. What is the source of Council's intent to build the works listed in the figure below that are not found in the TMP?

Figure 2

<b>Projects in 2023 DC Study Not Found in January 2023 TMP Recommended Strategy</b>			
Segment	From	To	Type of Improvement
County Road 27 (King Street South)	East John Street	Garibaldi Street	Parking Study
6th Line	Highway 400 Interchange	Eastern limit of The Orbit	Land Purchase
Big Bay Point Road / 20th Sideroad	N/A	N/A	Signalization
10th Line	20th Sideroad	west extent of boundary of Sandy Cove settlement area	Reconstruction
Anna Maria Avenue	Jans Boulevard	St Johns Road	Urbanization
Westmount Avenue	Laurand Street	St Johns Road	Urbanization
3rd Line	County Road 27	5th Sideroad	Reconstruction
3rd Line	Reive Boulevard	20th Sideroad	Reconstruction
2nd Line	County Road 27	5th Sideroad	Reconstruction
2nd Line	Reive Boulevard	20th Sideroad	Reconstruction
Shore Acres Drive	20th Sideroad	Eastern Limit	Reconstruction
Gilford Road	Yonge Street	Eastern Limit	Reconstruction
20th Sideroad	Gilford Road	Shore Acres Drive	Reconstruction
Killarney Beach Road / 4th Line	John Street	Yonge Street	Urbanization
20th Sideroad (bypass) with Grade Separation	Leslie Drive	South of Innisfil Beach Rd	New Construction
Highway 89 East-west Link Improvement	West of Cookstown	East to Cookstown	New Construction
6th Line	County Road 53 / 5th Sideroad	20 Sideroad	Widening

Source: Town of Innisfil 2023 DC Study, 2023 TMP

17. There are numerous “Studies” included in the capital project list, including TMP, “Parking Study”, “Education Programs for Walking and Cycling”, and “Zoning By-law Study”. It is noted that the DC Act was amended to make studies an ineligible service. Please provide the rationale for including these studies in the DC calculation.
18. What is the rationale for some “Paved Shoulder” projects receiving 40% BTE, while other projects of the same type received 80% BTE allocations?
19. According to the TMP, and a footnote in Section 8 of the TMP, “reconstruction refers to pavement rehabilitation and widening of pavement width to Town standards (as necessary) but maintaining a rural cross section with shoulders (paved and unpaved) and ditches.”
  - What is the rationale for the varying range of BTE allocations applied to Road Reconstruction projects, which range from 20% (projects #20, #26, etc.), to 40% (#15, #17, etc.) to 75% (#34, 45, etc.) if these projects are being maintained with rural cross-sections as per the TMP footnote?
20. Project #52 is for the resurfacing of Innisfil Beach Road from 20<sup>th</sup> SR to 25<sup>th</sup> SR – on what basis are the resurfacing costs growth-related, in which only 20% of capital costs are allocated to BTE?

21. What is the basis for assigning only 10% of costs for Urbanization projects to BTE? Of the 18 urbanization projects, can additional details be provided that show which projects are **adding** lane capacity, and which urbanization projects would involve **replacement** of existing lane capacity?
22. The 2023 TMP shows that 6<sup>th</sup> Line from Highway 400 to eastern limit of Orbit improvements include “transfer to County” – are any costs included in the DC Study associated with road improvements related to the segments of roads (such as the above example or others) that will be transferred to the County removed from the Town’s DC study?
23. Both projects #29 and #40 are for the Urbanization of Willard Drive from Innisfil Beach Road to Leslie Drive, one with a cost of \$5,116,000 and timing of 2023-2031, and the other with a cost of \$4,064,000 and timing of 2042-2051 (#40). Aside from the anticipated timing, what is the difference between the two projects? Is this a duplication of projects, or the replacement/maintenance costs for the original urbanization work scheduled for the 2023-2031 period? A similar issue appears present for projects #30 and #41 (Adullam Avenue).

### **Water / Wastewater**

24. The Water Supply – Plant Costs worksheet includes \$34,055,000 for “Debenture Interest Costs”, which based on the labelling are calculated using a 4% financing rate. Can details regarding what costs are being borrowed for (Phase 3B & 3C?), and whether the calculated interest costs have been discounted to offset future DC indexing that would be applied to future DC rates (thereby indexing a set of costs that are fixed over time)?
25. The Wastewater Treatment Costs include recovery of \$99,153,000 in Debenture Interest Costs – can details regarding what capital costs are being borrowed for (Phase 3 and Phase 4 expansions?) and whether the calculated interest costs have been discounted to offset future DC indexing that would be applied to future DC rates?
26. The capital costs for water/wastewater projects have increased by 100% for almost all capital projects that are in common with the Town’s 2018 DC Study. For projects that have been constructed since 2018, can the Town share actual tendered prices or expenditures related to each to verify the reasonableness of the broad-brush 100% cost escalator applied to the 2018 DC Study costs to the 2023 DC study cost, regardless of type of project?
27. In both the 2018 and 2023 DC studies, the planning horizon used is 2041, however, there are numerous projects that had post-period benefit allocation in the 2018 DC Study, that is not being applied in the 2023 DC Study, including the following:
  - Churchill SPS (1.2.23);
  - Churchill SPS Forcemain (1.2.24);
  - Class EA Sch. B for Churchill SPS (1.2.25);

### **Population, Household and Employment Forecasts**

28. The DC Study uses a Floor Space per Worker factor (“FSW Factor”) for Employment Land Employment of 90 square metres per job. This assumption is lower than the equivalent assumptions in the recent City of Barrie DC Study (110 square metres / employee) and Simcoe County (100

*Innisfil DC Review*



square metres / employee). Can the background data or rationale used to establish Innisfil's FSW Factor be provided?



September 19, 2023

**Ms. Audrey Webb**  
**Treasurer**  
**Town of Innisfil**  
2101 Innisfil Beach Rd.  
Innisfil, ON  
L9S 1A1

*Sent via email to [awebb@innisfil.ca](mailto:awebb@innisfil.ca)*

**RE: Town of Innisfil  
Development Charges Review**

Additional BILD Comments & Outstanding Comments.

2023-09-19

---

The Building Industry and Land Development Association ('BILD') submits this correspondence and attached memorandum as a continuation of our response to the Town of Innisfil's 2023 Development Charges Review.

On behalf of our Simcoe forum, BILD would like to thank the Town for the engagement and conversations to date, but believe more dialogue is needed prior to the finalization of this work.

**Provided the Town's current DC By-law remains in effect until January 2024, BILD formally requests the Town to postpone the scheduled adoption of the 2024 Development Charges By-law on September 27<sup>th</sup> to allow for more consultation. At this time we are also requesting a meeting between BILD and industry consultants, Town staff, and Hemson, specifically to address unresolved issues related to this review.**

As your partners in community building, we trust you will take our request into consideration.

Kind regards,

**Victoria Mortelliti, MCIP, RPP**  
Senior Manager, Policy & Advocacy

CC: BILD Review Team  
Aimee Birt, Town of Innisfil  
Members of the BILD Simcoe Forum

\*\*\*

*The Building Industry and Land Development Association is an advocacy and educational group representing the building, land development and professional renovation industry in the*



*Greater Toronto Area. BILD is the largest home builders' association in Canada, and is affiliated with the Ontario Home Builders' Association and the Canadian Home Builders' Association. It's 1,300 member companies consists not only of direct industry participants but also of supporting companies such as financial and professional service organizations, trade contractors, as well as manufacturers and suppliers of home-related products.*



September 14, 2023

Memorandum to: Audrey Webb, Treasurer  
Town of Innisfil

From: Daryl Keleher, MCIP, RPP, Principal  
Keleher Planning & Economic Consulting Inc.

Re: Innisfil DC – Compilation of Comments  
Our File: P1042

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Keleher Planning & Economic Consulting Inc. (KPEC) was retained by BILD to review the Town of Innisfil’s 2023 DC Study.

BILD has received comments from numerous individual landowners in the Town, with some of their comments that affect the Town-wide comments received summarized below, as well as a consolidated list of the continued issues and questions further to the two submissions I have made thus far and received comments from the Town and had discussions with Town staff and consultants.

**Summary of Additional Questions**

- 1) Can the rationale for the use of a 2041 horizon for certain Engineered Services (water / wastewater), and a 2051 horizon for others (Roads) – how have the elements being studied under the Master Servicing Plan (MSP) (with a 2051 horizon) been incorporated into the estimate of anticipated development incorporated into the DC Study denominator?
- 2) Given the significant differences in population between the 2023 DC Study and the MSP (see below table), would the Town consider accounting for the additional population (and capital needs) to be consistent with the MSP?

Figure 1

Residential Population	Master Servicing Plan (excludes unserved rural population)	2023 DC Study
2031/2032 Horizon	68,882 persons	61,201 persons
2051 Horizon	106,117 persons	99,660 persons

- 3) What is the relative timing of projects as incorporated into the DC rate calculations based on, in terms of how the DC study should match the most probable order of development in the Town based on available or required servicing as may have been recommended in a Town document that reflects Council’s intent to construct works, not only with respect to what is built, but when it is built.

- 4) Can the rationale for inclusion of certain studies (such as projects 111 and 112 as included in the Roads DC project list) be provided given the recent changes to the legislation regarding the costs to undertake studies no longer being eligible?
- 5) Regarding recovery of costs for Provision for Future Growth-Related Infrastructure – The need for this \$50 million project is unsubstantiated. The need for additional contingency funds is contrary to the otherwise broad specificity with which the Town’s project list includes 116 capital projects included in the DCBS totaling \$577 million.
- 6) Other comments prepared by BILD members include the following comments regarding the specifics of the Town’s roads capital program and the proposed approach to funding capital costs associated with upgrading existing and building new roads in the Town:
  - a) Projects 8, 10 & 110 – Various Signalization/Intersection Improvement projects – There appears to be overlap amongst the projects. Please confirm that projects are not being included in multiple DC items.
  - b) Project 110 has a vague description and a budget of \$8.6M. Additional detail is requested on the scope on which the budget is based (e.g. number of intersections).
  - c) Projects 27 & 28 – Anna Maria and Westmount Urbanization – these streets already have an urban cross-section with single or double sidewalks. Please clarify the need for this project and how it is driven by development pressures.
  - d) It is unclear how the following projects are related to new development – can a rationale and justification for their inclusion and associated BTE allocations be provided:
    - i) Project 29 – Willard Avenue Urbanization
    - ii) Project 30 – Adullam Avenue Urbanization – In addition, the portion of this road between Lebanon and Leslie is already urbanized.
    - iii) Projects 31, 32, 33 & 34 – 2<sup>nd</sup> Line and 3<sup>rd</sup> Line
    - iv) Project 39 – Killarney Beach Road from John Street to Yonge Street
    - v) Project 49 – 20<sup>th</sup> Sideroad By-Pass with Grade Separation – This will significantly improve existing traffic operations in the area to the benefit of existing residents.
    - vi) Project 58 – 9<sup>th</sup> Line from 20<sup>th</sup> Sideroad to 25<sup>th</sup> Sideroad Urbanization
  - e) Projects 54 & 55 – Belle Aire Beach Road – These projects are for the urbanization of Belle Aire Beach Road, but result in a gap of rural road between the rail corridor and Willow Street. Can the rationale for this be provided?

## Summary of Outstanding Questions

Based on correspondence sent to-date, as an attempt to consolidate this and two other memorandums sent to-date, the following list sets out the outstanding questions and items which merit further discussion and/or review:

- 1) How “Debenture Interest Costs” were calculated and whether the calculated estimate assumes that the debentures will be obtained in year 1 of the DC planning horizon, or closer to the years in which the capital works are planned to be undertaken (questions 1 & 2 from August 15, 2023 KPEC memo);
- 2) Question #4 (and indirectly #5) to the August 15, 2023 KPEC memo deals with Library Costs and Escalation Contingencies, which based on discussions with City staff and consultants at a meeting,

there was a resolution to correct the issues raised – please provide a recalculation of how the Library DC will be adjusted to reflect this correction;

- 3) Assignment of only 10% of costs for Urbanization projects to “Benefit to Existing” development remains an issue (previously raised in general as question #21 to July 7, 2023 KPEC memo, but specified in more detail with landowner comments);
- 4) Assignment of 20%, 40% and 75% to Road Reconstruction projects (as per question 19 from July 7, 2023 KPEC memo);
- 5) Capital cost escalation for water/wastewater projects of 100% for almost all capital projects that are in common with the Town’s 2018 DC Study. Details of actual projects were provided, but the data provided does not yet satisfy concern given limited sample size or range of projects available to be included in such a sample.
- 6) As per question 14 of the July 7, 2023 KPEC memo, why have percentage-based adjustments of 10% (contingency) and 15% (engineering) been applied to the \$81.7 million of property acquisition costs?

The responses received from Hemson indicate the purpose of both adjustments (those lists reproduced below for reference), but it is unclear why these costs would necessarily scale-up as the cost of land increases, as in many cases the costs to be covered by the 15% and 10% adjustments are fixed or unrelated to the value of the land.

In the case of the 10% contingency adjustment, presumably the costs carried in the DC study before contingency adjustment already represent the ‘average’ cost of land which itself would account for any uncertainty by virtue of the formulated average – the assignment of 10% surcharge for ‘contingency’ makes the amount recovered 10% higher than a typical average cost.

Figure 2

Percentage Adjustment	Hemson Response
15% Engineering Adjustment	“intended to include costs such as land registry costs, legal costs, costs for survey, sales negotiations, staff time, and other costs.”
10% Contingency	“intended to account for inherent uncertainty in both land prices and the amount of time and effort required during the acquisition process”

August 15, 2023

**Ms. Patty Thoma, Town Clerk**

Town of Innisfil  
2101 Innisfil Beach Road  
Innisfil, ON  
L9S 1A1

Sent via email to [clerksoffice@innisfil.ca](mailto:clerksoffice@innisfil.ca)

**RE: TOWN OF INNISFIL**  
*Public Meeting and Development Charges Review (DSR-112-23)*  
**BILD Comments**

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The Building Industry and Land Development Association (BILD) is in receipt of Town of Innisfil's draft Development Charges (DC) Background Study (dated July 28, 2023). BILD and our consultant have reviewed the draft DC materials and are submitting the attached correspondence in time for the public meeting on August 16<sup>th</sup>. The memorandum provides comments and questions which we hope can be a valuable tool for the City in helping to inform this work.

On behalf of our Simcoe Chapter members, BILD appreciates the opportunity to provide these comments prior to the finalization of this work and ahead of Council adoption of the final DC Background Study and By-law that is anticipated for September 27<sup>th</sup>. Please note, this submission is a follow-up to our July 7, 2023 submission, attached herein.

As your community building partner, we are committed to our transparent and constructive working relationship. Thank you for taking our comments into careful consideration and we look forward to a response prior to Council consideration.

Kindest regards,



**Victoria Mortelliti, MCIP, RPP**  
Senior Manager, Policy and Advocacy

CC: BILD Review Team  
Audrey Webb, Town of Innisfil  
Members of the BILD Simcoe Chapter

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*The Building Industry and Land Development Association is an advocacy and educational group representing the building, land development and professional renovation industry in the Greater Toronto Area. BILD is the largest home builders' association in Canada, and is affiliated with the Ontario Home Builders' Association and the Canadian Home Builders' Association. Our 1,300 member companies consists not only of direct industry participants but also of supporting companies such as financial and professional service organizations, trade contractors, as well as manufacturers and suppliers of home-related products.]*



August 15, 2023

Memorandum to: Audrey Webb, Treasurer  
Town of Innisfil

From: Daryl Keleher, MCIP, RPP, Principal  
Keleher Planning & Economic Consulting Inc.

Re: Innisfil DC Review

Our File: P1042

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Keleher Planning & Economic Consulting Inc. was retained by BILD to review the Town of Innisfil's 2023 DC Background Study and by-law, as well as any other related materials. Thanks to the opportunity to review preliminary draft materials and the responses provided to the questions and comments provided to-date. This memorandum presents additional questions for further review of the full DC Study, and follow-up questions related to some of the outstanding issues with the responses received thus far.

## **Additional Questions**

### ***Water / Wastewater***

1. The Water Supply – Plant Costs worksheet includes \$34,055,000 for “Debenture Interest Costs”, which based on the labelling are calculated using a 4% financing rate. In re-creating the calculations, it appears that the calculations assume that the full \$72.2 million to be borrowed for Phase 3A Expansion, the Phase 3B Expansion, and the Phase 3C Expansion will be borrowed for at once, with no discounting for the anticipated timing of when each tranche of debt would be required – has the Town considered undertaking a cash-flow analysis of anticipated costs and revenues, accounting for timing associated with each to establish whether debt is necessary to fund 100% of capital costs?
2. The Wastewater Treatment Costs include recovery of \$99,153,000 in Debenture Interest Costs. In re-creating the calculations, it appears that the calculations assume that the full \$229.8 million to be borrowed for Phase 3 Expansion (timing: 2023), and the Phase 4 Expansion (timing: 2035), net of “available DC reserve fund” amounts will be borrowed for at once, with no discounting for the anticipated timing of when each tranche of debt would be required – has the Town considered undertaking a cash-flow analysis of anticipated costs and revenues, accounting for timing associated with each to establish whether debt is necessary to fund 100% of capital costs?

### ***Orbit DC Eligible Costs***

3. The capital program for includes a significant quantity of ‘in-period’ costs for Orbit projects, including the following list of works –
  - Parks & Recreation 4.7.3 (\$15.8 million in 2023-2032 DC eligible costs) and 4.9.1 (\$2.7 million)
  - Public Works: 5.3.1 (\$919,705);

- Municipal Fleet: 6.5.1 (\$4,302,477);

What proportion of Orbit is included in the 2023-2032 forecast, and what proportion of overall growth in the 2023-2032 is from Orbit?

### Library Costs and “Escalation Contingencies”

- The cost per square foot for the Lefroy Branch and the Orbit Phase 1 Branch are over \$1000 per square foot – the Town has provided a detailed estimate of the cost estimate for new library branches. The costs include a contingencies referred to as “escalation contingencies”, which compound at an assumed 4-6% per year depending on the time horizon for the facility.

However, this approach to apply escalation contingencies effectively double counts for what annual DC indexing will account for. In the example of the Municipal Campus Branch scheduled for 2041, the Town has applied a 92% contingency for ‘escalation’, which would have been covered off by annual DC indexing to 2041. Without this contingency but with annual DC indexing, the costs carried in the DC study would be 48% lower.

Figure 1

### Construction Cost Estimates, Municipal Campus Branch, 2041

	With Escalation Contingency + DC		With Escalation Contingency + DC		Difference
	Adjustment	Costs	Adjustment	Costs	
Construction Cost		\$ 7,688,904		\$ 7,688,904	
Design Contingency	25%	\$ 1,922,226	25%	\$ 1,922,226	
Subtotal		\$ 9,611,130		\$ 9,611,130	
Escalation Contingency	92%	\$ 8,842,240	0%	\$ -	
Subtotal		\$ 18,453,370		\$ 9,611,130	
Construction Contingency	5%	\$ 922,668	5%	\$ 480,557	
Total		\$ 19,376,038		\$ 10,091,687	-48%
2024 indexing	4%	\$ 20,151,080		\$ 10,495,354	-48%
2025 indexing	4%	\$ 20,957,123		\$ 10,915,168	-48%
2026 indexing	4%	\$ 21,795,408		\$ 11,351,775	-48%
2027 indexing	4%	\$ 22,667,224		\$ 11,805,846	-48%
2028 indexing	4%	\$ 23,573,913		\$ 12,278,080	-48%
2029 indexing	4%	\$ 24,516,869		\$ 12,769,203	-48%
2030 indexing	4%	\$ 25,497,544		\$ 13,279,971	-48%
2031 indexing	4%	\$ 26,517,446		\$ 13,811,170	-48%
2032 indexing	4%	\$ 27,578,144		\$ 14,363,617	-48%
2033 indexing	4%	\$ 28,681,270		\$ 14,938,161	-48%
2034 indexing	4%	\$ 29,828,520		\$ 15,535,688	-48%
2035 indexing	4%	\$ 31,021,661		\$ 16,157,115	-48%
2036 indexing	4%	\$ 32,262,528		\$ 16,803,400	-48%
2037 indexing	4%	\$ 33,553,029		\$ 17,475,536	-48%
2038 indexing	4%	\$ 34,895,150		\$ 18,174,557	-48%
2039 indexing	4%	\$ 36,290,956		\$ 18,901,540	-48%
2040 indexing	4%	\$ 37,742,594		\$ 19,657,601	-48%
2041 indexing	4%	\$ 39,252,298		\$ 20,443,905	-48%

Source: Town of Innisfil idealAB & Library - Master Plan Cost Assessment

- The 92% contingency is also applied to the subtotal that already includes a 25% design contingency, effectively doubling that contingency amount as well (making it an effective 48% design contingency).

The Town's cost estimates for these facilities and any other that include an 'escalation contingency' should be reduced accordingly, as there should be no need to apply a 92% contingency to a 25% contingency factor for design costs.

## Outstanding Issues

Based on the responses received from the questions posed to-date, I have identified the following outstanding issues as including (but not necessarily limited to, pending continued review) the following:

6. Assignment of only 10% of costs for Urbanization projects to "Benefit to Existing" development
7. Capital cost escalation for water/wastewater projects of 100% for almost all capital projects that are in common with the Town's 2018 DC Study. Details of actual projects were provided, but the data provided does not yet satisfy concern:
  - a) The sample included only four projects which is not necessarily a representative sample for deriving such a broad-brush cost escalation assumption, especially given that the works represent a small fraction of the expenditures made since 2018. In the Town's 2020 DC Reserve Fund Statement alone, there are 30 water and sewer projects that received greater than \$1,000 in DC funding. Can a complete list of actual costs versus budgeted costs be provided for all projects that proceeded in the 2018-2023 period?
  - b) Two of the projects (Killarney Watermain and Lefroy BPS) do not appear to match any projects in the Town's 2018 DC Study.



July 7, 2023

**Ms. Audrey Webb**  
**Treasurer**  
**Town of Innisfil**  
2101 Innisfil Beach Rd.  
Innisfil, ON  
L9S 1A1

*Sent via email to [awebb@innisfil.ca](mailto:awebb@innisfil.ca)*

**RE: Town of Innisfil  
Development Charges Review**

BILD Comments on the June 15<sup>th</sup> Reference Materials (draft rates)

2023-07-07

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The Building Industry and Land Development Association ('BILD') is in receipt of the Town's June 15<sup>th</sup> reference materials and draft rates for the ongoing development charges review. On behalf of our Simcoe Chapter, BILD appreciates the opportunity to submit this correspondence by the Town's July 7<sup>th</sup> deadline.

By way of this submission, BILD has outlined our comments through the attached memorandum by our consultant Daryl Keleher from Keleher Planning & Economics Consulting Inc. (KPEC). We look forward to a response in advance of the release of the Development Charges Background Study on July 26<sup>th</sup>.

As your community building partner, BILD looks forward to continued consultation as this review is ongoing.

Kind regards,

A handwritten signature in black ink, appearing to read "Victoria Mortelliti".

**Victoria Mortelliti, MCIP, RPP**  
Senior Manager, Policy & Advocacy

CC: BILD Review Team  
Aimee Birt, Town of Innisfil  
Members of the BILD Simcoe Chapter

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*The Building Industry and Land Development Association is an advocacy and educational group representing the building, land development and professional renovation industry in the Greater Toronto Area. BILD is the largest home builders' association in Canada, and is affiliated with the Ontario Home Builders' Association and the Canadian Home Builders' Association. It's 1,300 member companies consists not only of direct industry participants but also of*



*supporting companies such as financial and professional service organizations, trade contractors, as well as manufacturers and suppliers of home-related products.*



July 7, 2023

Memorandum to: Audrey Webb, Treasurer  
Town of Innisfil

From: Daryl Keleher, MCIP, RPP, Principal  
Keleher Planning & Economic Consulting Inc.

Re: Innisfil DC Review  
Our File: P1042

---

Keleher Planning & Economic Consulting Inc. was retained by BILD to review the Town of Innisfil's 2023 DC Background Study and by-law, as well as any other related materials. This memorandum presents the questions and comments stemming from my review.

Given the preliminary and draft nature of the materials received thus far, additional questions may arise once the formal DC Background Study is released for review.

## Questions and Comments

### ***Parks & Recreation***

1. What is the basis for including the "Nantyr – Cafeteria" in the Indoor Recreation level of service? Does the Town lease that part of the facility (the gym is also included in the LOS inventory) and use it for recreation programming?
2. The LOS inventory includes "YMCA – Gymnasium" – does the Town own or lease the facility?
3. The LOS inventory includes 0.07 hectares for "Town Hall" at a value of \$2.5 million/hectare – is this for the general administration of the municipality? If so, the inclusion of this item is ineligible under the DC Act
4. Can the background calculations and rationale behind the deductions in the LOS inventory for Excess Capacity be provided (both for Innisfil Recreational Complex and Cookstown Community Centre)?

### ***Fire***

5. Can the background calculations behind the excess capacity deductions for the Big Bay Point Fire Station be provided?

### ***Public Works***

6. The addition of 23.5 hectare "Salt Management Facility" in 2018 appears to add significant excess capacity in the DC calculations, such that the 2022 LOS value is \$969.70 per pop/emp, compared to the 15-year average service level of \$612.15 per pop/emp. Therefore, the 2022 inventory of assets exceeds the 15-year average by 58%, which is representative of a service that provides a service level that currently significantly exceeds the Town's historic average, which the DC Act directs to be used as a deduction in DC calculations to the extent that the excess capacity can be used to

accommodated increased needs for service attributable to growth. How has the apparent excess capacity been accounted for in the DC calculation for Public Works?

### **Police**

7. What is the nature of the “Vehicle Uplifting” line item (project 3.4.5), and how is the work to be done a growth-related need?
8. The \$6.5 million project for “New Consolidated HQ” includes no deduction for Benefit to Existing Development. The LOS inventory includes a 16,500 square foot “Police Headquarters – Innisfil Office” which is valued at \$550/sf or \$9.075 million, which even after accounting for the excess capacity made, means that the existing community is served by a facility valued at \$8,077,300, which exceeds the \$6,500,000 cost carried in the DC Study for a ‘consolidated’ headquarters. Does the “New Consolidated HQ” include a consolidation of the Innisfil Office, and if so why was no BTE attributed?
9. What is included in the \$22.3 million capita cost for the Mobility Orbit Square and GO Station Park line items? Can a cost breakdown of the various elements of each project be provided?
10. What is the reason why the \$32.3 million in capital costs for “Parks” is assigned a 90% BTE, while the \$43.8 million for “Undeveloped Parks” is assigned 0% BTE - what is the difference between each type of park project, and what is the rationale for the BTE applied?

### **Library Board**

11. The cost per square foot for the Lefroy Branch and the Orbit Phase 1 Branch are over \$1000 per square foot – can the Town provide a detailed estimate of the cost estimate for new library branches, and what is included in that assumed cost?

### **Roads**

12. In the LOS inventory for Roads, the quantities of assets have fluctuated significantly over the course of the 15-year historic period:
  - What is the reason for the quantity of Arterial Roads decreasing from 66.1 km in 2015 to 7.4 km in 2022?
  - What is the reason why Minor Collector Roads have increased from 16.9 km in 2015 to 215.5-233.9 km for subsequent years?
13. There are numerous projects involving grade separations and bridges over railways – the DC study tables do not include a column for deductions related to “Grants/Subsidies” - is the Province and/or County expected to provide funding for some of these projects, and if so how has that been accounted for in the DC calculations?
14. Based on the itemized detail for projects that are also found in the January 2023 TMP, for projects with substantial assumed property acquisition costs, the calculation of gross capital costs is based on combined property acquisition costs (\$81.7 million) and all other construction costs (\$101.9 million). The TMP costing then applies a 15% engineering adjustment and a 10% contingency adjustment to **both the land acquisition costs and the all other construction costs**. Based on this, roughly \$20.3 million of the engineering and contingency adjustments are made to assumed land acquisition



costs - can the Town provide the rationale for applying engineering factors and contingency factors to estimated land acquisition costs?

- Of the total \$229.6 million in capital costs (as estimated in the TMP) for the selected projects with land acquisition costs, roughly \$102.2 million are costs related to land acquisition elements (45%). To what extent does the Town estimate that some or all of these land acquisitions will be received via dedication? Would the Town provide a DC credit for these land dedications where they overlap with capital cost inclusions in the DC study?

Figure 1

TMP Projects with Major Land Acquisition Cost Elements with Gross Costs					TMP				
					Property Acquisition	Capital Costs wo Property Acquisiton (before Contingency)	TMP - Costs before Contingency	Property Acquisition Costs as % of Pre-Contingency Costs	
2023 DC Study									
2	20th Sideroad	Lockhart Road	Big Bay Point Road	Widening	\$ 19,974,000	\$ 2,687,295	\$ 11,542,552	\$ 14,229,847	19%
14	Big Bay Point Road	25th Sideroad / 13 Friday Drive		Reconstruction	\$ 4,871,000	\$ 2,487,519	\$ 931,186	\$ 3,418,705	73%
23	Webster Blvd South Extension	Quarry Dr	6th Line	New Construction	\$ 12,646,000	\$ 5,164,442	\$ 3,844,548	\$ 9,008,990	57%
24	Jans Blvd North Extension	North extent of Jan 9th Line		New Construction	\$ 12,887,000	\$ 5,336,510	\$ 3,844,548	\$ 9,181,058	58%
25	6th Line	20 Sideroad	Angus St	Widening	\$ 19,184,000	\$ 4,078,708	\$ 9,588,344	\$ 13,667,052	30%
45	7th Line	Yonge Street	20 Sideroad	Reconstruction	\$ 5,889,000	\$ 1,204,407	\$ 1,208,561	\$ 2,412,968	50%
48	Webster Blvd North Extension	Existing north limit 20th Sideroad		New Construction	\$ 2,600,000	\$ 2,801,954	\$ 2,118,037	\$ 4,919,991	57%
50	Webster Blvd South Extension	6th Line	5th Line	New Construction	\$ 23,300,000	\$ 10,268,211	\$ 6,330,654	\$ 16,598,865	62%
51	Highway 89 East-west Link Improvement	West of Cookstown	East to Cookstown	New Construction	\$ 68,884,000	\$ 29,850,027	\$ 19,223,794	\$ 49,073,821	61%
53	6th Line	County Road 53 / 20 Sideroad		Widening	\$ 85,816,000	\$ 17,864,137	\$ 43,271,964	\$ 61,136,101	29%
	<b>Total</b>				\$ 256,051,000	\$ 81,743,210	\$ 101,904,188	\$ 183,647,398	

Additional Costs as per TMP				Additional Costs from TMP without Adjustment Factors on Land Acquisition Costs		
	Engineering (15%)	Contingency (10%)	Total Capital Costs (2022\$)	Engineering (15%) wo Prop. Acq.	Contingency (10%) wo Prop. Acq.	Revised Total Capital Costs (2022\$)
2	\$ 2,134,477	\$ 1,422,985	\$ 17,787,309	\$ 1,731,383	\$ 1,154,255	\$ 17,115,485
14	\$ 512,806	\$ 341,871	\$ 4,273,381	\$ 139,678	\$ 93,119	\$ 3,651,502
23	\$ 1,351,349	\$ 900,899	\$ 11,261,238	\$ 576,682	\$ 384,455	\$ 9,970,127
24	\$ 1,377,159	\$ 918,106	\$ 11,476,323	\$ 576,682	\$ 384,455	\$ 10,142,195
25	\$ 2,050,058	\$ 1,366,705	\$ 17,083,815	\$ 1,438,252	\$ 958,834	\$ 16,064,138
45	\$ 361,945	\$ 241,297	\$ 3,016,210	\$ 181,284	\$ 120,856	\$ 2,715,108
48	\$ 737,999	\$ 491,999	\$ 6,149,989	\$ 317,706	\$ 211,804	\$ 5,449,500
50	\$ 2,489,830	\$ 1,659,887	\$ 20,748,581	\$ 949,598	\$ 633,065	\$ 18,181,529
51	\$ 7,361,073	\$ 4,907,382	\$ 61,342,276	\$ 2,883,569	\$ 1,922,379	\$ 53,879,770
53	\$ 9,170,415	\$ 6,113,610	\$ 76,420,126	\$ 6,490,795	\$ 4,327,196	\$ 71,954,092
	<b>Total</b>	<b>\$ 27,547,110</b>	<b>\$ 18,364,740</b>	<b>\$ 15,285,628</b>	<b>\$ 10,190,419</b>	<b>\$ 209,123,445</b>

Breakdown of Costs for Selected Projects	Costs	Share of Costs
Land Acquisition	\$ 81,743,210.0	
Engineering Fees - Land Acquisition	\$ 12,261,481.5	
Contingency Fees - Land Acquisition	\$ 8,174,321.0	
Subtotal Land Acquisition Costs	\$ 102,179,012.5	45%
All Other Construction Costs	\$ 101,904,188.0	
Engineering Fees - All Other Costs	\$ 15,285,628.2	
Contingency Fees - All Other Costs	\$ 10,190,418.8	
Subtotal - All Other Costs	\$ 127,380,235.0	55%
<b>Total</b>	<b>\$ 229,559,247.5</b>	<b>100%</b>

Source: KPEC based on Town of Innisfil 2023 DC Study and 2023 TMP

- There are numerous projects in the DC capital program that do not appear in the "Recommended Projects" list in section 8 of the January 2023 Transportation Master Plan. The list of those projects is provided in the figure below. What is the source of Council's intent to build the works listed in the figure below that are not found in the TMP?

Figure 2

<b>Projects in 2023 DC Study Not Found in January 2023 TMP Recommended Strategy</b>			
Segment	From	To	Type of Improvement
County Road 27 (King Street South)	East John Street	Garibaldi Street	Parking Study
6th Line	Highway 400 Interchange	Eastern limit of The Orbit	Land Purchase
Big Bay Point Road / 20th Sideroad	N/A	N/A	Signalization
10th Line	20th Sideroad	west extent of boundary of Sandy Cove settlement area	Reconstruction
Anna Maria Avenue	Jans Boulevard	St Johns Road	Urbanization
Westmount Avenue	Laurand Street	St Johns Road	Urbanization
3rd Line	County Road 27	5th Sideroad	Reconstruction
3rd Line	Reive Boulevard	20th Sideroad	Reconstruction
2nd Line	County Road 27	5th Sideroad	Reconstruction
2nd Line	Reive Boulevard	20th Sideroad	Reconstruction
Shore Acres Drive	20th Sideroad	Eastern Limit	Reconstruction
Gilford Road	Yonge Street	Eastern Limit	Reconstruction
20th Sideroad	Gilford Road	Shore Acres Drive	Reconstruction
Killarney Beach Road / 4th Line	John Street	Yonge Street	Urbanization
20th Sideroad (bypass) with Grade Separation	Leslie Drive	South of Innisfil Beach Rd	New Construction
Highway 89 East-west Link Improvement	West of Cookstown	East to Cookstown	New Construction
6th Line	County Road 53 / 5th Sideroad	20 Sideroad	Widening

Source: Town of Innisfil 2023 DC Study, 2023 TMP

17. There are numerous “Studies” included in the capital project list, including TMP, “Parking Study”, “Education Programs for Walking and Cycling”, and “Zoning By-law Study”. It is noted that the DC Act was amended to make studies an ineligible service. Please provide the rationale for including these studies in the DC calculation.
18. What is the rationale for some “Paved Shoulder” projects receiving 40% BTE, while other projects of the same type received 80% BTE allocations?
19. According to the TMP, and a footnote in Section 8 of the TMP, “reconstruction refers to pavement rehabilitation and widening of pavement width to Town standards (as necessary) but maintaining a rural cross section with shoulders (paved and unpaved) and ditches.”
  - What is the rationale for the varying range of BTE allocations applied to Road Reconstruction projects, which range from 20% (projects #20, #26, etc.), to 40% (#15, #17, etc.) to 75% (#34, 45, etc.) if these projects are being maintained with rural cross-sections as per the TMP footnote?
20. Project #52 is for the resurfacing of Innisfil Beach Road from 20<sup>th</sup> SR to 25<sup>th</sup> SR – on what basis are the resurfacing costs growth-related, in which only 20% of capital costs are allocated to BTE?

21. What is the basis for assigning only 10% of costs for Urbanization projects to BTE? Of the 18 urbanization projects, can additional details be provided that show which projects are **adding** lane capacity, and which urbanization projects would involve **replacement** of existing lane capacity?
22. The 2023 TMP shows that 6<sup>th</sup> Line from Highway 400 to eastern limit of Orbit improvements include “transfer to County” – are any costs included in the DC Study associated with road improvements related to the segments of roads (such as the above example or others) that will be transferred to the County removed from the Town’s DC study?
23. Both projects #29 and #40 are for the Urbanization of Willard Drive from Innisfil Beach Road to Leslie Drive, one with a cost of \$5,116,000 and timing of 2023-2031, and the other with a cost of \$4,064,000 and timing of 2042-2051 (#40). Aside from the anticipated timing, what is the difference between the two projects? Is this a duplication of projects, or the replacement/maintenance costs for the original urbanization work scheduled for the 2023-2031 period? A similar issue appears present for projects #30 and #41 (Adullam Avenue).

### **Water / Wastewater**

24. The Water Supply – Plant Costs worksheet includes \$34,055,000 for “Debenture Interest Costs”, which based on the labelling are calculated using a 4% financing rate. Can details regarding what costs are being borrowed for (Phase 3B & 3C?), and whether the calculated interest costs have been discounted to offset future DC indexing that would be applied to future DC rates (thereby indexing a set of costs that are fixed over time)?
25. The Wastewater Treatment Costs include recovery of \$99,153,000 in Debenture Interest Costs – can details regarding what capital costs are being borrowed for (Phase 3 and Phase 4 expansions?) and whether the calculated interest costs have been discounted to offset future DC indexing that would be applied to future DC rates?
26. The capital costs for water/wastewater projects have increased by 100% for almost all capital projects that are in common with the Town’s 2018 DC Study. For projects that have been constructed since 2018, can the Town share actual tendered prices or expenditures related to each to verify the reasonableness of the broad-brush 100% cost escalator applied to the 2018 DC Study costs to the 2023 DC study cost, regardless of type of project?
27. In both the 2018 and 2023 DC studies, the planning horizon used is 2041, however, there are numerous projects that had post-period benefit allocation in the 2018 DC Study, that is not being applied in the 2023 DC Study, including the following:
  - Churchill SPS (1.2.23);
  - Churchill SPS Forcemain (1.2.24);
  - Class EA Sch. B for Churchill SPS (1.2.25);

### **Population, Household and Employment Forecasts**

28. The DC Study uses a Floor Space per Worker factor (“FSW Factor”) for Employment Land Employment of 90 square metres per job. This assumption is lower than the equivalent assumptions in the recent City of Barrie DC Study (110 square metres / employee) and Simcoe County (100

*Innisfil DC Review*



square metres / employee). Can the background data or rationale used to establish Innisfil's FSW Factor be provided?

## MEMORANDUM

**To:** SCS Consulting  
**From:** Hemson Consulting & the Town of Innisfil  
**Date:** October 16, 2023  
**Re:** Response to SCS Letter

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This memorandum provides a response to the questions raised by development industry stakeholders (SCS) received on August 15, 2023. Since the receipt of this letter, the Town and Hemson has had two meetings with SCS (August 24, 2023 and September 14, 2023) to discuss the IDAG calculations. The following reflects our response to these questions.

- i. Comment 1: We understand that the Town is calculating the total municipal DC-eligible costs divided by the added capacity for the IDAG calculation. However, not all municipal DC-Eligible costs are to be allocated to developments subject to the IDAG. Refer to the proposed Total DC Eligible Costs in the Development Charges Early Payment Agreement. The design and construction for the Phase 3 Expansion of the Lakeshore WPCP (DC Project No. 1.2) are subject to the IDAG. In contrast, the design and construction for the Phase 4 Expansion (DC Project No. 1.3) are not subject to the IDAG.**

**We request that the Town consider separating Phase 3 (Subject to the IDAG) per Table 1A and Phase 4 Eligible Costs into separate charges per Table 1B.**

**Response:** The revised capital program shown in Attachment 1 include the costs relating to the Phase 3 plant expansion (exclusive of financing costs) as well as \$1.5 million in optimization and inflow and infiltration works. Separate development charges rates are now proposed for Phase 3 and Phase 4 infrastructure.

- ii. Comment 2: InnServices and the Town completed the Optimization and Re-rating Study. They submitted the report to the MECP to gain approximately 2,630 m3 per day of capacity in the Lakeshore WPCP. On July 31, 2019, the MECP approved re-rating the Lakeshore WPCP from 14,370 to 17,000 m3 daily. Therefore, the costs for Optimization (DC Project No. 1.1) for the Phase 2 Expansion in the amount of \$1,500,000 is complete and not ongoing.**



**We request that the Town remove the costs of \$1,500,00 from the Wastewater Treatment Costs.**

**Response:** The \$1.5 million included in the capital program relates to infrastructure works associated with the remaining optimization costs as well as inflow and infiltration works. The project description has been updated to reflect this change.

**iii. Comment 3: Article 3, Section 1, Item B of the Agreement states that the balance of the Wastewater Treatment Reserve Fund was \$13,351,756 as of December 31, 2019. Before awarding a contract for the construction of the Phase 3 Expansion, Schedule “C-1” and “C-2” will be updated in accordance with Section 2.1 of the Agreement to, inter alia, account for the updated total amount of the Wastewater Treatment Reserve Fund as of the date that the Town seeks to award. The Available DC Reserve Fund of \$19,546,488 (DC Project No. 1.5) was Wastewater Treatment DCs collected by the Town to fund the design and construction of the Phase 3 Expansion only. Based on the committed capacity, the Wastewater Treatment DC Charges were collected from participating IDAG landowners and allocated to the DC Reserve Fund.**

**We request that the Town credit the Phase 3 Expansion Costs with the Available DC Reserve Fund of \$19,546,488.**

**Response:** Upon further review of the IDAG agreement and discussion with Town staff, InnServices and SCS Consulting, the available DC reserve fund balance of \$19.5 million has been applied to the Phase 3 Wastewater plant capacity costs. This is reflected in the updated capital programs provided in Attachment 1.

**iv. Comment 4: Inflow and infiltration (I & I) are the flows within the Town’s wastewater sewage system attributed to groundwater infiltration and rainfall events. The Town and InnServices have been working with IDAG and their consultant, CIVICA, to identify and correct sources of rainwater and groundwater from entering the wastewater sewage system. Monitors have been installed in strategic locations throughout the Town to determine areas within the LWPCP collection system showing signs of excessive I & I.**

**We request that the Town add the project costs of \$491,500 for the new I & I Program DC Project.**

**Response:** As described in the response to Comment 2, the \$1.5 million included in the capital program for the IDAG rate includes provision for inflow and infiltration works.

- v. Comment 5: Per Comment 1 above, we propose to separate the proposed Wastewater Treatment DC Calculation for Developments Subject to the IDAG. Refer to Table 1A in the Development Charges Early Payment Agreement. Currently, 6,207 Single Density Equivalent units have funded approximately \$75,000,000 towards the costs of the Phase 3 Expansion of the Lakeshore WPCP. Therefore, there will be little to no borrowing for these costs as the developers are funded for these costs. Additionally, Article 5, Section 4, Item C of the Agreement states:**

**“InnServices/Town borrowing (debenture interest) costs shall not be included in the calculation of the Capital Costs for the Phase 3 Expansion for the IDAG Rate.”**

**We request that the Town remove the Debenture Interest Costs in the DC Calculation for Developments Subject to the IDAG.**

**Response:** As shown in the revised IDAG rate calculations (Attachment 1), no financing costs have been included in the IDAG rate consistent with the requirements of the agreement.

- vi. Comment 6: Per Comment 1 above, we propose to separate the proposed Wastewater Treatment DC Calculation for Developments Subject to the Phase 4 Expansion. Refer to Table 1B in Attachment No. 2.**

**We request that the Town provide the calculation for the Debenture Interest Costs as we would like to confirm that the assumed amount is correct based on the subtotal of \$95,980,000.**

**Response:** As shown in Attachment 1 a separate calculation has been made for developments subject to the Phase 4 expansion. Debenture financing costs in the amount of \$45.3 million have been included in the calculation for recovery against future development.

## **B. OTHER COMMENTS RECEIVED TO DATE**

In addition to the comments received in the letter, Hemson, the Town and SCS have continued to review the available uncommitted DC reserve fund balance applied to the Wastewater Treatment Plant.

The current version of the capital program is based on the \$19.5 million available DC reserve fund balance as of Dec 31, 2022. This amount excludes roughly \$1.9 million which was not transferred to InnServices until January 2023. If SCS requests the \$1.9 million be included in the available DC reserve fund balance it can be accommodated; however, a corresponding adjustment will be made to the “available uncommitted capacity” of 4,060 m<sup>3</sup> related to Phase 3. This will effectively keep the DC rate unchanged as we will reduce the available servicing capacity of 4,060m<sup>3</sup> by the amount of DCs which were not accounted for in the available DC reserve balance. We would be pleased to discuss this further.

## **C. ADJUSTMENTS TO DC RATES SINCE RELEASE OF 2023 DC BACKGROUND STUDY DATED JULY 28, 2023**

Please see our response to the SCS Stroud Village letter dated October 16<sup>th</sup>, 2023 for a summary of adjustments made to the DC rate calculations since the release of the DC Study dated July 28, 2023.

**Attachment 1:**  
**Revised Wastewater**  
**Capital Program**

APPENDIX D.1  
TABLE 1

TOWN OF INNISFIL  
2023 DEVELOPMENT CHARGES BACKGROUND STUDY  
WASTEWATER TREATMENT COSTS  
DEVELOPMENTS SUBJECT TO IDAG

	Net Municipal Cost	Ineligible Costs	Total DC Eligible Costs	Available DC Reserves	DC Eligible Costs 2023-2041	DC Eligible Costs Post-2041
<b>1 Lakeshore Water Treatment Plant</b>						
1.1 Optimization and I&I Program	\$ 1,500,000	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000	\$ -
1.2 Design and Construction, Phase 3 Expansion (2023)	\$ 132,300,000	\$ -	\$ 132,300,000	\$ 19,546,488	\$ 112,753,512	\$ -
Subtotal	\$ 133,800,000	\$ -	\$ 133,800,000	\$ 19,546,488	\$ 114,253,512	\$ -
<b>TOTAL</b>	<b>\$ 133,800,000</b>	<b>\$ -</b>	<b>\$ 133,800,000</b>	<b>\$ 19,546,488</b>	<b>\$ 114,253,512</b>	<b>\$ -</b>

Capacity (m <sup>3</sup> )	Total Capacity	10% Reserve	Net Capacity
Available Uncommitted Capacity	4,060	-	4,060
Phase 3 added capacity	8,000	800	7,200
<b>Total Capacity Available (m<sup>3</sup>)</b>	<b>12,060</b>	<b>800</b>	<b>11,260</b>
<b>Cost Per Cubic Metre (\$ / m<sup>3</sup>)</b>			<b>\$10,146.85</b>

DC Reserve Funds	
Available Balance Dec 31, 2022	\$ 19,546,488

Source: InnServices Utilities Inc.

APPENDIX D.1  
TABLE 2

TOWN OF INNISFIL  
2023 DEVELOPMENT CHARGES BACKGROUND STUDY  
WASTEWATER TREATMENT COSTS

	Net Municipal Cost	Ineligible Costs	Total DC Eligible Costs	Available DC Reserves	DC Eligible Costs 2023-2041	DC Eligible Costs Post-2041
<b>2 Lakeshore Water Treatment Plant</b>						
2.1 Design and Construction, Phase 4 Expansion (2035)	\$ 95,980,000	\$ -	\$ 95,980,000	\$ -	\$ 95,980,000	\$ -
2.2 Debenture Interest Costs	\$ 45,268,000	\$ -	\$ 45,268,000	\$ -	\$ 45,268,000	\$ -
Subtotal	\$ 141,248,000	\$ -	\$ 141,248,000	\$ -	\$ 141,248,000	\$ -
<b>TOTAL</b>	<b>\$ 141,248,000</b>	<b>\$ -</b>	<b>\$ 141,248,000</b>	<b>\$ -</b>	<b>\$ 141,248,000</b>	<b>\$ -</b>

Capacity (m <sup>3</sup> )	Total Capacity	10% Reserve	Net Capacity
Phase 4 added capacity	15,000	1,500	13,500
<b>Total Capacity Available (m<sup>3</sup>)</b>	<b>15,000</b>	<b>1,500</b>	<b>13,500</b>
<b>Cost Per Cubic Metre (\$ / m<sup>3</sup>)</b>			<b>\$10,462.81</b>

Source: InnServices Utilities Inc.

DC Reserve Funds <sup>1</sup>	
Available Balance Dec 31, 2022	\$ -

<sup>1</sup> In accordance with the requirements of the IDAG agreement the available DC reserve fund balance has been committed against the Phase 3 plant expansion

Notes:

1. Debt Repayment Terms	Amortization Period	Financing Rate	Debt Factor
	20	4.00%	0.073582

2. Wastewater Demands:

Residential:	
WPCP average day flow per capita	0.325 m <sup>3</sup> /day/cap

Non-Residential:	
Average Day Demand Per Hectare	10 m <sup>3</sup> /ha.d
Average Coverage	25%
Average Day Demand GFA	
Per Square Metre of GFA	0.00400 m <sup>3</sup>
Per Square Foot of GFA	0.00037 m <sup>3</sup>

APPENDIX D.1  
TABLE 1

TOWN OF INNISFIL  
2023 DEVELOPMENT CHARGES BACKGROUND STUDY  
WASTEWATER TREATMENT COSTS

	Net Municipal Cost	Ineligible Costs	Total DC Eligible Costs	Available DC Reserves	DC Eligible Costs 2023-2041	DC Eligible Costs Post-2041
<b>1 Lakeshore Water Treatment Plant</b>						
1.1 Optimization - Phase 2 (ongoing)	\$ 1,500,000	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000	\$ -
1.2 Design and Construction, Phase 3 Expansion (2023)	\$ 132,300,000	\$ -	\$ 132,300,000	\$ -	\$ 132,300,000	\$ -
1.3 Design and Construction, Phase 4 Expansion (2035)	\$ 95,980,000	\$ -	\$ 95,980,000	\$ -	\$ 95,980,000	\$ -
Subtotal	\$ 229,780,000	\$ -	\$ 229,780,000	\$ -	\$ 229,780,000	\$ -
1.5 Available DC Reserve Fund	\$ (19,546,488)	\$ -	\$ (19,546,488)	\$ -	\$ (19,546,488)	\$ -
1.6 Debenture Interest Costs <sup>1</sup>	\$ 99,153,000	\$ -	\$ 99,153,000	\$ -	\$ 99,153,000	\$ -
<b>TOTAL</b>	<b>\$ 309,386,512</b>	<b>\$ -</b>	<b>\$ 309,386,512</b>	<b>\$ -</b>	<b>\$ 309,386,512</b>	<b>\$ -</b>

Capacity (m <sup>3</sup> )	Total Capacity	10% Reserve	Net Capacity
Available Uncommitted Capacity	4,060	-	4,060
Phase 3 added capacity	8,000	800	7,200
Phase 4 added capacity	15,000	1,500	13,500
<b>Total Capacity Available (m<sup>3</sup>)</b>	<b>27,060</b>	<b>2,300</b>	<b>24,760</b>
<b>Cost Per Cubic Metre (\$ / m<sup>3</sup>)</b>			<b>\$12,495.42</b>
<b>Developments subject IDAG</b>			
Available Uncommitted Capacity and Phase III added capacity only			11,260
<b>Cost Per Cubic Metre (\$ / m<sup>3</sup>)</b>			<b>\$11,749.56</b>

DC Reserve Funds	
Available Balance Dec 31, 2022	\$ 19,546,488

Source: InnServices Utilities Inc.

IDAG - total municipal DC eligible costs divided by added capacity

Notes:

1. Debt Repayment Terms	Amortization Period	Financing Rate	Debt Factor
	20	4.00%	0.073582

2. Wastewater Demands:

Residential:	
WPCP average day flow per capita	0.325 m <sup>3</sup> /day/cap

Non-Residential:	
Average Day Demand Per Hectare	10 m <sup>3</sup> /ha.d
Average Coverage	25%
Average Day Demand GFA	
Per Square Metre of GFA	0.00400 m <sup>3</sup>
Per Square Foot of GFA	0.00037 m <sup>3</sup>

Proposed Calculation from July 28, 2023, DC Background Study

APPENDIX D.1  
TABLE 1

TOWN OF INNISFIL  
2023 DEVELOPMENT CHARGES BACKGROUND STUDY  
WASTEWATER TREATMENT COSTS

	Net Municipal Cost	Ineligible Costs	Total DC Eligible Costs	Available DC Reserves	DC Eligible Costs 2023-2041	DC Eligible Costs Post-2041
<b>1 Lakeshore Water Pollution Control Plant Stage III</b>						
1.1 Optimization - Phase 2 (ongoing)	\$ 1,500,000	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000	\$ -
1.2 Design and Construction, Phase 3 Expansion (2023)	\$ 132,300,000	\$ -	\$ 132,300,000	\$ -	\$ 132,300,000	\$ -
1.3 Design and Construction, Phase 4 Expansion (2035)	\$ 95,980,000	\$ -	\$ 95,980,000	\$ -	\$ 95,980,000	\$ -
Subtotal	\$ 229,780,000	\$ -	\$ 229,780,000	\$ -	\$ 229,780,000	\$ -
1.5 Available DC Reserve Fund	\$ (19,546,488)	\$ -	\$ (19,546,488)	\$ -	\$ (19,546,488)	\$ -
1.6 Debenture Interest Costs <sup>1</sup> 0.471632705	\$ 99,153,000	\$ -	\$ 99,153,000	\$ -	\$ 99,153,000	\$ -
<b>TOTAL</b>	<b>\$ 309,386,512</b>	<b>\$ -</b>	<b>\$ 309,386,512</b>	<b>\$ -</b>	<b>\$ 309,386,512</b>	<b>\$ -</b>

Capacity (m <sup>3</sup> )	Total Capacity	10% Reserve	Net Capacity
Available Uncommitted Capacity	4,060	-	4,060
Phase III added capacity	8,000	800	7,200
Phase IV added capacity	15,000	1,500	13,500
<b>Total Capacity Available (m<sup>3</sup>)</b>	<b>27,060</b>	<b>2,300</b>	<b>24,760</b>
<b>Cost Per Cubic Metre (\$ / m<sup>3</sup>)</b>			<b>\$12,495.42</b>
<b>Developments subject IDAG</b>			
Available Uncommitted Capacity and Phase III added capacity only			11,260
<b>Cost Per Cubic Metre (\$ / m<sup>3</sup>)</b>			<b>\$11,749.56</b>

DC Reserve Funds	
Available Balance Dec 31, 2022	\$ 19,546,488

Source: InnServices Utilities Inc.

IDAG - total municipal DC eligible costs divided by added capacity

Notes:

1.	Debt Repayment Terms	Amortization Period	Financing Rate	Debt Factor
		20	4.00%	0.073582

2. Wastewater Demands:

Residential:	
WPCP average day flow per capita	0.325 m <sup>3</sup> /day/cap

Non-Residential:	
Average Day Demand Per Hectare	10 m <sup>3</sup> /ha.d
Average Coverage	25%
Average Day Demand GFA	
Per Square Metre of GFA	0.00400 m <sup>3</sup>
Per Square Foot of GFA	0.00037 m <sup>3</sup>

<b>PER CAPITAL COST</b>	<b>\$4,061.01</b>
3.22	<b>\$13,076.45</b> Per SDE

<b>PER CAPITAL COST (Subject to IDAG)</b>	<b>\$3,818.61</b>
3.22	<b>\$12,295.91</b> Per SDE



Proposed Calculation for Developments Subject to IDAG

APPENDIX D.1  
TABLE 1A

TOWN OF INNISFIL  
2023 DEVELOPMENT CHARGES BACKGROUND STUDY  
WASTEWATER TREATMENT COSTS

	Net Municipal Cost	Ineligible Costs	Total DC Eligible Costs	Available DC Reserves	DC Eligible Costs 2023-2041	DC Eligible Costs Post-2041
<b>1 Lakeshore Water Pollution Control Plant Stage III</b>						
1.1 Optimization - Phase 2 (ongoing)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
1.2 Design and Construction, Phase 3 Expansion (2023)	\$ 132,300,000	\$ -	\$ 132,300,000	\$ -	\$ 132,300,000	\$ -
1.3 Design and Construction, Phase 4 Expansion (2035)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
1.4 I & I Program	\$ 525,106	\$ -	\$ 132,300,000	\$ -	\$ 132,300,000	\$ -
Subtotal	\$ 132,825,106	\$ -	\$ 264,600,000	\$ -	\$ 264,600,000	\$ -
1.5 Available DC Reserve Fund	\$ (19,546,488)	\$ -	\$ -	\$ -	\$ -	\$ -
1.6 Debenture Interest Costs <sup>1</sup>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ 113,278,618</b>	<b>\$ -</b>	<b>\$ 264,600,000</b>	<b>\$ -</b>	<b>\$ 264,600,000</b>	<b>\$ -</b>

<b>Developments subject IDAG</b>	
Available Uncommitted Capacity and Phase III added capacity only	11,260
<b>Cost Per Cubic Metre (\$ / m<sup>3</sup>)</b>	<b>\$10,060.27</b>

<b>DC Reserve Funds</b>	
Available Balance Dec 31, 2022	\$ 19,546,488

Source: InnServices Utilities Inc.

IDAG - total municipal DC eligible costs divided by added capacity

Notes:

1.	<b>Debt Repayment Terms</b>	<b>Amortization Period</b>	<b>Financing Rate</b>	<b>Debt Factor</b>
		20	4.00%	0.073582

2. **Wastewater Demands:**

<b>Residential:</b>	
WPCP average day flow per capita	0.325 m <sup>3</sup> /day/cap

<b>Non-Residential:</b>	
Average Day Demand Per Hectare	10 m <sup>3</sup> /ha.d
Average Coverage	25%
Average Day Demand GFA	
Per Square Metre of GFA	0.00400 m <sup>3</sup>
Per Square Foot of GFA	0.00037 m <sup>3</sup>

<b>PER CAPITAL COST (Subject to IDAG)</b>	<b>\$3,269.59</b>
3.22	<b>\$10,528.07 Per SDE</b>

Proposed Calculation for Developments Subject to Phase 4 Expansion

APPENDIX D.1  
TABLE 1B

TOWN OF INNISFIL  
2023 DEVELOPMENT CHARGES BACKGROUND STUDY  
WASTEWATER TREATMENT COSTS

	Net Municipal Cost	Ineligible Costs	Total DC Eligible Costs	Available DC Reserves	DC Eligible Costs 2023-2041	DC Eligible Costs Post-2041
<b>1 Lakeshore Water Pollution Control Plant Stage III</b>						
1.1 Optimization - Phase 2 (ongoing)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
1.2 Design and Construction, Phase 3 Expansion (2023)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
1.3 Design and Construction, Phase 4 Expansion (2035)	\$ 95,980,000	\$ -	\$ 95,980,000	\$ -	\$ 95,980,000	\$ -
Subtotal	\$ 95,980,000	\$ -	\$ 95,980,000	\$ -	\$ 95,980,000	\$ -
1.5 Available DC Reserve Fund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
1.6 Debenture Interest Costs <sup>1</sup>	\$ 45,267,307	\$ -	\$ 45,267,307	\$ -	\$ 45,267,307	\$ -
<b>TOTAL</b>	<b>\$ 141,247,307</b>	<b>\$ -</b>	<b>\$ 141,247,307</b>	<b>\$ -</b>	<b>\$ 141,247,307</b>	<b>\$ -</b>

Developments subject to Phase 4 Expansion	Total Capacity	10% Reserve	Net Capacity
Phase IV added capacity	15,000	1,500	13,500
<b>Cost Per Cubic Metre (\$ / m<sup>3</sup>)</b>			<b>\$10,462.76</b>

DC Reserve Funds	
Available Balance Dec 31, 2022	\$ -

Source: InnServices Utilities Inc.

Notes:

1.	<b>Debt Repayment Terms</b>	<b>Amortization Period</b>	<b>Financing Rate</b>	<b>Debt Factor</b>
		20	4.00%	0.073582

2. **Wastewater Demands:**

Residential:	
WPCP average day flow per capita	0.325 m <sup>3</sup> /day/cap

Non-Residential:	
Average Day Demand Per Hectare	10 m <sup>3</sup> /ha.d
Average Coverage	25%
Average Day Demand GFA	
Per Square Metre of GFA	0.00400 m <sup>3</sup>
Per Square Foot of GFA	0.00037 m <sup>3</sup>

<b>PER CAPITAL COST</b>	<b>\$3,400.40</b>
<b>3.22</b>	<b>\$10,949.28 Per SDE</b>

**Clerk's Office**

Town of Innisfil  
2101 Innisfil Beach Road  
Town of Innisfil, Ontario, L9S 1A1

Dear Clerk's Office:

**Re: 2023 Development Charges Background Study Update  
Town Roads, Wastewater Servicing, and Water Servicing Projects  
Innisfil Developers Allocation Group, Town of Innisfil, Ontario**

We are pleased to provide comments regarding the Town of Innisfil Wastewater Treatment Costs within the July 28, 2023, Town Development Charges (DC) Background Study prepared by HEMSON Consulting Ltd. for the Town of Innisfil on behalf of the Innisfil Developers Allocation Group (IDAG).

**Innisfil Developers Allocation Group (IDAG)**

On October 7th, 2020, the Corporation of the Town of Innisfil, InnServices Utilities Inc. and a collection of owners within the Town of Innisfil, referred to as the IDAG, entered into a Development Charges Early Payment Agreement (Agreement) to facilitate the pre-payment of the Wastewater Treatment Development Charge. The Agreement provides for expanding the Lakeshore Water Pollution Control Plant (WPCP) Stage 3 Expansion to 25,000 m3 per day. The IDAG has retained SCS Consulting Group through the Trustee to administer this agreement.

As per **Article 3** of the Agreement, the funding and payment of Phase 3 Expansion Costs will:

- 3.1 The Owners will make DC Prepayments as and when required;
- 3.2 The Owners (via the Trustee) will provide cash flow assistance to InnServices to pay for the Capital Costs of the Phase 3 Expansion;
- 3.3 The parties acknowledge Town is contributing the full amount of Capital Costs of the Phase 3 Expansion for Capacity that is required for Capacity already committed by the Town Council, for

non-residential Development, and Capital Costs of the Phase 3 Expansion above the total amount of DC Pre-Payments for all Subscribed SDEs.

The mechanism for the Owners to provide the Town and InnServices with cash flow assistance for the Capital Costs of the Phase 3 Expansion in the form of the DC PrePayments. Accordingly, the Agreement intends for the Owners to be allocated Capacity from the service area of the existing LWPCP and/or the Phase 3 Expansion. Notwithstanding the foregoing, it is acknowledged that the Wastewater Treatment component of the DC includes the estimated Capital Costs of the Phase 3 Expansion as well as the estimated Capital Costs of a future "Phase 4" expansion of the LWPCP (the "Phase 4 Expansion"). Accordingly, the Town and InnServices agree that the DC Background Study for the forthcoming successor DC By-law shall reflect that, for the Wastewater Treatment component of the DC, there will be a distinct rate DC rate applicable to IDAG (i.e., developers being serviced by Capacity in the existing LWPCP and/or the Phase 3 Expansion) (the "IDAG Rate"). **Article 5, Section 4** of the Agreement, also speaks to the specific IDAG Rate for the Wastewater Treatment DC. The following shall apply to the calculation of the IDAG Rate:

- (a) The IDAG Rate shall only account for the existing LWPCP and/or the Phase 3 Expansion service area;
- (b) The IDAG Rate shall account for the most recent estimates of the Capital Costs of the Phase 3 Expansion and ultimately reflect the final actual Capital Costs for the Phase 3 Expansion;
- (c) InnServices/Town borrowing (debenture interest) costs shall not be included in the calculation of the Capital Costs of the Phase 3 Expansion for the IDAG Rate; and
- (d) The Capital Costs of the Phase 4 Expansion shall be excluded from the IDAG Rate.

## **2023 Development Charges Background Study**

SCS Consulting Group, on behalf of IDAG, has reviewed the July 28, 2023, DC Background Study and offers the following comments. Additionally, we have prepared two separate Wastewater Treatment Costs **Table 1A** for Developments Subject to the IDAG and **Table 1B** for Developments Subject to the Phase 4 Expansion. Refer to the proposed Wastewater Treatment DC in the **Development Charges Early Payment Agreement**.

### **Wastewater Treatment Costs, Appendix D, Table 1**

**Comment 1:** We understand that the Town is calculating the total municipal DC-eligible costs divided by the added capacity for the IDAG calculation. However, not all municipal

DC-Eligible costs are to be allocated to developments subject to the IDAG. Refer to the proposed Total DC Eligible Costs in the **Development Charges Early Payment Agreement**. The design and construction for the Phase 3 Expansion of the Lakeshore WPCP (DC Project No. 1.2) are subject to the IDAG. In contrast, the design and construction for the Phase 4 Expansion (DC Project No. 1.3) are not subject to the IDAG.

We request that the Town consider separating Phase 3 (Subject to the IDAG) per **Table 1A** and Phase 4 Eligible Costs into separate charges per **Table 1B**.

**Comment 2:**

InnServices and the Town completed the Optimization and Re-rating Study. They submitted the report to the MECP to gain approximately 2,630 m<sup>3</sup> per day of capacity in the Lakeshore WPCP. On July 31, 2019, the MECP approved re-rating the Lakeshore WPCP from 14,370 to 17,000 m<sup>3</sup> daily. Therefore, the costs for Optimization (DC Project No. 1.1) for the Phase 2 Expansion in the amount of \$1,500,000 is complete and not ongoing.

We request that the Town remove the costs of \$1,500,00 from the Wastewater Treatment Costs.

**Comment 3:**

**Article 3, Section 1, Item B** of the Agreement states that the balance of the Wastewater Treatment Reserve Fund was \$13,351,756 as of December 31, 2019. Before awarding a contract for the construction of the Phase 3 Expansion, Schedule "C-1" and "C-2" will be updated in accordance with **Section 2.1** of the Agreement to, inter alia, account for the updated total amount of the Wastewater Treatment Reserve Fund as of the date that the Town seeks to award.

The Available DC Reserve Fund of \$19,546,488 (DC Project No. 1.5) was Wastewater Treatment DCs collected by the Town to fund the design and construction of the Phase 3 Expansion only. Based on the committed capacity, the Wastewater Treatment DC Charges were collected from participating IDAG landowners and allocated to the DC Reserve Fund.

We request that the Town credit the Phase 3 Expansion Costs with the Available DC Reserve Fund of \$19,546,488.

**Comment 4:**

Inflow and infiltration (I & I) are the flows within the Town's wastewater sewage system attributed to groundwater infiltration and rainfall events. The Town and InnServices have been working with IDAG and their consultant, CIVICA, to identify and correct sources of rainwater and groundwater from entering the wastewater sewage system. Monitors have been installed in strategic locations throughout the



Town to determine areas within the LWPCP collection system showing signs of excessive I & I.

We request that the Town add the project costs of \$491,500 for the new I & I Program DC Project.

**Comment 5:** Per Comment 1 above, we propose to separate the proposed Wastewater Treatment DC Calculation for Developments Subject to the IDAG. Refer to Table 1A in the **Development Charges Early Payment Agreement**.

Currently, 6,207 Single Density Equivalent units have funded approximately \$75,000,000 towards the costs of the Phase 3 Expansion of the Lakeshore WPCP. Therefore, there will be little to no borrowing for these costs as the developers are funded for these costs. Additionally, **Article 5, Section 4, Item C** of the Agreement states:

“InnServices/Town borrowing (debenture interest) costs shall not be included in the calculation of the Capital Costs for the Phase 3 Expansion for the IDAG Rate.”

We request that the Town remove the Debenture Interest Costs in the DC Calculation for Developments Subject to the IDAG.

**Comment 6:** Per Comment 1 above, we propose to separate the proposed Wastewater Treatment DC Calculation for Developments Subject to the Phase 4 Expansion. Refer to Table 1B in **Attachment No. 2**.

We request that the Town provide the calculation for the Debenture Interest Costs as we would like to confirm that the assumed amount is correct based on the sub-total of \$95,980,000.

Re: **2023 Development Charges Background Study Update  
Town Roads, Wastewater Servicing, and Water Servicing Projects  
Innisfil Developers Allocation Group, Town of Innisfil, Ontario**

File #: 2101  
August 15, 2023  
Page 5 of 5

We look forward to hearing from the Town of Innisfil and Hemson Consulting Ltd. in writing shortly.

Please contact the undersigned if you have any questions or require additional information.

Sincerely,

**SCS Consulting Group Ltd.**



Julie Bottos, A. Sc. T.  
jbottos@scsconsultinggroup.com

Attachments: Attachment No. 1 - Appendix D.1, Table 1, Wastewater Treatment Costs (Hemson, July 28, 2023)  
Attachment No. 2 - Revised Appendix D.1, Table 1A and Table 1B, Wastewater Treatment Costs (SCS Consulting Group, August 3, 2023)

c. Mr. Daniel Steinberg, Loopstra Nixon LLP  
Ms. Aimee Birt, Town of Innisfil  
Innisfil Developers Allocation Group

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**To:** Town of Innisfil  
**From:** Craig Binning and Jaclyn Hall, Hemson Consulting  
**Date:** August 9, 2023  
**Re:** Response to BILD Comments on June 15<sup>th</sup> Reference Materials

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This memorandum provides a response to the questions raised by development industry stakeholders (BILD and KPEC Consulting) received on July 7, 2023 arising from the circulation of draft technical inputs to the Town's DC Background Study material dated June 15, 2023.

## **A. PARKS AND RECREATION**

**1. What is the basis for including the “Nantyr – Cafeteria” in the Indoor Recreation level of service? Does the Town lease that part of the facility (the gym is also included in the LOS inventory) and use it for recreation programming?**

**Response:** Yes, the facility is rented by the Town and is used for recreation programming. Thus, the portion of the facility used for Town programming is included in the historical level of service.

**2. The LOS inventory includes “YMCA – Gymnasium” – does the Town own or lease the facility?**

**Response:** Yes, the facility is rented by the Town and is used to provide recreation programming. Thus, the portion of the facility used for Town programming is included in the historical level of service.

**3. The LOS inventory includes 0.07 hectares for “Town Hall” at a value of \$2.5 million/hectare – is this for the general administration of the municipality? If so, the inclusion of this item is ineligible under the DC Act**

**Response:** As noted in the historical inventory table, the facility “only includes land area related to Indoor Recreation programming. Total land area is 2.60ha”. The same approach has been used for the square footage used for recreation programming.

**4. Can the background calculations and rationale behind the deductions in the LOS inventory for Excess Capacity be provided (both for Innisfil Recreational Complex and Cookstown Community Centre)?**



**Response:** The gross floor area for the Innisfil Recreational Complex and Cookstown Community Centre have been reduced by the amount of debt recovered through the DC capital program and included in the rate calculation. The excess capacity adjustment is determined based on the outstanding principal payment and the \$/square foot assumption to arrive at a square footage. For example, the Innisfil Recreation Complex has \$7.41 million in debenture payments outstanding. This, divided by the replacement cost of \$530 per square foot, results in a reduction of 13,981 square feet from the historical inventory calculation. The same approach is used for the Cookstown Community Centre excess capacity adjustment.

## **B. FIRE**

### **5. Can the background calculations behind the excess capacity deductions for the Big Bay Point Fire Station be provided?**

**Response:** Please see the response to Question 4. Approximately 11,230 square feet associated with the Big Bay Point Fire Station has been removed from the inventory as it is related to the recovery of the outstanding debt of \$7.3 million associated with the station. The square footage is calculated by dividing the \$/square foot replacement cost by the outstanding debenture amount.

Additional adjustments related to excess capacity have been made for Fire Services since the release of the 2023 DC Background Study dated July 28, 2023 which is as outlined in Section J of this memorandum.

## **C. PUBLIC WORKS**

**6. The addition of 23.5 hectare “Salt Management Facility” in 2018 appears to add significant excess capacity in the DC calculations, such that the 2022 LOS value is \$969.70 per pop/emp, compared to the 15-year average service level of \$612.15 per pop/emp. Therefore, the 2022 inventory of assets exceeds the 15-year average by 58%, which is representative of a service that provides a service level that currently significantly exceeds the Town’s historic average, which the DC Act directs to be used as a deduction in DC calculations to the extent that the excess capacity can be used to accommodated increased needs for service attributable to growth. How has the apparent excess capacity been accounted for in the DC calculation for Public Works?**

**Response:** After further review and discussion, adjustments related to excess capacity have been made for Services Related to a Highway: Public Works as outlined in Section J of

this memorandum. These adjustments were not reflected in the DC Background Study dated July 28, 2023.

In addition to this adjustment, we would also note that any available servicing capacity that could meet the increase in need for service arising from future development is considered when determining the capital program needs over the identified planning horizon (2023-2033). For example, the Town would not need to acquire more assets and/or expand its current facilities if sufficient capacity existed to service future development.

## **D. POLICE**

### **7. What is the nature of the “Vehicle Uplifting” line item (project 3.4.5), and how is the work to be done a growth-related need?**

**Response:** The reference to “vehicle uplifting” relates to the acquisition of growth-related equipment for a new vehicle. This includes equipment such as radios, light bars, bumper, computers etc.

### **8. The \$6.5 million project for “New Consolidated HQ” includes no deduction for Benefit to Existing Development. The LOS inventory includes a 16,500 square foot “Police Headquarters – Innisfil Office” which is valued at \$550/sf or \$9.075 million, which even after accounting for the excess capacity made, means that the existing community is served by a facility valued at \$8,077,300, which exceeds the \$6,500,000 cost carried in the DC Study for a ‘consolidated’ headquarters. Does the “New Consolidated HQ” include a consolidation of the Innisfil Office, and if so why was no BTE attributed?**

**Response:** The provision for a new Consolidated HQ is related to net new space required to address the increased need for servicing arising from future development as the Town is almost at capacity of its current Headquarters. The current provision is an estimate to be confirmed as part of the Town’s ongoing Space Needs Study. The initial estimate of \$6.5 million is likely understated given current space limitations. It is also likely that this facility will be 100% funded by the Town and not shared. However, since the Space Needs Study is ongoing, the project assumes 50%/50% funding between Innisfil and Bradford West Gwillimbury.

## E. PARKS

**9. What is included in the \$22.3 million capita cost for the Mobility Orbit Square and GO Station Park line items? Can a cost breakdown of the various elements of each project be provided?**

**Response:** The capital program cost has been adjusted to \$17.57 million which is reflected in the 2023 DC Background Study dated July 28, 2023. Attachment 1 provides additional details on the proposed scope of work associated with the park.

**10. What is the reason why the \$32.3 million in capital costs for “Parks” is assigned a 90% BTE, while the \$43.8 million for “Undeveloped Parks” is assigned 0% BTE - what is the difference between each type of park project, and what is the rationale for the BTE applied?**

**Response:** The “Parks” category includes for the redevelopment of existing parks/facilities which results in some additional servicing capacity. In contrast, “Undeveloped Parks” include net new parks being constructed in the Town. Additional details are provided in Appendix B.4 of the 2023 DC Background Study dated July 28, 2023 (see excerpt below).

- ***Parks** – these projects largely relate to the repair/replacement of existing parks with some additional amenities and enhancements. As a result, a 90% ineligible share has been applied to these projects.*
- ***Undeveloped Parks** – includes the development of new parks in the Town and associated amenities. These parks would not be constructed in the absence of growth and are therefore fully attributed to future development.*

## F. LIBRARY BOARD

**11. The cost per square foot for the Lefroy Branch and the Orbit Phase 1 Branch are over \$1000 per square foot – can the Town provide a detailed estimate of the cost estimate for new library branches, and what is included in that assumed cost?**

**Response:** The capital program for Library is based on the Innisfil ideaLab & Library Master Plan Report and Cost Assessment dated June 30, 2022. As shown, the capital cost estimates include construction costs, design fees and contingencies. Details are provided in Attachment 2 of this document.

## G. ROADS

**12. In the LOS inventory for Roads, the quantities of assets have fluctuated significantly over the course of the 15-year historic period:**

- **What is the reason for the quantity of Arterial Roads decreasing from 66.1 km in 2015 to 7.4 km in 2022?**
- **What is the reason why Minor Collector Roads have increased from 16.9 km in 2015 to 215.5-233.9 km for subsequent years?**

**Response:** The Services Related to a Highway: Roads and Related historical inventory reflects the best-known information. The fluctuations in assets are the result of changes in the reclassification of roads and transfer of roads between the Town and the County of Simcoe.

**13. There are numerous projects involving grade separations and bridges over railways – the DC study tables do not include a column for deductions related to “Grants/Subsidies” - is the Province and/or County expected to provide funding for some of these projects, and if so how has that been accounted for in the DC calculations?**

**Response:** The Services Related to a Highway: Roads and Related capital program is based on the best available information and assumes that all costs will be borne by the Town. There is no anticipated grant funding for the projects in the capital program and all projects will proceed as being fully funded by the Town. However, if a grant were to be received it would be accounted for and reduced from the DC eligible cost.

**14. Based on the itemized detail for projects that are also found in the January 2023 TMP, for projects with substantial assumed property acquisition costs, the calculation of gross capital costs is based on combined property acquisition costs (\$81.7 million) and all other construction costs (\$101.9 million). The TMP costing then applies a 15% engineering adjustment and a 10% contingency adjustment to both the land acquisition costs and the all other construction costs. Based on this, roughly \$20.3 million of the engineering and contingency adjustments are made to assumed land acquisition costs - can the Town provide the rationale for applying engineering factors and contingency factors to estimated land acquisition costs?**

**Response:** The costs listed as “property acquisition” in the TMP are intended to represent only the costs of the land itself. The engineering adjustment is intended to include costs such as land registry costs, legal costs, costs for survey, sales negotiations, staff time, and

other costs. The 10% contingency is, as with all contingencies, intended to account for the inherent uncertainty in both land prices and the amount of time and effort required during the acquisition process.

**15. Of the total \$229.6 million in capital costs (as estimated in the TMP) for the selected projects with land acquisition costs, roughly \$102.2 million are costs related to land acquisition elements (45%). To what extent does the Town estimate that some or all of these land acquisitions will be received via dedication? Would the Town provide a DC credit for these land dedications where they overlap with capital cost inclusions in the DC study?**

**Response:** Land acquisition may be required external to developments (i.e. not within plans of subdivision). If a developer were to complete a capital project identified in the 2023 DC Background Study, a DC credit would be provided.

**16. There are numerous projects in the DC capital program that do not appear in the “Recommended Projects” list in section 8 of the January 2023 Transportation Master Plan. The list of those projects is provided in the figure below. What is the source of Council’s intent to build the works listed in the figure below that are not found in the TMP?**

**Response:** Section 8 of the TMP only identifies recommended new roads projects and changes to existing roadways. It does not include active transportation or transit recommendations or projects which have been carried forward from the 2018 TMP. The majority of projects included in the 2023 DC Background Study were identified in the TMP in Appendix P, which provides details on the projects required to service growth over the planning horizon to 2051.

Importantly, Council approved and adopted all of the technical analysis in the 2022 TMP, including projects not listed in Section 8. As part of the approval of the 2023 DC By-law, Council will adopt the capital program included in the DC Background Study.

For further certainty, references to projects not identified in Section 8 of the TMP are made throughout the document, including Appendix P, which are detailed below:

- County Road 27 (King Street South) from East John Street to Garibaldi Street, Parking Study - Table 8-2 on page 122

- 6th Line from Highway 400 to Orbit, land purchase - pg 123 provides some discussion about the width of 6th Line in support of the EA addendum in Table 8-2 on page 122; note also Table 7-1
- Big Bay Point Road / 20th Sideroad Signalization - Table 4-1 on page 28 and table 12-3 on page 147; see also references to "various intersections"
- 10th Line from 20th Sideroad to Sandy Cove - Table 8-1 on pg 121
- Anna Maria Avenue from Jans to St Johns, urbanization - does not appear in main document but as per Appendix P is a carry-over from the 2018 TMP
- Westmount Avenue from Laurand Street to St Johns, urbanization - does not appear in main document but as per Appendix P is a carry-over from the 2018 TMP
- 3rd Line from County Road 27 to the 5th Sideroad, reconstruction - does not appear in main document but as per Appendix P is a carry-over from the 2018 TMP
- 3rd Line from Reive Boulevard to 20th Sideroad, reconstruction - does not appear in main document but as per Appendix P is a carry-over from the 2018 TMP
- 2nd Line from County Road 27 to 5th Sideroad, reconstruction - does not appear in main document but as per Appendix P is a carry-over from the 2018 TMP
- 2nd Line from Reive Boulevard to 20th Sideroad, reconstruction - does not appear in main document but as per Appendix P is a carry-over from the 2018 TMP
- Shore Acres Drive from 20th Sideroad to Eastern limit, reconstruction - does not appear in main document but as per Appendix P is a carry-over from the 2018 TMP
- Gilford Road from Yonge Street to the Easter limit, reconstruction - does not appear in main document but as per Appendix P is a carry-over from the 2018 TMP
- 20th Sideroad from Gilford Road to Shore Acres Drive, reconstruction - does not appear in main document but as per Appendix P is a carry-over from the 2018 TMP
- Killarney Beach Road/4th Line from John Street to Yonge Street, urbanization - Table 8-1 on page 121
- 20th Sideroad bypass - Table 8-1 on page 121
- Highway 89 East-West Link - see discussion on pages x, 43, and 123

- 6th Line from county Road 53/5th Sideroad to 20th Sideroad, widening - pg 123 provides some discussion about the width of 6th Line in support of the EA addendum in Table 8-2 on page 122; note also Table 7-1

**17. There are numerous “Studies” included in the capital project list, including TMP, “Parking Study”, “Education Programs for Walking and Cycling”, and “Zoning By-law Study”. It is noted that the DC Act was amended to make studies an ineligible service. Please provide the rationale for including these studies in the DC calculation.**

**Response:** These studies are shown as 100% ineligible and are not included in the DC calculation.

**18. What is the rationale for some “Paved Shoulder” projects receiving 40% BTE, while other projects of the same type received 80% BTE allocations?**

**Response:** The BTE shares for active transportation varies based on location. Where shoulders are in, close to, or leading to areas that are expecting significant growth, the benefit to growth is higher whereas for locations with minimum growth BTE shares are higher. Please see Table 12-6: Development Charge Breakdown Rationale in the main body of the 2022 TMP document for details.

**19. According to the TMP, and a footnote in Section 8 of the TMP, “reconstruction refers to pavement rehabilitation and widening of pavement width to Town standards (as necessary) but maintaining a rural cross section with shoulders (paved and unpaved) and ditches.”**

- **What is the rationale for the varying range of BTE allocations applied to Road Reconstruction projects, which range from 20% (projects #20, #26, etc.), to 40% (#15, #17, etc.) to 75% (#34, 45, etc.) if these projects are being maintained with rural cross-sections as per the TMP footnote?**

**Response:** The road can be reconstructed to a higher standard (i.e., through pavement restructuring, reconfiguration), while maintaining the existing cross-section, to accommodate anticipated traffic growth. It can be considered as an alternative means of accommodating future traffic over widening. The BTE breakdown varies by improvement location, per the table from the 2022 TMP below.

**Table 12-6: Development Charge Breakdown Rationale**

Road Reconstruction	End of Life	When a road reaches the end of its regular service life based on existing traffic, with no capacity being added and no upgrades being provided	100%	0%
	Out of Settlement Area	When a road needs to be reconstructed to a higher standard (alignment, road reconfiguration, pavement structure) to accommodate anticipated traffic growth, in areas outside of settlement areas	75%	25%
	Within Settlement Area	When a road needs to be reconstructed to a higher standard to accommodate anticipated traffic growth, within a settlement area	40%	60%
	New Development	When a road needs to be reconstructed to a higher standard to accommodate anticipated traffic growth, within or directly adjacent to a development, resulting in minor benefit to existing residents with respect to replacing the existing road	10%	90%
	Truck Haul Route	When a road needs to be reconstructed to address road damage caused by heavy construction traffic.	20%	80%

**20. Project #52 is for the resurfacing of Innisfil Beach Road from 20th SR to 25th SR – on what basis are the resurfacing costs growth-related, in which only 20% of capital costs are allocated to BTE?**

**Response:** This project, including its DC category, was carried forward from the previous TMP which identified this portion of IBR to resurfacing as a long term need to address road damage caused by heavy construction traffic. It was categorized under the ‘Road Reconstruction – Truck Haul Route’ noted in the table above.

**21. What is the basis for assigning only 10% of costs for Urbanization projects to BTE? Of the 18 urbanization projects, can additional details be provided that show which projects are adding lane capacity, and which urbanization projects would involve replacement of existing lane capacity?**

**Response:** These projects have been carried forward from the previous TMP and recommended for urbanization due to higher population and employment densities from new developments, therefore resulting in most of the costs allocated to growth. A 10% BTE was assumed to cover the estimated cost of the rehabilitation of the existing asset. Urbanization improvements as defined in the previous TMP referred to reconstruction and widening to Town standards to allow for proper pavement width (not to accommodate additional lanes), curb and gutter, utilities, boulevards, and sidewalks. The scope of urbanization in the context of the costing sheet does not include additional lanes. None of the road segments proposed for urbanization involve adding lane capacity. However, that is



not to say that the cost should be allocated to BTE as a key trigger for urbanization improvements is increased density and population/employment growth.

**22. The 2023 TMP shows that 6th Line from Highway 400 to eastern limit of Orbit improvements include “transfer to County” – are any costs included in the DC Study associated with road improvements related to the segments of roads (such as the above example or others) that will be transferred to the County removed from the Town’s DC study?**

**Response:** The costs listed in the TMP relate to projects intended to be completed by the Town before the road section is transferred to the County. Please note that, at this time, the County’s TMP update is still underway, and therefore it is uncertain if the roadway will ultimately be transferred.

**23. Both projects #29 and #40 are for the Urbanization of Willard Drive from Innisfil Beach Road to Leslie Drive, one with a cost of \$5,116,000 and timing of 2023-2031, and the other with a cost of \$4,064,000 and timing of 2042-2051 (#40). Aside from the anticipated timing, what is the difference between the two projects? Is this a duplication of projects, or the replacement/maintenance costs for the original urbanization work scheduled for the 2023-2031 period? A similar issue appears present for projects #30 and #41 (Adullam Avenue).**

**Response:** For Willard Avenue, there are two separate improvements, proposed for the short-term and long-term:

- The short-term project refers to the upgrade of the road classification to a “Minor Collector”.
- The long-term project refers to urbanization.

Similarly, for Adullam Ave, there are two separate improvements, both proposed for the short-term:

- Adullam between IBR and Leslie Dr – Upgrade of the road to a “Minor Collector”
- Adullam between IBR and Lebanon Dr – Urbanization improvements

## **H. WATER AND WASTEWATER**

**24. The Water Supply – Plant Costs worksheet includes \$34,055,000 for “Debenture Interest Costs”, which based on the labelling are calculated using a 4% financing rate. Can details regarding what costs are being borrowed for (Phase 3B & 3C?), and**

**whether the calculated interest costs have been discounted to offset future DC indexing that would be applied to future DC rates (thereby indexing a set of costs that are fixed over time)?**

**Response:** The debenture interest costs assume that Phase 3a, 3b and 3c will be debenture financed. A “real rate” of 4.00% has been used which assumes a 6.00% debenture rate less 2.00% for inflation.

**25. The Wastewater Treatment Costs include recovery of \$99,153,000 in Debenture Interest Costs – can details regarding what capital costs are being borrowed for (Phase 3 and Phase 4 expansions?) and whether the calculated interest costs have been discounted to offset future DC indexing that would be applied to future DC rates?**

**Response:** Costs related to the Lakeshore Water Treatment Plant, less than available reserve fund balance of \$19.55 million is proposed to be debenture financed. See response to Question 24, a “real rate” of 4.00% has been used which assumes a 6.00% debenture rate less 2.00% for inflation.

**26. The capital costs for water/wastewater projects have increased by 100% for almost all capital projects that are in common with the Town's 2018 DC Study. For projects that have been constructed since 2018, can the Town share actual tendered prices or expenditures related to each to verify the reasonableness of the broad-brush 100% cost escalator applied to the 2018 DC Study costs to the 2023 DC study cost, regardless of type of project?**

**Response:** The cost escalation factor of 100% was informed by a sample of four projects. Based on the variance from the 2018 MSP costs, a cost escalation of 96% was identified for projects costed in 2018 and the final cost. An index of 100% was used to account for Q2 2023 cost escalation.

<b>SPS4 budget &amp; cost Variance</b>	
2018 Budget –	\$2,905,000
2021 Tender cost & revised budget	\$4,552,073
Indexed to Q1 2023	\$5,721,413
Variance	\$2,816,413

<b>SPS2 budget &amp; cost Variance</b>	
2012 Budget	\$5,000,000
2018 Budget	\$8,200,000
2020 Tender close & award	\$10,239,020
Indexed to Q1 2023	\$13,888,572
Variance	\$5,688,572

<b>Killarney Watermain (Church, Killarney, Pine) budget &amp; cost Variance</b>	
2018 Budget	\$2,300,000
2022 Budget	\$5,300,000
Indexed to Q1 2023	\$5,668,630
Variance	\$3,000,000

<b>Lefroy BPS &amp; Reservoir budget &amp; cost Variance</b>	
2018 Budget	\$2,900,000
2023 Pretender cost estimate, Engineering & stal	\$6,600,000
Estimated variance	\$3,700,000

<b>Weighted Average</b>	
2018 Budgeted	\$16,305,000
Final Costs	\$31,878,615
Difference (\$)	\$15,573,615
Difference (%)	196%

27. In both the 2018 and 2023 DC studies, the planning horizon used is 2041, however, there are numerous projects that had post-period benefit allocation in the 2018 DC Study, that is not being applied in the 2023 DC Study, including the following:

- Churchill SPS (1.2.23);
- Churchill SPS Forcemain (1.2.24);
- Class EA Sch. B for Churchill SPS (1.2.25);

**Response:** These projects have been reviewed and determined to be required to meet the increase in need to service growth occurring over the planning horizon to 2041. Therefore, no post-period allocation has been made.

## I. POPULATION, HOUSEHOLD AND EMPLOYMENT FORECASTS

**28. The DC Study uses a Floor Space per Worker factor (“FSW Factor”) for Employment Land Employment of 90 square metres per job. This assumption is lower than the equivalent assumptions in the recent City of Barrie DC Study (110 square metres / employee) and Simcoe County (100 square metres / employee). Can the background data or rationale used to establish Innisfil’s FSW Factor be provided?**

**Response:** The majority of industrial growth will be located within the Innisfil Heights Strategic Settlement Employment Area which will be planned to ensure the availability of lots that support permitted uses that depend upon the efficient movement of goods and access to Highway 400. It is anticipated that this area will accommodate a range of industrial employment uses. Some areas are zoned for higher density, commercial uses etc. The FSW assumptions were reviewed as part the 2023 DC Background Study update. In the 2018/2021 DC Background Studies the FSW for Employment Land Employment was 80 m<sup>2</sup>, as part of the 2023 DC Background Study update the FSW was increased to 90 m<sup>2</sup> per employee.

Importantly, the County of Simcoe FSW represents an average across all lower-tier municipalities. The City of Barrie has a higher FSW as it is characterized by more traditional older established industrial areas that likely will not attract the higher-intensification uses.

## J. ADJUSTMENTS FOR EXCESS CAPACITY

Since the release of the 2023 DC Background Study dated July 28, Hemson and Town staff have continued to review the questions raised in this letter, including the treatment of excess capacity. After further review, the historical inventories have been adjusted to account for excess capacity associated with the negative reserve fund balances, where appropriate. The adjustments by service are summarized below:

- **Library Services:** \$5.8 million negative reserve fund, excess capacity adjusted for Lakeshore Branch Renovations.
- **Fire Services:** \$1.8 million negative reserve fund, excess capacity adjusted for Station #2 Lefroy.
- **Police Services:** \$130,892 negative reserve fund, excess capacity adjusted for Police Headquarters.

- **Parks & Recreation:** No adjustment was made relating to the \$1.42 million negative reserve fund balance as it relates to the Town Square facility which is not included in the historical inventory.
- **Services Related to a Highway: Public Works:** \$5.08 million negative reserve fund, excess capacity adjusted for the Operations Centre and Salt Management Facility.
- **Municipal Fleet:** \$3.94 million negative reserve fund, excess capacity adjusted for Roads vehicles.

A summary of the adjusted historical inventories, capital programs and cash flows can be found in Attachment 3.

## K. SUMMARY OF DC RATE CHANGES

The following provides a summary of the changes to the rates identified in the 2023 DC Background Study dated July 28<sup>th</sup>. It should be noted that the residential rate for By-law Services was inadvertently excluded from the rate tables which has been corrected. The changes have resulted in an approximate 1% decrease from the Town-wide residential and non-residential rates included in the 2023 DC Background Study dated July 28.

### Revised Town-Wide Residential Development Charges

Service	Residential Charge By Unit Type				Percentage of Charge
	Singles & Semis	Rows & Other Multiples	Apartments 2+ Bedrooms	Apartments Bachelor or 1 Bedroom	
Library Board	\$2,464	\$1,977	\$1,467	\$1,100	4.6%
Fire Services	\$2,965	\$2,379	\$1,765	\$1,324	5.5%
Police Services	\$847	\$680	\$504	\$378	1.6%
Parks And Recreation	\$18,227	\$14,625	\$10,851	\$8,138	34.0%
Services Related To A Highway: Public Works	\$1,848	\$1,483	\$1,100	\$825	3.4%
Municipal Fleet	\$2,139	\$1,716	\$1,273	\$955	4.0%
By-Law Services	\$18	\$15	\$11	\$8	0.0%
<b>Subtotal General Services</b>	<b>\$28,508</b>	<b>\$22,875</b>	<b>\$16,971</b>	<b>\$12,728</b>	<b>53.1%</b>
Services Related To A Highway: Roads And Related	\$25,173	\$20,199	\$14,986	\$11,240	46.9%
<b>Total Town-Wide Services</b>	<b>\$53,681</b>	<b>\$43,074</b>	<b>\$31,957</b>	<b>\$23,968</b>	<b>100.0%</b>

### Revised Town-Wide Non-Residential Development Charges

Service	Non-Residential per Sq.M.	
	Industrial	Non-Industrial
Library Board	\$0.00	\$0.00
Fire Services	\$10.19	\$20.45
Police Services	\$3.24	\$8.97
Parks And Recreation	\$0.00	\$0.00
Services Related To A Highway: Public Works	\$6.34	\$13.13
Municipal Fleet	\$7.35	\$14.75
By-Law Services	\$0.06	\$0.13
<b>Subtotal Town-Wide General Services</b>	<b>\$27.18</b>	<b>\$57.43</b>
Services Related To A Highway: Roads And Relate	\$89.60	\$164.80
<b>Total Town-Wide Services</b>	<b>\$116.78</b>	<b>\$222.24</b>

## Updated Area-Specific Residential Development Charges

Service	Residential Charge By Unit Type				Percentage of Charge
	Singles & Semis	Rows & Other Multiples	Apartments 2+ Bedrooms	Apartments Bachelor or 1 Bedroom	
<b>Innisfil North</b>					
Town-wide Charge	\$53,681	\$43,074	\$31,957	\$23,968	65.1%
Water Distribution	\$3,672	\$2,946	\$2,186	\$1,640	4.5%
Water Supply and Treatment	\$3,873	\$3,108	\$2,306	\$1,730	4.7%
Wastewater Collection	\$7,636	\$6,127	\$4,546	\$3,410	9.3%
Wastewater Treatment	\$13,643	\$10,947	\$8,122	\$6,092	16.5%
<b>Total Charge in Innisfil North</b>	<b>\$82,505</b>	<b>\$66,202</b>	<b>\$49,117</b>	<b>\$36,840</b>	<b>100.0%</b>
<b>Friday Harbour</b>					
Town-wide Charge	\$53,681	\$43,074	\$31,957	\$23,968	70.6%
Water Distribution	\$0	\$0	\$0	\$0	0.0%
Water Supply and Treatment	\$3,873	\$3,108	\$2,306	\$1,730	5.1%
Wastewater Collection	\$4,797	\$3,849	\$2,856	\$2,142	6.3%
Wastewater Treatment	\$13,643	\$10,947	\$8,122	\$6,092	18.0%
<b>Total Charge in Friday Harbour</b>	<b>\$75,994</b>	<b>\$60,978</b>	<b>\$45,241</b>	<b>\$33,932</b>	<b>100.0%</b>
<b>Innisfil South</b>					
Town-wide Charge	\$53,681	\$43,074	\$31,957	\$23,968	65.6%
Water Distribution	\$10,398	\$8,343	\$6,190	\$4,643	12.7%
Water Supply and Treatment	\$3,873	\$3,108	\$2,306	\$1,730	4.7%
Wastewater Collection	\$185	\$148	\$110	\$83	0.2%
Wastewater Treatment	\$13,643	\$10,947	\$8,122	\$6,092	16.7%
<b>Total Charge in Innisfil South</b>	<b>\$81,780</b>	<b>\$65,620</b>	<b>\$48,685</b>	<b>\$36,516</b>	<b>100.0%</b>
<b>Innisfil Central</b>					
Town-wide Charge	\$53,681	\$43,074	\$31,957	\$23,968	54.3%
Water Distribution	\$9,081	\$7,286	\$5,406	\$4,055	9.2%
Water Supply and Treatment	\$3,873	\$3,108	\$2,306	\$1,730	3.9%
Wastewater Collection	\$18,514	\$14,856	\$11,022	\$8,267	18.7%
Wastewater Treatment	\$13,643	\$10,947	\$8,122	\$6,092	13.8%
<b>Total Charge in Innisfil Central</b>	<b>\$98,792</b>	<b>\$79,271</b>	<b>\$58,813</b>	<b>\$44,112</b>	<b>100.0%</b>
<b>Cookstown</b>					
Town-wide Charge	\$53,681	\$43,074	\$31,957	\$23,968	63.0%
Water Distribution	\$2,251	\$1,806	\$1,340	\$1,005	2.6%
Water Supply and Treatment	\$3,873	\$3,108	\$2,306	\$1,730	4.5%
Wastewater Collection	\$25,438	\$20,411	\$15,144	\$11,358	29.8%
Wastewater Treatment	\$0	\$0	\$0	\$0	0.0%
<b>Total Charge in Cookstown</b>	<b>\$85,243</b>	<b>\$68,399</b>	<b>\$50,747</b>	<b>\$38,061</b>	<b>100.0%</b>

## Updated Water and Wastewater Non-Residential Development Charges

	Non-Residential per Sq.M.	
	Industrial	Non-Industrial
<b>All Servicing Areas</b>		
Town-wide Charge	\$116.78	\$222.24
Water Distribution	\$38.89	\$74.63
Water Supply and Treatment	\$24.22	\$46.00
Wastewater Collection	\$32.69	\$62.73
Wastewater Treatment	\$36.08	\$69.23
<b>Total Charge in All Servicing Areas</b>	<b>\$248.66</b>	<b>\$474.83</b>



## Capital Budget Project Detail Sheet

**Service Area:** Capital Engineering  
**Project Number:** PKS406  
**Project Name:** Mobility Orbit Square and GO Station Park

### Project Description

The Mobility Orbit and GO Station 'Center of Mass' will offer multiple opportunities for placemaking and community facilities including but not limited to:

- Flexible programming space;
- Cultural space and opportunities for placemaking infrastructure;
- outdoor seating
- spaces to complement recreation and library spaces;
- Cafe
- Greenspace and berms
- Public art
- Playground
- Trails
- Wi-fi
- Washrooms

The Innisfil GO station is planned to open in approximately 2025/2026 and will form an important element of Innisfil as a complete community. While the station is to be funded by the developer under the new Provincial program, additional complimentary spaces constructed at the same time will provide placemaking and cultural activities that augment Orbit.

The detailed scope and extent of this works will be determined as the station design advances and is approved. Connections to the station will be critical for its function and the high population density allocated to this area through the Official Plan.

A Green Line Rail Trail through the Orbit Development will allow for connection between the GO Station and Orbit Development, with the plan for future expansion of this trail system to connect through the surrounding community. This trail system expansion will be integrated into the Trails Master Plan Update planned for 2023 and Staff will also be pro-actively seeking opportunities to expand this trail system through collaboration with developers planning to develop adjacent to the rail line.

### Project Justification

Transforming public space into hubs of community connection, is a recurring concept that underpins Innisfil's planning and policy documents.

This project supports recommendations from the Innisfil's Culture Master Plan, Parks Master Plan and Trails Master Plan.

**Project Implications**

The risk is that without additional funds to connect the GO Station to surrounding infrastructure the station will fail to integrate fully with the community.

<b>Capital Costs</b>	<b>Prior Year(s)</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>Beyond</b>	<b>Total</b>
Construction/Subcontracting					\$19,003,009			\$19,003,009
Consulting/Engineering (Design 10%)	\$391,727				\$1,900,301			\$2,292,028
Internal Staff Charges (Engineering, Purchasing, Legal 2.5%)	\$100,000				\$475,075			\$575,075
Design/Engineering (Construction 5%)	\$491,727				\$950,150			\$1,441,877
<b>Total Capital Costs</b>	<b>\$983,454</b>				<b>\$22,328,535</b>			<b>\$23,311,989</b>

<b>Capital Funding Sources</b>	<b>Prior Year(s)</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>Beyond</b>	<b>Total</b>
ARS	\$98,345				\$2,232,853			\$2,331,198
Oblig.RF-Parks Outdoor DCA (Future DC's estimated 90% eligible)	\$885,109				\$20,095,682			\$20,980,791
<b>Total Capital Funding Sources</b>	<b>\$983,454</b>				<b>\$22,328,535</b>			<b>\$23,311,989</b>

<b>Net Annual Operating Budget Impact</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
Maintenance				\$200,000	\$200,000
<b>Total Operating Budget Impact</b>				<b>\$200,000</b>	<b>\$200,000</b>

**Other Information**

Operational funds will need to be reviewed in detail during the design and should be added to this project budget in 2026.

That in order to comply with the requirements and intent of Subsection 5(1) of the Development Charges Act and Section 5 of O.Reg. 82/98, Council expresses its intention that, in approving growth-related capital projects PKS406 Mobility Orbit Square and GO Station Park , the increase in the need for services attributable to anticipated development will be met and that any costs incurred will be considered for payment by future development or other similar charges.



INNISFIL  
ideaLAB  
& Library

# Master Plan Report Cost Assessment

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June 30, 2022



**TABLE OF CONTENTS**

Cost Assessment, Assumptions & Contingencies	1
Pre-Design Outline Specification - New Build	3
Pre-Design Outline Specification - Renovation	5
Phasing Approach	7
Cost Estimate Summary	9
Collections and Annual Staffing	10



## Cost Assessment, Assumptions & Contingencies

### ASSUMPTIONS

The following facilities, order of magnitude estimate (class D), is intended to provide an opinion of probable cost based on the reasonable pre-design assumptions that can be made at this time. The rates used for this estimate include labour, material, equipment, and Contractor overhead and profit. The estimate is based on the following assumptions:

- This estimate assumes competitive, stipulated price bidding, by pre-qualified Contractors. The estimate is not intended to be a prediction of the lowest bid.
- Contingencies are included in the estimate, see below.
- Harmonized Sales Tax (HST) is excluded.
- Each project is constructed in a single phase.
- The estimate is based on a construction start as outlined in the Phasing Approach section.
- Construction activities will occur during normal working hours and proceed within a non-accelerated schedule with minor allowances for afterhours work for demolition and temporary system shut downs.

- Ontario Building Code (OBC) compliance for new construction and enhanced portions of the existing.
- The estimate assumes energy efficient and sustainable elements, but does not include the cost of certification with third parties, i.e. Passive House.

### CONTINGENCIES

The estimate includes three contingencies; a Design and Pricing Contingency; an Escalation Contingency; and a Construction Contingency.

- Design Contingency: a design contingency is meant to cover pricing and design unknowns at the time of estimation, and not future changes to scope and/or additional functional program requirements.
- Escalation Contingency: an escalation contingency is meant to address anticipated future changes in construction costs due to market fluctuations. The Covid-19 pandemic has brought unprecedented inflation to the construction sector. Accurately predicting the impact of the pandemic on future construction costs is

not possible. Nevertheless, we have provided estimated annual escalation rates. The annual rates depend on the anticipated construction start dates, as follows:

- 2024: 5% per year
- 2026: 6% per year
- 2031: 5% per year
- 2051 and onwards: 4% per year

- Construction Contingency: a construction contingency is intended to cover the cost of post-tender contract changes. Construction contingencies are typically a higher percentage for renovation work and less for new work.





**NEW BUILD**  
**Pre-Design Outline Specification**

The following outlines the assumed baseline construction upon which the cost estimates are based.

**NEW CONSTRUCTION (STROUD, MUNICIPAL CAMPUS, ORBIT, SOUTH-EAST, AND NORTH-EAST BRANCHES)**

**ARCHITECTURAL & STRUCTURAL**

- Single Storey, assume 5m to U/S of ceiling, 6.5m overall building height including parapet
- No Basement / Slab on Grade
- No vertical circulation required (Stairs / Elev.)
- Articulation contingency to allow for some level of refinement to massing over-and-above simple box form.
- Canopy at front entrance
- Glazing: Assume 40% openings, in aluminum curtain wall
- Aluminum framed, fully glazed doors on exterior
- Cladding: Assume mid-level material such as: high-quality brick, fibre-concrete pan or metal panels

- Roof Type: Assume Built-up roof
- Assume high-quality, commercial grade finishes, with high durability
- Assume generous amount of high-quality built-in millwork, solid surface finish
- Allowance for feature architectural design expression. E.g., Feature articulated wood ceiling
- Assumes a higher allowance for the Orbit branch to allow for iconic architecture (e.g. more massing articulation/complicated geometries, more windows, better envelope, etc.)
- Steel or concrete structure
- Assume enhanced sustainability measures
- Include for library cantilever shelving
- Include for library furnishings for public and administrative areas
- Accessories: Book drops, RFID Gates, Marker Boards, Tack Boards, etc.

**MECHANICAL SYSTEMS**

- Assume standard building systems
- Assume enhanced sustainability measures for HVAC and plumbing

**ELECTRICAL SYSTEMS**

- Assume generous electrical distribution, floor boxes, data, etc.
- Audio-Visual – allow for digital displays, projection screen
- Lighting: Allow for high-quality lighting in public areas
- Assume enhanced sustainability measure

**SITE**

- Assume the existing sites are green field or existing surface parking. The estimate does not include the demolition of any existing buildings
- Assume basic demolition/removal of some paving, site features, and shrubbing
- Libraries are assumed to be located on a main street, and the estimate does not include additional road access construction
- Assume adequate site servicing (power, domestic water, sanitary, gas, etc.).
- Outdoor landscape area, with mix of hard scape, soft scape, trees, plantings, outdoor furniture.
- Allow for entrance forecourt.

**EXCLUSIONS**

- HST and taxes
- Permit Costs
- Consultant Costs
- Decanting Costs
- Swing space Cost
- Client project management services (if desired)
- Municipal Zoning Review Fee, Committee of Adjustment Fee
- Land cost
- Survey
- Digital As-built Drawings of existing buildings
- All Consultant fees - architectural, structural engineering, etc
- Financing costs
- Temporary accommodation
- Moving costs
- Legal Fees
- New Promotional Material
- Insurance
- Window coverings
- Security System
- IT system
- Audio Visual
- Appliances



## RENOVATION Pre-Design Outline Specification

The following outlines the assumed baseline construction upon which the cost estimates are based.

### LAKESHORE BRANCH

#### ARCHITECTURAL & STRUCTURAL

- Internal Main Street: Modifications to improve the promotion (“merchandizing”) of books and accommodate for people entering from Innisfil Town Square via the West doors. Assume modifications to the existing West entry doors.
- Assume a new main desk, addition of merchandizing shelves and a new lounge furniture
- Children’s Area: Demolition of one room to open up the area, and provision of new furniture, finishes and lighting. Assume addition of an interactive wall feature and some additional furniture
- Teen Area: Modification of the existing stack area into a teen zone, with additional lounge furniture and tables, signage, and partial interior glass screen
- Assume new lighting and signage on the building
- Assume new floor finish in renovated areas

#### ELECTRICAL SYSTEMS

- Assume the existing lighting and power will be modified throughout in the renovated areas, i.e. Children’s Area, Teen Area, and Internal Main Street

#### SITE

- Assume exterior landscape areas located immediately West of the library will have to be modified to tie into the new Town Square
- Assume some added trees, planted areas, benches, some modified paving, and some fencing
- Assume a new canopy down the West side of the library

### COOKSTOWN BRANCH

#### ARCHITECTURAL & STRUCTURAL

- Internal Main Street: Modification to central hallway to extend the usable area of the building by providing improved seating, tables and merchandizing shelves
- Meeting Room: Modification of the underutilized back-of-house office space into a small meeting room for public use. Assume a glass interior screen and door on public side, new gypsum wall on back-of-house side, entirely new finishes and new furniture
- North-East Lounge near window, assume addition of study tables and chairs and lounge seating along the existing windows.

#### ELECTRICAL SYSTEMS

- Assume the existing lighting and power will be modified throughout in the renovated areas, i.e. Internal Main Street, Meeting Room, North-East Lounge near windows:

### EXCLUSIONS

- HST and taxes
- Permit Costs
- Consultant Costs
- Decanting Costs
- Swing space Cost
- Client project management services (if desired)
- Municipal Zoning Review Fee, Committee of Adjustment Fee
- Digital As-built Drawings of existing buildings
- All Consultant fees - architectural, structural engineering, etc
- Financing costs
- Temporary accommodation
- Moving costs
- Legal Fees
- New Promotional Material
- Insurance
- Window coverings
- Security System
- IT system
- Audio Visual
- Appliances



Phasing of the construction of the new and enhanced facilities is intended to keep pace with population growth. The following chart shows the estimated start date for each project based on current information. Actual start dates should be adjusted to suit population data as it is updated. In order to estimate increased construction costs for work tendered in the future, escalation contingencies are coordinated with the phasing.

- Legend
- Improvement Built - New or Enhanced Existing
  - Existing Floor Area
  - Mobile Kiosk

Branches	Present Day	2026	2031	2041	2051	Comments
Lakeshore/ Alcona	21,522	21,522	21,522	21,522	21,522	Enhancements
Cookstown	9,542	9,542	9,542	9,542	9,542	Enhancements
Stroud	4,547	10,000	10,000	10,000	10,000	Removal of ex. library, replace with stand alone library
Churchill	1,784	-	-	-	-	Decommission library, replace with holds locker
Orbit / GO	-	500	10,500	10,500	20,500	Small scale kiosk at Go Station (500ft2), then new building constructed over 2 phases
Municipal Campus	-	-	-	13,286	13286	New build
South-East	-	5,750	5,750	5,750	5,750	New build
North-East	-	-	-	-	5,750	New build
Rotating Pop-Up Service Point	-	500	500	500	500	Reusable mobile kiosk
<b>Total Library Space (ft<sup>2</sup>)</b>	<b>37,395</b>	<b>47,814</b>	<b>57,814</b>	<b>71,100</b>	<b>86,850</b>	

Fig 1. Phasing Strategy: Summary Table

	Present Day	2026	2031	2041	2051
<b>design population</b>	<b>41,415</b>	<b>51,093</b>	<b>60,770</b>	<b>71,410</b>	<b>86,850</b>
library space (ft <sup>2</sup> )	37,895	47,814	57,814	71,410	86,850
ft <sup>2</sup> / person	0.90	0.94	0.95	1.00	1.00

Fig 2. Phasing Strategy: Library space per Person







**Cost Estimate Summary**

Lakeshore Branch - Enhancement (2026)			
	GFA (SF)	\$/SF (GFA)	Total
Construction Cost Sub-Total		\$ 38.16	\$ 821,193
Design Contingency (DC)	25%		\$ 205,298
Sub-Total (Incl. Design Contingency)		\$ 47.69	\$ 1,026,491
Escalation Contingency	32%	21,522	\$ 328,477
Sub-Total (incl. Design Contingency & Escalation)			\$ 1,354,968
Construction Contingency (Renovation)	10%		\$ 135,497
Total Construction Cost (including Escalation & Construction Contingency)		\$ 69.25	\$ 1,490,465

Cookstown Branch - Enhancement (2026)			
	GFA (SF)	\$/SF (GFA)	Total
Construction Cost Sub-Total		\$ 35.87	\$ 342,255
Design Contingency (DC)	25%		\$ 85,564
Sub-Total (Incl. Design Contingency)		\$ 44.84	\$ 427,819
Escalation Contingency	32%	9,542	\$ 136,902
Sub-Total (incl. Design Contingency & Escalation)			\$ 564,721
Construction Contingency (Renovation)	10%		\$ 56,472
Total Construction Cost (including Escalation & Construction Contingency)		\$ 65.10	\$ 621,193

Stroud Branch - New Construction (2026)			
	GFA (SF)	\$/SF (GFA)	Total
Construction Cost Sub-Total		\$ 646.10	\$ 6,461,006
Design Contingency (DC)	25%		\$ 1,615,252
Sub-Total (Incl. Design Contingency)		\$ 807.63	\$ 8,076,258
Escalation Contingency	32%	10,000	\$ 2,584,402
Sub-Total (incl. Design Contingency & Escalation)			\$ 10,660,660
Construction Contingency (New Construction)	5%		\$ 533,033
Total Construction Cost (including Escalation & Construction Contingency)		\$ 1,119.37	\$ 11,193,693

Fig 3. Cost Assessment Summary Chart

Orbit Branch - New Construction (Phase 1 in 2031)			
	GFA (SF)	\$/SF (GFA)	Total
Construction Cost Sub-Total		\$ 600.55	\$ 6,005,453
Design Contingency (DC)	25%		\$ 1,501,363
Sub-Total (Incl. Design Contingency)		\$ 750.68	\$ 7,506,816
Escalation Contingency	52%	10,000	\$ 3,903,544
Sub-Total (incl. Design Contingency & Escalation)			\$ 11,410,361
Construction Contingency (New Construction)	5%		\$ 570,518
Total Construction Cost (including Escalation & Construction Contingency)		\$ 1,198.09	\$ 11,980,879

Orbit Branch - New Construction (Phase 2 in 2051)			
	GFA (SF)	\$/SF (GFA)	Total
Construction Cost Sub-Total		\$ 609.64	\$ 12,192,888
Design Contingency (DC)	25%		\$ 3,048,222
Sub-Total (Incl. Design Contingency)		\$ 762.06	\$ 15,241,110
Escalation Contingency	132%	20,000	\$ 20,118,265
Sub-Total (incl. Design Contingency & Escalation)			\$ 35,359,375
Construction Contingency (New Construction)	5%		\$ 1,767,969
Total Construction Cost (including Escalation & Construction Contingency)		\$ 1,856.37	\$ 37,127,344

Municipal Campus Branch - New Construction (2041)			
	GFA (SF)	\$/SF (GFA)	Total
Construction Cost Sub-Total		\$ 640.74	\$ 7,688,904
Design Contingency (DC)	25%		\$ 1,922,226
Sub-Total (Incl. Design Contingency)		\$ 800.93	\$ 9,611,130
Escalation Contingency	92%	12,000	\$ 8,842,240
Sub-Total (incl. Design Contingency & Escalation)			\$ 18,453,370
Construction Contingency (New Construction)	5%		\$ 922,668
Total Construction Cost (including Escalation & Construction Contingency)		\$ 1,614.67	\$ 19,376,038

South East Branch - New Construction (2026)			
	GFA (SF)	\$/SF (GFA)	Total
Construction Cost Sub-Total		\$ 722.02	\$ 3,610,104
Design Contingency (DC)	25%		\$ 902,526
Sub-Total (Incl. Design Contingency)		\$ 902.53	\$ 4,512,630
Escalation Contingency	32%	5,000	\$ 1,444,042
Sub-Total (incl. Design Contingency & Escalation)			\$ 5,956,672
Construction Contingency (New Construction)	5%		\$ 297,834
Total Construction Cost (including Escalation & Construction Contingency)		\$ 1,250.90	\$ 6,254,505

North East Branch - New Construction (2051)			
	GFA (SF)	\$/SF (GFA)	Total
Construction Cost Sub-Total		\$ 713.47	\$ 3,567,354
Design Contingency (DC)	25%		\$ 891,839
Sub-Total (Incl. Design Contingency)		\$ 891.84	\$ 4,459,193
Escalation Contingency	132%	5,000	\$ 5,886,134
Sub-Total (incl. Design Contingency & Escalation)			\$ 10,345,327
Construction Contingency (New Construction)	5%		\$ 517,266
Total Construction Cost (including Escalation & Construction Contingency)		\$ 2,172.52	\$ 10,862,593

Rotating Pop-Up - New Construction (2026)			
	GFA (SF)	\$/SF (GFA)	Total
Construction Cost Sub-Total		\$ 562.50	\$ 196,875
Design Contingency (DC)	25%		\$ 49,219
Sub-Total (Incl. Design Contingency)		\$ 703.13	\$ 246,094
Escalation Contingency	32%	350	\$ 78,750
Sub-Total (incl. Design Contingency & Escalation)			\$ 324,844
Construction Contingency (New Construction)	5%		\$ 16,242
Total Construction Cost (including Escalation & Construction Contingency)		\$ 974.53	\$ 341,086



## Collections and Annual Staffing

### OPENING DAY COLLECTIONS

Opening day collections (ODC's) are the initial investment required to put books and other media on the shelves in new library branches, essential to providing core library services.

- Nowadays, the size of ODC's have reduced to approximately 10,000 items, requiring around 7,000 sq ft. Space previously used accommodate library collections is now used for browsing, displays, marketing, programming and all other core and enhanced library services.
- This ODC size would include some reserve to replenish after an surge in visitors on opening day (the reserve should be about 25%).
- The ODC collection budget for 10,000 items is approximately \$170,000-\$200,000. The opening day surge would require planning for \$34,000-\$50,000 to deal with empty shelves and increasing demand.
- These numbers are for 2022. Book inflation is about 5-7% per year dependent on the opening date.

### ANNUAL STAFFING BUDGET

Below is a summary of additional annual staffing costs, based on 2022 figures and in comparison to existing library branches within the system.

These staffing costs are based on information provided by Innisfil IdeaLAB & Library management. They are estimates as at 2022 budget year.

Each of these branch initiatives are triggered by population growth targets (often derived by building permit issuances), and will be phased accordingly.

Depending on when the branches open, account will need to be made of staffing contract provisions, the balance of full-time-equivalent talent and skills needed at the future time, and the impact of inflation.

This is a summary of collections and staffing costs only and does not include other annual operating costs.

Branch	GFA (SF)	Staffing Budgets		Additional Staffing Cost
			Staffing Effort	
Lakeshore / Alcona	21,522	Same as now		\$ -
Cookstown	9,542	Same as now		\$ -
Stroud	10,000	Increase staffing for new larger replacement facility, similar to current Cookstown staffing		\$ 150,000.00
Churchill	-	Closed as a library branch, potentially reimagined as a cultural arts centre		\$ -
Orbit - Phase 0 (Go Train Concierge role)	-	Individual Concierge		\$ 60,000.00
Orbit - Phase 1	10,000	Similar staffing effort to Cookstown		\$ 250,000.00
Orbit - Phase 2	20,000	Additional staff for enlarged space		\$ 150,000.00
Municipal Campus Branch	12,000	Similar staffing effort to Cookstown		\$ 250,000.00
South East Branch	5,000	Similar staffing effort to Cookstown		\$ 250,000.00
North East Branch	5,000	Similar staffing effort to Cookstown		\$ 250,000.00
Rotating Pop-Up	350	Potentially one FTE for roving programming and daily deliveries/pick-ups		\$ 60,000.00
Total Additional Staffing Costs (excluding existing staffing costs)				\$ 1,420,000.00

APPENDIX B.1

TABLE 1

TOWN OF INNISFIL  
CALCULATION OF SERVICE LEVELS  
LIBRARY BOARD

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Historic Population	31,786	32,096	32,409	32,727	33,735	34,774	35,845	36,949	38,088	39,082	40,102	41,149	42,223	43,326	45,505

INVENTORY SUMMARY (\$000)

Buildings	\$11,415.7	\$14,999.7	\$14,999.7	\$14,999.7	\$14,999.7	\$14,999.7	\$14,999.7	\$15,604.5	\$15,604.5	\$15,604.5	\$15,604.5	\$15,604.5	\$15,604.5	\$15,604.5	\$15,604.5
Land	\$2,575.0	\$3,911.5	\$3,911.5	\$3,911.5	\$5,461.5	\$5,461.5	\$5,461.5	\$5,461.5	\$5,461.5	\$5,461.5	\$5,461.5	\$5,461.5	\$5,461.5	\$5,461.5	\$5,461.5
Materials	\$4,289.1	\$4,330.9	\$4,373.2	\$4,416.1	\$4,128.7	\$5,101.3	\$4,741.6	\$5,075.7	\$4,770.4	\$4,882.7	\$5,157.9	\$5,497.9	\$4,766.0	\$4,311.2	\$4,264.8
Furniture And Equipment	\$1,091.0	\$1,444.0	\$1,594.0	\$1,859.0	\$1,911.0	\$2,192.0	\$2,383.0	\$3,197.0	\$3,471.0	\$3,694.0	\$3,711.0	\$3,711.0	\$3,850.0	\$3,850.0	\$3,850.0
<b>Total (\$000)</b>	<b>\$19,370.8</b>	<b>\$24,686.1</b>	<b>\$24,878.4</b>	<b>\$25,186.3</b>	<b>\$26,500.9</b>	<b>\$27,754.5</b>	<b>\$27,585.8</b>	<b>\$29,338.7</b>	<b>\$29,307.4</b>	<b>\$29,642.7</b>	<b>\$29,934.9</b>	<b>\$30,274.9</b>	<b>\$29,682.0</b>	<b>\$29,227.2</b>	<b>\$29,180.7</b>

SERVICE LEVEL (\$/capita)

Average  
Service  
Level

Buildings	\$359.14	\$467.34	\$462.82	\$458.33	\$444.63	\$431.35	\$418.46	\$422.32	\$409.70	\$399.28	\$389.12	\$379.22	\$369.57	\$360.16	\$342.92	\$407.62
Land	\$81.01	\$121.87	\$120.69	\$119.52	\$161.89	\$157.06	\$152.36	\$147.81	\$143.39	\$139.74	\$136.19	\$132.72	\$129.35	\$126.06	\$120.02	\$132.65
Materials	\$134.94	\$134.94	\$134.94	\$134.94	\$122.39	\$146.70	\$132.28	\$137.37	\$125.25	\$124.94	\$128.62	\$133.61	\$112.88	\$99.51	\$93.72	\$126.47
Furniture And Equipment	\$34.32	\$44.99	\$49.18	\$56.80	\$56.65	\$63.04	\$66.48	\$86.52	\$91.13	\$94.52	\$92.54	\$90.18	\$91.18	\$88.86	\$84.61	\$72.73
<b>Total (\$/capita)</b>	<b>\$609.41</b>	<b>\$769.13</b>	<b>\$767.64</b>	<b>\$769.59</b>	<b>\$785.56</b>	<b>\$798.14</b>	<b>\$769.59</b>	<b>\$794.03</b>	<b>\$769.46</b>	<b>\$758.47</b>	<b>\$746.47</b>	<b>\$735.74</b>	<b>\$702.98</b>	<b>\$674.59</b>	<b>\$641.26</b>	<b>\$739.47</b>

TOWN OF INNISFIL  
CALCULATION OF MAXIMUM ALLOWABLE  
LIBRARY BOARD

<b>15-Year Funding Envelope Calculation</b>	
15 Year Average Service Level 2008 - 2022	\$739.47
Net Population Growth 2023 - 2032	15,696
<b>Maximum Allowable Funding Envelope</b>	<b>\$11,606,721</b>

APPENDIX B.2

TABLE 1

TOWN OF INNISFIL  
INVENTORY OF CAPITAL ASSETS  
FIRE SERVICES

2023

VEHICLES Vehicle Type	# of Vehicles															UNIT COST (\$/vehicle)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
50' Telesquirt	1	1	1	1	1	1	-	-	-	-	-	-	-	-	-	\$2,300,000
Fire Prevention vehicle	1	1	1	1	1	1	1	1	1	1	1	-	-	-	-	\$50,000
Pumpers	3	2	2	1	1	1	1	-	-	-	-	-	-	-	-	\$1,500,000
Rescue (Van Type)	1	1	1	1	1	1	1	1	1	-	-	-	-	-	-	\$135,000
Tanker 1500 Gallon	2	2	2	2	2	2	1	1	1	1	-	-	-	-	-	\$725,000
Tanker 3000 Gallon	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$725,000
Unit 00- 163 Pumper (Spare)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$1,200,000
Unit 02- 164 Emergency Response Trailer (white)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$5,000
Unit 06- 166 Pumper (P2)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$1,500,000
Unit 07- 167 Pumper (P4)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$1,500,000
Unit 07- 168 Fire Safety Trailer	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$163,000
Unit 07- 169 Tanker (T3)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$725,000
Unit 09- 172 Pumper (P1)	-	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$1,500,000
Unit 11- 173 Ladder (L2)	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	\$2,300,000
Unit 11- 174 Pumper (P3)	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	\$1,500,000
Unit 12- 152 Trailer (red)	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	\$10,000
Unit 12- 175 Dodge Ram (Utility 3)	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	\$70,000
Unit 12- 176 Tanker (T5)	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	\$725,000
Unit 13- 177 Dodge Ram (Car 4)	-	-	-	-	-	1	1	1	1	1	1	1	1	1	1	\$70,000
Unit 14- 178 Tanker (T4)	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	\$725,000
Unit 14- 179 Ford Explorer (Car 3)	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1	\$70,000
Unit 14- 180 Chevrolet Silverado (Utility 2)	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	\$70,000
Unit 15- 181 Ford F150 (Car 2)	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1	\$70,000
Unit 15- 182 Tanker Pumper (P5)	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1	\$725,000
Unit 16- 170 Ford Cargo Van (FP 1)	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	\$70,000
Unit 16- 184 Pumper (R2)	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	\$1,500,000
Unit 17- 165 Ford F350 (Rescue 4)	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$70,000
Unit 17- 171 Ford F250 (Utility 1)	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$70,000
Unit 17- 186 Ford F150 (Car 1)	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$70,000
Unit 18- 183 Tanker (T2)	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	\$725,000
Unit 19- 162 Pumper (R5)	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	\$1,500,000
Unit 19- 187 Chevrolet 2500 (Utility 5)	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	\$70,000
Unit 19- 225 Ford Escape (FP 2)	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	\$50,000
Unit 20- 191 Fire Boat	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1	\$0
Unit 95- 160 Tanker (T1)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$725,000
Unit 98- 161 Airboat	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$400,000
Unit 98- 161B Airboat Trailer	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$7,000
Utility Pick Up	1	1	1	1	-	-	-	-	-	-	-	-	-	-	-	\$70,000
<b>Total (#)</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>19</b>	<b>21</b>	<b>22</b>	<b>22</b>	<b>24</b>	<b>26</b>	<b>28</b>	<b>27</b>	<b>30</b>	<b>31</b>	<b>31</b>	<b>31</b>	
<b>Total (\$000)</b>	<b>\$14,730.0</b>	<b>\$14,730.0</b>	<b>\$14,730.0</b>	<b>\$17,030.0</b>	<b>\$17,765.0</b>	<b>\$17,835.0</b>	<b>\$15,605.0</b>	<b>\$14,970.0</b>	<b>\$16,540.0</b>	<b>\$16,615.0</b>	<b>\$15,890.0</b>	<b>\$18,185.0</b>	<b>\$18,185.0</b>	<b>\$18,185.0</b>	<b>\$18,185.0</b>	

APPENDIX B.3

TABLE 1

TOWN OF INNISFIL  
CALCULATION OF SERVICE LEVELS  
POLICE SERVICES

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Historic Population	31,786	32,096	32,409	32,727	33,735	34,774	35,845	36,949	38,088	39,082	40,102	41,149	42,223	43,326	45,505
Historic Employment	6,187	6,252	6,318	6,386	6,651	6,927	7,215	7,516	7,831	8,024	8,169	8,374	8,673	8,271	9,293
Total Historic Population & Employment	37,973	38,348	38,727	39,113	40,386	41,701	43,060	44,465	45,919	47,106	48,271	49,523	49,096	51,597	54,798

INVENTORY SUMMARY (\$000)

Police Headquarters - Innisfil Office1	\$5,158.4	\$5,158.4	\$5,458.4	\$5,158.4	\$5,158.4	\$11,806.4	\$11,806.4	\$11,806.4	\$11,806.4	\$11,806.4	\$11,806.4	\$11,806.4	\$11,806.4	\$11,806.4	\$11,806.4
Buildings	\$223.1	\$223.1	\$223.1	\$223.1	\$53.2	\$42.4	\$42.4	\$42.4	\$42.4	\$42.4	\$0.0	\$0.0	\$1.6	\$1.6	\$1.6
Equipment	\$187.6	\$187.6	\$187.6	\$187.6	\$187.6	\$187.6	\$245.6	\$245.6	\$245.6	\$245.6	\$245.6	\$245.6	\$419.6	\$419.6	\$419.6
Personal Police Equipment	\$699.2	\$734.7	\$782.1	\$699.2	\$734.7	\$782.1	\$794.0	\$805.8	\$794.0	\$794.0	\$876.9	\$853.2	\$1,031.0	\$1,303.5	\$1,327.2
Vehicles	\$967.1	\$997.6	\$965.7	\$967.1	\$997.6	\$965.7	\$985.9	\$1,073.7	\$1,104.2	\$1,187.2	\$1,187.2	\$1,383.0	\$1,449.5	\$1,475.4	\$1,536.4
<b>Total (\$000)</b>	<b>\$7,235.4</b>	<b>\$7,301.4</b>	<b>\$7,616.9</b>	<b>\$7,235.4</b>	<b>\$7,131.4</b>	<b>\$13,784.2</b>	<b>\$13,874.3</b>	<b>\$13,973.9</b>	<b>\$13,992.5</b>	<b>\$14,075.5</b>	<b>\$14,116.1</b>	<b>\$14,288.2</b>	<b>\$14,708.1</b>	<b>\$15,006.5</b>	<b>\$15,091.2</b>

SERVICE LEVEL (\$/capita & employment)

Average  
Service  
Level

Police Headquarters - Innisfil Office1	\$135.8	\$134.5	\$140.9	\$131.9	\$127.7	\$283.1	\$274.2	\$265.5	\$257.1	\$250.6	\$244.6	\$238.4	\$240.5	\$228.8	\$215.5	\$211.3
Buildings	\$5.9	\$5.8	\$5.8	\$5.7	\$1.3	\$1.0	\$1.0	\$1.0	\$0.9	\$0.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$2.0
Equipment	\$4.9	\$4.9	\$4.8	\$4.8	\$4.6	\$4.5	\$5.7	\$5.5	\$5.3	\$5.2	\$5.1	\$5.0	\$8.5	\$8.1	\$7.7	\$5.7
Personal Police Equipment	\$18.4	\$19.2	\$20.2	\$17.9	\$18.2	\$18.8	\$18.4	\$18.1	\$17.3	\$16.9	\$18.2	\$17.2	\$21.0	\$25.3	\$24.2	\$19.3
Vehicles	\$25.5	\$26.0	\$24.9	\$24.7	\$24.7	\$23.2	\$22.9	\$24.1	\$24.0	\$25.2	\$24.6	\$27.9	\$29.5	\$28.6	\$28.0	\$25.6
<b>Total (\$/capita &amp; employment)</b>	<b>\$190.54</b>	<b>\$190.40</b>	<b>\$196.68</b>	<b>\$184.99</b>	<b>\$176.58</b>	<b>\$330.55</b>	<b>\$322.21</b>	<b>\$314.26</b>	<b>\$304.73</b>	<b>\$298.81</b>	<b>\$292.43</b>	<b>\$288.52</b>	<b>\$299.58</b>	<b>\$290.84</b>	<b>\$275.39</b>	<b>\$263.77</b>

TOWN OF INNISFIL  
CALCULATION OF MAXIMUM ALLOWABLE  
POLICE SERVICES

<b>15-Year Funding Envelope Calculation</b>	
15 Year Average Service Level 2008 - 2022	\$263.77
Net Population & Employment Growth 2023 - 2032	19,456
<b>Maximum Allowable Funding Envelope</b>	<b>\$5,132,016</b>

APPENDIX B.5

TABLE 1

TOWN OF INNISFIL  
CALCULATION OF SERVICE LEVELS  
SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Historic Population	31,786	32,096	32,409	32,727	33,735	34,774	35,845	36,949	38,088	39,082	40,102	41,149	42,223	43,326	45,505
Historic Employment	6,187	6,252	6,318	6,386	6,651	6,927	7,215	7,516	7,831	8,024	8,169	8,374	8,673	8,271	9,293
Total Historic Population & Employment	37,973	38,348	38,727	39,113	40,386	41,701	43,060	44,465	45,919	47,106	48,271	49,523	49,096	51,597	54,798

INVENTORY SUMMARY (\$000)

Buildings	\$7,686.3	\$7,686.3	\$7,686.3	\$7,686.3	\$7,686.3	\$7,686.3	\$7,686.3	\$7,686.3	\$7,686.3	\$7,686.3	\$14,731.8	\$14,731.8	\$14,731.8	\$14,731.8	\$14,893.8
Land	\$4,434.1	\$4,434.1	\$4,434.1	\$4,434.1	\$4,434.1	\$4,434.1	\$4,434.1	\$4,434.1	\$4,434.1	\$4,434.1	\$29,667.0	\$29,667.0	\$26,187.0	\$26,187.0	\$26,187.0
Paved Surface	\$1,885.0	\$1,885.0	\$1,885.0	\$1,885.0	\$1,885.0	\$1,885.0	\$1,885.0	\$1,885.0	\$5,120.0	\$5,120.0	\$5,120.0	\$5,120.0	\$5,120.0	\$5,600.0	\$5,600.0
Furniture And Equipment	\$1,266.9	\$1,285.8	\$1,285.8	\$1,266.9	\$1,285.8	\$1,285.8	\$1,306.0	\$1,306.0	\$1,306.0	\$1,306.0	\$1,288.8	\$1,346.5	\$1,353.7	\$1,369.6	\$1,369.6
<b>Total (\$000)</b>	<b>\$15,272.3</b>	<b>\$15,291.2</b>	<b>\$15,291.2</b>	<b>\$15,272.3</b>	<b>\$15,291.2</b>	<b>\$15,291.2</b>	<b>\$15,311.4</b>	<b>\$15,311.4</b>	<b>\$18,546.4</b>	<b>\$18,546.4</b>	<b>\$50,807.7</b>	<b>\$50,865.3</b>	<b>\$47,392.5</b>	<b>\$47,888.4</b>	<b>\$48,050.4</b>

SERVICE LEVEL (\$/pop & emp)

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Average Service Level
Buildings	\$202.42	\$200.44	\$198.47	\$196.52	\$190.32	\$184.32	\$178.50	\$172.86	\$167.39	\$163.17	\$305.19	\$297.48	\$300.06	\$285.52	\$271.79	\$220.96
Land	\$116.77	\$115.63	\$114.50	\$113.37	\$109.79	\$106.33	\$102.97	\$99.72	\$96.56	\$94.13	\$614.59	\$599.06	\$533.39	\$507.53	\$477.88	\$253.48
Paved Surface	\$49.64	\$49.16	\$48.67	\$48.19	\$46.68	\$45.20	\$43.78	\$42.39	\$111.50	\$108.69	\$106.07	\$103.39	\$104.29	\$108.53	\$102.19	\$74.56
Furniture And Equipment	\$33.36	\$33.53	\$33.20	\$32.39	\$31.84	\$30.83	\$30.33	\$29.37	\$28.44	\$27.72	\$26.70	\$27.19	\$27.57	\$26.54	\$24.99	\$29.60
<b>Total (\$/pop &amp; emp)</b>	<b>\$402.19</b>	<b>\$398.75</b>	<b>\$394.84</b>	<b>\$390.47</b>	<b>\$378.63</b>	<b>\$366.69</b>	<b>\$355.58</b>	<b>\$344.34</b>	<b>\$403.90</b>	<b>\$393.72</b>	<b>\$1,052.54</b>	<b>\$1,027.11</b>	<b>\$965.31</b>	<b>\$928.13</b>	<b>\$876.86</b>	<b>\$578.60</b>

TOWN OF INNISFIL  
CALCULATION OF MAXIMUM ALLOWABLE  
SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS

<b>15-Year Funding Envelope Calculation</b>	
15 Year Average Service Level 2008 - 2022	\$578.60
Net Population & Employment Growth 2023 - 2032	19,456
<b>Discounted Maximum Allowable Funding Envelope</b>	<b>\$11,257,475</b>



APPENDIX B.1  
TABLE 2

TOWN OF INNISFIL  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
LIBRARY BOARD

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Other Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					Replacement & BTE Shares	Replacement & BTE Shares		Available DC Reserves	2023 - 2032	Post 2032
<b>1.0 LIBRARY BOARD</b>										
<b>1.1 Recovery of Negative Reserve Fund Balance</b>										
1.1.1 Balance as at December 31, 2022	2023	\$ 5,805,467	\$ -	\$ 5,805,467	0%	\$ -	\$ 5,805,467	\$ -	\$ 5,805,467	\$ -
Subtotal Recovery of Negative Reserve Fund Balance		\$ 5,805,467	\$ -	\$ 5,805,467		\$ -	\$ 5,805,467	\$ -	\$ 5,805,467	\$ -
<b>1.2 Recovery of Cookstown Library Debt</b>										
1.2.1 Principal Payment (Library DC Eligible Share)	2023	\$ 85,541	\$ -	\$ 85,541	0%	\$ -	\$ 85,541	\$ -	\$ 85,541	\$ -
1.2.2 Principal Payment (Library DC Eligible Share)	2024	\$ 85,541	\$ -	\$ 85,541	0%	\$ -	\$ 85,541	\$ -	\$ 85,541	\$ -
1.2.3 Principal Payment (Library DC Eligible Share)	2025	\$ 85,541	\$ -	\$ 85,541	0%	\$ -	\$ 85,541	\$ -	\$ 85,541	\$ -
1.2.4 Principal Payment (Library DC Eligible Share)	2026	\$ 85,541	\$ -	\$ 85,541	0%	\$ -	\$ 85,541	\$ -	\$ 85,541	\$ -
1.2.5 Principal Payment (Library DC Eligible Share)	2027	\$ 85,541	\$ -	\$ 85,541	0%	\$ -	\$ 85,541	\$ -	\$ 85,541	\$ -
1.2.6 Principal Payment (Library DC Eligible Share)	2028	\$ 85,541	\$ -	\$ 85,541	0%	\$ -	\$ 85,541	\$ -	\$ 85,541	\$ -
1.2.7 Principal Payment (Library DC Eligible Share)	2029	\$ 85,541	\$ -	\$ 85,541	0%	\$ -	\$ 85,541	\$ -	\$ 85,541	\$ -
1.2.8 Principal Payment (Library DC Eligible Share)	2030	\$ 42,770	\$ -	\$ 42,770	0%	\$ -	\$ 42,770	\$ -	\$ 42,770	\$ -
Subtotal Recovery of Cookstown Library Debt		\$ 641,554	\$ -	\$ 641,554		\$ -	\$ 641,554	\$ -	\$ 641,554	\$ -
<b>1.3 Buildings and Land</b>										
1.3.1 Lefroy Branch & Ideal AB (5,750 sq.ft.)	2026	\$ 8,806,300	\$ -	\$ 8,806,300	0%	\$ -	\$ 8,806,300	\$ -	\$ 2,469,700	\$ 6,336,600
1.3.2 Stroud Expansion Site Planning & Design (10,000 sq.ft.)	2027	\$ 1,615,252	\$ -	\$ 1,615,252	45%	\$ 734,455	\$ 880,797	\$ -	\$ -	\$ 880,797
1.3.3 Stroud Expansion Site Construction (10,000 sq.ft.)	2028	\$ 9,578,441	\$ -	\$ 9,578,441	45%	\$ 4,355,317	\$ 5,223,124	\$ -	\$ -	\$ 5,223,124
1.3.4 Orbit Phase 1 (10,500 sq.ft.)	2031	\$ 11,980,879	\$ -	\$ 11,980,879	0%	\$ -	\$ 11,980,879	\$ -	\$ -	\$ 11,980,879
Subtotal Buildings and Land		\$ 31,980,872	\$ -	\$ 31,980,872		\$ 5,089,772	\$ 26,891,100	\$ -	\$ 2,469,700	\$ 24,421,400
<b>1.4 Equipment</b>										
1.4.1 RFID - Equipment to Scan Books	2023	\$ 50,000	\$ -	\$ 50,000	0%	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -
1.4.2 Ideal AB & Library Mobile Kiosk	2024	\$ 150,000	\$ -	\$ 150,000	0%	\$ -	\$ 150,000	\$ -	\$ 150,000	\$ -
1.4.3 Movable Meeting Space	2023	\$ 90,000	\$ -	\$ 90,000	0%	\$ -	\$ 90,000	\$ -	\$ 90,000	\$ -
Subtotal Equipment		\$ 290,000	\$ -	\$ 290,000		\$ -	\$ 290,000	\$ -	\$ 290,000	\$ -
<b>1.5 Materials Acquisitions</b>										
1.5.1 Additional Collections Materials	Various	\$ 2,400,000	\$ -	\$ 2,400,000	0%	\$ -	\$ 2,400,000	\$ -	\$ 2,400,000	\$ -
Subtotal Materials Acquisitions		\$ 2,400,000	\$ -	\$ 2,400,000		\$ -	\$ 2,400,000	\$ -	\$ 2,400,000	\$ -
<b>TOTAL LIBRARY BOARD</b>		<b>\$ 41,117,893</b>	<b>\$ -</b>	<b>\$ 41,117,893</b>		<b>\$ 5,089,772</b>	<b>\$ 36,028,121</b>	<b>\$ -</b>	<b>\$ 11,606,721</b>	<b>\$ 24,421,400</b>

<b>Residential Development Charge Calculation</b>		
Residential Share of 2023 - 2032 DC Eligible Costs	100%	\$11,606,721
10-Year Growth in Population in New Units		18,863
Unadjusted Development Charge Per Capita		\$615
<b>Industrial Development Charge Calculation</b>		

2023 - 2032 Net Funding Envelope	\$11,606,721
Reserve Fund Balance	
Balance as at December 31, 2022	(\$5,805,467)



Industrial Share of 2023 - 2032 DC Eligible Costs	0%	\$0
10-Year Growth in Square Metres		120,325
Unadjusted Development Charge Per Square Metre		\$0.00
<b>Non-Industrial Development Charge Calculation</b>		
Non-Industrial Share of 2023 - 2032 DC Eligible Costs	0%	\$0
10-Year Growth in Square Metres		110,735
Unadjusted Development Charge Per Square Metre		\$0.00

APPENDIX B.2  
TABLE 2

TOWN OF INNISFIL  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
FIRE SERVICES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Other Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					Replacement & BTE Shares	Replacement & BTE Shares		Available DC Reserves	2023 - 2032	Post 2032
<b>2.0 FIRE SERVICES</b>										
<b>2.1 Recovery of Negative Reserve Fund Balance</b>										
2.1.1 Balance as at December 31, 2022	2023	\$ 1,816,202	\$ -	\$ 1,816,202	0%	\$ -	\$ 1,816,202	\$ -	\$ 1,816,202	\$ -
Subtotal Recovery of Negative Reserve Fund Balance		\$ 1,816,202	\$ -	\$ 1,816,202		\$ -	\$ 1,816,202	\$ -	\$ 1,816,202	\$ -
<b>2.2 Recovery of Big Bay Point Station Debt</b>										
2.2.1 Principal Payment	2023	\$ 594,065	\$ -	\$ 594,065	0%	\$ -	\$ 594,065	\$ -	\$ 594,065	\$ -
2.2.2 Principal Payment	2024	\$ 620,798	\$ -	\$ 620,798	0%	\$ -	\$ 620,798	\$ -	\$ 620,798	\$ -
2.2.3 Principal Payment	2025	\$ 648,734	\$ -	\$ 648,734	0%	\$ -	\$ 648,734	\$ -	\$ 648,734	\$ -
2.2.4 Principal Payment	2026	\$ 677,927	\$ -	\$ 677,927	0%	\$ -	\$ 677,927	\$ -	\$ 677,927	\$ -
2.2.5 Principal Payment	2027	\$ 708,434	\$ -	\$ 708,434	0%	\$ -	\$ 708,434	\$ -	\$ 708,434	\$ -
2.2.6 Principal Payment	2028	\$ 740,314	\$ -	\$ 740,314	0%	\$ -	\$ 740,314	\$ -	\$ 740,314	\$ -
2.2.7 Principal Payment	2029	\$ 773,628	\$ -	\$ 773,628	0%	\$ -	\$ 773,628	\$ -	\$ 773,628	\$ -
2.2.8 Principal Payment	2030	\$ 808,441	\$ -	\$ 808,441	0%	\$ -	\$ 808,441	\$ -	\$ 808,441	\$ -
2.2.9 Principal Payment	2031	\$ 844,821	\$ -	\$ 844,821	0%	\$ -	\$ 844,821	\$ -	\$ 844,821	\$ -
2.2.10 Principal Payment	2032	\$ 882,838	\$ -	\$ 882,838	0%	\$ -	\$ 882,838	\$ -	\$ 882,838	\$ -
Subtotal Recovery of Big Bay Point Station Debt		\$ 7,300,000	\$ -	\$ 7,300,000		\$ -	\$ 7,300,000	\$ -	\$ 7,300,000	\$ -
<b>2.3 Buildings, Land and Furnishings</b>										
2.3.1 Fire Station #6 - Innisfil Heights - Land	2025	\$ 2,000,000	\$ -	\$ 2,000,000	0%	\$ -	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -
2.3.2 Fire Station #6 - Innisfil Heights - Building (20,000 sf)	2026	\$ 10,500,000	\$ -	\$ 10,500,000	0%	\$ -	\$ 10,500,000	\$ -	\$ 1,281,880	\$ 9,218,120
Subtotal Buildings, Land and Furnishings		\$ 12,500,000	\$ -	\$ 12,500,000		\$ -	\$ 12,500,000	\$ -	\$ 3,281,880	\$ 9,218,120
<b>2.4 Vehicles</b>										
2.4.1 Addition of Fire Inspector Vehicle	2024	\$ 50,000	\$ -	\$ 50,000	0%	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -
2.4.2 Addition of Fire Training Vehicle	2024	\$ 70,000	\$ -	\$ 70,000	0%	\$ -	\$ 70,000	\$ -	\$ 70,000	\$ -
2.4.3 Addition of Utility Vehicle - Station #6	2025	\$ 75,000	\$ -	\$ 75,000	0%	\$ -	\$ 75,000	\$ -	\$ 75,000	\$ -
2.4.4 Addition of Tanker Truck & Equipment - Station #6	2025	\$ 725,000	\$ -	\$ 725,000	0%	\$ -	\$ 725,000	\$ -	\$ 725,000	\$ -
2.4.5 Addition of Pumper/Rescue Truck & Equipment - Station #6	2025	\$ 1,700,000	\$ -	\$ 1,700,000	0%	\$ -	\$ 1,700,000	\$ -	\$ 1,700,000	\$ -
2.4.6 Addition of Aerial Truck & Equipment - Station #6	2025	\$ 2,300,000	\$ -	\$ 2,300,000	0%	\$ -	\$ 2,300,000	\$ -	\$ 2,300,000	\$ -
Subtotal Vehicles		\$ 4,920,000	\$ -	\$ 4,920,000		\$ -	\$ 4,920,000	\$ -	\$ 4,920,000	\$ -
<b>2.5 Equipment and Gear</b>										
2.5.1 Provision for 1 Training Officer and 1 Fire Inspector	2024	\$ 12,900	\$ -	\$ 12,900	0%	\$ -	\$ 12,900	\$ -	\$ 12,900	\$ -
2.5.2 Provision for 20 New Fire Fighters - Station #6	2024	\$ 129,000	\$ -	\$ 129,000	0%	\$ -	\$ 129,000	\$ -	\$ 129,000	\$ -





5.0 SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS											
<b>5.1 Recovery of Negative Reserve Fund Balance</b>											
5.1.1	Balance as at December 31, 2022	2023	\$ 5,087,332	\$ -	\$ 5,087,332	0%	\$ -	\$ 5,087,332	\$ -	\$ 5,087,332	\$ -
Subtotal Recovery of Negative Reserve Fund Balance			\$ 5,087,332	\$ -	\$ 5,087,332		\$ -	\$ 5,087,332	\$ -	\$ 5,087,332	\$ -
<b>5.2 Buildings and Land</b>											
5.2.1	Waste Storage Facility Asphalt Works	2024	\$ 40,000	\$ -	\$ 40,000	52%	\$ 20,800	\$ 19,200	\$ -	\$ 19,200	\$ -
5.2.2	Provision for Sand/Salt Dome (50,000 sf)	Various	\$ 5,000,000	\$ -	\$ 5,000,000	0%	\$ -	\$ 5,000,000	\$ -	\$ 5,000,000	\$ -
5.2.3	Provision for Operations Centre Expansion (2,600 sf)	Various	\$ 884,000	\$ -	\$ 884,000	0%	\$ -	\$ 884,000	\$ -	\$ 884,000	\$ -
Subtotal Buildings and Land			\$ 5,924,000	\$ -	\$ 5,924,000		\$ 20,800	\$ 5,903,200	\$ -	\$ 5,903,200	\$ -
<b>5.3 Future Growth-Related Projects</b>											
5.3.1	Provision for Orbit Growth-Related Facilities	Various	\$ 9,540,000	\$ -	\$ 9,540,000	0%	\$ -	\$ 9,540,000	\$ -	\$ 266,943	\$ 9,273,057
Subtotal Future Growth-Related Projects			\$ 9,540,000	\$ -	\$ 9,540,000		\$ -	\$ 9,540,000	\$ -	\$ 266,943	\$ 9,273,057
<b>TOTAL SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS</b>			<b>\$ 20,551,332</b>	<b>\$ -</b>	<b>\$ 20,551,332</b>		<b>\$ 20,800</b>	<b>\$ 20,530,532</b>	<b>\$ -</b>	<b>\$ 11,257,475</b>	<b>\$ 9,273,057</b>

Residential Development Charge Calculation		
Residential Share of 2023 - 2032 DC Eligible Costs	83%	\$9,343,704
10-Year Growth in Population in New Units		18,863
Unadjusted Development Charge Per Capita		<b>\$495</b>
Industrial Development Charge Calculation		
Industrial Share of 2023 - 2032 DC Eligible Costs	6%	\$ 675,449
10-Year Growth in Square Metres		120,325
Unadjusted Development Charge Per Square Metre		<b>\$5.61</b>
Non-Industrial Development Charge Calculation		
Non-Industrial Share of 2023 - 2032 DC Eligible Costs	11%	\$1,238,322
10-Year Growth in Square Metres		110,735
Unadjusted Development Charge Per Square Metre		<b>\$11.18</b>

2023 - 2032 Net Funding Envelope	\$11,257,475
Reserve Fund Balance	
Balance as at December 31, 2022	(\$5,087,332)

APPENDIX B.6  
TABLE 2

TOWN OF INNISFIL  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
MUNICIPAL FLEET

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Other Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs			
					Replacement & BTE Shares	Replacement & BTE Shares		Available DC Reserves	2023 - 2032	Post 2032	
<b>6.0 MUNICIPAL FLEET</b>											
<b>6.1 Recovery of Negative Reserve Fund Balance</b>											
6.1.1	Balance as at December 31, 2022	2023	\$ 3,942,735	\$ -	\$ 3,942,735	0%	\$ -	\$ 3,942,735	\$ -	\$ 3,942,735	\$ -
Subtotal Recovery of Negative Reserve Fund Balance			\$ 3,942,735	\$ -	\$ 3,942,735		\$ -	\$ 3,942,735	\$ -	\$ 3,942,735	\$ -
<b>6.2 Vehicles &amp; Equipment - Parks and Roads</b>											
6.2.1	Facility Operators Van	2023	\$ 64,500	\$ -	\$ 64,500	0%	\$ -	\$ 64,500	\$ -	\$ 64,500	\$ -
6.2.2	Portable Traffic Light - 1 set	2023	\$ 42,500	\$ -	\$ 42,500	0%	\$ -	\$ 42,500	\$ -	\$ 42,500	\$ -
6.2.3	Additional Hot Box Patcher	2023	\$ 58,000	\$ -	\$ 58,000	0%	\$ -	\$ 58,000	\$ -	\$ 58,000	\$ -
6.2.4	Purchase New Utility Vehicle for Town Campus	2023	\$ 62,000	\$ -	\$ 62,000	0%	\$ -	\$ 62,000	\$ -	\$ 62,000	\$ -

6.2.5	Storm Water Pick-up	2024	\$ 77,000	\$ -	\$ 77,000	0%	\$ -	\$ 77,000	\$ -	\$ 77,000	\$ -
6.2.6	Multi Use Trail Snow Plow Truck	2024	\$ 98,500	\$ -	\$ 98,500	0%	\$ -	\$ 98,500	\$ -	\$ 98,500	\$ -
6.2.7	Street Flusher	2024	\$ 362,000	\$ -	\$ 362,000	0%	\$ -	\$ 362,000	\$ -	\$ 362,000	\$ -
6.2.8	One Ton with Dump Box/Snow Plow/Spreader	2025	\$ 150,000	\$ -	\$ 150,000	0%	\$ -	\$ 150,000	\$ -	\$ 150,000	\$ -
6.2.9	Compact Tractor with Blower, Snow Push Blade, and Spreader	2025	\$ 160,000	\$ -	\$ 160,000	0%	\$ -	\$ 160,000	\$ -	\$ 160,000	\$ -
6.2.10	Flail Tractor Attachment for MUT grass cutting	2025	\$ 20,000	\$ -	\$ 20,000	0%	\$ -	\$ 20,000	\$ -	\$ 20,000	\$ -
6.2.11	Boom Flail Mower Attachment (Road Side Cutting) for Trackless Unit	2025	\$ 60,000	\$ -	\$ 60,000	0%	\$ -	\$ 60,000	\$ -	\$ 60,000	\$ -
6.2.12	Additional Sidewalk Machine	2026	\$ 255,500	\$ -	\$ 255,500	0%	\$ -	\$ 255,500	\$ -	\$ 255,500	\$ -
6.2.13	Additional Single Axle Combination unit	2026	\$ 434,500	\$ -	\$ 434,500	0%	\$ -	\$ 434,500	\$ -	\$ 434,500	\$ -
6.2.14	Vacuum Sidewalk Sweeper	2026	\$ 122,000	\$ -	\$ 122,000	0%	\$ -	\$ 122,000	\$ -	\$ 122,000	\$ -
6.2.15	Additional 1 Ton Dump Truck / Water Truck	2026	\$ 155,000	\$ -	\$ 155,000	0%	\$ -	\$ 155,000	\$ -	\$ 155,000	\$ -
6.2.16	One Ton with Dump Box/ Water Tank	2026	\$ 140,000	\$ -	\$ 140,000	0%	\$ -	\$ 140,000	\$ -	\$ 140,000	\$ -
6.2.17	Small Loader	2026	\$ 160,000	\$ -	\$ 160,000	0%	\$ -	\$ 160,000	\$ -	\$ 160,000	\$ -
6.2.18	Additional 11' Mower	2027	\$ 130,000	\$ -	\$ 130,000	0%	\$ -	\$ 130,000	\$ -	\$ 130,000	\$ -
6.2.19	Additional One Ton 4WD Crew Cab	2027	\$ 95,000	\$ -	\$ 95,000	0%	\$ -	\$ 95,000	\$ -	\$ 95,000	\$ -
6.2.22	20ft Trailer	2027	\$ 22,000	\$ -	\$ 22,000	0%	\$ -	\$ 22,000	\$ -	\$ 22,000	\$ -
6.2.23	Zero Turn Lawn Mowers (2)	2027	\$ 70,000	\$ -	\$ 70,000	0%	\$ -	\$ 70,000	\$ -	\$ 70,000	\$ -
6.2.24	¾ Ton Pick Up with Snow Plow	2027	\$ 95,000	\$ -	\$ 95,000	0%	\$ -	\$ 95,000	\$ -	\$ 95,000	\$ -
6.2.25	Beach Groomer	2027	\$ 110,000	\$ -	\$ 110,000	0%	\$ -	\$ 110,000	\$ -	\$ 110,000	\$ -
6.2.26	One Ton with Dump Box, Snow Plow and Spreader	2027	\$ 150,000	\$ -	\$ 150,000	0%	\$ -	\$ 150,000	\$ -	\$ 150,000	\$ -
6.2.27	Car Haul Trailer	2028	\$ 40,000	\$ -	\$ 40,000	0%	\$ -	\$ 40,000	\$ -	\$ 40,000	\$ -
6.2.28	½ Ton Pick up for Additional Field Supervisor	2028	\$ 125,000	\$ -	\$ 125,000	0%	\$ -	\$ 125,000	\$ -	\$ 125,000	\$ -
6.2.29	½ Ton Pick Up Patrol Truck	2028	\$ 125,000	\$ -	\$ 125,000	0%	\$ -	\$ 125,000	\$ -	\$ 125,000	\$ -
6.2.30	16ft Wide Area Mower	2029	\$ 165,000	\$ -	\$ 165,000	0%	\$ -	\$ 165,000	\$ -	\$ 165,000	\$ -
6.2.31	Traffic Sign Board	2030	\$ 40,000	\$ -	\$ 40,000	0%	\$ -	\$ 40,000	\$ -	\$ 40,000	\$ -
6.2.32	Sidewalk Machine (with attachments)	2030	\$ 243,000	\$ -	\$ 243,000	0%	\$ -	\$ 243,000	\$ -	\$ 243,000	\$ -
<b>6.2 Vehicles &amp; Equipment - Parks and Roads (Continued)</b>											
6.2.33	Single Axle Plow Truck	2030	\$ 400,000	\$ -	\$ 400,000	0%	\$ -	\$ 400,000	\$ -	\$ 400,000	\$ -
6.2.34	¾ Ton Pick Up with Snow Plow and Spreader	2031	\$ 120,000	\$ -	\$ 120,000	0%	\$ -	\$ 120,000	\$ -	\$ 120,000	\$ -
6.2.35	One Ton with Dump Box	2031	\$ 95,000	\$ -	\$ 95,000	0%	\$ -	\$ 95,000	\$ -	\$ 95,000	\$ -
6.2.36	½ Ton Pick up for Additional Field Supervisor	2032	\$ 125,000	\$ -	\$ 125,000	0%	\$ -	\$ 125,000	\$ -	\$ 125,000	\$ -
6.2.37	Hot Box	2032	\$ 65,000	\$ -	\$ 65,000	0%	\$ -	\$ 65,000	\$ -	\$ 65,000	\$ -
6.2.38	Garbage Truck	2032	\$ 285,000	\$ -	\$ 285,000	0%	\$ -	\$ 285,000	\$ -	\$ 285,000	\$ -
6.2.39	½ Ton Pick Up Truck Crew Cab	2032	\$ 125,000	\$ -	\$ 125,000	0%	\$ -	\$ 125,000	\$ -	\$ 125,000	\$ -
6.2.40	20ft Trailer	2032	\$ 22,000	\$ -	\$ 22,000	0%	\$ -	\$ 22,000	\$ -	\$ -	\$ 22,000
6.2.41	Zero Turn Lawn Mowers (2)	2032	\$ 70,000	\$ -	\$ 70,000	0%	\$ -	\$ 70,000	\$ -	\$ -	\$ 70,000
6.2.42	¾ Ton Pick Up with Snow Plow	2032	\$ 95,000	\$ -	\$ 95,000	0%	\$ -	\$ 95,000	\$ -	\$ -	\$ 95,000
6.2.43	Sign Truck	2032	\$ 220,000	\$ -	\$ 220,000	0%	\$ -	\$ 220,000	\$ -	\$ -	\$ 220,000
	Subtotal Vehicles & Equipment - Parks and Roads		\$ 5,453,500	\$ -	\$ 5,453,500		\$ -	\$ 5,453,500	\$ -	\$ 5,046,500	\$ 407,000
<b>6.3 Vehicles &amp; Equipment - By-law</b>											
6.3.1	Provision for 4 New Vehicles	Various	\$ 260,000	\$ -	\$ 260,000	0%	\$ -	\$ 260,000	\$ -	\$ 260,000	\$ -
	Subtotal Vehicles & Equipment - By-law		\$ 260,000	\$ -	\$ 260,000		\$ -	\$ 260,000	\$ -	\$ 260,000	\$ -
<b>6.4 Vehicles &amp; Equipment - Buildings</b>											
6.4.1	Provision for New Vehicle	2024	\$ 65,000	\$ -	\$ 65,000	0%	\$ -	\$ 65,000	\$ -	\$ 65,000	\$ -
6.4.2	Provision for New Vehicle	2027	\$ 65,000	\$ -	\$ 65,000	0%	\$ -	\$ 65,000	\$ -	\$ 65,000	\$ -
6.4.3	Provision for New Vehicle	2030	\$ 65,000	\$ -	\$ 65,000	0%	\$ -	\$ 65,000	\$ -	\$ 65,000	\$ -
6.4.4	Provision for New Vehicle	2032	\$ 65,000	\$ -	\$ 65,000	0%	\$ -	\$ 65,000	\$ -	\$ 65,000	\$ -
	Subtotal Vehicles & Equipment - Buildings		\$ 260,000	\$ -	\$ 260,000		\$ -	\$ 260,000	\$ -	\$ 260,000	\$ -
<b>6.5 Future Growth-Related Projects</b>											
6.5.1	Provision for Orbit Growth-Related Fleet	Various	\$ 6,410,000	\$ -	\$ 6,410,000	0%	\$ -	\$ 6,410,000	\$ -	\$ 3,902,648	\$ 2,507,352
	Subtotal Future Growth-Related Projects		\$ 6,410,000	\$ -	\$ 6,410,000		\$ -	\$ 6,410,000	\$ -	\$ 3,902,648	\$ 2,507,352
<b>TOTAL MUNICIPAL FLEET</b>			<b>\$ 16,326,235</b>	<b>\$ -</b>	<b>\$ 16,326,235</b>		<b>\$ -</b>	<b>\$ 16,326,235</b>	<b>\$ -</b>	<b>\$ 13,411,883</b>	<b>\$ 2,914,352</b>

<b>Residential Development Charge Calculation</b>		
Residential Share of 2023 - 2032 DC Eligible Costs	83%	\$11,131,863
10-Year Growth in Population in New Units		18,863
Unadjusted Development Charge Per Capita		<b>\$590</b>
<b>Industrial Development Charge Calculation</b>		
Industrial Share of 2023 - 2032 DC Eligible Costs	6%	\$804,713
10-Year Growth in Square Metres		120,325
Unadjusted Development Charge Per Square Metre		<b>\$6.69</b>
<b>Non-Industrial Development Charge Calculation</b>		
Non-Industrial Share of 2023 - 2032 DC Eligible Costs	11%	\$1,475,307
10-Year Growth in Square Metres		110,735
Unadjusted Development Charge Per Square Metre		<b>\$13.32</b>

2023 - 2032 Net Funding Envelope	\$13,411,883
Reserve Fund Balance	
Balance as at December 31, 2022	(\$3,942,735)

APPENDIX B.3

TABLE 3

TOWN OF INNISFIL  
 CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
 POLICE SERVICES  
 RESIDENTIAL DEVELOPMENT CHARGE  
 (in \$000)

POLICE SERVICES	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	TOTAL
OPENING CASH BALANCE	(\$108.6)	(\$119.2)	\$80.8	\$309.0	(\$845.1)	(\$2,347.7)	(\$2,162.2)	(\$1,909.9)	(\$1,459.6)	(\$808.2)	
2023 - 2032 RESIDENTIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding from DC Reserve Balance)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
- Police Services (New Projects): Non Inflated	\$152.6	\$85.6	\$84.7	\$1,461.5	\$1,538.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3,323.0
- SSPS Debenture Principal Payments <sup>1</sup>	\$110.4	\$110.4	\$110.4	\$110.4	\$110.4	\$110.4	\$110.4	\$55.2	\$0.0	\$0.0	\$827.9
- Police Services (New Projects): Inflated	\$263.01	\$197.75	\$198.47	\$1,661.35	\$1,775.80	\$110.39	\$110.39	\$55.20	\$0.00	\$0.00	\$4,372.3
NEW RESIDENTIAL DEVELOPMENT											
- Population Growth in New Units	1,215	1,724	1,744	2,092	1,413	1,587	1,798	2,075	2,434	2,781	18,863
REVENUE											
- DC Receipts: Inflated	\$306.4	\$443.4	\$457.5	\$559.8	\$385.6	\$441.8	\$510.5	\$601.0	\$719.1	\$838.0	\$5,263.1
INTEREST											
- Interest on Opening Balance	(\$6.0)	(\$6.6)	\$2.8	\$10.8	(\$46.5)	(\$129.1)	(\$118.9)	(\$105.0)	(\$80.3)	(\$44.5)	(\$523.2)
- Interest on In-year Transactions	\$0.8	\$4.3	\$4.5	(\$30.3)	(\$38.2)	\$5.8	\$7.0	\$9.6	\$12.6	\$14.7	(\$9.3)
- Interest Payments for SSPS Debenture <sup>2</sup>	(\$48.7)	(\$43.4)	(\$38.2)	(\$33.1)	(\$27.7)	(\$22.6)	(\$35.9)				(\$249.6)
TOTAL REVENUE	\$252.5	\$397.7	\$426.7	\$507.2	\$273.2	\$295.9	\$362.7	\$505.5	\$651.4	\$808.2	\$4,481.0
CLOSING CASH BALANCE	(\$119.2)	\$80.8	\$309.0	(\$845.1)	(\$2,347.7)	(\$2,162.2)	(\$1,909.9)	(\$1,459.6)	(\$808.2)	\$0.0	

Note 1: Debenture principal payments not inflated.

Note 2: Interest on debenture payments not inflated.

2023 Adjusted Charge Per Capita	\$252
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<b>Allocation of Capital Program</b>	
Residential Sector	83%
Non-Residential Sector	17%
<b>Rates for 2023</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

APPENDIX B.3

TABLE 3

TOWN OF INNISFIL  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
POLICE SERVICES  
INDUSTRIAL DEVELOPMENT CHARGE  
(in \$000)

POLICE SERVICES	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	TOTAL
OPENING CASH BALANCE	(\$7.85)	\$5.44	\$4.54	(\$0.27)	(\$117.07)	(\$207.16)	(\$174.98)	(\$136.84)	(\$86.06)	(\$58.05)	
2023 - 2032 NON-RESIDENTIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding from DC Reserve Balance)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
- Police Services (New Projects): Non Inflated	\$11.0	\$6.2	\$6.1	\$105.7	\$111.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$240.2
- SSPS Debenture Principal Payments <sup>1</sup>	\$8.0	\$8.0	\$8.0	\$8.0	\$8.0	\$8.0	\$8.0	\$4.0	\$0.0	\$0.0	\$59.9
- Police Services (New Projects): Inflated	\$19.01	\$14.3	\$14.3	\$120.1	\$128.4	\$8.0	\$8.0	\$4.0	\$0.0	\$0.0	\$316.1
NEW NON-RESIDENTIAL DEVELOPMENT											
- Industrial Growth in Square Metres	11,448	5,276	3,961	2,869	14,256	14,957	15,693	16,465	17,275	18,125	120,325
REVENUE											
- DC Receipts: Inflated	\$37.1	\$17.4	\$13.4	\$9.9	\$50.0	\$53.5	\$57.3	\$61.3	\$65.6	\$70.2	\$435.6
INTEREST											
- Interest on Opening Balance	(\$0.4)	\$0.2	\$0.2	(\$0.0)	(\$6.4)	(\$11.4)	(\$9.6)	(\$7.5)	(\$4.7)	(\$3.2)	(\$43.0)
- Interest on In-year Transactions	\$0.3	\$0.1	(\$0.0)	(\$3.0)	(\$2.2)	\$0.8	\$0.9	\$1.0	\$1.1	\$1.2	\$0.2
- Interest Payments for SSPS Debenture <sup>2</sup>	(\$4.7)	(\$4.3)	(\$4.0)	(\$3.5)	(\$3.1)	(\$2.8)	(\$2.4)	\$0.0	(\$34.0)	(\$10.2)	(\$68.9)
TOTAL REVENUE	\$32.3	\$13.4	\$9.5	\$3.3	\$38.3	\$40.2	\$46.1	\$54.8	\$28.0	\$58.0	\$323.9
CLOSING CASH BALANCE	\$5.4	\$4.5	(\$0.3)	(\$117.1)	(\$207.2)	(\$175.0)	(\$136.8)	(\$86.1)	(\$58.0)	\$0.0	

Note 1: Debenture principal payments not inflated.

Note 2: Interest on debenture payments not inflated.

<b>2023 Adjusted Charge Per Square Metre</b>	<b>\$3.24</b>
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<b>Allocation of Capital Program</b>	
Residential Sector	83%
Industrial	6%
Non-Industrial	11%
<b>Rates for 2023</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%



APPENDIX B.3

TABLE 3

TOWN OF INNISFIL  
 CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
 POLICE SERVICES  
 NON-INDUSTRIAL DEVELOPMENT CHARGE  
 (in \$000)

POLICE SERVICES	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	TOTAL
OPENING CASH BALANCE	(\$14.40)	\$16.25	\$15.05	(\$54.21)	(\$299.90)	(\$414.04)	(\$293.97)	(\$259.47)	(\$152.36)	(\$50.85)	
2023 - 2032 NON-RESIDENTIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding from DC Reserve Balance)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
- Police Services (New Projects): Non Inflated	\$20.2	\$11.4	\$11.2	\$193.7	\$203.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$440.4
- SSPS Debenture Principal Payments <sup>1</sup>	\$14.6	\$14.6	\$14.6	\$14.6	\$14.6	\$14.6	\$14.6	\$7.3	\$0.0	\$0.0	\$109.7
- Police Services (New Projects): Inflated	\$34.86	\$26.2	\$26.3	\$220.2	\$235.3	\$14.6	\$14.6	\$7.3	\$0.0	\$0.0	\$579.5
NEW NON-RESIDENTIAL DEVELOPMENT											
- Non-Industrial Growth in Square Metres	8,267	2,676	2,039	2,046	14,448	15,648	16,947	18,354	19,878	10,432	110,735
REVENUE											
- DC Receipts: Inflated	\$74.2	\$24.5	\$19.0	\$19.5	\$140.3	\$155.0	\$171.2	\$189.2	\$209.0	\$111.9	\$1,113.7
INTEREST											
- Interest on Opening Balance	(\$0.8)	\$0.6	\$0.5	(\$3.0)	(\$16.5)	(\$22.8)	(\$16.2)	(\$14.3)	(\$8.4)	(\$2.8)	(\$83.6)
- Interest on In-year Transactions	\$0.7	(\$0.0)	(\$0.2)	(\$5.5)	(\$2.6)	\$2.5	\$2.7	\$3.2	\$3.7	\$2.0	\$6.3
- Interest Payments for SSPS Debenture <sup>2</sup>	(\$8.6)	\$0.0	(\$62.3)	(\$36.5)	\$0.0	\$0.0	(\$108.7)	(\$63.6)	(\$102.7)	(\$60.2)	(\$442.6)
TOTAL REVENUE	\$65.5	\$25.0	(\$43.0)	(\$25.5)	\$121.2	\$134.7	\$49.1	\$114.4	\$101.5	\$50.9	\$593.9
CLOSING CASH BALANCE	\$16.2	\$15.1	(\$54.2)	(\$299.9)	(\$414.0)	(\$294.0)	(\$259.5)	(\$152.4)	(\$50.9)	\$0.0	

Note 1: Debenture principal payments not inflated.

Note 2: Interest on debenture payments not inflated.

<b>2023 Adjusted Charge Per Square Metre</b>	<b>\$8.97</b>
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<b>Allocation of Capital Program</b>	
Residential Sector	83%
Industrial	6%
Non-Industrial	11%
<b>Rates for 2023</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

## MEMORANDUM

**To:** SCS Consulting

**From:** Hemson Consulting & the Town of Innisfil

**Date:** October 16, 2023

**Re:** Stroud Village Developers Group, Town of Innisfil, Ontario

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This memorandum provides a response to the questions raised by development industry stakeholders (SCS) received on August 31, 2023. Since the receipt of this letter, the Town and Hemson has had two meetings with SCS (August 24, 2023 and September 14, 2023). The meeting on September 14, 2023 included a brief discussion about the area-specific calculation for Stroud. The following reflects our response to the questions raised in the letter.

### A. QUESTIONS ARISING FROM SCS

**Comment 1: We understand that for some services the Town provides, the need for development-related capital additions to support anticipated development is more localized. For such services, where costs and benefits are more localized, an alternative technique – the area-specific approach – is employed. Per Appendix D of the 2023 DC Background Study, the capital program for water and wastewater includes the four servicing zones identified in the 2018 Master Servicing Plan (MSP):**

- Innisfil North;
- Innisfil Central;
- Innisfil South; and
- Cookstown.

For each zone, the MSP identifies recommended water and wastewater system solutions. The cost, timing, and existing and projected flows (average day flows in litres per day) were identified in the 2018 MSP and form the basis of the water and wastewater DC calculations. For the purposes of the development charges calculation, the infrastructure needs for Friday Harbour are identified separately. We request that the Town consider separating all wastewater system projects specific to the Stroud settlement boundary and prepare a separate Stroud Wastewater DC Calculation. This

would allow the Town to review and update the Stroud area-specific DC portion of the By-law to update populations once the 2023 MSP update is completed.

**Response:** The 2023 DC Background Study has been informed by the 2018 MSP as the ongoing update to the MSP is not yet completed. The current area-specific DC rates are based on the servicing areas and capital projects identified in the 2018 MSP and 2018 DC Background Study. Once the new MSP is completed, the Town will consider an update to the Water and Wastewater development charges rates. At this time, a separate charge for the Stroud settlement boundary area would be explored.

**Comment 2:** We understand that the wastewater capital forecast is based on the 2018 MSP completed by InnServices and C.C. Tatham & Associates Ltd. The MSP is a long-range plan identifying infrastructure requirements for existing and future land uses. We also note that InnServices is updating the existing MSP, which will not be completed in time to be incorporated into this current DC Background Study and By-Law. We also understand that the updated MSP is anticipated to form part of subsequent DC Background Study and By-Law updates. In addition, InnServices has a Municipal Class Environmental Assessment (EA) underway for the Stroud Sanitary Pumping Station (DC Project No. 1.2.10). All three publications have incorporated three different projected populations and wastewater flows for Stroud.

**Table 1 – Residential Population (Municipal Wastewater Lakeshore WWTP)**

Report	Existing and Potential Served Populations			
	Existing	By 2031	By 2041	By 2051
2018 MSP	0	1,988	1,988	1,988
2023 MSP Update	0	3,885	6,005	6,005
Stroud SPS Class EA	0	1,932	1,932	1,932

For the wastewater services development forecast, a planning horizon of 2023-2041 has been used, consistent with the planning horizon in the Town’s 2018 MSP (e.g., average day flow, max day demand, peak day flow). The 2023 base year has been updated to reflect known developments within the servicing areas. The spreadsheet provided by the Town on July 28, 2023 (Table B2: Master Servicing Plan Wastewater Flow Projections) provides the assumptions. Table B2 has anticipated that the forecast will be updated as part of the ongoing Master Servicing Plan update and will be incorporated into future DC Background Studies. We understand that the Innisfil North Service Area includes Alcona, Alcona South, Stroud, Big Bay Point, Sandy Cove, and the Town Campus. However, we do not see Stroud on this spreadsheet. In the 2018 DC

**Background Study, DC Project No. 1.2.10 – Stroud SPS and 1.2.11 – Stroud SPS Forcemain were 100% allocated to the Post Period Growth with no population contributing to the Innisfil North Service Area.**

**We request that the Town provide the specific water flow projections calculated for Innisfil North and Stroud and how these calculations relate to the Innisfil North Share. Additionally, we request that the Town define unconnected residential.**

**Response:** Development associated with the Stroud benefitting area was inadvertently excluded from the analysis previously provided to SCS Consulting. The DC Study does account for 121 future residential units plus approximately 629 unconnected residential units in Stroud (note this is an update from the total units identified in the email correspondence to SCS dated September 14, 2023). After further review and consideration, the future residential unit potential has been increased from 121 to 500 future residential units which aligns with the 500 units associated with the Brookfield Residential developments located within the Official Plan Settlement Boundary. The additional 500 units identified for the San Diego Homes' lands are not included as they are located outside of the current settlement boundary area.

Attachment 1 provides details on the revised Water and Wastewater Flow projections which now shows 500 future residential units. Unconnected residential means units which are on private water and/or wastewater systems which will eventually connect into the system. As these units connect, they will be subject to the applicable Water and Wastewater development charges.

**Comment 3: The Lakeshore water system has been extended to Lefroy-Belle-Ewart. Currently, it services a residential subdivision in the northwest corner of the community through the Lefroy Reservoir and Booster Pumping Station (BPS). Private water systems service the remainder of Lefroy.**

**We understand Stroud's preferred water servicing solution is to abandon the existing groundwater system and connect to the Lakeshore water system once the Innisfil Beach Road watermain and BPS are constructed. These works will include a new 200 mm diameter watermain on Yonge Street from Innisfil Beach Road to the Stroud reservoir (DC Project No. 2.1.10).**

**In the interim, InnServices has committed to undertaking a water supply investigation to assess the feasibility of constructing a new stand-by well on the Stroud water system site to provide system reliability to existing residents and enable development**

projects to proceed within the currently serviced settlement area. In addition, InnServices has indicated that they will modify their water model to determine whether the 9<sup>th</sup> Line watermain and Alcona booster station are required to service Stroud.

**We request that the Town confirm if both DC Project No. 2.1.10 – Trunk Watermain to Stroud Reservoir and DC Project No. 2.2.1 – Upgrade Alcona Zone 2 BPS (Alternative 1) provide sufficient pressure or if it is a transmission main and the reservoir is still required for local supply. If so, these costs should be included in the 2023 DC Background Study update, with a significant portion allocated to Post Period Allocation.**

**Response:** As stated in response to Question 1, the 2023 DC Background Study has been informed by the 2018 MSP as the ongoing update to the MSP is not yet completed. This analysis will reconfirm the scope of work for these projects and if the DC eligible shares should be adjusted.

## **B. CHANGES TO DC RATE CALCULATIONS**

Hemson and Town staff have continued to review and update assumptions used in the 2023 DC Background Study dated July 28, 2023, resulting in adjustments to the calculated development charges rates. The table below provides a summary of rate changes since the release of the 2023 DC Background Study which includes:

- Removal of excess capacity from the historical service levels
- Updated capital project costs based on Land & Lands Master Plan for Parks & Rec DC capital program (no impact to rates)
- Removal of inflation from Library DC capital program (no impact to rates)
- Removal of inflation from Fire DC capital program (no impact to rates)
- Adjustments to the Wastewater Treatment Plant capital program and treatment of IDAG rates
- Adjustments to the future residential units in Stroud (increased from 121 to 500 units)

Attachment 2 includes copies of the updated Water and Wastewater capital programs and Attached 3 provides additional details on the revised calculated rates.

**Adjusted to DC Rates: Single-Detached Unit**

Area	July 28, 2023 DC Study	Revised DC Rates	Difference (#)	Difference (%)
Innisfil North	\$ 82,920	\$ 80,008	\$ (2,912.0)	-4%
Friday Harbour	\$ 76,409	\$ 73,766	\$ (2,643.0)	-3%
Innisfil South	\$ 82,195	\$ 79,552	\$ (2,643.0)	-3%
Innisfil Central	\$ 99,207	\$ 96,513	\$ (2,694.0)	-3%
Cookstown	\$ 85,658	\$ 85,236	\$ (422.0)	0%
<b>Development Subject to IDAG</b>				
Innisfil North	\$ 82,107	\$ 79,666	\$ (2,441.0)	-3%
Friday Harbour	\$ 75,596	\$ 73,424	\$ (2,172.0)	-3%
Innisfil South	\$ 81,382	\$ 79,210	\$ (2,172.0)	-3%
Innisfil Central	\$ 98,394	\$ 96,171	\$ (2,223.0)	-2%
Cookstown	\$ 85,658	\$ 85,236	\$ (422.0)	0%

**Adjusted to DC Rates: Industrial \$/square metre**

Area	July 28, 2023 DC Study	Revised DC Rates	Difference (#)	Difference (%)
Water and Wastewater Services	\$ 249.37	\$ 241.92	\$ (7.4)	-3%
<b>Development Subject to IDAG</b>				
Water and Wastewater Services	\$ 247.22	\$ 241.01	\$ (6.2)	-3%

**Adjusted to DC Rates: Non-Industrial \$/square metre**

Area	July 28, 2023 DC Study	Revised DC Rates	Difference (#)	Difference (%)
Water and Wastewater Services	\$ 476.24	\$ 461.87	\$ (14.4)	-3%
<b>Development Subject to IDAG</b>				
Water and Wastewater Services	\$ 472.01	\$ 459.90	\$ (12.1)	-3%

**Attachment 1:**  
**Water and Wastewater Flow Projections**

Table B2: Master Servicing Plan Wastewater Flow Projections

	Persons Per Unit (PPU)	2041 Equivalent Units	Serviced Residential Population				Serviced ICI Development (ha)				Wastewater Servicing											
			2017	2023	2031	2041	2017	2023	2031	2041	Rates			Average Day Flow (L/day)				Peak Dry Weather Flow				
											Res Flow (L/cap/day) OR ICI Flow (L/ha/day)	Domestic (L/p/d)	Peak ICI Rate Residential in (L/cap/day) OR ICI (L/day/ha)	2017	2023	2031	2041	2017	2023	2031	2041	
Sandy Cove	Existing Residential	2.65	233	617	617	617					350	300	600	216,108	216,108	216,108	216,108	843,043	843,043	769,224	760,717	
	Future Residential	2.65	1,659	313	313	2,586	4,396				325	275	400	101,628	101,628	840,580	1,428,814	344,465	344,465	2,565,685	4,305,616	
	Unconnected Residential	2.65	489			1,296	1,296				325	275	400	0	0	421,151	421,151	0	0	1,285,471	1,269,106	
	Existing Retirement	2.00	1,238	2,476	2,476	2,476	2,476				350	300	600	866,600	866,600	866,600	866,600	3,380,639	3,380,639	3,084,621	3,050,508	
	Future Retirement	2.00	345			690	690				325	275	400	0	0	224,250	224,250	0	0	684,474	675,759	
	Sub-Total			3,406	3,406	7,666	9,476	0.0	0.0	0.0	0.0				1,184,335	1,184,335	2,568,689	3,156,923	4,568,147	4,568,147	8,389,475	10,061,707
Big Bay Point	Future Residential	2.65	1,000			2,650	2,650				325	275	400	0	0	861,250	861,250	0	0	2,628,776	2,595,308	
	Unconnected Residential	2.65	1,176	53	53	3,116	3,116				325	275	400	17,225	17,225	1,012,830	1,012,830	58,384	58,384	3,091,440	3,052,082	
	Resort Residential (Friday Harbour)	2.65	1,600	2,120	3,169	4,240	4,240				325	275	400	689,000	1,029,925	1,378,000	1,378,000	2,335,356	3,490,916	4,206,041	4,152,493	
	Hotel (Friday Harbour)	2.65	400			1,060	1,060				325	275	400	0	0	344,500	344,500	0	0	1,051,510	1,038,123	
	Resort Commercial (Friday Harbour)							1.6	13.5	36.6	36.6	20,000			32,000	269,600	732,000	732,000	64,000	539,200	1,464,000	1,464,000
	Sub-Total			2,173	3,222	11,066	11,066	1.6	13.5	36.6	36.6				738,225	1,316,750	4,328,580	4,328,580	2,457,739	4,088,500	12,441,767	12,302,006
Alcona	Existing Residential - Alcona&AIC.N.	2.65	6,065	16,072	16,072	16,072	16,072				350	300	600	5,625,288	5,625,288	5,625,288	5,625,288	21,944,456	21,944,456	20,022,940	19,801,506	
	Unconnected Residential - Alcona&AIC.N.	2.65	343			909	909				350	300	600	0	0	318,133	318,133	0	0	1,132,377	1,119,854	
	Intensification on IRR - Alcona&AIC.N.					2,320	2,320				325	300	400	0	0	754,000	754,000	0	0	2,426,275	2,394,311	
	Future Residential - Alcona&AIC.N.	2.65	5,695	2,708	6,566	11,393	15,093				325	275	400	880,198	2,134,048	4,905,123	2,983,417	7,233,323	11,301,275	14,781,196		
	Future Residential - Alcona South	2.65	2,631			5,262	6,972				325	275	400	0	0	1,710,306	2,265,795	0	0	5,220,333	6,827,793	
	Town Campus & area					0	0	8.3	50.0	50.0	20,000			0	166,400	1,000,000	1,000,000	0	332,800	2,000,000	2,000,000	
Sub-Total			18,781	22,639	35,956	41,366	0.0	8.3	50.0	50.0				6,505,485	7,925,735	13,110,295	14,868,338	24,927,873	29,510,580	42,103,200	46,924,661	
Big Cedar Point & Centre	Existing Residential	2.65	112	297	297	297	297				350	300	600	103,880	103,880	103,880	103,880	405,240	405,240	369,756	365,667	
	Unconnected Residential	2.65	14			37	37				350	300	600	0	0	12,985	12,985	0	0	46,219	45,708	
	Sub-Total			297	297	334	334	0.0	0.0	0.0	0.0			103,880	103,880	116,865	116,865	405,240	405,240	415,975	411,375	
Lefroy	Existing Residential	2.65	1,074	2,846	2,846	2,846	2,846				350	300	600	996,135	996,135	996,135	996,135	3,885,960	3,885,960	3,545,695	3,506,483	
	Unconnected Residential	2.65	152			403	403				350	300	600	0	0	140,980	140,980	0	0	501,812	496,262	
	Future Residential	2.65	1,517	1,609	2,459	4,020	4,020				325	275	400	522,779	799,029	1,306,516	1,306,516	1,771,951	2,708,296	3,987,853	3,937,082	
	Sub-Total			4,455	5,305	7,269	7,269	0.0	0.0	0.0	0.0			1,518,914	1,795,164	2,443,631	2,443,631	5,657,911	6,594,256	8,035,359	7,939,827	
<b>Ex. Lakeshore System TOTAL</b>			<b>29,111</b>	<b>34,868</b>	<b>62,291</b>	<b>69,510</b>	<b>2</b>	<b>87</b>	<b>87</b>	<b>87</b>			<b>10,050,839</b>	<b>12,325,864</b>	<b>22,568,060</b>	<b>24,914,337</b>	<b>38,016,910</b>	<b>45,166,723</b>	<b>71,385,777</b>	<b>77,639,576</b>		
Gifford	Unconnected Residential	2.65	568			1,505	1,505				325	275	400	0	0	489,190	489,190	0	0	1,493,145	1,474,135	
	Sub-Total			0	0	1,505	1,505	0.0	0.0	0.0	0.0			0	0	489,190	489,190	0	0	1,493,145	1,474,135	
Ferniks Corners	Unconnected Residential	2.65	81			215	215				325	275	400	0	0	69,761	69,761	0	0	212,931	210,220	
	Sub-Total			0	0	215	215	0.0	0.0	0.0	0.0			0	0	69,761	69,761	0	0	212,931	210,220	
Cookstown	Existing Residential	2.65	373	988	988	988	988				350	300	800	345,958	345,958	345,958	345,958	1,547,283	1,547,283	1,429,109	1,415,491	
	Unconnected Residential	2.65	29			77	77				350	300	800	0	0	26,898	26,898	0	0	111,110	110,052	
	Future Residential	2.65	795	408	556	951	2,107				325	275	400	132,633	180,733	300,189	684,694	449,556	612,590	943,730	2,063,270	
	Non-Residential							18.8	18.8	18.8	18.8	20,000			376,000	376,000	376,000	376,000	752,000	752,000	752,000	752,000
Sub-Total			1,397	1,545	2,017	3,172	18.8	18.8	18.8	18.8			854,590	902,690	1,058,044	1,433,549	2,748,839	2,911,873	3,235,950	4,340,812		
Innfill Heights	Existing Residential	2.65	120	318	318	318	318				325	275	400	103,350	103,350	103,350	103,350	350,303	350,303	315,453	311,437	
	Unconnected Residential	2.65	1			3	3				325	275	400	0	0	861	861	0	0	2,629	2,595	
	Commercial/Industrial							130.0	144.3	320.0	645.0	20,000			2,600,000	2,886,600	6,400,000	12,900,000	5,200,000	5,773,200	12,800,000	25,800,000
Sub-Total			318	318	321	321	130.0	144.3	320.0	645.0			2,703,350	2,989,950	6,504,211	13,004,211	5,550,303	6,123,503	13,118,082	26,114,032		
Campus Road	Institutional/Commercial									42.5	20,000			0	0	0	850,000	0	0	0	1,700,000	
	Sub-Total			0	0	0	0	0.0	0.0	0.0	42.5			0	0	0	850,000	0	0	0	1,700,000	
<b>Total</b>			<b>30,826</b>	<b>36,731</b>	<b>66,348</b>	<b>74,723</b>	<b>150</b>	<b>185</b>	<b>425</b>	<b>793</b>			<b>13,608,779</b>	<b>16,218,504</b>	<b>30,689,266</b>	<b>40,761,048</b>	<b>46,316,053</b>	<b>54,202,099</b>	<b>89,445,884</b>	<b>111,478,776</b>		
Stroud	Existing Residential	2.65	0	0	0	0	0				350	300	800	0	0	0	0	0	0	0	0	
	Unconnected Residential	2.65	629	1,640	1,640	1,667	1,667				350	300	800	574,000	574,000	583,450	583,398	2,567,195	2,567,195	2,410,162	2,386,980	
	Future Residential	2.65	121	0	321	321	321				325	275	400	0	0	104,325	104,211	0	0	318,429	314,032	
	Sub-Total			1,640	1,640	1,988	1,988	0.0	0.0	0.0	0.0			574,000	574,000	687,775	687,609	2,567,195	2,567,195	2,728,591	2,701,013	
Churchill	Existing Residential	2.65	0	0	0	0	0				350	300	800	0	0	0	0	0	0	0	0	
	Unconnected Residential	2.65	188	448	448	498	498				350	300	800	156,800	156,800	174,300	174,370	701,283	701,283	720,012	713,438	
	Future Residential	2.65	35	0	93	93	93				325	275	400	0	0	30,225	30,144	0	0	92,255	90,836	
	Sub-Total			448	448	591	591	0.0	0.0	0.0	0.0			156,800	156,800	204,525	204,514	701,283	701,283	812,268	804,274	



Table B1: Master Servicing Plan Water Flow Projections

		Persons Per Unit (PPU)	2041 Equivalent Units	Serviced Residential Population				Serviced ICI Development (ha)				Water Servicing										
				2017	2023	2031	2041	2017	2023	2031	2041	Rates		Average Day Flow (L/day)				Maximum Day Demand (L/day)				
												Res Flow (L/cap/day) OR ICI Flow (L/ha/day)	Maximum Day Peaking Factor	2017	2023	2031	2041	2017	2023	2031	2041	
Sand Cove	Existing Residential	2.65	158	419	419	419	419					275	1.8	115,143	115,143	115,225	115,143	207,257	207,257	207,405	207,257	
	Future Residential	2.65	1,416	313	313	1,942	3,752					250	1.8	78,175	78,175	485,500	938,100	140,715	140,715	873,900	1,688,580	
	Unconnected Residential	2.65	807			2,139	2,139					275	1.8	0	0	588,225	588,101	0	0	1,058,805	1,058,582	
	Unconnected Retirement	2.00	1,238	0		2,476	2,476					275	1.8	0	0	680,900	680,900	0	0	1,225,620	1,225,620	
	Future Retirement	2.00	345			690	690					250	1.8	0	0	172,500	172,500	0	0	310,500	310,500	
	Sub-Total		3,964	731	731	7,666	9,476	0.0	0.0	0.0	0.0			193,318	193,318	2,042,350	2,494,744	347,972	347,972	3,676,230	4,490,539	
Big Bay Point	Future Residential	2.65	1,000	0	0	2,650	2,650					250	1.8	0	0	662,500	662,500	0	0	1,192,500	1,192,500	
	Unconnected Residential	2.65	1,176	228	228	3,116	3,116					275	1.8	62,700	62,700	857,010	857,010	112,860	112,860	1,542,618	1,542,618	
	Resort Residential (Friday Harbour)	2.65	1,600	2,120	3,169	4,240	4,240					250	1.8	530,000	792,250	1,060,000	1,060,000	954,000	1,426,050	1,908,000	1,908,000	
	Hotel (Friday Harbour)	2.65	400	0	0	1,060	1,060					250	1.8	0	0	265,000	265,000	0	0	477,000	477,000	
	Resort Commercial (Friday Harbour)	0						1.6	13.5	36.6	36.6	20,000	1.8	32,000	269,600	732,000	732,000	57,600	485,280	1,317,600	1,317,600	
	Sub-Total		4,176	2,348	3,397	11,066	11,066	1.6	13.5	36.6	36.6			624,700	1,124,550	3,576,510	3,576,510	1,124,460	2,024,190	6,437,718	6,437,718	
Alcona	Existing Residential - Alcona&AIC.N.	2.65	6,167	16,343	16,343	16,343	16,343					275	1.8	4,494,201	4,494,201	4,494,201	4,494,201	8,089,562	8,089,562	8,089,562	8,089,562	
	Unconnected Residential - Alcona&AIC.N.	2.65	207	0	0	549	549					275	1.8	0	0	150,975	150,851	0	0	271,755	271,532	
	Intensification on IBR - Alcona&AIC.N.			0	0	2,320	2,320					250	1.8	0	0	580,000	580,000	0	0	1,044,000	1,044,000	
	Future Residential - Alcona&AIC.N.	2.65	5,719	2,798	6,656	11,454	15,154					250	1.8	699,500	1,664,000	2,863,520	3,788,517	1,259,100	2,995,200	5,154,337	6,819,331	
	Future Residential - Alcona South	2.65	2,642	0	0	5,291	7,000					250	1.8	0	0	1,322,730	1,750,008	0	0	2,380,913	3,150,014	
	Town Campus & Area			0	0	0	0		8.3	50.0	50.0	20,000	1.8	388,800	388,800	888,800	1,388,800	738,720	738,720	1,638,720	2,538,720	
Sub-Total		14,734	19,141	22,999	35,957	41,365	0.0	8.3	50.0	50.0			5,582,501	6,547,001	10,300,226	12,152,377	10,087,382	11,823,482	18,579,287	21,913,159		
Big Cedar Point	Existing Residential	2.65	0	0	0	0	0					275	1.8	0	0	0	0	0	0	0	0	
	Unconnected Residential	2.65	126	252	252	334	334					275	1.8	69,300	69,300	91,850	91,823	124,740	124,740	165,330	165,281	
	Sub-Total		126	252	252	334	334							69,300	69,300	91,850	91,823	124,740	124,740	165,330	165,281	
Lefay	Existing Residential	2.65	73	193	193	193	193					275	1.8	53,199	53,199	53,199	53,199	95,758	95,758	95,758	95,758	
	Unconnected Residential	2.65	1,153	297	297	3,055	3,055					275	1.8	81,620	81,620	840,249	840,249	146,916	146,916	1,512,448	1,512,448	
	Future Residential	2.65	1,517	1,603	2,453	4,020	4,020					250	1.8	400,813	613,313	1,005,013	1,005,013	721,463	1,103,963	1,809,023	1,809,023	
Sub-Total		2,743	2,094	2,944	7,269	7,269	0.0	0.0	0.0				535,631	748,131	1,898,460	1,898,460	964,136	1,346,636	3,417,228	3,417,228		
Elmfield	Existing Residential	2.65	125	331	331	331	331					275	1.8	91,094	91,094	91,094	91,094	163,969	163,969	163,969	163,969	
	Unconnected Residential	2.65	372	53	53	986	986					275	1.8	14,575	14,575	271,095	271,095	26,235	26,235	487,971	487,971	
	Future Residential	2.65	71	82	82	188	188					250	1.8	20,538	20,538	47,038	47,038	36,968	36,968	84,668	84,668	
Sub-Total		568	466	466	1,505	1,505	0.0	0.0	0.0				126,206	126,206	409,226	409,226	227,171	227,171	736,607	736,607		
Fennels Centre	Existing Residential	2.65	63	167	167	167	167					275	1.8	45,911	45,911	45,911	45,911	82,640	82,640	82,640	82,640	
	Unconnected Residential	2.65	18	0	0	48	48					275	1.8	0	0	13,200	13,118	0	0	23,760	23,612	
	Sub-Total		81	167	167	215	215	0.0	0.0	0.0				45,911	45,911	59,111	59,029	82,640	82,640	106,400	106,252	
Conestoga	Existing Residential	2.65	373	988	988	988	988					275	1.8	271,824	271,824	271,824	271,824	489,283	489,283	489,283	489,283	
	Unconnected Residential	2.65	29	77	77	77	77					275	1.8	0	0	21,134	21,134	0	0	38,041	38,041	
	Future Residential	2.65	795	408	556	951	2,107					250	1.8	102,025	139,025	237,838	526,688	183,645	250,245	428,108	948,038	
Non-Residential							18.8	20.02	20.0	85.0	20,000	1.8	376,000	400,400	400,400	1,700,000	676,800	720,720	720,720	3,060,000		
Sub-Total		1,197	1,397	1,545	2,017	3,172	18.8	20.0	20.0	85.0			749,849	811,249	931,195	2,519,645	1,349,728	1,460,248	1,676,151	4,535,961		
<b>Ex. Lakeshore System TOTAL</b>				<b>27,589</b>	<b>26,595</b>	<b>32,500</b>	<b>66,029</b>	<b>74,402</b>	<b>20.4</b>	<b>41.8</b>	<b>106.6</b>	<b>171.6</b>			<b>7,927,416</b>	<b>9,665,666</b>	<b>19,308,929</b>	<b>23,201,814</b>	<b>14,308,229</b>	<b>17,437,079</b>	<b>34,794,952</b>	<b>41,802,145</b>
Shoreline	Existing Residential	2.65	619	1,640	1,640	1,640	1,640					300	2.3	492,105	492,105	492,105	492,105	1,131,842	1,131,842	1,131,842	1,131,842	
	Unconnected Residential	2.65	10			27	27					300	2.3	0	0	7,950	7,950	0	0	18,285	18,285	
	Future Residential	2.65	121			321	321					275	2.3	0	0	88,179	88,179	0	0	202,811	202,811	
	Sub-Total		750	1,640	1,640	1,988	1,988	0.0	0.0	0.0	0.0			492,105	492,105	588,234	588,234	1,131,842	1,131,842	1,352,938	1,352,938	
Churchill	Existing Residential	2.65	169	448	448	448	448					300	2.5	134,355	134,355	134,355	134,355	335,888	335,888	335,888	335,888	
	Unconnected Residential	2.65	19	0	0	50	50					300	2.5	0	0	15,105	15,105	0	0	37,763	37,763	
	Future Residential	2.65	35	0	13	93	93					275	2.5	0	3,575	25,506	25,506	0	8,938	63,766	63,766	
Sub-Total		223	448	461	591	591	0.0	0.0	0.0	0.0			134,355	137,930	174,966	174,966	335,888	344,825	437,416	437,416		
Innville Heights	Existing Residential	2.65	120	318	318	318	318					300	1.8	95,400	95,400	95,400	95,400	171,720	171,720	171,720	171,720	
	Unconnected Residential	2.65	1			3	3					300	1.8	0	0	795	795	0	0	1,431	1,431	
	Commercial/Industrial Ph.1							130.0	144.3	320.0	320.0	20,000	1.8	2,600,000	2,886,600	6,400,000	6,400,000	4,680,000	5,195,880	11,520,000	11,520,000	
	Commercial/Industrial Ph.2										325.0	20,000	1.8	0	0	0	6,500,000	0	0	0	11,700,000	
Sub-Total		121	318	318	321	321	130.0	144.3	320.0	645.0			2,695,400	2,982,000	6,496,195	12,996,195	4,851,720	5,367,600	11,693,151	23,393,151		
Campus Road	Institutional / Commercial											20,000	1.8	0	0	850,000	850,000	0	0	1,530,000	1,530,000	
	Sub-Total		0	0	0	0	0	0.0	0.0	0.0					850,000	850,000	0	0	1,530,000	1,530,000		
<b>Total Flow</b>				<b>29,002</b>	<b>34,920</b>	<b>68,928</b>	<b>77,301</b>	<b>150</b>	<b>186</b>	<b>469</b>	<b>859</b>			<b>11,249,276</b>	<b>13,277,701</b>	<b>27,418,324</b>	<b>37,811,209</b>	<b>20,627,678</b>	<b>24,281,346</b>	<b>49,808,456</b>	<b>68,515,649</b>	

**Attachment 2:**  
**Revised Water and Wastewater  
Capital Programs**

APPENDIX D.1  
TABLE 1

TOWN OF INNISFIL  
2023 DEVELOPMENT CHARGES BACKGROUND STUDY  
WASTEWATER TREATMENT COSTS  
DEVELOPMENTS SUBJECT TO IDAG

	Net Municipal Cost	Ineligible Costs	Total DC Eligible Costs	Available DC Reserves	DC Eligible Costs 2023-2041	DC Eligible Costs Post-2041
<b>1 Lakeshore Water Treatment Plant</b>						
1.1 Optimization and I&I Program	\$ 1,500,000	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000	\$ -
1.2 Design and Construction, Phase 3 Expansion (2023)	\$ 132,300,000	\$ -	\$ 132,300,000	\$ 19,546,488	\$ 112,753,512	\$ -
Subtotal	\$ 133,800,000	\$ -	\$ 133,800,000	\$ 19,546,488	\$ 114,253,512	\$ -
<b>TOTAL</b>	<b>\$ 133,800,000</b>	<b>\$ -</b>	<b>\$ 133,800,000</b>	<b>\$ 19,546,488</b>	<b>\$ 114,253,512</b>	<b>\$ -</b>

Capacity (m <sup>3</sup> )	Total Capacity	10% Reserve	Net Capacity
Available Uncommitted Capacity	4,060	-	4,060
Phase 3 added capacity	8,000	800	7,200
<b>Total Capacity Available (m<sup>3</sup>)</b>	<b>12,060</b>	<b>800</b>	<b>11,260</b>
<b>Cost Per Cubic Metre (\$ / m<sup>3</sup>)</b>			<b>\$10,146.85</b>

Source: InnServices Utilities Inc.

DC Reserve Funds	
Available Balance Dec 31, 2022	\$ 19,546,488

APPENDIX D.1  
TABLE 2

TOWN OF INNISFIL  
2023 DEVELOPMENT CHARGES BACKGROUND STUDY  
WASTEWATER TREATMENT COSTS

	Net Municipal Cost	Ineligible Costs	Total DC Eligible Costs	Available DC Reserves	DC Eligible Costs 2023-2041	DC Eligible Costs Post-2041
<b>2 Lakeshore Water Treatment Plant</b>						
2.1 Design and Construction, Phase 4 Expansion (2035)	\$ 95,980,000	\$ -	\$ 95,980,000	\$ -	\$ 95,980,000	\$ -
2.2 Debenture Interest Costs	\$ 45,268,000	\$ -	\$ 45,268,000	\$ -	\$ 45,268,000	\$ -
Subtotal	\$ 141,248,000	\$ -	\$ 141,248,000	\$ -	\$ 141,248,000	\$ -
<b>TOTAL</b>	<b>\$ 141,248,000</b>	<b>\$ -</b>	<b>\$ 141,248,000</b>	<b>\$ -</b>	<b>\$ 141,248,000</b>	<b>\$ -</b>

Capacity (m <sup>3</sup> )	Total Capacity	10% Reserve	Net Capacity
Phase 4 added capacity	15,000	1,500	13,500
<b>Total Capacity Available (m<sup>3</sup>)</b>	<b>15,000</b>	<b>1,500</b>	<b>13,500</b>
<b>Cost Per Cubic Metre (\$ / m<sup>3</sup>)</b>			<b>\$10,462.81</b>

Source: InnServices Utilities Inc.

DC Reserve Funds <sup>1</sup>	
Available Balance Dec 31, 2022	\$ -

<sup>1</sup> In accordance with the requirements of the IDAG agreement the available DC reserve fund balance has been committed against the Phase 3 plant expansion

Notes:

1. Debt Repayment Terms	Amortization Period	Financing Rate	Debt Factor
	20	4.00%	0.073582

2. Wastewater Demands:

Residential:	
WPCP average day flow per capita	0.325 m <sup>3</sup> /day/cap

Non-Residential:	
Average Day Demand Per Hectare	10 m <sup>3</sup> /ha.d
Average Coverage	25%
Average Day Demand GFA	
Per Square Metre of GFA	0.00400 m <sup>3</sup>
Per Square Foot of GFA	0.00037 m <sup>3</sup>

APPENDIX D.1

TABLE 2

TOWN OF INNISFIL  
WASTEWATER SERVICING: INNISFIL NORTH AND FRIDAY HARBOUR

1. Wastewater Servicing

1.1 Sanitary Sewers		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil North Share		Friday Harbour Share		Other Areas Share	
#	Project Description								%	\$	%	\$	%	\$
1.1.1	Spring Street Sewer	2023 - 2028	\$ 3,000,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 3,000,000	0.00%	\$ -	0.00%	\$ -	
1.1.2	10th Line sewer west of 25th Sideroad	2024 - 2031	\$ 1,680,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 1,680,000	0.00%	\$ -	0.00%	\$ -	
1.1.3	Crystal Beach Road sewer twinning	2024 - 2031	\$ 1,480,000	\$ -	0%	\$ -	\$ -	83.15%	\$ 1,230,641	16.85%	\$ 249,359	0.00%	\$ -	
1.1.4	Park Rd. sewer twinning	2025 - 2031	\$ 260,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 260,000	0.00%	\$ -	0.00%	\$ -	
1.1.5	Roberts Rd. sewer twinning	2026 - 2031	\$ 80,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 80,000	0.00%	\$ -	0.00%	\$ -	
1.1.6	Lakelands Ave. sewer twinning	2027 - 2031	\$ 920,000	\$ -	0%	\$ -	\$ -	83.15%	\$ 764,993	16.85%	\$ 155,007	0.00%	\$ -	
1.1.7	Simcoe Blvd. sewer twinning	2028 - 2031	\$ 800,000	\$ -	0%	\$ -	\$ -	83.15%	\$ 665,212	16.85%	\$ 134,788	0.00%	\$ -	
1.1.8	Adams Rd. sewer twinning	2029 - 2031	\$ 1,300,000	\$ -	0%	\$ -	\$ -	83.15%	\$ 1,080,969	16.85%	\$ 219,031	0.00%	\$ -	
1.1.9	Kennedy Rd. sewer twinning	2030 - 2031	\$ 320,000	\$ -	0%	\$ -	\$ -	83.15%	\$ 266,085	16.85%	\$ 53,915	0.00%	\$ -	
1.1.10	7th Line sewer	2024 - 2031	\$ 920,000	\$ -	0%	\$ -	\$ -	83.15%	\$ 764,993	16.85%	\$ 155,007	0.00%	\$ -	
1.1.11	Decommission SPS 7	2024 - 2031	\$ 700,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 700,000	0.00%	\$ -	0.00%	\$ -	
1.1.12	9th Line sewer	2024 - 2031	\$ 7,520,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 7,520,000	0.00%	\$ -	0.00%	\$ -	
1.1.13	IBR Trunk sewer from Yonge St to 20 SR	2023 - 2028	\$ 6,740,000	\$ -	0%	\$ -	\$ -	7.68%	\$ 517,933	0.00%	\$ -	92.32%	\$ 6,222,067	
1.1.14	20 SR Trunk Sewer	2024 - 2031	\$ 4,120,000	\$ -	0%	\$ -	\$ -	7.68%	\$ 316,600	0.00%	\$ -	92.32%	\$ 3,803,400	
1.1.15	6th Line trunk Sewer to Sleeping Lion	2024 - 2031	\$ 4,940,000	\$ -	0%	\$ -	\$ -	22.20%	\$ 1,096,490	0.00%	\$ -	77.80%	\$ 3,843,510	
<b>Sub-Total Sanitary Sewers</b>			<b>\$ 34,780,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>		<b>\$ 19,943,916</b>		<b>\$ 967,107</b>		<b>\$ 13,868,977</b>	

1.2 Sewage Pumping Stations and Forcemains		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil North Share		Friday Harbour Share		Other Areas Share	
#	Project Description								%	\$	%	\$	%	\$
1.2.1	Big Bay Point SPS	2031 - 2041	\$ 5,600,000	\$ -	100%	\$ 5,600,000	\$ -	61.65%	\$ -	38.35%	\$ -	0.00%	\$ -	
1.2.2	Big Bay Point SPS Forcemain to Friday Drive	2031 - 2041	\$ 5,100,000	\$ -	100%	\$ 5,100,000	\$ -	61.65%	\$ -	38.35%	\$ -	0.00%	\$ -	
1.2.3	Sandy Cove SPS	2023 - 2031	\$ 5,600,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 5,600,000	0.00%	\$ -	0.00%	\$ -	
1.2.4	Sandy Cove SPS Forcemain to Lockhart Rd.	2024 - 2031	\$ 4,520,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 4,520,000	0.00%	\$ -	0.00%	\$ -	
1.2.5	SPS 4 Expansion Phase 1	2023 - 2023	\$ 4,400,000	\$ -	0%	\$ -	\$ -	86.92%	\$ 3,824,320	13.08%	\$ 575,680	0.00%	\$ -	
1.2.6	SPS 4 Expansion Phase 2	2031 - 2041	\$ 7,200,000	\$ -	0%	\$ -	\$ -	86.92%	\$ 6,257,978	13.08%	\$ 942,022	0.00%	\$ -	
1.2.7	SPS 4 Second Forcemain	2031 - 2041	\$ 3,700,000	\$ -	0%	\$ -	\$ -	86.92%	\$ 3,215,905	13.08%	\$ 484,095	0.00%	\$ -	
1.2.8	SPS 3 Expansion	2024 - 2031	\$ 12,800,000	\$ -	0%	\$ -	\$ -	86.92%	\$ 11,125,294	13.08%	\$ 1,674,706	0.00%	\$ -	
1.2.9	SPS 3 Second Forcemain	2024 - 2031	\$ 2,320,000	\$ -	0%	\$ -	\$ -	86.92%	\$ 2,016,459	13.08%	\$ 303,541	0.00%	\$ -	
1.2.10	Stroud SPS	2023 - 2031	\$ 4,680,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 4,680,000	0.00%	\$ -	0.00%	\$ -	
1.2.11	Stroud SPS Forcemain	2023 - 2031	\$ 4,020,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 4,020,000	0.00%	\$ -	0.00%	\$ -	
1.2.12	20th Sideroad SPS	2024 - 2031	\$ 6,240,000	\$ -	0%	\$ -	\$ -	7.68%	\$ 479,511	0.00%	\$ -	92.32%	\$ 5,760,489	
1.2.13	20th Sideroad SPS Expansion	2031 - 2041	\$ 7,040,000	\$ -	0%	\$ -	\$ -	7.68%	\$ 540,986	0.00%	\$ -	92.32%	\$ 6,499,014	
1.2.14	20th Sideroad SPS Forcemain	2024 - 2031	\$ 3,120,000	\$ -	0%	\$ -	\$ -	7.68%	\$ 239,755	0.00%	\$ -	92.32%	\$ 2,880,245	
1.2.15	New SPS 2	2023 - 2023	\$ 10,400,000	\$ -	0%	\$ -	\$ -	39.77%	\$ 4,136,051	0.00%	\$ -	60.23%	\$ 6,263,949	
1.2.16	New SPS 2 Expansion	2031 - 2041	\$ 2,000,000	\$ -	0%	\$ -	\$ -	35.99%	\$ 719,838	0.00%	\$ -	64.01%	\$ 1,280,162	
<b>Sub-Total Sewage Pumping Stations</b>			<b>\$ 88,740,000</b>	<b>\$ -</b>		<b>\$ 10,700,000</b>	<b>\$ -</b>		<b>\$ 51,376,098</b>		<b>\$ 3,980,044</b>		<b>\$ 22,683,858</b>	

<b>Total Wastewater Collection System</b>			<b>\$ 123,520,000</b>	<b>\$ -</b>		<b>\$ 10,700,000</b>	<b>\$ -</b>		<b>\$ 71,320,014</b>		<b>\$ 4,947,151</b>		<b>\$ 36,552,835</b>
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**APPENDIX D.1  
TABLE 3**

**TOWN OF INNISFIL  
WASTEWATER SERVICES: INNISFIL NORTH AND FRIDAY HARBOUR  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Wastewater Servicing</b>	<b>Innisfil North*</b>	<b>Friday Harbour Resort</b>
<b>1. Wastewater Collection System</b>		
1.1 Sanitary Sewers	\$19,943,916	\$967,107
1.2 Sewage Pumping Stations and Force mains	\$51,376,098	\$3,980,044
1.3 Uncommitted Reserve Fund Balance (Dec. 31, 2022)	<u>\$4,910,450</u>	<u>\$126,049</u>
Total Wastewater Collection System	\$76,230,463	\$5,073,201
Forecast Serviced Sewage Flows (m <sup>3</sup> )	11,225	1,155
<b>Cost Per Cubic Metre</b>	<b>\$6,791.10</b>	<b>\$4,392.48</b>
Residential Charge Based On:	Residential DC (\$/capita)	
WPCP peak flow per capita:      0.3250    m <sup>3</sup> /day/cap	\$2,207	\$1,428
<b>2. Wastewater Treatment Cost Per Cubic Metre</b>		
	<b>\$10,462.81</b>	<b>\$10,462.81</b>
Residential Charge Based On:	Residential DC (\$/capita)	
WPCP peak flow per capita:      0.3250    m <sup>3</sup> /day/cap	\$3,400	\$3,400

\* Innisfil North Service Area includes the service areas of Alcona, Alcona South, Stroud, and Big Bay Point.

APPENDIX D.1

TABLE 4

TOWN OF INNISFIL  
WASTEWATER SERVICING: INNISFIL SOUTH

1. Wastewater Servicing

1.1 Sewage Pumping Stations and Forcemains Project Description	Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible	Innisfil South Share		Other Areas Share	
								%	\$	%	\$
1.1.1 DP SPS 1	2031 - 2041	\$ 2,000,000	\$ -	100%	\$ 2,000,000	\$ -	\$ -	0.00%	\$ -	0.00%	\$ -
1.1.2 DP SPS 1 Forcemain to Pine Ave	2031 - 2041	\$ 4,000,000	\$ -	100%	\$ 4,000,000	\$ -	\$ -	0.00%	\$ -	0.00%	\$ -
1.1.3 DP SPS 2	2031 - 2041	\$ 5,760,000	\$ -	100%	\$ 5,760,000	\$ -	\$ -	0.00%	\$ -	0.00%	\$ -
1.1.4 Gilford SPS	2031 - 2041	\$ 4,800,000	\$ -	100%	\$ 4,800,000	\$ -	\$ -	0.00%	\$ -	0.00%	\$ -
1.1.5 Gilford SPS Forcemain to 2nd Line	2031 - 2041	\$ 4,200,000	\$ -	100%	\$ 4,200,000	\$ -	\$ -	0.00%	\$ -	0.00%	\$ -
<b>Sub-Total Sewage Pumping Stations</b>		<b>\$ 20,760,000</b>	<b>\$ -</b>		<b>\$ 20,760,000</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ -</b>		<b>\$ -</b>
<b>Total Wastewater Collection System</b>		<b>\$ 20,760,000</b>	<b>\$ -</b>		<b>\$ 20,760,000</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ -</b>		<b>\$ -</b>

**APPENDIX D.1  
TABLE 5**

**TOWN OF INNISFIL  
WASTEWATER SERVICES: INNISFIL SOUTH  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Wastewater Servicing</b>		<b>Innisfil South*</b>
<b>1. Wastewater Collection System</b>		
1.1 Sewage Pumping Stations and Forcemains		\$0
1.2 Uncommitted Reserve Fund Balance (Dec. 31, 2022)		<u>\$193,218</u>
Total Wastewater Collection System		\$193,218
Forecast Serviced Sewage Flows (m <sup>3</sup> )		1,138
<b>Cost Per Cubic Metre</b>		<b>\$169.84</b>
Residential Charge Based On:		<u>Residential DC (\$/capita)</u>
WPCP peak flow per capita:	0.3250 m <sup>3</sup> /day/cap	\$55
<b>2. Wastewater Treatment Cost Per Cubic Metre</b>		
		<b>\$10,462.81</b>
Residential Charge Based On:		<u>Residential DC (\$/capita)</u>
WPCP peak flow per capita:	0.3250 m <sup>3</sup> /day/cap	\$3,400

\* Innisfil South Service Area includes the previous service areas of Gilford and Lefroy.



APPENDIX D.1  
TABLE 6  
TOWN OF INNISFIL  
WASTEWATER SERVICING: INNISFIL CENTRAL

1. Wastewater Servicing

1.1 Sanitary Sewers		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil Central Share		Other Areas Share	
#	Project Description								%	\$	%	\$
1.1.1	5th Sideroad (from 9th Line to 7th Line)	2024 - 2031	\$ 5,560,000	\$ -	0%	\$ -	\$ -	\$ 5,560,000	100.00%	\$ 5,560,000	0.00%	\$ -
1.1.2	IBR Trunk sewer to SPS 6	2024 - 2031	\$ 5,600,000	\$ -	0%	\$ -	\$ -	\$ 5,600,000	100.00%	\$ 5,600,000	0.00%	\$ -
1.1.3	IBR Trunk sewer from Yonge St to 20 SR	2023	\$ 3,370,000	\$ -	0%	\$ -	\$ -	\$ 3,370,000	92.32%	\$ 3,111,034	7.68%	\$ 258,966
1.1.4	20 SR Trunk Sewer	2024 - 2031	\$ 4,120,000	\$ -	0%	\$ -	\$ -	\$ 4,120,000	92.32%	\$ 3,803,400	7.68%	\$ 316,600
1.1.5	6th Line trunk Sewer to Sleeping Lion	2024 - 2031	\$ 4,940,000	\$ -	0%	\$ -	\$ -	\$ 4,940,000	77.80%	\$ 3,843,510	22.20%	\$ 1,096,490
1.1.6	5th Sideroad (from 7th Line to 5th Line)	2031 - 2041	\$ 6,140,000	\$ -	0%	\$ -	\$ -	\$ 6,140,000	100.00%	\$ 6,140,000	0.00%	\$ -
1.1.7	Industrial Road sewer to IBR	2031 - 2041	\$ 860,000	\$ -	0%	\$ -	\$ -	\$ 860,000	100.00%	\$ 860,000	0.00%	\$ -
1.1.8	Commerce Park Dr. sewer from 7th to 6th Line	2031 - 2041	\$ 2,100,000	\$ -	0%	\$ -	\$ -	\$ 2,100,000	100.00%	\$ 2,100,000	0.00%	\$ -
1.1.9	Commerce Park Drive sewer from 5th to 6th Line	2031 - 2041	\$ 920,000	\$ -	0%	\$ -	\$ -	\$ 920,000	100.00%	\$ 920,000	0.00%	\$ -
1.1.10	6th Line trunk sewer to Campus Node	2031 - 2041	\$ 10,320,000	\$ -	0%	\$ -	\$ -	\$ 10,320,000	100.00%	\$ 10,320,000	0.00%	\$ -
1.1.11	6th Line trunk sewer from Yonge St. to 20 Sideroad	2031 - 2041	\$ 8,000,000	\$ -	0%	\$ -	\$ -	\$ 8,000,000	100.00%	\$ 8,000,000	0.00%	\$ -
<b>Sub-Total Sanitary Sewers</b>			<b>\$ 51,930,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 51,930,000</b>		<b>\$ 50,257,943</b>		<b>\$ 1,672,057</b>
1.2 Sewage Pumping Stations and Forcemains		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil Central Share		Other Areas Share	
#	Project Description								%	\$	%	\$
1.2.1	IH SPS 1 (5th Sideroad, north of IBR)	2024 - 2031	\$ 5,360,000	\$ -	0%	\$ -	\$ -	\$ 5,360,000	100.00%	\$ 5,360,000	0.00%	\$ -
1.2.2	IH SPS 1 Forcemain	2024 - 2031	\$ 420,000	\$ -	0%	\$ -	\$ -	\$ 420,000	100.00%	\$ 420,000	0.00%	\$ -
1.2.3	IH SPS 2 (5th Sideroad at 7th Line)	2024 - 2031	\$ 6,920,000	\$ -	0%	\$ -	\$ -	\$ 6,920,000	100.00%	\$ 6,920,000	0.00%	\$ -
1.2.4	IH SPS 2 Forcemain and Hwy crossing	2024 - 2031	\$ 8,200,000	\$ -	0%	\$ -	\$ -	\$ 8,200,000	100.00%	\$ 8,200,000	0.00%	\$ -
1.2.5	IH SPS 2A (5th Sideroad at 5th Line)	2031 - 2041	\$ 9,160,000	\$ -	0%	\$ -	\$ -	\$ 9,160,000	100.00%	\$ 9,160,000	0.00%	\$ -
1.2.6	IH SPS 2A Forcemain and Hwy crossing	2031 - 2041	\$ 7,280,000	\$ -	0%	\$ -	\$ -	\$ 7,280,000	100.00%	\$ 7,280,000	0.00%	\$ -
1.2.7	IH SPS 3 (East of Hwy 400 at 9th Line)	2031 - 2041	\$ 6,920,000	\$ -	0%	\$ -	\$ -	\$ 6,920,000	100.00%	\$ 6,920,000	0.00%	\$ -
1.2.8	IH SPS 3 Forcemain	2031 - 2041	\$ 2,560,000	\$ -	0%	\$ -	\$ -	\$ 2,560,000	100.00%	\$ 2,560,000	0.00%	\$ -
1.2.9	IH SPS 4 (East of Hwy 400 at 7th Line)	2031 - 2041	\$ 4,680,000	\$ -	0%	\$ -	\$ -	\$ 4,680,000	100.00%	\$ 4,680,000	0.00%	\$ -
1.2.10	IH SPS 4 Forcemain	2031 - 2041	\$ 920,000	\$ -	0%	\$ -	\$ -	\$ 920,000	100.00%	\$ 920,000	0.00%	\$ -
1.2.11	IH SPS 5 (East of Hwy 400 at 5th Line)	2031 - 2041	\$ 4,680,000	\$ -	0%	\$ -	\$ -	\$ 4,680,000	100.00%	\$ 4,680,000	0.00%	\$ -
1.2.12	IH SPS 5 Forcemain	2031 - 2041	\$ 740,000	\$ -	0%	\$ -	\$ -	\$ 740,000	100.00%	\$ 740,000	0.00%	\$ -
1.2.13	IBR SPS 6	2024 - 2031	\$ 6,160,000	\$ -	0%	\$ -	\$ -	\$ 6,160,000	100.00%	\$ 6,160,000	0.00%	\$ -
1.2.14	IBR SPS 6 Forcemain	2024 - 2031	\$ 2,520,000	\$ -	0%	\$ -	\$ -	\$ 2,520,000	100.00%	\$ 2,520,000	0.00%	\$ -
1.2.15	IBR SPS 6 Expansion	2031 - 2041	\$ 5,920,000	\$ -	0%	\$ -	\$ -	\$ 5,920,000	100.00%	\$ 5,920,000	0.00%	\$ -
1.2.16	20th Sideroad SPS	2024 - 2031	\$ 6,240,000	\$ -	0%	\$ -	\$ -	\$ 6,240,000	92.32%	\$ 5,760,489	7.68%	\$ 479,511
1.2.17	20th Sideroad SPS Expansion	2031 - 2041	\$ 7,040,000	\$ -	0%	\$ -	\$ -	\$ 7,040,000	92.32%	\$ 6,499,014	7.68%	\$ 540,986
1.2.18	20th Sideroad SPS Forcemain	2024 - 2031	\$ 3,120,000	\$ -	0%	\$ -	\$ -	\$ 3,120,000	92.32%	\$ 2,880,245	7.68%	\$ 239,755
1.2.19	CN SPS	2031 - 2041	\$ 11,080,000	\$ -	0%	\$ -	\$ -	\$ 11,080,000	100.00%	\$ 11,080,000	0.00%	\$ -
1.2.20	CN SPS Forcemain	2031 - 2041	\$ 8,860,000	\$ -	0%	\$ -	\$ -	\$ 8,860,000	100.00%	\$ 8,860,000	0.00%	\$ -
1.2.21	New SPS 2	2023 - 2023	\$ 10,400,000	\$ -	0%	\$ -	\$ -	\$ 10,400,000	64.01%	\$ 6,656,841	35.99%	\$ 3,743,159
1.2.22	New SPS 2 Expansion	2031 - 2041	\$ 2,000,000	\$ -	0%	\$ -	\$ -	\$ 2,000,000	64.01%	\$ 1,280,162	35.99%	\$ 719,838
1.2.23	Churchill SPS	2031 - 2041	\$ 3,080,000	\$ -	0%	\$ -	\$ -	\$ 3,080,000	100.00%	\$ 3,080,000	0.00%	\$ -
1.2.24	Churchill SPS FM	2031 - 2041	\$ 5,040,000	\$ -	0%	\$ -	\$ -	\$ 5,040,000	100.00%	\$ 5,040,000	0.00%	\$ -
1.2.25	Class EA Sch. B for Churchill SPS	2031 - 2041	\$ 150,000	\$ -	0%	\$ -	\$ -	\$ 150,000	100.00%	\$ 150,000	0.00%	\$ -
<b>Sub-Total Sewage Pumping Stations</b>			<b>\$ 129,450,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 129,450,000</b>		<b>\$ 123,726,750</b>		<b>\$ 5,723,250</b>
<b>Total Wastewater Collection System</b>			<b>\$ 181,380,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 181,380,000</b>		<b>\$ 173,984,694</b>		<b>\$ 7,395,306</b>

**APPENDIX D.1  
TABLE 7**

**TOWN OF INNISFIL  
WASTEWATER SERVICES: INNISFIL CENTRAL  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Wastewater Servicing</b>	<b>Innisfil Central*</b>
<b>1. Wastewater Collection System</b>	
1.1 Sanitary Sewers	\$50,257,943
1.2 Sewage Pumping Stations and Force mains	\$123,726,750
1.3 Uncommitted Reserve Fund Balance (Dec. 31, 2022)	<u>\$11,060,100</u>
Total Wastewater Collection System	\$185,044,794
Forecast Serviced Sewage Flows (m <sup>3</sup> )	10,912
<b>Cost Per Cubic Metre</b>	<b>\$16,957.96</b>
Residential Charge Based On:	Residential DC (\$/capita)
WPCP peak flow per capita: 0.3250	\$5,511
<b>2. Wastewater Treatment Cost Per Cubic Metre</b>	<b>\$10,462.81</b>
Residential Charge Based On:	Residential DC (\$/capita)
WPCP peak flow per capita: 0.3250	\$3,400

\* Innisfil Central Service Area includes the service areas of Innisfil Heights (including Campus Node) and Churchill.

APPENDIX D.1  
TABLE 8

TOWN OF INNISFIL  
WASTEWATER SERVICING: COOKSTOWN AND HIGHWAY 400 & 89 AREA

1. Wastewater Servicing

1.1 Wastewater Treatment Facilities		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Cookstown Share	
#	Project Description								%	\$
1.1.1	Cookstown WPCP	2021-2031	\$ 17,929,000	\$ -	41%	\$ 7,350,890	\$ -	\$ 10,578,110	100%	\$ 10,578,110
1.1.2	Decommissioning Existing Cookstown WPCP	2021-2031	\$ 2,878,000	\$ -	41%	\$ 1,179,980	\$ -	\$ 1,698,020	100%	\$ 1,698,020
<b>Sub-Total Sewage Pumping Stations</b>			<b>\$ 20,807,000</b>	<b>\$ -</b>		<b>\$ 8,530,870</b>	<b>\$ -</b>	<b>\$ 12,276,130</b>		<b>\$ 12,276,130</b>
<b>Total Wastewater Collection System</b>			<b>\$ 20,807,000</b>	<b>\$ -</b>		<b>\$ 8,530,870</b>	<b>\$ -</b>	<b>\$ 12,276,130</b>		<b>\$ 12,276,130</b>

**APPENDIX D.1  
TABLE 9**

**TOWN OF INNISFIL  
WASTEWATER SERVICES: COOKSTOWN  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Wastewater Servicing</b>	<b>Cookstown</b>
<b>1. Wastewater Collection System</b>	
1.1 Sanitary Sewers	\$0
1.2 Sewage Pumping Stations and Forcemains	\$0
1.3 Wastewater Treatment Facilities	\$12,276,130
1.4 Uncommitted Reserve Fund Balance (Dec. 31, 2022)	<u>\$92,321</u>
Total Wastewater Collection System	\$12,368,451
Forecast Serviced Sewage Flows (m <sup>3</sup> )	531
<b>Cost Per Cubic Metre</b>	<b>\$23,298.95</b>
Residential Charge Based On:	Residential DC (\$/capita)
WPCP peak flow per capita:           0.3250       m <sup>3</sup> /day/cap	<u>\$7,572</u>

APPENDIX D.2

TABLE 1

TOWN OF INNISFIL  
2023 DEVELOPMENT CHARGES BACKGROUND STUDY  
WATER SUPPLY - PLANT COSTS

Project Description	Net Municipal Costs	Ineligible Costs	Total DC Eligible Costs	Available DC Reserves	DC Eligible Costs 2023-2041	DC Eligible Costs Post-2041
<b>1 Phase 3a Expansion</b>						
1.1 Remaining Capital Cost	\$ 8,206,734	\$ -	\$ 8,206,734	\$ -	\$ 8,206,734	\$ -
Sub-total Phase 3a Expansion	\$ 8,206,734	\$ -	\$ 8,206,734	\$ -	\$ 8,206,734	\$ -
<b>2 Phase 3b Expansion</b>						
2.1 Capital Cost	\$ 32,000,000	\$ -	\$ 32,000,000	\$ -	\$ 32,000,000	\$ -
Sub-total Phase 3b Expansion	\$ 32,000,000	\$ -	\$ 32,000,000	\$ -	\$ 32,000,000	\$ -
<b>3 Phase 3c Expansion</b>						
3.1 Capital Cost	\$ 32,000,000	\$ -	\$ 32,000,000	\$ -	\$ 32,000,000	\$ -
Sub-total Phase 3c Expansion	\$ 32,000,000	\$ -	\$ 32,000,000	\$ -	\$ 32,000,000	\$ -
<b>4 Vehicles</b>						
4.1 New Truck Acquisitions	\$ 60,000	\$ -	\$ 60,000	\$ -	\$ 60,000	\$ -
Sub-total Vehicles	\$ 60,000	\$ -	\$ 60,000	\$ -	\$ 60,000	\$ -
<b>Subtotal</b>	<b>\$ 72,266,734</b>	<b>\$ -</b>	<b>\$ 72,266,734</b>	<b>\$ -</b>	<b>\$ 72,266,734</b>	<b>\$ -</b>
<b>5 Debenture Interest Costs (Plant Expansion)</b>						
5.1 Interest Costs (4% financing rate)	\$ 34,055,000	\$ -	\$ 34,055,000	\$ -	\$ 34,055,000	\$ -
Sub-total Debenture Costs	\$ 34,055,000	\$ -	\$ 34,055,000	\$ -	\$ 34,055,000	\$ -
<b>6 Recovery of Negative DC Reseve Balance</b>						
6.1 Balance as of Dec 31, 2022	\$ 2,962,915	\$ -	\$ 2,962,915	\$ -	\$ 2,962,915	\$ -
Sub-total Debenture Costs	\$ 2,962,915	\$ -	\$ 2,962,915	\$ -	\$ 2,962,915	\$ -
<b>TOTAL</b>	<b>\$ 109,284,649</b>	<b>\$ -</b>	<b>\$ 109,284,649</b>	<b>\$ -</b>	<b>\$ 109,284,649</b>	<b>\$ -</b>

Capacity (m <sup>3</sup> ):	Total Capacity	10% Reserve	Net Capacity
Phase 3a Added Capacity	4,600	4,600	4,600
Phase 3b Added Capacity	17,000	1,700	15,300
Phase 3c Added Capacity	30,000	3,000	27,000
<b>Total Capacity Available (m<sup>3</sup>)</b>	<b>51,600</b>	<b>9,300</b>	<b>46,900</b>
<b>Cost Per Cubic Metre (\$ / m<sup>3</sup>)</b>			<b>\$2,330.16</b>

Source: InnServices Utilities Inc.

Notes:

1. Debt Repayment Terms

Amortization Period	Interest Share	Financing Real Rate	Debt Factor
20	0.471635007	4.00%	0.073582

2. Water Demands:

Residential:	
Maximum Day Water Demand Per Capita	
Average Day Per Capita	0.2750 m <sup>3</sup> /day/cap
Max Day Factor	1.8
Max Day Per Capita	0.495 m <sup>3</sup> /day/cap

Non-Residential:	
Average Day Demand Per Hectare	20 m <sup>3</sup> /ha.d
Max Day Factor	1.8
Max Day Per Hectare	36 m <sup>3</sup> /ha.d
Average Coverage	25%
Average Day Demand GFA	
Per Square Metre of GFA	0.0144000 m <sup>3</sup>
Per Square Foot of GFA	0.0013378 m <sup>3</sup>

APPENDIX D.2

TABLE 2

TOWN OF INNISFIL  
WATER SERVICING: INNISFIL NORTH AND FRIDAY HARBOUR

2. Water Servicing

2.1 Watermain		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil North Share		Friday Harbour Share		Other Areas Share	
#	Project Description								%	\$	%	\$	%	\$
2.1.1	Big Bay Point Rd. Trunk Watermain	2031 - 2041	\$ 3,940,000	\$ -	100%	\$ 3,940,000	\$ -	\$ -	59.41%	\$ -	40.59%	\$ -	0.00%	\$ -
2.1.2	Lockhart Rd. and Connection to Ireton Trunk Watermain	2024 - 2024	\$ 3,450,000	\$ -	0%	\$ -	\$ -	\$ 3,450,000	100.00%	\$ 3,450,000	0.00%	\$ -	0.00%	\$ -
2.1.3	10th Line trunk Watermain	2024 - 2031	\$ 2,340,000	\$ -	0%	\$ -	\$ -	\$ 2,340,000	100.00%	\$ 2,340,000	0.00%	\$ -	0.00%	\$ -
2.1.4	Trunk Watermain from WTP to Alcona Reservoir (25 SR, 9th Line, 20 SR and IBR)	2024 - 2031	\$ 16,580,000	\$ 6,632,000	0%	\$ -	\$ -	\$ 9,948,000	35.49%	\$ 3,530,848	0.00%	\$ -	64.51%	\$ 6,417,152
2.1.5	Watermains to loop distribution system	2024 - 2031	\$ 1,000,000	\$ -	0%	\$ -	\$ -	\$ 1,000,000	100.00%	\$ 1,000,000	0.00%	\$ -	0.00%	\$ -
2.1.6	Trunk watermain on 6th Line, East of tracks	2024-2031	\$ 2,540,000	\$ -	0%	\$ -	\$ -	\$ 2,540,000	100.00%	\$ 2,540,000	0.00%	\$ -	0.00%	\$ -
2.1.7	Trunk Watermain on 20th SR and 6th Line	2024 - 2031	\$ 7,340,000	\$ -	0%	\$ -	\$ -	\$ 7,340,000	100.00%	\$ 7,340,000	0.00%	\$ -	0.00%	\$ -
2.1.8	Innisfil Beach Road Trunk Watermains Phase 1	2023 - 2028	\$ 19,800,000	\$ -	0%	\$ -	\$ -	\$ 19,800,000	11.21%	\$ 2,220,569	0.00%	\$ -	88.79%	\$ 17,579,431
2.1.9	Yonge St watermain to 440 m north of IBR	2024 - 2031	\$ 680,000	\$ -	84%	\$ 568,874.87	\$ -	\$ 111,125	100.00%	\$ 111,125	0.00%	\$ -	0.00%	\$ -
2.1.10	Trunk Watermain to Stroud Reservoir	2024 - 2031	\$ 4,800,000	\$ -	84%	\$ 4,015,587	\$ -	\$ 784,413	100.00%	\$ 784,413	0.00%	\$ -	0.00%	\$ -
<b>Sub-Total Watermain System</b>			<b>\$ 62,470,000</b>	<b>\$ 6,632,000</b>		<b>\$ 8,524,462</b>	<b>\$ -</b>	<b>\$ 47,313,538</b>	<b>\$ 23,316,954</b>	<b>\$ -</b>	<b>\$ 23,996,583</b>			

2.2 Water Pumping Stations		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil North Share		Friday Harbour Share		Other Areas Share	
#	Project Description								%	\$	%	\$	%	\$
2.2.1	Upgrade Alcona Zone 2 BPS (Alt. 1)	2024 - 2031	\$ 1,200,000	\$ -	0%	\$ -	\$ -	\$ 1,200,000	100.00%	\$ 1,200,000	0.00%	\$ -	0.00%	\$ -
2.2.2	Alcona Reservoir BPS (Phase 1) Yonge St. and Innisfil Heights Phase 1	2024 - 2027	\$ 9,600,000	\$ -	0%	\$ -	\$ -	\$ 9,600,000	35.49%	\$ 3,407,332	0.00%	\$ -	64.51%	\$ 6,192,668
2.2.3	Alcona North Zone 3 BPS	2024 - 2031	\$ 5,200,000	\$ -	0%	\$ -	\$ -	\$ 5,200,000	100.00%	\$ 5,200,000	0.00%	\$ -	0.00%	\$ -
<b>Sub-Total Water Pumping Stations</b>			<b>\$ 16,000,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 16,000,000</b>	<b>\$ 9,807,332</b>	<b>\$ -</b>	<b>\$ 6,192,668</b>			

2.3 Water Storage		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil North Share		Friday Harbour Share		Other Areas Share	
#	Project Description								%	\$	%	\$	%	\$
2.3.1	Alcona Reservoir Phase 2 Expansion	2024 - 2027	\$ 7,400,000	\$ -	0%	\$ -	\$ -	\$ 7,400,000	86.83%	\$ 6,425,618	0.00%	\$ -	13.17%	\$ 974,382
<b>Sub-Total Water Storage</b>			<b>\$ 7,400,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 7,400,000</b>	<b>\$ 6,425,618</b>	<b>\$ -</b>	<b>\$ 974,382</b>			

<b>Total Water Distribution System</b>			<b>\$ 85,870,000</b>	<b>\$ 6,632,000</b>		<b>\$ 8,524,462</b>	<b>\$ -</b>	<b>\$ 70,713,538</b>	<b>\$ 39,549,905</b>	<b>\$ -</b>	<b>\$ 31,163,633</b>
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Servicing Areas	New Flows 2023 - 2041					
	Wastewater Flows			Water Flows		
	Existing	Future	Total	Existing	Future	Total
1. Innisfil North	-	11,225,053	11,225,053	-	9,758,460	9,758,460
2. Friday Harbour	-	1,154,975	1,154,975	-	995,150	995,150

**APPENDIX D.2  
TABLE 3**

**TOWN OF INNISFIL  
WATER SERVICES: INNISFIL NORTH AND FRIDAY HARBOUR  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Water Servicing</b>	<b>Innisfil North*</b>	<b>Friday Harbour Resort</b>
<b>1. Water Distribution System</b>		
1.1 Watermains	\$23,316,954	\$0
1.2 Water Pumping Stations	\$9,807,332	\$0
1.3 Water Storage	\$6,425,618	\$0
1.4 Uncommitted Reserve Fund Balance (Dec. 31, 2022)	<u>(\$1,259,530)</u>	<u>\$0</u>
Total Water Distribution System	\$38,290,375	\$0
Forecast Served Water Demand (m <sup>3</sup> )	17,565	1,791
<b>Cost Per Cubic Metre</b>	<b>\$2,179.90</b>	<b>\$0.00</b>
Residential Charge Based On:	<u>Residential DC (\$/capita)</u>	
Max Day Per Capita: 0.495 m <sup>3</sup> /day/cap	\$1,079	\$0
<b>2. Water Supply and Treatment Cost Per Cubic Metre</b>	<b>\$2,330.16</b>	<b>\$2,330.16</b>
Residential Charge Based On:	<u>Residential DC (\$/capita)</u>	
Max Day Per Capita: 0.495 m <sup>3</sup> /day/cap	\$1,153.43	\$1,153.43

\* Innisfil North Service Area includes the service areas of Alcona, Alcona South, Stroud, and Big Bay Point.

APPENDIX D.2  
TABLE 4  
TOWN OF INNISFIL  
WATER SERVICING: INNISFIL SOUTH

2. Water Servicing

2.1 Watermain		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil South Share		Other Areas Share	
#	Project Description								%	\$	%	\$
2.1.1	Ewart St. Trunk Watermain	2031 - 2041	\$ 4,600,000	\$ -	100%	\$ 4,600,000	\$ -	\$ -	100.00%	\$ -	0.00%	\$ -
2.1.2	Trunk Watermain on Pine Ave., 3rd Line and shoreline to Gilford	2031 - 2041	\$ 9,600,000	\$ -	100%	\$ 9,600,000	\$ -	\$ -	100.00%	\$ -	0.00%	\$ -
<b>Sub-Total Watermain System</b>			<b>\$ 14,200,000</b>	<b>\$ -</b>		<b>\$ 14,200,000</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ -</b>		<b>\$ -</b>

2.2 Water Pumping Stations		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil South Share		Other Areas Share	
#	Project Description								%	\$	%	\$
2.2.1	Lefroy BPS Phase 2 Expansion	2024	\$ 400,000	\$ -	0%	\$ -	\$ -	\$ 400,000	100.00%	\$ 400,000	0.00%	\$ -
<b>Sub-Total Water Pumping Stations</b>			<b>\$ 400,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 400,000</b>		<b>\$ 400,000</b>		<b>\$ -</b>

2.3 Water Storage		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil South Share		Other Areas Share	
#	Project Description								%	\$	%	\$
1	Lefroy Reservoir Phase 2 Expansion	2023 - 2027	\$ 5,400,000	\$ -	0%	\$ -	\$ -	\$ 5,400,000	100.00%	\$ 5,400,000	0.00%	\$ -
<b>Sub-Total Water Storage</b>			<b>\$ 5,400,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5,400,000</b>		<b>\$ 5,400,000</b>		<b>\$ -</b>

<b>Total Water Distribution System</b>			<b>\$ 20,000,000</b>	<b>\$ -</b>		<b>\$ 14,200,000</b>	<b>\$ -</b>	<b>\$ 5,800,000</b>		<b>\$ 5,800,000</b>		<b>\$ -</b>
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Servicing Areas	New Flows 2023 - 2041					
	Wastewater Flows			Water Flows		
	Existing	Future	Total	Existing	Future	Total
1. Innisfil South	-	1,137,658	1,137,658	-	1,433,349	1,433,349



**APPENDIX D.2  
TABLE 5**

**TOWN OF INNISFIL  
WATER SERVICES: INNISFIL SOUTH  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Water Servicing</b>		<b>Innisfil South*</b>
<b>1. Water Distribution System</b>		
1.1	Watermains	\$0
1.2	Water Pumping Stations	\$400,000
1.3	Water Storage	\$5,400,000
1.4	Uncommitted Reserve Fund Balance (Dec. 31, 2022)	<u>\$10,329,582</u>
	Total Water Distribution System	\$16,129,582
	Forecast Serviced Water Demand (m <sup>3</sup> )	2,580
	<b>Cost Per Cubic Metre</b>	<b>\$6,251.71</b>
Residential Charge Based On:		<u>Residential DC (\$/capita)</u>
	Max Day Per Capita: 0.495 m <sup>3</sup> /day/cap	\$3,095
<b>2. Water Supply and Treatment Cost Per Cubic Metre</b>		
		<b>\$2,330.16</b>
Residential Charge Based On:		<u>Residential DC (\$/capita)</u>
	Max Day Per Capita: 0.495 m <sup>3</sup> /day/cap	\$1,153

\* Innisfil South Service Area includes the previous service areas of Gilford and Lefroy.

APPENDIX D.2  
TABLE 6

TOWN OF INNISFIL  
WATER SERVICING: INNISFIL CENTRAL

2. Water Servicing

2.1 Watermain		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041
#	Project Description							
2.1.1	Trunk watermain on 6th Line, East of tracks	2023 - 2028	\$ 2,540,000	\$ -	0%	\$ -	\$ -	\$ 2,540,000
2.1.2	Trunk Watermain on 20th SR and 6th Line	2024 - 2031	\$ 7,340,000	\$ -	0%	\$ -	\$ -	\$ 7,340,000
2.1.3	Innisfil Beach Road Trunk Watermains Phase 1	2023 - 2028	\$ 19,800,000	\$ -	0%	\$ -	\$ -	\$ 19,800,000
2.1.4	Innisfil Heights Trunk Watermains Phase 1 (5th SR)	2024 - 2031	\$ 5,800,000	\$ -	0%	\$ -	\$ -	\$ 5,800,000
2.1.5	Innisfil Heights Trunk Watermains Phase 2 (East of Hwy 400)	2031 - 2041	\$ 9,400,000	\$ -	0%	\$ -	\$ -	\$ 9,400,000
2.1.6	Yonge St. watermains to Campus Node	2031 - 2041	\$ 10,400,000	\$ -	0%	\$ -	\$ -	\$ 10,400,000
2.1.7	Yonge St watermain to 440 m north of IBR	2024 - 2031	\$ 680,000	\$ -	0%	\$ -	\$ -	\$ 680,000
2.1.8	Trunk Watermain to Stroud Reservoir	2023 - 2028	\$ 4,800,000	\$ -	0%	\$ -	\$ -	\$ 4,800,000
2.1.9	Trunk Watermain from WTP to Alcona Reservoir (25 SR, 9th Line, 20 SR and IBR)	2024 - 2031	\$ 16,580,000	\$ 6,632,000	0%	\$ -	\$ -	\$ 9,948,000
2.1.10	6th Line Watermains from Campus Node to 6th Line BPS	2031 - 2041	\$ 9,800,000	\$ -	0%	\$ -	\$ -	\$ 9,800,000
2.1.11	6th Line Watermains from 6th Line BPS to Innisfil Heights	2031 - 2041	\$ 4,800,000	\$ -	0%	\$ -	\$ -	\$ 4,800,000
<b>Sub-Total Watermain System</b>			<b>\$ 91,940,000</b>	<b>\$ 6,632,000</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 85,308,000</b>

Innisfil Central Share	
%	\$
0.00%	\$ -
0.00%	\$ -
88.79%	\$ 17,579,431
100.00%	\$ 5,800,000
100.00%	\$ 9,400,000
100.00%	\$ 10,400,000
0.00%	\$ -
0.00%	\$ -
64.51%	\$ 6,417,152
100.00%	\$ 9,800,000
100.00%	\$ 4,800,000
	<b>\$ 64,196,583</b>

Other Areas Share	
%	\$
100.00%	\$ 2,540,000
100.00%	\$ 7,340,000
11.21%	\$ 2,220,569
0.00%	\$ -
0.00%	\$ -
0.00%	\$ -
100.00%	\$ 680,000
100.00%	\$ 4,800,000
35.49%	\$ 3,530,848
0.00%	\$ -
0.00%	\$ -
	<b>\$ 21,111,417</b>

2.2 Water Pumping Stations		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041
#	Project Description							
2.2.1	IH Zone 3 Pump Station Extra Pump Installation	2031-2041	\$ 1,120,000	\$ -	0%	\$ -	\$ -	\$ 1,120,000
2.2.2	Alcona Reservoir BPS (Phase 1) Yonge St. and Innisfil Heights Phase 1	2023 - 2027	\$ 9,600,000	\$ -	0%	\$ -	\$ -	\$ 9,600,000
2.2.3	Alcona Reservoir BPS (Phase 2) Innisfil Heights Phase 2	2031 - 2041	\$ 2,600,000	\$ -	0%	\$ -	\$ -	\$ 2,600,000
2.2.4	Innisfil Heights BPS Phase 2 Expansion	2024 - 2031	\$ 2,600,000	\$ -	0%	\$ -	\$ -	\$ 2,600,000
2.2.5	6th Line BPS and Reservoir	2031 - 2041	\$ 12,000,000	\$ -	0%	\$ -	\$ -	\$ 12,000,000
<b>Sub-Total Water Pumping Stations</b>			<b>\$ 27,920,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 27,920,000</b>

Innisfil Central Share	
%	\$
100.00%	\$ 1,120,000
64.51%	\$ 6,192,668
100.00%	\$ 2,600,000
100.00%	\$ 2,600,000
100.00%	\$ 12,000,000
	<b>\$ 24,512,668</b>

Other Areas Share	
%	\$
0.00%	\$ -
35.49%	\$ 3,407,332
0.00%	\$ -
0.00%	\$ -
0.00%	\$ -
	<b>\$ 3,407,332</b>

2.3 Water Storage		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041
#	Project Description							
2.3.1	Decommission Innisfil Heights Groundwater Supply	2024-2031	\$ 736,000	\$ -	0%	\$ -	\$ -	\$ 736,000
2.3.2	Innisfil Heights Reservoir Expansion (Phase 2)	2024 - 2031	\$ 4,000,000	\$ -	0%	\$ -	\$ -	\$ 4,000,000
2.3.3	Alcona Reservoir Phase 2 Expansion	2024 - 2031	\$ 7,400,000	\$ -	0%	\$ -	\$ -	\$ 7,400,000
2.3.4	6th Line Reservoir Expansion	2031 - 2041	\$ 6,200,000	\$ -	0%	\$ -	\$ -	\$ 6,200,000
<b>Sub-Total Water Storage</b>			<b>\$ 18,336,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 18,336,000</b>

Innisfil Central Share	
%	\$
100.00%	\$ 736,000
100.00%	\$ 4,000,000
13.17%	\$ 974,382
100.00%	\$ 6,200,000
	<b>\$ 11,910,382</b>

Other Areas Share	
%	\$
0.00%	\$ -
0.00%	\$ -
86.83%	\$ 6,425,618
0.00%	\$ -
	<b>\$ 6,425,618</b>

<b>Total Water Distribution System</b>	<b>\$ 138,196,000</b>	<b>\$ 6,632,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 131,564,000</b>
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<b>\$ 100,619,633</b>
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<b>\$ 30,944,367</b>
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Servicing Areas	New Flows 2023 - 2041						
	Wastewater Flows						
	Existing	Future	Total	Existing	Future	Total	
1. Innisfil Heights	-	10,014,261	10,014,261	-	10,014,195	10,014,195	-
Innisfil Heights	-	10,014,261	10,014,261	-	10,014,195	10,014,195	-
Campus Node	-	850,000	850,000	-	850,000	850,000	-
<b>Sub-Total Innisfil Heights</b>	-	10,864,261	10,864,261	-	10,864,195	10,864,195	-
2. Churchill	-	47,714	47,714	-	37,036	37,036	-
Churchill	-	47,714	47,714	-	37,036	37,036	-
<b>Sub-Total Churchill</b>	-	47,714	47,714	-	37,036	37,036	-
1. Innisfil Central	-	10,911,975	10,911,975	-	10,901,231	10,901,231	-

**APPENDIX D.2  
TABLE 7**

**TOWN OF INNISFIL  
WATER SERVICES: INNISFIL CENTRAL  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Water Servicing</b>	<b>Innisfil Central*</b>
<b>1. Water Distribution System</b>	
1.1 Watermains	\$64,196,583
1.2 Water Pumping Stations	\$24,512,668
1.3 Water Storage	\$11,910,382
1.4 Uncommitted Reserve Fund Balance (Dec. 31, 2022)	<u>\$5,932,637</u>
Total Water Distribution System	\$106,552,270
Forecast Serviced Water Demand (m <sup>3</sup> )	19,622
<b>Cost Per Cubic Metre</b>	<b>\$5,430.19</b>
Residential Charge Based On:	Residential DC (\$/capita)
Max Day Per Capita: 0.495	\$2,688
<b>2. Water Supply and Treatment Cost Per Cubic Metre</b>	<b>\$2,330.16</b>
<b>Total Water Servicing</b>	<b>\$7,760.35</b>
Residential Charge Based On:	Residential DC (\$/capita)
Max Day Per Capita: 0.495	\$1,153

\* Innisfil Central Service Area includes the service areas of Innisfil Heights (including Campus Node) and Churchill.

APPENDIX D.2  
TABLE 8

TOWN OF INNISFIL  
WATER SERVICING: COOKSTOWN AND HIGHWAY 400 & 89 AREA

2. Water Servicing

2.1 Watermain		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Cookstown Share	
#	Project Description								%	\$
2.1.1	Trunk Watermain from Alcona to BWG - Outstanding Town Share	2023	\$ 530,000	\$ -	0%	\$ -	\$ -	\$ 530,000	100.00%	\$ 530,000
<b>Sub-Total Watermain System</b>			<b>\$ 530,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 530,000</b>		<b>\$ 530,000</b>

<b>Total Water Distribution System</b>	<b>\$ 530,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 530,000</b>		<b>\$ 530,000</b>
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Servicing Areas	New Flows 2023 - 2041					
	Wastewater Flows			Water Flows		
	Existing	Future	Total	Existing	Future	Total
1. <b>Cookstown</b>						
Cookstown	-	530,859	530,859	-	1,708,396	1,708,396
<b>Sub-Total Cookstown</b>	-	530,859	530,859	-	1,708,396	1,708,396
1. Cookstown	-	530,859	530,859	-	1,708,396	1,708,396

**APPENDIX D.2  
TABLE 9**

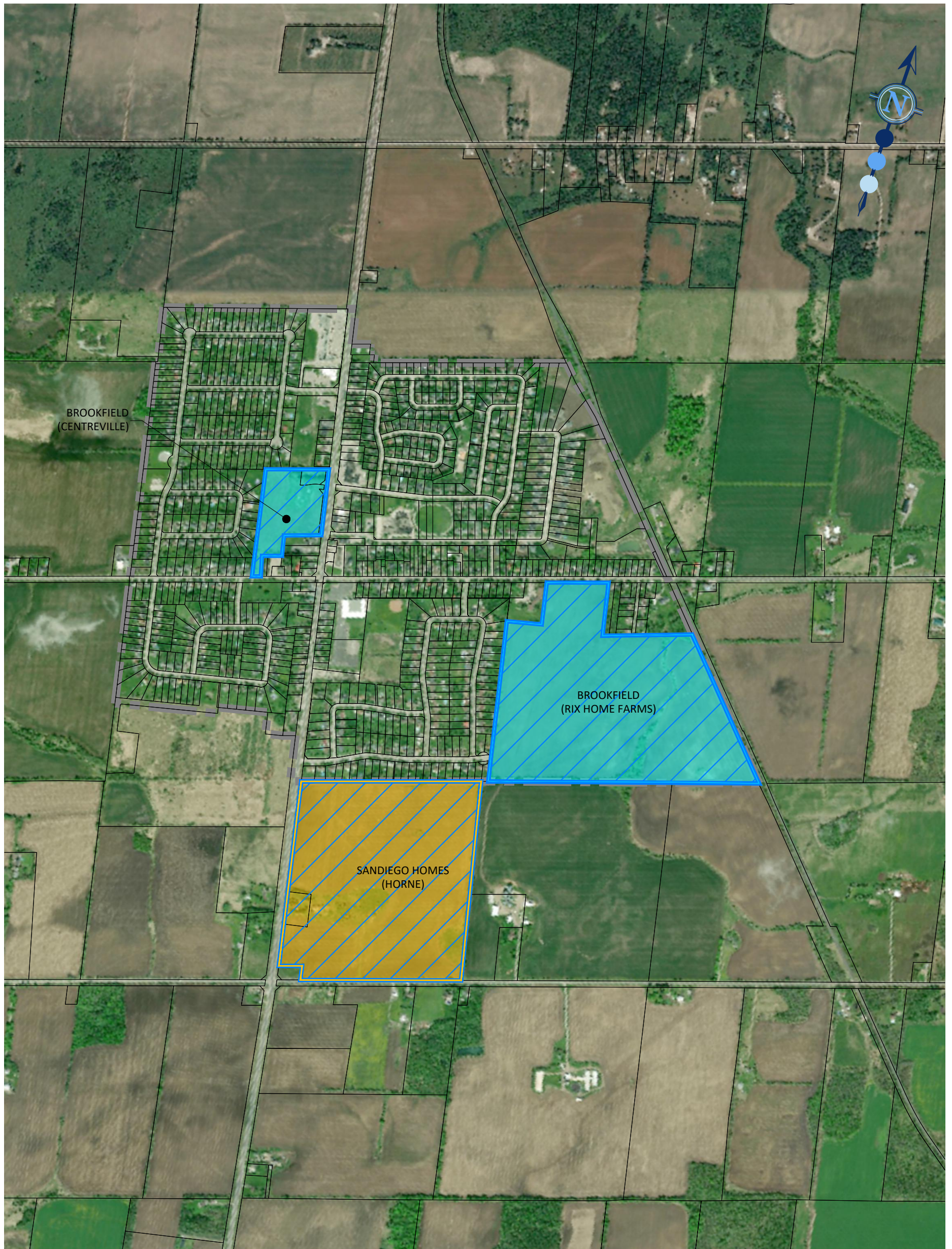
**TOWN OF INNISFIL  
WATER SERVICES: COOKSTOWN  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Water Servicing</b>		<b>Cookstown</b>
<b>1. Water Distribution System</b>		
1.1 Watermains		\$530,000
1.2 Water Pumping Stations		\$0
1.3 Water Storage		\$0
1.4 Uncommitted Reserve Fund Balance (Dec. 31, 2022)		<u>\$3,634,996</u>
Total Water Distribution System		\$4,164,996
Forecast Served Water Demand (m <sup>3</sup> )		3,075
<b>Cost Per Cubic Metre</b>		<b>\$1,354.42</b>
Residential Charge Based On:		<u>Residential DC (\$/capita)</u>
Max Day Per Capita:	0.495 m <sup>3</sup> /day/cap	\$670
<b>2. Water Supply and Treatment Cost Per Cubic Metre</b>		
		<b>\$2,330.16</b>
Residential Charge Based On:		<u>Residential DC (\$/capita)</u>
Max Day Per Capita:	0.495 m <sup>3</sup> /day/cap	\$1,153

## **Attachment 3:**

### **Revised DC Rate Tables**



**(Available under separate cover)**



\*NOTE: LAYOUT IS SCHEMATIC ONLY, DETAILS TO BE PROVIDED AT DETAILED DESIGN STAGE.

**LEGEND:**

- OFFICIAL PLAN SETTLEMENT BOUNDARY
- PARTICIPATING LANDOWNERS
- BROOKFIELD RESIDENTIAL
- SAN DIEGO HOMES

 <p>2101 INNISFIL BEACH ROAD        INNISFIL, ONTARIO L9S 1A1        TEL: (705) 436-3710        FAX: (705) 436-7120</p>	<p><b>STROUD VILLAGE        DEVELOPERS GROUP</b></p>	<p><b>OWNERSHIP PLAN</b></p>		
 <p>30 CENTURIAN DRIVE, SUITE 100        MARKHAM, ONTARIO L3R 8B8        TEL: (905) 475-1900        FAX: (905) 475-8335</p>	<p>DESIGNED BY: C.E.W.</p> <p>SCALE: 1:12500</p>	<p>CHECKED BY: J.L.B.</p> <p>DATE: AUGUST 2023</p>	<p>PROJECT No:  <span style="font-size: 24pt;"><b>2349</b></span></p>	<p>FIGURE No:  <span style="font-size: 24pt;"><b>SCHEDULE "A"</b></span></p>

APPENDIX D.1

TABLE 2

TOWN OF INNISFIL  
WASTEWATER SERVICING: INNISFIL NORTH AND FRIDAY HARBOUR

1. Wastewater Servicing

1.1 Sanitary Sewers		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil North Share		Friday Harbour Share		Other Areas Share	
#	Project Description								%	\$	%	\$	%	\$
1.1.1	Spring Street Sewer	2023 - 2028	\$ 3,000,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 3,000,000	0.00%	\$ -	0.00%	\$ -	
1.1.2	10th Line sewer west of 25th Sideroad	2024 - 2031	\$ 1,680,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 1,680,000	0.00%	\$ -	0.00%	\$ -	
1.1.3	Crystal Beach Road sewer twinning	2024 - 2031	\$ 1,480,000	\$ -	0%	\$ -	\$ -	83.15%	\$ 1,230,641	16.85%	\$ 249,359	0.00%	\$ -	
1.1.4	Park Rd. sewer twinning	2025 - 2031	\$ 260,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 260,000	0.00%	\$ -	0.00%	\$ -	
1.1.5	Roberts Rd. sewer twinning	2026 - 2031	\$ 80,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 80,000	0.00%	\$ -	0.00%	\$ -	
1.1.6	Lakelands Ave. sewer twinning	2027 - 2031	\$ 920,000	\$ -	0%	\$ -	\$ -	83.15%	\$ 764,993	16.85%	\$ 155,007	0.00%	\$ -	
1.1.7	Simcoe Blvd. sewer twinning	2028 - 2031	\$ 800,000	\$ -	0%	\$ -	\$ -	83.15%	\$ 665,212	16.85%	\$ 134,788	0.00%	\$ -	
1.1.8	Adams Rd. sewer twinning	2029 - 2031	\$ 1,300,000	\$ -	0%	\$ -	\$ -	83.15%	\$ 1,080,969	16.85%	\$ 219,031	0.00%	\$ -	
1.1.9	Kennedy Rd. sewer twinning	2030 - 2031	\$ 320,000	\$ -	0%	\$ -	\$ -	83.15%	\$ 266,085	16.85%	\$ 53,915	0.00%	\$ -	
1.1.10	7th Line sewer	2024 - 2031	\$ 920,000	\$ -	0%	\$ -	\$ -	83.15%	\$ 764,993	16.85%	\$ 155,007	0.00%	\$ -	
1.1.11	Decommission SPS 7	2024 - 2031	\$ 700,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 700,000	0.00%	\$ -	0.00%	\$ -	
1.1.12	9th Line sewer	2024 - 2031	\$ 7,520,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 7,520,000	0.00%	\$ -	0.00%	\$ -	
1.1.13	IBR Trunk sewer from Yonge St to 20 SR	2023 - 2028	\$ 6,740,000	\$ -	0%	\$ -	\$ -	7.68%	\$ 517,933	0.00%	\$ -	92.32%	\$ 6,222,067	
1.1.14	20 SR Trunk Sewer	2024 - 2031	\$ 4,120,000	\$ -	0%	\$ -	\$ -	7.68%	\$ 316,600	0.00%	\$ -	92.32%	\$ 3,803,400	
1.1.15	6th Line trunk Sewer to Sleeping Lion	2024 - 2031	\$ 4,940,000	\$ -	0%	\$ -	\$ -	22.22%	\$ 1,096,490	0.00%	\$ -	77.80%	\$ 3,843,510	
<b>Sub-Total Sanitary Sewers</b>			<b>\$ 34,780,000</b>	<b>\$ -</b>	<b>0%</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 19,943,916</b>	<b>\$ 967,107</b>	<b>\$ 13,868,977</b>				

1.2 Sewage Pumping Stations and Forcemains		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil North Share		Friday Harbour Share		Other Areas Share	
#	Project Description								%	\$	%	\$	%	\$
1.2.1	Big Bay Point SPS	2031 - 2041	\$ 5,600,000	\$ -	100%	\$ 5,600,000	\$ -	61.65%	\$ -	38.35%	\$ -	0.00%	\$ -	
1.2.2	Big Bay Point SPS Forcemain to Friday Drive	2031 - 2041	\$ 5,100,000	\$ -	100%	\$ 5,100,000	\$ -	61.65%	\$ -	38.35%	\$ -	0.00%	\$ -	
1.2.3	Sandy Cove SPS	2023 - 2031	\$ 5,600,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 5,600,000	0.00%	\$ -	0.00%	\$ -	
1.2.4	Sandy Cove SPS Forcemain to Lockhart Rd.	2024 - 2031	\$ 4,520,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 4,520,000	0.00%	\$ -	0.00%	\$ -	
1.2.5	SPS 4 Expansion Phase 1	2023 - 2023	\$ 4,400,000	\$ -	0%	\$ -	\$ -	86.92%	\$ 3,824,320	13.08%	\$ 575,680	0.00%	\$ -	
1.2.6	SPS 4 Expansion Phase 2	2031 - 2041	\$ 7,200,000	\$ -	0%	\$ -	\$ -	86.92%	\$ 6,257,978	13.08%	\$ 942,022	0.00%	\$ -	
1.2.7	SPS 4 Second Forcemain	2031 - 2041	\$ 3,700,000	\$ -	0%	\$ -	\$ -	86.92%	\$ 3,215,905	13.08%	\$ 484,095	0.00%	\$ -	
1.2.8	SPS 3 Expansion	2024 - 2031	\$ 12,800,000	\$ -	0%	\$ -	\$ -	86.92%	\$ 11,125,294	13.08%	\$ 1,674,706	0.00%	\$ -	
1.2.9	SPS 3 Second Forcemain	2024 - 2031	\$ 2,320,000	\$ -	0%	\$ -	\$ -	86.92%	\$ 2,016,459	13.08%	\$ 303,541	0.00%	\$ -	
1.2.10	Stroud SPS	2023 - 2031	\$ 4,680,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 4,680,000	0.00%	\$ -	0.00%	\$ -	
1.2.11	Stroud SPS Forcemain	2023 - 2031	\$ 4,020,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 4,020,000	0.00%	\$ -	0.00%	\$ -	
1.2.12	20th Sideroad SPS	2024 - 2031	\$ 6,240,000	\$ -	0%	\$ -	\$ -	7.68%	\$ 479,511	0.00%	\$ -	92.32%	\$ 5,760,489	
1.2.13	20th Sideroad SPS Expansion	2031 - 2041	\$ 7,040,000	\$ -	0%	\$ -	\$ -	7.68%	\$ 540,986	0.00%	\$ -	92.32%	\$ 6,499,014	
1.2.14	20th Sideroad SPS Forcemain	2024 - 2031	\$ 3,120,000	\$ -	0%	\$ -	\$ -	7.68%	\$ 239,755	0.00%	\$ -	92.32%	\$ 2,880,245	
1.2.15	New SPS 2	2023 - 2023	\$ 10,400,000	\$ -	0%	\$ -	\$ -	39.77%	\$ 4,136,051	0.00%	\$ -	60.23%	\$ 6,263,949	
1.2.16	New SPS 2 Expansion	2031 - 2041	\$ 2,000,000	\$ -	0%	\$ -	\$ -	35.99%	\$ 719,838	0.00%	\$ -	64.01%	\$ 1,280,162	
<b>Sub-Total Sewage Pumping Stations</b>			<b>\$ 88,740,000</b>	<b>\$ -</b>	<b>0%</b>	<b>\$ 10,700,000</b>	<b>\$ -</b>	<b>\$ 51,376,098</b>	<b>\$ 3,980,044</b>	<b>\$ 22,683,858</b>				

<b>Total Wastewater Collection System</b>	<b>\$ 123,520,000</b>	<b>\$ -</b>	<b>\$ 10,700,000</b>	<b>\$ -</b>	<b>\$ 112,820,000</b>	<b>\$ 71,320,014</b>	<b>\$ 4,947,151</b>	<b>\$ 36,552,835</b>
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Servicing Areas	New Flows 2023 - 2041					
	Wastewater Flows			Water Flows		
	Existing	Future	Total	Existing	Future	Total
1. Innisfil North	-	10,898,640	10,898,640	-	9,482,264	9,482,264
2. Friday Harbour	-	1,154,975	1,154,975	-	995,150	995,150





**APPENDIX D.1  
TABLE 3**

**TOWN OF INNISFIL  
WASTEWATER SERVICES: INNISFIL NORTH AND FRIDAY HARBOUR  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Wastewater Servicing</b>	<b>Innisfil North*</b>	<b>Friday Harbour Resort</b>
<b>1. Wastewater Collection System</b>		
1.1 Sanitary Sewers	\$19,943,916	\$967,107
1.2 Sewage Pumping Stations and Forcemains	\$51,376,098	\$3,980,044
1.3 Uncommitted Reserve Fund Balance (Dec. 31, 2022)	<u>\$4,910,450</u>	<u>\$126,049</u>
Total Wastewater Collection System	\$76,230,463	\$5,073,201
Forecast Serviced Sewage Flows (m <sup>3</sup> )	10,899	1,155
<b>Cost Per Cubic Metre</b>	<b>\$6,994.49</b>	<b>\$4,392.48</b>
Residential Charge Based On:	Residential DC (\$/capita)	
WPCP peak flow per capita: 0.3250 m <sup>3</sup> /day/cap	\$2,273	\$1,428
<b>2. Wastewater Treatment Cost Per Cubic Metre</b>	<b>\$12,495.42</b>	<b>\$12,495.42</b>
Residential Charge Based On:	Residential DC (\$/capita)	
WPCP peak flow per capita: 0.3250 m <sup>3</sup> /day/cap	\$4,061	\$4,061

\* Innisfil North Service Area includes the service areas of Alcona, Alcona South, Stroud, and Big Bay Point.

APPENDIX D.2

TABLE 2

TOWN OF INNISFIL  
WATER SERVICING: INNISFIL NORTH AND FRIDAY HARBOUR

2. Water Servicing

2.1 Watermain		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil North Share		Friday Harbour Share		Other Areas Share	
#	Project Description								%	\$	%	\$	%	\$
2.1.1	Big Bay Point Rd. Trunk Watermain	2031 - 2041	\$ 3,940,000	\$ -	100%	\$ 3,940,000	\$ -	\$ -	59.41%	\$ -	40.59%	\$ -	0.00%	\$ -
2.1.2	Lockhart Rd. and Connection to Ireton Trunk Watermain	2024 - 2024	\$ 3,450,000	\$ -	0%	\$ -	\$ -	\$ 3,450,000	100.00%	\$ 3,450,000	0.00%	\$ -	0.00%	\$ -
2.1.3	10th Line trunk Watermain	2024 - 2031	\$ 2,340,000	\$ -	0%	\$ -	\$ -	\$ 2,340,000	100.00%	\$ 2,340,000	0.00%	\$ -	0.00%	\$ -
2.1.4	Trunk Watermain from WTP to Alcona Reservoir (25 SR, 9th Line, 20 SR and IBR)	2024 - 2031	\$ 16,580,000	\$ 6,632,000	0%	\$ -	\$ -	\$ 9,948,000	34.42%	\$ 3,423,856	0.00%	\$ -	65.58%	\$ 6,524,144
2.1.5	Watermains to loop distribution system	2024 - 2031	\$ 1,000,000	\$ -	0%	\$ -	\$ -	\$ 1,000,000	100.00%	\$ 1,000,000	0.00%	\$ -	0.00%	\$ -
2.1.6	Trunk watermain on 6th Line, East of tracks	2024-2031	\$ 2,540,000	\$ -	0%	\$ -	\$ -	\$ 2,540,000	100.00%	\$ 2,540,000	0.00%	\$ -	0.00%	\$ -
2.1.7	Trunk Watermain on 20th SR and 6th Line	2024 - 2031	\$ 7,340,000	\$ -	0%	\$ -	\$ -	\$ 7,340,000	100.00%	\$ 7,340,000	0.00%	\$ -	0.00%	\$ -
2.1.8	Innisfil Beach Road Trunk Watermains Phase 1	2023 - 2028	\$ 19,800,000	\$ -	0%	\$ -	\$ -	\$ 19,800,000	9.16%	\$ 1,814,612	0.00%	\$ -	90.84%	\$ 17,985,388
2.1.9	Yonge St watermain to 440 m north of IBR	2024 - 2031	\$ 680,000	\$ -	84%	\$ 568,874.87	\$ -	\$ 111,125	100.00%	\$ 111,125	0.00%	\$ -	0.00%	\$ -
2.1.10	Trunk Watermain to Stroud Reservoir	2024 - 2031	\$ 4,800,000	\$ -	84%	\$ 4,015,587	\$ -	\$ 784,413	100.00%	\$ 784,413	0.00%	\$ -	0.00%	\$ -
<b>Sub-Total Watermain System</b>			<b>\$ 62,470,000</b>	<b>\$ 6,632,000</b>		<b>\$ 8,524,462</b>	<b>\$ -</b>	<b>\$ 47,313,538</b>		<b>\$ 22,804,006</b>		<b>\$ -</b>		<b>\$ 24,509,532</b>

2.2 Water Pumping Stations		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil North Share		Friday Harbour Share		Other Areas Share	
#	Project Description								%	\$	%	\$	%	\$
2.2.1	Upgrade Alcona Zone 2 BPS (Alt. 1)	2024 - 2031	\$ 1,200,000	\$ -	0%	\$ -	\$ -	\$ 1,200,000	100.00%	\$ 1,200,000	0.00%	\$ -	0.00%	\$ -
2.2.2	Alcona Reservoir BPS (Phase 1) Yonge St. and Innisfil Heights Phase 1	2024 - 2027	\$ 9,600,000	\$ -	0%	\$ -	\$ -	\$ 9,600,000	34.42%	\$ 3,304,083	0.00%	\$ -	65.58%	\$ 6,295,917
2.2.3	Alcona North Zone 3 BPS	2024 - 2031	\$ 5,200,000	\$ -	0%	\$ -	\$ -	\$ 5,200,000	100.00%	\$ 5,200,000	0.00%	\$ -	0.00%	\$ -
<b>Sub-Total Water Pumping Stations</b>			<b>\$ 16,000,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 16,000,000</b>		<b>\$ 9,704,083</b>		<b>\$ -</b>		<b>\$ 6,295,917</b>

2.3 Water Storage		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil North Share		Friday Harbour Share		Other Areas Share	
#	Project Description								%	\$	%	\$	%	\$
2.3.1	Alcona Reservoir Phase 2 Expansion	2024 - 2027	\$ 7,400,000	\$ -	0%	\$ -	\$ -	\$ 7,400,000	86.83%	\$ 6,425,618	0.00%	\$ -	13.17%	\$ 974,382
<b>Sub-Total Water Storage</b>			<b>\$ 7,400,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 7,400,000</b>		<b>\$ 6,425,618</b>		<b>\$ -</b>		<b>\$ 974,382</b>

<b>Total Water Distribution System</b>			<b>\$ 85,870,000</b>	<b>\$ 6,632,000</b>		<b>\$ 8,524,462</b>	<b>\$ -</b>	<b>\$ 70,713,538</b>		<b>\$ 38,933,707</b>		<b>\$ -</b>		<b>\$ 31,779,830</b>
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Servicing Areas	New Flows 2023 - 2041					
	Wastewater Flows			Water Flows		
	Existing	Future	Total	Existing	Future	Total
1. Innisfil North	-	10,898,640	10,898,640	-	9,482,264	9,482,264
2. Friday Harbour	-	1,154,975	1,154,975	-	995,150	995,150



**APPENDIX D.2  
TABLE 3**

**TOWN OF INNISFIL  
WATER SERVICES: INNISFIL NORTH AND FRIDAY HARBOUR  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Water Servicing</b>	<b>Innisfil North*</b>	<b>Friday Harbour Resort</b>
<b>1. Water Distribution System</b>		
1.1 Watermains	\$22,804,006	\$0
1.2 Water Pumping Stations	\$9,704,083	\$0
1.3 Water Storage	\$6,425,618	\$0
1.4 Uncommitted Reserve Fund Balance (Dec. 31, 2022)	<u>(\$1,250,844)</u>	<u>\$0</u>
Total Water Distribution System	\$37,682,863	\$0
Forecast Serviced Water Demand (m <sup>3</sup> )	17,068	1,791
<b>Cost Per Cubic Metre</b>	<b>\$2,207.80</b>	<b>\$0.00</b>
Residential Charge Based On:	<u>Residential DC (\$/capita)</u>	
Max Day Per Capita: 0.495 m <sup>3</sup> /day/cap	\$1,093	\$0
<b>2. Water Supply and Treatment Cost Per Cubic Metre</b>	<b>\$2,330.16</b>	<b>\$2,330.16</b>
Residential Charge Based On:	<u>Residential DC (\$/capita)</u>	
Max Day Per Capita: 0.495 m <sup>3</sup> /day/cap	\$1,153.43	\$1,153.43

\* Innisfil North Service Area includes the service areas of Alcona, Alcona South, Stroud, and Big Bay Point.

**Clerk's Office**

Town of Innisfil  
2101 Innisfil Beach Road  
Town of Innisfil, Ontario, L9S 1A1

Dear Clerk's Office:

**Re: 2023 Development Charges Background Study Update  
Town Roads, Wastewater Servicing, and Water Servicing Projects  
Stroud Village Developers Group, Town of Innisfil, Ontario**

We are pleased to provide comments regarding the Town of Innisfil Infrastructure Costs within the July 28, 2023, Town Development Charges (DC) Background Study prepared by HEMSON Consulting Ltd. for the Town of Innisfil on behalf of the Stroud Village Developers Group.

**Stroud Village Developers Group**

Over the last year, Stroud Village Developers Group has worked with the Town of Innisfil and InnServices to cultivate a vision for the Community of Stroud. The Stroud Village Developers Group (SVDG) has formalized itself with the intent to collaborate with the Town of Innisfil and InnServices to advance the timing of the delivery of the external servicing for the Community of Stroud and participate in upfront financing arrangements.

At this point, the Stroud Village Developers Group consists of the following parties and continues to pursue other owners in the area to join the Developers Group, including:

- ➔ Brookfield Residential
- ➔ San Diego Homes

A copy of the Land Ownership Figure has been enclosed for your review. As illustrated in the figure, the SVDG's ownership of lands is both within and adjacent to the existing settlement boundary. It is understood that adjustments to the Stroud settlement boundary will likely occur through the Town's Growth Management Review process in consultation with the County of Simcoe as part of the County's Municipal Comprehensive Review. In this regard, we have submitted two letters to the County of Simcoe Council (dated October 19, 2021, and June 21, 2022), including comments in response to the original Draft Proposed Growth Management Official Plan Amendment, and to the Town of Innisfil Council (dated

October 20, 2021 and December 8, 2021); made deputations at the Town of Innisfil's Virtual Public Workshop for the Country's MCR Process on October 20, 2021, and again on March 30, 2022; and prepared a letter in response to the posting on the Environmental Registry of Ontario of the County of Simcoe adopted Amendment No. 7 to the Country's Official Plan on December 5, 2022.

## **2023 Development Charges Background Study**

SCS Consulting Group, on behalf of the SVDG, has reviewed the July 28, 2023, DC Background Study and offers the following comments.

### **Wastewater System Needs, Appendix D.1, Tables 2 and 3**

**Comment 1:** We understand that for some services the Town provides, the need for development-related capital additions to support anticipated development is more localized. For such services, where costs and benefits are more localized, an alternative technique – the area-specific approach – is employed.

Per Appendix D of the 2023 DC Background Study, the capital program for water and wastewater includes the four servicing zones identified in the 2018 Master Servicing Plan (MSP):

- Innisfil North;
- Innisfil Central;
- Innisfil South; and
- Cookstown.

For each zone, the MSP identifies recommended water and wastewater system solutions. The cost, timing, and existing and projected flows (average day flows in litres per day) were identified in the 2018 MSP and form the basis of the water and wastewater DC calculations. For the purposes of the development charges calculation, the infrastructure needs for Friday Harbour are identified separately.

We request that the Town consider separating all wastewater system projects specific to the Stroud settlement boundary and prepare a separate Stroud Wastewater DC Calculation. This would allow the Town to review and update the Stroud area-specific DC portion of the By-law to update populations once the 2023 MSP update is completed.



**Comment 2:**

We understand that the wastewater capital forecast is based on the 2018 MSP completed by InnServices and C.C. Tatham & Associates Ltd. The MSP is a long-range plan identifying infrastructure requirements for existing and future land uses. We also note that InnServices is updating the existing MSP, which will not be completed in time to be incorporated into this current DC Background Study and By-Law. We also understand that the updated MSP is anticipated to form part of subsequent DC Background Study and By-Law updates. In addition, InnServices has a Municipal Class Environmental Assessment (EA) underway for the Stroud Sanitary Pumping Station (DC Project No. 1.2.10). All three publications have incorporated three different projected populations and wastewater flows for Stroud.

**Table 1 – Residential Population (Municipal Wastewater Lakeshore WWTP)**

Report	Existing and Potential Serviced Populations			
	Existing	By 2031	By 2041	By 2051
2018 MSP	0	1,988	1,988	1,988
2023 MSP Update	0	3,885	6,005	6,005
Stroud SPS Class EA	0	1,932	1,932	1,932

For the wastewater services development forecast, a planning horizon of 2023-2041 has been used, consistent with the planning horizon in the Town’s 2018 MSP (e.g., average day flow, max day demand, peak day flow). The 2023 base year has been updated to reflect known developments within the servicing areas. The spreadsheet provided by the Town on July 28, 2023 (Table B2: Master Servicing Plan Wastewater Flow Projections) provides the assumptions. Table B2 has anticipated that the forecast will be updated as part of the ongoing Master Servicing Plan update and will be incorporated into future DC Background Studies. We understand that the Innisfil North Service Area includes Alcona, Alcona South, Stroud, Big Bay Point, Sandy Cove, and the Town Campus. However, we do not see Stroud on this spreadsheet. In the 2018 DC Background Study, DC Project No. 1.2.10 – Stroud SPS and 1.2.11 – Stroud SPS Forcemain were 100% allocated to the Post Period Growth with no population contributing to the Innisfil North Service Area.

Two planning applications are underway for Brookfield Residential (i.e., Centreville and Rix Home Farms) within the Official Plan Settlement Boundary of Stroud. These applications amount to approximately 500 units. San Diego Homes’ lands will require 500 future units through the Stroud settlement boundary adjustments.

We request that the Town update its Table B2 - Master Servicing Plan Wastewater Flow Projections to account for the current planning applications underway and include the additional 1,000 units.

We request that the Town provide the specific wastewater flow projections calculated for Innisfil North and Stroud and how these calculations relate to the Innisfil North Share. Additionally, we request that the Town define unconnected residential.

### **Water Servicing, Appendix D.2, Tables 2 and 3**

#### **Comment 1:**

We understand that for some services the Town provides, the need for development-related capital additions to support anticipated development is more localized. For such services, where costs and benefits are more localized, an alternative technique – the area-specific approach – is employed.

Per Appendix D of the 2023 DC Background Study, the capital program for water and wastewater includes the five servicing areas identified in the 2018 Master Servicing Plan (MSP):

- Innisfil North (Alcona, Alcona South, Stroud, Big Bay Point, Sandy Cove, & Town Campus);
- Friday Harbour;
- Innisfil South (Gilford & Lefroy)
- Innisfil Central (Innisfil Heights, Campus Node, & Churchill); and
- Cookstown.

For each zone, the MSP identifies recommended water and wastewater system solutions. The cost, timing, and existing and projected flows (average day flows in litres per day) were identified in the 2018 MSP and form the basis of the water and wastewater DC calculations. For the purposes of the development charges calculation, the infrastructure needs for Friday Harbour are identified separately.

We request that the Town consider separating all water system projects specific to the Stroud settlement boundary and prepare a separate Stroud Water DC Calculation. Therefore, the Town could open up the Stroud DC By-law to update populations once the 2023 MSP update is completed.



**Comment 2:**

We understand that the water and wastewater capital forecast is based on the 2018 MSP completed by InnServices and C.C. Tatham & Associates Ltd. The MSP is a long-range plan identifying infrastructure requirements for existing and future land uses. We also note that InnServices is updating the existing MSP, which will not be completed in time to be incorporated into this DC Background Study. We also understand that the updated MSP is anticipated to form part of subsequent DC Background Study updates. Both publications have incorporated two different projected populations and wastewater flows for Stroud.

**Table 1 – Residential Population (Municipal Lakeshore Water System)**

Report	Existing and Potential Served Populations			
	Existing	By 2031	By 2041	By 2051
2018 MSP	1,640	1,988	1,988	1,988
2023 MSP Update	1,765	3,885	6,005	6,005

For the water services development forecast, a planning horizon of 2023-2041 has been used, consistent with the planning horizon in the Town’s 2018 MSP (e.g., average day flow, max day demand, peak day flow). The 2023 base year has been updated to reflect known developments within the servicing areas. The spreadsheet provided by the Town on July 28, 2023 (Table B1: Master Servicing Plan Water Flow Projections) provides the assumptions. Table B1 has anticipated that the forecast will be updated as part of the ongoing Master Servicing Plan update and will be incorporated into future DC Background Studies. We understand that the Innisfil North Service Area includes Alcona, Alcona South, Stroud, Big Bay Point, Sandy Cove, and the Town Campus. However, we see very little of the future projections of Stroud on this spreadsheet. Only 121 equivalent units have been accounted for in 2041 in Table B1 for Stroud.

Two planning applications are underway for Brookfield Residential (i.e., Centreville and Rix Home Farms) within the Official Plan Settlement Boundary of Stroud. These applications amount to approximately 500 units. San Diego Homes’ lands will require 500 future units through the Stroud settlement boundary adjustments.

We request that the Town update its Table B1 - Master Servicing Plan Water Flow Projections to account for the current planning applications underway and include the additional 1,000 units.



We request that the Town provide the specific water flow projections calculated for Innisfil North and Stroud and how these calculations relate to the Innisfil North Share. Additionally, we request that the Town define unconnected residential.

**Comment 3:**

The Lakeshore water system has been extended to Lefroy-Belle-Ewart. Currently, it services a residential subdivision in the northwest corner of the community through the Lefroy Reservoir and Booster Pumping Station (BPS). Private water systems service the remainder of Lefroy.

We understand Stroud's preferred water servicing solution is to abandon the existing groundwater system and connect to the Lakeshore water system once the Innisfil Beach Road watermain and BPS are constructed. These works will include a new 200 mm diameter watermain on Yonge Street from Innisfil Beach Road to the Stroud reservoir (DC Project No. 2.1.10).

In the interim, InnServices has committed to undertaking a water supply investigation to assess the feasibility of constructing a new stand-by well on the Stroud water system site to provide system reliability to existing residents and enable development projects to proceed within the currently serviced settlement area. In addition, InnServices has indicated that they will modify their water model to determine whether the 9<sup>th</sup> Line watermain and Alcona booster station are required to service Stroud.

We request that the Town confirm if both DC Project No. 2.1.10 – Trunk Watermain to Stroud Reservoir and DC Project No. 2.2.1 – Upgrade Alcona Zone 2 BPS (Alternative 1) provide sufficient pressure or if it is a transmission main and the reservoir is still required for local supply. If so, these costs should be included in the 2023 DC Background Study update, with a significant portion allocated to Post Period Allocation.



Re: **2023 Development Charges Background Study Update  
Town Roads, Wastewater Servicing, and Water Servicing Projects  
Stroud Village Developers Group, Town of Innisfil, Ontario**

File #: 2349  
August 31, 2023  
Page 7 of 7

We look forward to hearing from the Town of Innisfil and Hemson Consulting Ltd. in writing shortly.

Please get in touch with the undersigned if you have any questions or require additional information.

Sincerely,

**SCS Consulting Group Ltd.**



Candice Ward, BES, MCIP, RPP  
cward@scsconsultinggroup.com

Attachments: Attachment No. 1 - Stroud Village Developers Group - Ownership Plan (SCS Consulting Group, August 2023)  
Attachment No. 2 - Appendix D.1, Table 2 and 3, Wastewater Servicing: Innisfil North and Friday Harbour (Hemson, July 28, 2023)  
Attachment No. 3 - Appendix D.2, Table 2 and 3, Water Servicing: Innisfil North and Friday Harbour (Hemson, July 28, 2023)

c. Ms. Aimee Birt, Town of Innisfil  
Mr. Daniel Steinberg, Loopstra Nixon LLP  
Stroud Village Developers Group

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## MEMORANDUM

**To:** Brookfield Properties

**From:** Hemson Consulting & the Town of Innisfil

**Date:** October 16, 2023

**Re:** Town of Innisfil – 2023 Development Charges Background Study

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The memorandum provides a response to the comments raised by Brookfield Properties in the letter dated September 12, 2023 regarding the Town of Innisfil's 2023 DC Background Study. The response below follows the order of questions raised in the letter. Questions are copied verbatim from the letter and are bolded for ease of reference.

### A. RESPONSE TO QUESTIONS RAISED

#### Question 1. General

**For Innisfil North specifically, the project data sheets continue to show an aggressive amount of projects within the timing horizons. It is unclear how the Town/InnServices is planning to complete the necessary studies/designs/construction for these projects within the timeframes projected. Engagement with the development community is required to advance the design and construction of these critical projects to deliver infrastructure to support the Town and County growth projections. Of note,**

- **For Innisfil North, 1 of the 12 sanitary sewer projects and 1 of the 5 sanitary pumping station and forcemain projects identified in the 2018 DCBS in the 2018-2023 period were constructed.**
- **For Innisfil North, 0 of the 7 water servicing projects in the same period were constructed.**
- **Town-wide, very few of the roads, trails, and signalization projects in the same period were constructed.**

**Where developers are actively pursuing development and require infrastructure to develop lands on full municipal services, a collaborative approach is required.**

**Consideration must be given to allow 3rd parties to fund and administer the design and construction of Town infrastructure and/or facilities in an effort to advance this critical infrastructure and to bring more homes on-line sooner.**

**Response:** The capital projects included in the Town's 2023 DC Background Study are based on the Town's existing 2018 Master Servicing Plan (MSP), the 2022 Transportation Master Plan (TMP), the 2023 Land and Lake Master Plan, and other master plans as well as the capital budget.

Regarding the commentary on the status of the water and wastewater infrastructure projects for Innisfil North, we would note:

- For Innisfil North, 4 of the 12 sanitary sewer projects are in progress at various stages and 2 of the 5 sanitary pumping stations were completed. 2 of 5 are associated with EA and 1 of 5 will review in 2023 MSP remaining at various stages.
- For Innisfil North, 5 of the 7 water servicing projects are in progress at various stages and 2 of 7 have not started yet:

The Town may allow for a developer to advance infrastructure from what was identified in the DC Background Study and allow for DC credits. This will be done on a case-by-case basis as the municipality receives development applications.

### **Question 2. Executive Summary, Section B**

**(a) The DCBS notes that the forecasts are based on the Town achieving population and employment growth forecasts as set out in the Simcoe County Official Plan, recently amended through the County's Municipal Comprehensive Review (MCR), as well as the 2023 Draft Orbit Secondary Plan estimates undertaken by the Town. Please provide the population forecasts used for the various service areas**

**Response:** Separate forecasts have not been prepared for the Town and the Orbit development area as the Town's rates are levied on a uniform basis. In other words, the forecast includes development anticipated to occur on a Town-wide basis. That said, approximately 25,800 of the 99,660 Census population in 2051 is related to growth occurring in the Orbit community (see Appendix A of the 2023 DC Background Study).

Appendix D of the 2023 DC Background Study includes details on the water and wastewater flow data, by benefitting area, used to arrive at the area-specific development charges calculations for Innisfil North, Friday Harbour, Innisfil South, Innisfil Central and Cookstown areas.

(b) The planning horizons for the various components of the DCBS vary, and are inconsistent. The executive summary and Table 1 of the DCBS notes that the Engineered Services Planning Period is 2023-2051, whereas Table 5 for Engineered Services related to Water and Wastewater has a planning period of 2023-2041. Additionally, the Water and Wastewater horizon conflicts with that used in the ongoing Master Servicing Plan (PIC #1).

Component	Executive Summary 2023 DCBS Horizon	Engineered Services Planning Period (Table 1)	Engineered Services (Tables 4 & 5)	2023/2024 MSP Horizon
General Services	2023-2032	N/A	N/A	N/A
Water and Wastewater Services	2023-2041	2023-2051	2023-2041	2023-2051
Roads and Related	2023-2051	2023-2051	2023-2051	N/A

Please provide a rationale for the varying planning horizons and the discrepancies within the report. Should the 20-year horizon be used for the Water and Wastewater Services, population information related to that horizon period should be added to Table 1. Consideration should be given to extending the planning horizon for the General Services and Water and Wastewater Services to 2051 to be consistent with the MSP planning horizons.

**Response:** The planning horizons used in the Town’s 2023 DC Background Study for various service categories is as follows:

- General Services = 2023-2032
- Roads and Related Services = 2023-2051
- Water and Wastewater Services = 2023-2041

The planning horizons for Engineered Services of Roads as well as Water and Wastewater services align with current infrastructure plans. The Town’s 2022 TMP is based on a 2051 benefitting horizon which is reflected in the 2023 DC Background Study.

With respect to Water and Wastewater services, although the Town is currently undertaking an update to its MSP, the analysis will not be completed in time to be incorporated into the 2023 DC Background Study. As stated in Appendix D pg. 220 of the 2023 DC Background Study dated July 28, 2023:

*The water and wastewater capital forecast is based on the 2018 Master Servicing Plan (MSP) completed by InnServices and C.C. Tatham & Associates Ltd. The MSP*

*is a long-range plan that identifies infrastructure requirements for existing and future land uses. InnServices is currently in the process of completing an update to the existing MSP, which will not be completed in time to be incorporated into this DC Background Study. It is anticipated that the updated MSP will form part of subsequent DC Background Study updates*

Consistent with the Town's 2018 DC Background Study, the Water and Wastewater DC rates are calculated based on available servicing capacity within each benefitting area (see water and wastewater flows over the 2023-2041 planning horizon in the capital programs for each service area). The following tables of the 2023 DC Background Study summarize the DC calculations for each servicing area and the anticipated flows over the planning horizon.

#### **Appendix D.1**

- Table 3 – Innisfil North and Friday Harbour
- Table 5 – Innisfil South
- Table 7 – Innisfil Central
- Table 9 – Cookstown

#### **Appendix D.2**

- Table 3 – Innisfil North and Friday Harbour
- Table 5 – Innisfil South
- Table 7 – Innisfil Central
- Table 9 – Cookstown

The water and wastewater flow forecast is based on anticipated residential and non-residential growth identified over the planning period as per the 2018 MSP, adjusting for growth which has occurred to date. Attachment 1 provides additional details on these assumptions. Please note that the Town is continuing to review and update these assumptions as part of the ongoing MSP update. Once this work is completed, the Town will consider updating the DC By-law in order to account for this new information.

#### **Question 3. Section 3, Table 1**

**The populations used in the DCBS are inconsistent with those used in the Master Servicing Plan. The DCBS identifies a Town residential population of 61,201 by 2032 (growth of 15,696 people) and 99,660 by 2051 (growth of additional 29,809 people). The materials presented at PIC #1 for the MSP identifies a residential population of 68,882 being serviced by municipal wastewater systems by 2031, and 106,117 by 2051. The**

**residential population in the MSP does not include existing unserved rural residential population.**

**The employment populations provided in the DCBS are presented as persons as well as nonresidential building space, whereas the values in the MSP PIC #1 materials are expressed in jobs hectares.**

**(a) We request clarification on the population discrepancies for the residential populations between the DCBS and MSP.**

**(b) We request that Table 1 be updated, or an additional table be added, to illustrate the growth projections per Service Area (e.g. Innisfil North) and Community within the service area (e.g. Alcona, Alcona South, Stroud, etc.). This would allow for a more seamless comparison between the DCBS and MSP.**

**(c) We ask that the employment populations be correlated between the DCBS and the MSP materials so that they can be compared for consistency.**

**Response:** The development forecast shown in Appendix A of the 2023 DC Background Study is not used to calculate the Water and Wastewater development charges. As stated in our response to Question 2, the Water and Wastewater development charges are based on the 2018 MSP (adjusted for growth which has occurred to date) and the anticipated water and wastewater flows which are detailed in Appendix D of the 2023 DC Background Study.

**Question 4. Appendix B.4 – Table 2 – Parks and Recreation Capital Program**

**(a) Item 4.7.3 includes \$17.6M for Mobility Orbit Square and Go Station Park in 2026. Additional information is requested on the timing and cost estimate for the project.**

**Response:** Attachment 2 provides additional details on the scope of work for this project.

**(b) Item 4.9.1 includes \$48.1M for Provision for Orbit Growth-Related Facilities. The description of this project is very vague; please provide additional information related to the scope of the overall works, as well as the \$2.7M portion of the works included in the 2023-2032 horizon.**

**Response:** The \$48 million provision is intended to reflect the increase in need for servicing associated with additional population growth which was not accounted for in the projections prepared for the Town as part of the Simcoe County Municipal Comprehensive Review (MCR). The Orbit Secondary Plan has identified a significant amount of growth over the 10-year planning period of 9,400 people which will require additional servicing. The \$48

million is based on the Town's current value of Parks and Recreation infrastructure in 2022 (\$240.9 million) divided by the population in the same year (45,505) which amounts to an average of \$5,295 per person. The \$5,295 per capita multiplied by the anticipated growth associated with the future Orbit development not already accounted for in the Simcoe County MCR analysis of 9,085 people, amounting to a total of \$48 million in infrastructure needs.

It is important to note that since the release of the 2023 DC Study date July 28, 2023, the Town and Hemson has continued to review the DC Background Study assumptions. None of the \$48 million for Orbit Growth-Related Facilities is now proposed to be funded through the in-period DC recoverable costs. Updated historical inventories and capital programs for General Services are provided in Attachment 3.

**Question 5. Appendix B.4 – Table 4 – Parks and Recreation Capital Program**

**(a) Brookfield's proposed development in the Community of Stroud (pre-consultation held; formal Draft Plan submission to be made later this year) includes 1.25ha of proposed parkland within the current Settlement Boundary. We request that this be added to the in period park inventory.**

**Response:** The DC inventory is based on a 15-year historical period of 2009-2023 and includes parks which servicing the public during this time. Therefore, it is not reasonable to include the 1.25 hectares in the DC historical inventory.

**Question 6. Appendix B.5 – Table 2 – Public Works**

**(a) Item 5.3.1 includes \$10.5M for Provision for Orbit Growth-Related Facilities. The description of this project is very vague; please provide additional information related to the scope of the overall project, as well as the \$919,705 portion of the works included in the 2023-2032 horizon.**

**Response:** See response to Question 4 above. Since the release of the 2023 DC Study, item 5.3.1 has been reduced from \$10.5 million to \$9.54 million, of which, \$266,940 is included for recovery within the DC planning horizon of 2023-2032. This amount is related to the provision for Public Works infrastructure including facilities, land and equipment.

**Question 7. Appendix C – Table 2 – Roads and Related**

**(a) General – The table includes a number of studies and EA's related to road works. Please confirm that these studies are still permitted to be included in DCBS (e.g. Projects, 6, 9, 61, 62)**



**Response:** In our opinion, these studies are still reasonable to include under the requirements of the DCA. EAs are closely tied to the delivery of engineering infrastructure and therefore are included in the capital project costs. The cost of Transportation Master Plans and other design/engineering studies are not included in the DC eligible costs for recovery.

**(b) Projects 1-8 – Project timing of 2041-2041. Please clarify if this is correct, or if timing is to be 2031-2041 or 2041-2051.**

**Response:** Yes, that is correct. As per the 2022 TMP these projects are anticipated to be funded in 2041.

**(c) Projects 8, 10 & 110 – Various Signalization/Intersection Improvement projects – There appears to be overlap amongst the projects. Please confirm that projects are not being included in multiple DC items. For project 110, the project has a vague description and a budget of \$8.6M. Additional detail is requested on the scope on which the budget is based (e.g. number of intersections).**

**Response:** Project 8 of the Roads and Related DC Capital Program states that the various intersection improvements relates to 20th Sideroad/Big Bay Point Road, 20th Sideroad/9th Line, Innisfil Beach Road/20th Sideroad Bypass, Innisfil Beach Road/Webster Boulevard. There is no overlap with the other capital projects, including the signalization in Project 10 for Big Bay Point Road / 20th Sideroad.

**(d) Projects 11 & 12 – Studies – The cost of these studies should be removed from the DCBS if the cost of the studies are no longer permissible to be included. Should the studies continue to be allowed to be included, consideration should be given to moving these projects to the “Other” section with the other studies.**

**Response:** These costs are shown for the purposes of transparency, as they were included in the 2022 TMP. Project 11 is shown as 100% BTE and therefore there is no impact to the DC calculation. Project 12 relates to the implementation of infrastructure (crossings) and therefore is included in the rate calculation. The reference to “further studies” is in respect to the scope of work for these projects.

**(e) Projects 27 & 28 – Anna Maria and Westmount Urbanization – These streets already have an urban cross-section with single or double sidewalks. Please clarify the need for this project and how it is driven by development.**

**Response:** While both roadways do have urban cross-sections already, these projects are intended for conversion of these roads from local to collector roadways in order to meet the increase in need for servicing arising from development over the 2023-2051 planning period.

**(f) Project 29 – Willard Avenue Urbanization – It is unclear how this project is as a result of new development.**

**Response:** Urbanization is required to meet the increase in need for servicing arising from development in the Town. The Town also maintains a road-wide network which is designed to meet these servicing needs. The need for a project may be driven by growth occurring in the immediate vicinity or may be required to respond to development occurring elsewhere in the Town. This project is required to meet the increase in need for servicing arising from development and the appropriate BTE allocations have been applied based on the improvement type.

**(g) Project 30 – Adullam Avenue Urbanization – It is unclear how this project is as a result of new development. In addition, the portion of this road between Lebanon and Leslie is already urbanized.**

**Response:** This project is for the section of Adullam this not currently urbanized between Innisfil Beach Road and Lebanon Dr. See also response to Question 7(f) above.

**(h) Projects 31, 32, 33 & 34 – 2<sup>nd</sup> Line and 3<sup>rd</sup> Line – It is unclear how these projects are as a result of new development, as they are quite far removed from development areas and existing communities.**

**Response:** The DC eligible shares of projects included in the Roads and Related capital program are related to meeting the increase in need for servicing arising from development throughout the Town's road network over the 2023-2051 planning period. The proximity to the location of development is not necessarily a determinate of the DC eligible of a project recognizing that the Town's road network provide servicing across the community.

**(i) Project 39 – Killarney Beach Road from John Street to Yonge Street – It is unclear how this project is as a result of new development.**

**Response:** See response to Question 7 (h) above.

**(j) Project 49 – 20<sup>th</sup> Sideroad By-Pass with Grade Separation – It is unclear how there is a 0% BTE for this project. This will significantly improve existing traffic operations in the area to the benefit of existing residents.**

**Response:** As shown in the 2023 DC Background Study dated July 28, 2023, Project 49 has a 25% BTE allocation of \$16.9 million.

**(k) Projects 54 & 55 – Belle Aire Beach Road – These projects are for the urbanization of Belle Aire Beach Road, but result in a gap of rural road between the rail corridor and Willow Street. Please clarify.**

**Response:** This segment along Belle Aire Beach Rd (rail corridor to Willow St) is located in an area with environmentally sensitive features that would likely be impacted by urbanization. Also, urbanization was recommended along Belle Aire not for the purposes of improving capacity but rather, for reconstruction and widening of pavement width to allow for curb & gutter, boulevards and sidewalks, so this gap was not anticipated to be a concern operationally.

**(l) Project 58 – 9th Line from 20th Sideroad to 25th Sideroad Urbanization – It is unclear how this project is as a result of new development.**

**Response:** The urbanization of 9th Line from 20th Sideroad to 25th Sideroad is required in order to respond to the increase in need for servicing arising from Town-wide population and employment growth. The Town maintains a road-wide network which is designed to meet these servicing needs. The need for a project may be driven by growth occurring in the immediate vicinity or may be required to respond to development occurring elsewhere in the Town. The projects listed above are all required to meet the increase in need for servicing arising from development and the appropriate BTE allocations have been applied based on the improvement type which is further described in Table 12-6 of the 2022 TMP.

**(m) Project 116 – Provision for Future Growth-Related Infrastructure – The description of this \$50M project is very vague. This is concerning, considering there are 116 roads and related capital projects included in the DCBS totaling \$577M. Please provide additional information on what type of works are expected to be in this project.**

**Response:** The Town's 2022 TMP was based on a total of 84,570 people and 26,190 employees in 2051. In contrast, the 2023 DC Background Study includes a total of 103,069 people and 30,270 employees using the same 2051 planning horizon. The difference is related to the inclusion of additional population and employment growth associated with the Orbit development and forecast refinements made through the County's MCR process. The \$50 million is intended to meet a portion of the increased in need for Roads and Related services arising from the development associated with Orbit. Infrastructure improvements include road urbanization, reconstruction, widening's, new construction etc.

	2051 Total Population	2051 Total Employment	Total
2022 TMP	84,570	26,190	110,760
2023 DC Study	103,069	30,270	133,339

A comparison of to the total gross costs expressed on a per capita and per employee basis are shown below. The 2023 DC Background Study results in a lower amount of Roads and Related costs (on a per capita and employee basis) then what was identified in the 2022 TMP. If the \$50 million was removed from the capital program, then the additional growth associated with the Orbit development would be removed from the denominator of calculation which would result in a higher Roads and Related charge.

	2051 Total Population & Employment	Gross Infrastructure Costs (\$2023)	\$/capita and employee
2022 TMP	110,760	\$787,669,000	\$7,111.5
2023 DC Study	133,339	\$822,875,000	\$6,171.3

**Question 8. Appendix D – Innisfil North Wastewater Servicing**

**(a) General – The Orbit Secondary Plan area does not appear to be captured in the Water and Wastewater development charges. Is it anticipated that an Area Specific charge or the Orbit lands will be established for water and wastewater services. Please clarify how the Town intends on capturing the Orbit development as part of a future update.**

**Response:** As stated in response to Questions 1 and 2, the current Water and Wastewater DC capital program is based on the infrastructure needs and servicing area identified in the 2018 MSP. The Town will be considering an update to the DC By-law once the 2023 MSP is completed in order to reflect new information, including the servicing of new development areas.

**(b) Appendix D.1 – General – It is unclear if any population from the Orbit Secondary Plan is included in the wastewater treatment DC cost. Please clarify.**

**Response:** No is it not. As stated in the response to Questions 1, 2 and 8(a), the capital projects and associated development potential is based on the 2018 MSP.

**(c) Appendix D.1 – Table 1 – The Phase 3 Wastewater Treatment Plant Upgrades are expected to take place within the 2023-2031 period, with the Phase 4 Upgrades in 2025. As there will be different developers and builders contributing to the Phase 3 vs. Phase 4 upgrades, it is unclear how this is being differentiated.**

**Response:** Since the release of the 2023 DC Background Study dated July 28, 2023, the Town and Hemson have continued to review the assumptions related to the Wastewater Treatment Plant. Two separate rates have now been calculated for the Phase 3 and Phase 4 of the project. It is important to note that developers subject to the IDAG agreement will only pay for Phase 3 of the Wastewater Treatment Plant. Please see Attachment 4 for additional details.

**Consideration should be given to the DCBS including individual rates for the Phase 3 and the Phase 4 upgrades.**

**Response:** See response to Question 8(c).

**(d) Table 2 - The Innisfil North Share for all listed projects (with the exception of projects 1.2.5, 2.1.2, 2.1.4, 2.1.9, and 2.1.20) have a 100% increase in costs.**

**We request preliminary costing information used to support these updated values.**

**Response:** The cost escalation factor of 100% was informed by a sample of four projects. Based on the variance from the 2018 MSP costs, a cost escalation of 96% was identified for projects costed in \$2018 and the final cost. An index of 100% was used to account for Q2 2023 cost escalation. The four sample projects provided are indicative of the infrastructure included in the DC capital program and, in our opinion, appropriately reflect recent tenders. The cost escalation is similar to those experience in other jurisdictions including the City of Barrie.

<b>SPS4 budget &amp; cost Variance</b>	
2018 Budget –	\$2,905,000
2021 Tender cost & revised budget	\$4,552,073
Indexed to Q1 2023	\$5,721,413
Variance	\$2,816,413

<b>SPS2 budget &amp; cost Variance</b>	
2012 Budget	\$5,000,000
2018 Budget	\$8,200,000
2020 Tender close & award	\$10,239,020
Indexed to Q1 2023	\$13,888,572
Variance	\$5,688,572

<b>Killarney Watermain (Church, Killarney, Pine) budget &amp; cost Variance</b>	
2018 Budget	\$2,300,000
2022 Budget	\$5,300,000
Indexed to Q1 2023	\$5,668,630
Variance	\$3,000,000

<b>Lefroy BPS &amp; Reservoir budget &amp; cost Variance</b>	
2018 Budget	\$2,900,000
2023 Pretender cost estimate, Engineering & stal	\$6,600,000
Estimated variance	\$3,700,000

<b>Weighted Average</b>	
2018 Budgeted	\$16,305,000
Final Costs	\$31,878,615
Difference (\$)	\$15,573,615
Difference (%)	196%

### **Question 9. Appendix D – Innisfil North Water Servicing**

(a) Table 11 – Similar to the comments provided on the wastewater servicing section, the Innisfil North Share for many projects have a 100% increase in costs.

We request preliminary costing information used to support these updated values.

**Response:** See response to Question 8(d).

### **B. ADJUSTMENTS TO DC RATES SINCE RELEASE OF 2023 DC BACKGROUND STUDY DATED JULY 28, 2023**

Hemson and Town staff have continued to review and update assumptions used in the 2023 DC Background Study dated July 28, 2023, resulting in adjustments to the calculated development charges rates. The table below provides a summary of rate changes since the release of the 2023 DC Background Study which includes:

- Removal of excess capacity from the historical service levels

- Updated capital project costs based on Land & Lands Master Plan for Parks & Rec DC capital program
- Removal of inflation from Library DC capital program
- Removal of inflation from Fire DC capital program
- Adjustments to the Wastewater Treatment Plant capital program and treatment of IDAG rates
- Adjustments to the future residential units in Stroud (increased from 121 to 500 units)

Attachment 5 includes additional details on the revised calculated rates.

**Adjusted DC Rates: Single-Detached Unit**

Area	July 28, 2023 DC Study	Revised DC Rates	Difference (#)	Difference (%)
Innisfil North	\$ 82,920	\$ 80,008	\$ (2,912.0)	-4%
Friday Harbour	\$ 76,409	\$ 73,766	\$ (2,643.0)	-3%
Innisfil South	\$ 82,195	\$ 79,552	\$ (2,643.0)	-3%
Innisfil Central	\$ 99,207	\$ 96,513	\$ (2,694.0)	-3%
Cookstown	\$ 85,658	\$ 85,236	\$ (422.0)	0%
<b>Development Subject to IDAG</b>				
Innisfil North	\$ 82,107	\$ 79,666	\$ (2,441.0)	-3%
Friday Harbour	\$ 75,596	\$ 73,424	\$ (2,172.0)	-3%
Innisfil South	\$ 81,382	\$ 79,210	\$ (2,172.0)	-3%
Innisfil Central	\$ 98,394	\$ 96,171	\$ (2,223.0)	-2%
Cookstown	\$ 85,658	\$ 85,236	\$ (422.0)	0%

**Adjusted DC Rates: Industrial \$/square metre**

Area	July 28, 2023 DC Study	Revised DC Rates	Difference (#)	Difference (%)
Water and Wastewater Services	\$ 249.37	\$ 241.92	\$ (7.4)	-3%
<b>Development Subject to IDAG</b>				
Water and Wastewater Services	\$ 247.22	\$ 241.01	\$ (6.2)	-3%

**Adjusted DC Rates: Non-Industrial \$/square metre**

Area	July 28, 2023 DC Study	Revised DC Rates	Difference (#)	Difference (%)
Water and Wastewater Services	\$ 476.24	\$ 461.87	\$ (14.4)	-3%
<b>Development Subject to IDAG</b>				
Water and Wastewater Services	\$ 472.01	\$ 459.90	\$ (12.1)	-3%

**Attachment 1:**  
**Water and Wastewater Flow Projections**



Table B2: Master Servicing Plan Wastewater Flow Projections

		Persons Per Unit (PPU)	2041 Equivalent Units	Serviced Residential Population				Serviced ICI Development (ha)				Wastewater Servicing										
				2017	2023	2031	2041	2017	2023	2031	2041	Rates			Average Day Flow (L/day)				Peak Dry Weather Flow			
												Res Flow (L/cap/day) OR ICI Flow (L/ha/day)	Domestic (L/p/d)	Peak // Rate Residential in (L/cap/day) OR ICI (L/day/ha)	2017	2023	2031	2041	2017	2023	2031	2041
Sandy Cove	Existing Residential	2.65	233	617	617	617					350	300	600	216,108	216,108	216,108	216,108	843,043	843,043	769,224	760,717	
	Future Residential	2.65	1,659	313	313	2,586	4,396				325	275	400	101,628	101,628	840,580	1,428,814	344,465	344,465	2,565,685	4,305,616	
	Unconnected Residential	2.65	489			1,296	1,296				325	275	400	0	0	421,151	421,151	0	0	1,285,471	1,269,106	
	Existing Retirement	2.00	1,238	2,476	2,476	2,476	2,476				350	300	600	866,600	866,600	866,600	866,600	3,380,639	3,380,639	3,084,621	3,050,508	
	Future Retirement	2.00	345			690	690				325	275	400	0	0	224,250	224,250	0	0	684,474	675,759	
	Sub-Total			3,406	3,406	7,666	9,476	0.0	0.0	0.0	0.0				1,184,335	1,184,335	2,568,689	3,156,923	4,568,147	4,568,147	8,389,475	10,061,707
Big Bay Point	Future Residential	2.65	1,000			2,650	2,650				325	275	400	0	0	861,250	861,250	0	0	2,628,776	2,595,308	
	Unconnected Residential	2.65	1,176	53	53	3,116	3,116				325	275	400	17,225	17,225	1,012,830	1,012,830	58,384	58,384	3,091,440	3,052,082	
	Resort Residential (Friday Harbour)	2.65	1,600	2,120	3,169	4,240	4,240				325	275	400	689,000	1,029,925	1,378,000	1,378,000	2,335,356	3,490,916	4,206,041	4,152,493	
	Hotel (Friday Harbour)	2.65	400			1,060	1,060				325	275	400	0	0	344,500	344,500	0	0	1,051,510	1,038,123	
	Resort Commercial (Friday Harbour)							1.6	13.5	36.6	36.6	20,000			32,000	269,600	732,000	732,000	64,000	539,200	1,464,000	1,464,000
	Sub-Total			2,173	3,222	11,066	11,066	1.6	13.5	36.6	36.6				738,225	1,316,750	4,328,580	4,328,580	2,457,739	4,088,500	12,441,767	12,302,006
Alcona	Existing Residential - Alcona&A1c.N.	2.65	6,065	16,072	16,072	16,072	16,072				350	300	600	5,625,288	5,625,288	5,625,288	5,625,288	21,944,456	21,944,456	20,022,940	19,801,506	
	Unconnected Residential - Alcona&A1c.N.	2.65	343			909	909				350	300	600	0	0	318,133	318,133	0	0	1,132,377	1,119,854	
	Intensification on IRR - Alcona&A1c.N.					2,320	2,320				325	300	400	0	0	754,000	754,000	0	0	2,426,275	2,394,311	
	Future Residential - Alcona&A1c.N.	2.65	5,695	2,708	6,566	11,393	15,093				325	275	400	880,198	2,134,048	4,905,123	4,905,123	2,983,417	7,233,323	11,301,275	14,781,196	
	Future Residential - Alcona South	2.65	2,631			5,262	6,972				325	275	400	0	0	1,710,306	2,265,795	0	0	5,220,333	6,827,793	
	Town Campus & area					0	0	8.3	50.0	50.0	20,000			0	166,400	1,000,000	1,000,000	0	332,800	2,000,000	2,000,000	
	Sub-Total			18,781	22,639	35,956	41,366	0.0	8.3	50.0	50.0				6,505,485	7,925,735	13,110,295	14,868,338	24,927,873	29,510,580	42,103,200	46,924,661
Big Cedar Point & Centre	Existing Residential	2.65	112	297	297	297	297				350	300	600	103,880	103,880	103,880	103,880	405,240	405,240	369,756	365,667	
	Unconnected Residential	2.65	14			37	37				350	300	600	0	0	12,985	12,985	0	0	46,219	45,708	
	Sub-Total			297	297	334	334	0.0	0.0	0.0	0.0											
Lefroy	Existing Residential	2.65	1,074	2,846	2,846	2,846	2,846				350	300	600	996,135	996,135	996,135	996,135	3,885,960	3,885,960	3,545,695	3,506,483	
	Unconnected Residential	2.65	152			403	403				350	300	600	0	0	140,980	140,980	0	0	501,812	496,262	
	Future Residential	2.65	1,517	1,609	2,459	4,020	4,020				325	275	400	522,779	799,029	1,306,516	1,306,516	1,771,951	2,708,296	3,987,853	3,937,082	
	Sub-Total			4,455	5,305	7,269	7,269	0.0	0.0	0.0	0.0				1,518,914	1,795,164	2,443,631	2,443,631	5,657,911	6,594,256	8,035,359	7,939,827
<b>Ex. Lakeshore System TOTAL</b>				<b>29,111</b>	<b>34,868</b>	<b>62,291</b>	<b>69,510</b>	<b>2</b>	<b>87</b>	<b>87</b>				<b>10,050,839</b>	<b>12,325,864</b>	<b>22,568,060</b>	<b>24,914,337</b>	<b>38,016,910</b>	<b>45,166,723</b>	<b>71,385,777</b>	<b>77,639,576</b>	
Gifford	Unconnected Residential	2.65	568			1,505	1,505				325	275	400	0	0	489,190	489,190	0	0	1,493,145	1,474,135	
	Sub-Total			0	0	1,505	1,505	0.0	0.0	0.0	0.0									1,493,145	1,474,135	
Ferniks Corners	Unconnected Residential	2.65	81			215	215				325	275	400	0	0	69,761	69,761	0	0	212,931	210,220	
	Sub-Total			0	0	215	215	0.0	0.0	0.0	0.0									212,931	210,220	
Cookstown	Existing Residential	2.65	373	988	988	988	988				350	300	800	345,958	345,958	345,958	345,958	1,547,283	1,547,283	1,429,109	1,415,491	
	Unconnected Residential	2.65	29			77	77				350	300	800	0	0	26,898	26,898	0	0	111,110	110,052	
	Future Residential	2.65	795	408	556	951	2,107				325	275	400	132,633	180,733	300,189	684,694	449,556	612,590	943,730	2,063,270	
	Non-Residential							18.8	18.8	18.8	18.8	20,000			376,000	376,000	376,000	376,000	752,000	752,000	752,000	752,000
Sub-Total			1,397	1,545	2,017	3,172	18.8	18.8	18.8	18.8				854,590	902,690	1,058,044	1,433,549	2,748,839	2,911,873	3,235,950	4,340,812	
Innfill Heights	Existing Residential	2.65	120	318	318	318	318				325	275	400	103,350	103,350	103,350	103,350	350,303	350,303	315,453	311,437	
	Unconnected Residential	2.65	1			3	3				325	275	400	0	0	861	861	0	0	2,629	2,595	
	Commercial/Industrial							130.0	144.3	320.0	645.0	20,000			2,600,000	2,886,600	6,400,000	12,900,000	5,200,000	5,773,200	12,800,000	25,800,000
Sub-Total			318	318	321	321	130.0	144.3	320.0	645.0				2,703,350	2,989,950	6,504,211	13,004,211	5,550,303	6,123,503	13,118,082	26,114,032	
Campus Road	Institutional/Commercial									42.5	20,000			0	0	0	850,000	0	0	0	1,700,000	
	Sub-Total			0	0	0	0	0.0	0.0	0.0	42.5			0	0	0	850,000	0	0	0	1,700,000	
<b>Total</b>				<b>30,826</b>	<b>36,731</b>	<b>66,348</b>	<b>74,723</b>	<b>150</b>	<b>185</b>	<b>425</b>	<b>793</b>			<b>13,608,779</b>	<b>16,218,504</b>	<b>30,689,266</b>	<b>40,761,048</b>	<b>46,316,053</b>	<b>54,202,099</b>	<b>89,445,884</b>	<b>111,478,776</b>	
Stroud	Existing Residential	2.65	0	0	0	0	0				350	300	800	0	0	0	0	0	0	0	0	
	Unconnected Residential	2.65	629	1,640	1,640	1,667	1,667				350	300	800	574,000	574,000	583,450	583,998	2,567,195	2,567,195	2,410,162	2,386,980	
	Future Residential	2.65	121	0	0	321	321				325	275	400	0	0	104,325	104,211	0	0	318,429	314,032	
	Sub-Total			1,640	1,640	1,988	1,988	0.0	0.0	0.0	0.0				574,000	574,000	687,775	687,609	2,567,195	2,567,195	2,728,591	2,701,013
Churchill	Existing Residential	2.65	0	0	0	0	0				350	300	800	0	0	0	0	0	0	0	0	
	Unconnected Residential	2.65	188	448	448	498	498				350	300	800	156,800	156,800	174,300	174,370	701,283	701,283	720,012	713,438	
	Future Residential	2.65	35	0	0	93	93				325	275	400	0	0	30,225	30,144	0	0	92,255	90,836	
	Sub-Total			448	448	591	591	0.0	0.0	0.0	0.0				156,800	156,800	204,525	204,514	701,283	701,283	812,268	804,274

Table B1: Master Servicing Plan Water Flow Projections

		Persons Per Unit (PPU)	2041 Equivalent Units	Serviced Residential Population				Serviced ICI Development (ha)				Water Servicing										
				2017	2023	2031	2041	2017	2023	2031	2041	Rates		Average Day Flow (L/day)				Maximum Day Demand (L/day)				
												Res Flow (L/cap/day) OR ICI Flow (L/ha/day)	Maximum Day Peaking Factor	2017	2023	2031	2041	2017	2023	2031	2041	
Sand Cove	Existing Residential	2.65	158	419	419	419	419					275	1.8	115,143	115,143	115,225	115,143	207,257	207,257	207,405	207,257	
	Future Residential	2.65	1,416	313	313	1,942	3,752					250	1.8	78,175	78,175	485,500	938,100	140,715	140,715	873,900	1,688,580	
	Unconnected Residential	2.65	807			2,139	2,139					275	1.8	0	0	588,225	588,101	0	0	1,058,805	1,058,582	
	Unconnected Retirement	2.00	1,238	0		2,476	2,476					275	1.8	0	0	680,900	680,900	0	0	1,225,620	1,225,620	
	Future Retirement	2.00	345			690	690					250	1.8	0	0	172,500	172,500	0	0	310,500	310,500	
	Sub-Total		3,964	731	731	7,666	9,476	0.0	0.0	0.0	0.0			193,318	193,318	2,042,350	2,494,744	347,972	347,972	3,676,230	4,490,539	
Big Bay Point	Future Residential	2.65	1,000	0	0	2,650	2,650					250	1.8	0	0	662,500	662,500	0	0	1,192,500	1,192,500	
	Unconnected Residential	2.65	1,176	228	228	3,116	3,116					275	1.8	62,700	62,700	857,010	857,010	112,860	112,860	1,542,618	1,542,618	
	Resort Residential (Friday Harbour)	2.65	1,600	2,120	3,169	4,240	4,240					250	1.8	530,000	792,250	1,060,000	1,060,000	954,000	1,426,050	1,908,000	1,908,000	
	Hotel (Friday Harbour)	2.65	400	0	0	1,060	1,060					250	1.8	0	0	265,000	265,000	0	0	477,000	477,000	
	Resort Commercial (Friday Harbour)	0						1.6	13.5	36.6	36.6	20,000	1.8	32,000	269,600	732,000	732,000	57,600	485,280	1,317,600	1,317,600	
	Sub-Total		4,176	2,348	3,397	11,066	11,066	1.6	13.5	36.6	36.6			624,700	1,124,550	3,576,510	3,576,510	1,124,460	2,024,190	6,437,718	6,437,718	
Alcona	Existing Residential - Alcona&AIC.N.	2.65	6,167	16,343	16,343	16,343	16,343					275	1.8	4,494,201	4,494,201	4,494,201	4,494,201	8,089,562	8,089,562	8,089,562	8,089,562	
	Unconnected Residential - Alcona&AIC.N.	2.65	207	0	0	549	549					275	1.8	0	0	150,975	150,851	0	0	271,755	271,532	
	Intensification on IRR - Alcona&AIC.N.	2.65	5,719	2,798	6,656	11,454	15,154					250	1.8	0	0	580,000	580,000	0	0	1,044,000	1,044,000	
	Future Residential - Alcona&AIC.N.	2.65	2,642	0	0	5,291	7,000					250	1.8	0	0	1,322,730	1,750,008	0	0	2,380,913	3,150,014	
	Town Campus & Area	2.65	0	0	0	0	0	8.3	50.0	50.0	50.0	20,000	1.8	388,800	388,800	888,800	1,388,800	738,720	738,720	1,638,720	2,538,720	
	Sub-Total		14,734	19,141	22,999	35,957	41,365	0.0	8.3	50.0	50.0			5,582,501	6,547,001	10,300,226	12,152,377	10,087,382	11,823,482	18,579,287	21,913,159	
Big Cedar Point	Existing Residential	2.65	0	0	0	0	0					275	1.8	0	0	0	0	0	0	0	0	
	Unconnected Residential	2.65	126	252	252	334	334					275	1.8	69,300	69,300	91,850	91,823	124,740	124,740	165,330	165,281	
	Sub-Total		126	252	252	334	334							69,300	69,300	91,850	91,823	124,740	124,740	165,330	165,281	
Lefay	Existing Residential	2.65	73	193	193	193	193					275	1.8	53,199	53,199	53,199	53,199	95,758	95,758	95,758	95,758	
	Unconnected Residential	2.65	1,153	297	297	3,055	3,055					275	1.8	81,620	81,620	840,249	840,249	146,916	146,916	1,512,448	1,512,448	
	Future Residential	2.65	1,517	1,603	2,453	4,020	4,020					250	1.8	400,813	613,313	1,005,013	1,005,013	721,463	1,103,963	1,809,023	1,809,023	
Sub-Total		2,743	2,094	2,944	7,269	7,269	0.0	0.0	0.0	0.0			535,631	748,131	1,898,460	1,898,460	964,136	1,346,636	3,417,228	3,417,228		
Gifford	Existing Residential	2.65	125	331	331	331	331					275	1.8	91,094	91,094	91,094	91,094	163,969	163,969	163,969	163,969	
	Unconnected Residential	2.65	372	53	53	986	986					275	1.8	14,575	14,575	271,095	271,095	26,235	26,235	487,971	487,971	
	Future Residential	2.65	71	82	82	188	188					250	1.8	20,538	20,538	47,038	47,038	36,968	36,968	84,668	84,668	
Sub-Total		568	466	466	1,505	1,505	0.0	0.0	0.0	0.0			126,206	126,206	409,226	409,226	227,171	227,171	736,607	736,607		
Fennels Corners	Existing Residential	2.65	63	167	167	167	167					275	1.8	45,911	45,911	45,911	45,911	82,640	82,640	82,640	82,640	
	Unconnected Residential	2.65	18	0	0	48	48					275	1.8	0	0	13,200	13,118	0	0	23,760	23,612	
	Sub-Total		81	167	167	215	215	0.0	0.0	0.0	0.0			45,911	45,911	59,111	59,029	82,640	82,640	106,400	106,252	
Conestoga	Existing Residential	2.65	373	988	988	988	988					275	1.8	271,824	271,824	271,824	271,824	489,283	489,283	489,283	489,283	
	Unconnected Residential	2.65	29	77	77	77	77					275	1.8	0	0	21,134	21,134	0	0	38,041	38,041	
	Future Residential	2.65	795	408	556	951	2,107					250	1.8	102,025	139,025	237,838	526,688	183,645	250,245	428,108	948,038	
Sub-Total		1,197	1,397	1,545	2,017	3,172	18.8	20.02	20.0	85.0	20,000	1.8	376,000	400,400	400,400	1,700,000	676,800	720,720	720,720	3,060,000		
<b>Ex. Lakeshore System TOTAL</b>				<b>27,589</b>	<b>26,595</b>	<b>32,500</b>	<b>66,029</b>	<b>74,402</b>	<b>20.4</b>	<b>41.8</b>	<b>106.6</b>	<b>171.6</b>			<b>7,927,416</b>	<b>9,665,666</b>	<b>19,308,929</b>	<b>23,201,814</b>	<b>14,308,229</b>	<b>17,437,079</b>	<b>34,794,952</b>	<b>41,802,145</b>
Sand Cove	Existing Residential	2.65	619	1,640	1,640	1,640	1,640					300	2.3	492,105	492,105	492,105	492,105	1,131,842	1,131,842	1,131,842	1,131,842	
	Unconnected Residential	2.65	10			27	27					300	2.3	0	0	7,950	7,950	0	0	18,285	18,285	
	Future Residential	2.65	121			321	321					275	2.3	0	0	88,179	88,179	0	0	202,811	202,811	
	Sub-Total		750	1,640	1,640	1,988	1,988	0.0	0.0	0.0	0.0			492,105	492,105	588,234	588,234	1,131,842	1,131,842	1,352,938	1,352,938	
Churchill	Existing Residential	2.65	169	448	448	448	448					300	2.5	134,355	134,355	134,355	134,355	335,888	335,888	335,888	335,888	
	Unconnected Residential	2.65	19	0	0	50	50					300	2.5	0	0	15,105	15,105	0	0	37,763	37,763	
	Future Residential	2.65	35	0	13	93	93					275	2.5	0	3,575	25,506	25,506	0	8,938	63,766	63,766	
Sub-Total		223	448	461	591	591	0.0	0.0	0.0	0.0			134,355	137,930	174,966	174,966	335,888	344,825	437,416	437,416		
Innert Heights	Existing Residential	2.65	120	318	318	318	318					300	1.8	95,400	95,400	95,400	95,400	171,720	171,720	171,720	171,720	
	Unconnected Residential	2.65	1			3	3					300	1.8	0	0	795	795	0	0	1,431	1,431	
	Commercial/Industrial Ph.1							130.0	144.3	320.0	320.0	20,000	1.8	2,600,000	2,886,600	6,400,000	6,400,000	4,680,000	5,195,880	11,520,000	11,520,000	
	Commercial/Industrial Ph.2										325.0	20,000	1.8	0	0	0	6,500,000	0	0	0	11,700,000	
Sub-Total		121	318	318	321	321	130.0	144.3	320.0	645.0			2,695,400	2,982,000	6,496,195	12,996,195	4,851,720	5,367,600	11,693,151	23,393,151		
Campus Road	Institutional / Commercial											20,000	1.8	0	0	850,000	850,000	0	0	1,530,000	1,530,000	
	Sub-Total		0	0	0	0	0	0.0	0.0	0.0					850,000	850,000	0	0	1,530,000	1,530,000		
<b>Total Flow</b>				<b>29,002</b>	<b>34,920</b>	<b>68,928</b>	<b>77,301</b>	<b>150</b>	<b>186</b>	<b>469</b>	<b>859</b>			<b>11,249,276</b>	<b>13,277,701</b>	<b>27,418,324</b>	<b>37,811,209</b>	<b>20,627,678</b>	<b>24,281,346</b>	<b>49,808,456</b>	<b>68,515,649</b>	

## **Attachment 2:**

# **Mobility Orbit Square and Go Station Park**

## Capital Budget Project Detail Sheet

**Service Area:** Capital Engineering  
**Project Number:** PKS406  
**Project Name:** Mobility Orbit Square and GO Station Park

### Project Description

The Mobility Orbit and GO Station 'Center of Mass' will offer multiple opportunities for placemaking and community facilities including but not limited to:

- Flexible programming space;
- Cultural space and opportunities for placemaking infrastructure;
- outdoor seating
- spaces to complement recreation and library spaces;
- Cafe
- Greenspace and berms
- Public art
- Playground
- Trails
- Wi-fi
- Washrooms

The Innisfil GO station is planned to open in approximately 2025/2026 and will form an important element of Innisfil as a complete community. While the station is to be funded by the developer under the new Provincial program, additional complimentary spaces constructed at the same time will provide placemaking and cultural activities that augment Orbit.

The detailed scope and extent of this works will be determined as the station design advances and is approved. Connections to the station will be critical for its function and the high population density allocated to this area through the Official Plan.

A Green Line Rail Trail through the Orbit Development will allow for connection between the GO Station and Orbit Development, with the plan for future expansion of this trail system to connect through the surrounding community. This trail system expansion will be integrated into the Trails Master Plan Update planned for 2023 and Staff will also be pro-actively seeking opportunities to expand this trail system through collaboration with developers planning to develop adjacent to the rail line.

### Project Justification

Transforming public space into hubs of community connection, is a recurring concept that underpins Innisfil's planning and policy documents.

This project supports recommendations from the Innisfil's Culture Master Plan, Parks Master Plan and Trails Master Plan.

**Project Implications**

The risk is that without additional funds to connect the GO Station to surrounding infrastructure the station will fail to integrate fully with the community.

<b>Capital Costs</b>	<b>Prior Year(s)</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>Beyond</b>	<b>Total</b>
Construction/Subcontracting					\$19,003,009			\$19,003,009
Consulting/Engineering (Design 10%)	\$391,727				\$1,900,301			\$2,292,028
Internal Staff Charges (Engineering, Purchasing, Legal 2.5%)	\$100,000				\$475,075			\$575,075
Design/Engineering (Construction 5%)	\$491,727				\$950,150			\$1,441,877
<b>Total Capital Costs</b>	<b>\$983,454</b>				<b>\$22,328,535</b>			<b>\$23,311,989</b>

<b>Capital Funding Sources</b>	<b>Prior Year(s)</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>Beyond</b>	<b>Total</b>
ARS	\$98,345				\$2,232,853			\$2,331,198
Oblig.RF-Parks Outdoor DCA (Future DC's estimated 90% eligible)	\$885,109				\$20,095,682			\$20,980,791
<b>Total Capital Funding Sources</b>	<b>\$983,454</b>				<b>\$22,328,535</b>			<b>\$23,311,989</b>

<b>Net Annual Operating Budget Impact</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
Maintenance				\$200,000	\$200,000
<b>Total Operating Budget Impact</b>				<b>\$200,000</b>	<b>\$200,000</b>

**Other Information**

Operational funds will need to be reviewed in detail during the design and should be added to this project budget in 2026.

That in order to comply with the requirements and intent of Subsection 5(1) of the Development Charges Act and Section 5 of O.Reg. 82/98, Council expresses its intention that, in approving growth-related capital projects PKS406 Mobility Orbit Square and GO Station Park , the increase in the need for services attributable to anticipated development will be met and that any costs incurred will be considered for payment by future development or other similar charges.

**Attachment 3:**  
**Revised General Services Historical  
Inventories and Capital Programs  
(Available Under Separate Cover)**

Due to length, not provided for purposes of Staff Report. Available upon request.

**Attachment 4:**  
**Revised Water and**  
**Wastewater Capital Programs**

APPENDIX D.1  
TABLE 1

TOWN OF INNISFIL  
2023 DEVELOPMENT CHARGES BACKGROUND STUDY  
WASTEWATER TREATMENT COSTS  
DEVELOPMENTS SUBJECT TO IDAG

	Net Municipal Cost	Ineligible Costs	Total DC Eligible Costs	Available DC Reserves	DC Eligible Costs 2023-2041	DC Eligible Costs Post-2041
<b>1 Lakeshore Water Treatment Plant</b>						
1.1 Optimization and I&I Program	\$ 1,500,000	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000	\$ -
1.2 Design and Construction, Phase 3 Expansion (2023)	\$ 132,300,000	\$ -	\$ 132,300,000	\$ 19,546,488	\$ 112,753,512	\$ -
Subtotal	\$ 133,800,000	\$ -	\$ 133,800,000	\$ 19,546,488	\$ 114,253,512	\$ -
<b>TOTAL</b>	<b>\$ 133,800,000</b>	<b>\$ -</b>	<b>\$ 133,800,000</b>	<b>\$ 19,546,488</b>	<b>\$ 114,253,512</b>	<b>\$ -</b>

Capacity (m <sup>3</sup> )	Total Capacity	10% Reserve	Net Capacity
Available Uncommitted Capacity	4,060	-	4,060
Phase 3 added capacity	8,000	800	7,200
<b>Total Capacity Available (m<sup>3</sup>)</b>	<b>12,060</b>	<b>800</b>	<b>11,260</b>
<b>Cost Per Cubic Metre (\$ / m<sup>3</sup>)</b>			<b>\$10,146.85</b>

DC Reserve Funds	
Available Balance Dec 31, 2022	\$ 19,546,488

Source: InnServices Utilities Inc.



APPENDIX D.1  
TABLE 2

TOWN OF INNISFIL  
2023 DEVELOPMENT CHARGES BACKGROUND STUDY  
WASTEWATER TREATMENT COSTS

	Net Municipal Cost	Ineligible Costs	Total DC Eligible Costs	Available DC Reserves	DC Eligible Costs 2023-2041	DC Eligible Costs Post-2041
<b>2 Lakeshore Water Treatment Plant</b>						
2.1 Design and Construction, Phase 4 Expansion (2035)	\$ 95,980,000	\$ -	\$ 95,980,000	\$ -	\$ 95,980,000	\$ -
2.2 Debenture Interest Costs	\$ 45,268,000	\$ -	\$ 45,268,000	\$ -	\$ 45,268,000	\$ -
Subtotal	\$ 141,248,000	\$ -	\$ 141,248,000	\$ -	\$ 141,248,000	\$ -
<b>TOTAL</b>	<b>\$ 141,248,000</b>	<b>\$ -</b>	<b>\$ 141,248,000</b>	<b>\$ -</b>	<b>\$ 141,248,000</b>	<b>\$ -</b>

Capacity (m <sup>3</sup> )	Total Capacity	10% Reserve	Net Capacity
Phase 4 added capacity	15,000	1,500	13,500
<b>Total Capacity Available (m<sup>3</sup>)</b>	<b>15,000</b>	<b>1,500</b>	<b>13,500</b>
<b>Cost Per Cubic Metre (\$ / m<sup>3</sup>)</b>			<b>\$10,462.81</b>

Source: InnServices Utilities Inc.

DC Reserve Funds <sup>1</sup>	
Available Balance Dec 31, 2022	\$ -

<sup>1</sup> In accordance with the requirements of the IDAG agreement the available DC reserve fund balance has been committed against the Phase 3 plant expansion

Notes:

1. Debt Repayment Terms	Amortization Period	Financing Rate	Debt Factor
	20	4.00%	0.073582

2. Wastewater Demands:

Residential:	
WPCP average day flow per capita	0.325 m <sup>3</sup> /day/cap

Non-Residential:	
Average Day Demand Per Hectare	10 m <sup>3</sup> /ha.d
Average Coverage	25%
Average Day Demand GFA	
Per Square Metre of GFA	0.00400 m <sup>3</sup>
Per Square Foot of GFA	0.00037 m <sup>3</sup>

APPENDIX D.1

TABLE 2

TOWN OF INNISFIL  
WASTEWATER SERVICING: INNISFIL NORTH AND FRIDAY HARBOUR

1. Wastewater Servicing

1.1 Sanitary Sewers		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil North Share		Friday Harbour Share		Other Areas Share	
#	Project Description								%	\$	%	\$	%	\$
1.1.1	Spring Street Sewer	2023 - 2028	\$ 3,000,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 3,000,000	0.00%	\$ -	0.00%	\$ -	
1.1.2	10th Line sewer west of 25th Sideroad	2024 - 2031	\$ 1,680,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 1,680,000	0.00%	\$ -	0.00%	\$ -	
1.1.3	Crystal Beach Road sewer twinning	2024 - 2031	\$ 1,480,000	\$ -	0%	\$ -	\$ -	83.15%	\$ 1,230,641	16.85%	\$ 249,359	0.00%	\$ -	
1.1.4	Park Rd. sewer twinning	2025 - 2031	\$ 260,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 260,000	0.00%	\$ -	0.00%	\$ -	
1.1.5	Roberts Rd. sewer twinning	2026 - 2031	\$ 80,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 80,000	0.00%	\$ -	0.00%	\$ -	
1.1.6	Lakelands Ave. sewer twinning	2027 - 2031	\$ 920,000	\$ -	0%	\$ -	\$ -	83.15%	\$ 764,993	16.85%	\$ 155,007	0.00%	\$ -	
1.1.7	Simcoe Blvd. sewer twinning	2028 - 2031	\$ 800,000	\$ -	0%	\$ -	\$ -	83.15%	\$ 665,212	16.85%	\$ 134,788	0.00%	\$ -	
1.1.8	Adams Rd. sewer twinning	2029 - 2031	\$ 1,300,000	\$ -	0%	\$ -	\$ -	83.15%	\$ 1,080,969	16.85%	\$ 219,031	0.00%	\$ -	
1.1.9	Kennedy Rd. sewer twinning	2030 - 2031	\$ 320,000	\$ -	0%	\$ -	\$ -	83.15%	\$ 266,085	16.85%	\$ 53,915	0.00%	\$ -	
1.1.10	7th Line sewer	2024 - 2031	\$ 920,000	\$ -	0%	\$ -	\$ -	83.15%	\$ 764,993	16.85%	\$ 155,007	0.00%	\$ -	
1.1.11	Decommission SPS 7	2024 - 2031	\$ 700,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 700,000	0.00%	\$ -	0.00%	\$ -	
1.1.12	9th Line sewer	2024 - 2031	\$ 7,520,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 7,520,000	0.00%	\$ -	0.00%	\$ -	
1.1.13	IBR Trunk sewer from Yonge St to 20 SR	2023 - 2028	\$ 6,740,000	\$ -	0%	\$ -	\$ -	7.68%	\$ 517,933	0.00%	\$ -	92.32%	\$ 6,222,067	
1.1.14	20 SR Trunk Sewer	2024 - 2031	\$ 4,120,000	\$ -	0%	\$ -	\$ -	7.68%	\$ 316,600	0.00%	\$ -	92.32%	\$ 3,803,400	
1.1.15	6th Line trunk Sewer to Sleeping Lion	2024 - 2031	\$ 4,940,000	\$ -	0%	\$ -	\$ -	22.20%	\$ 1,096,490	0.00%	\$ -	77.80%	\$ 3,843,510	
<b>Sub-Total Sanitary Sewers</b>			<b>\$ 34,780,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>		<b>\$ 19,943,916</b>		<b>\$ 967,107</b>		<b>\$ 13,868,977</b>	

1.2 Sewage Pumping Stations and Forcemains		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil North Share		Friday Harbour Share		Other Areas Share	
#	Project Description								%	\$	%	\$	%	\$
1.2.1	Big Bay Point SPS	2031 - 2041	\$ 5,600,000	\$ -	100%	\$ 5,600,000	\$ -	61.65%	\$ -	38.35%	\$ -	0.00%	\$ -	
1.2.2	Big Bay Point SPS Forcemain to Friday Drive	2031 - 2041	\$ 5,100,000	\$ -	100%	\$ 5,100,000	\$ -	61.65%	\$ -	38.35%	\$ -	0.00%	\$ -	
1.2.3	Sandy Cove SPS	2023 - 2031	\$ 5,600,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 5,600,000	0.00%	\$ -	0.00%	\$ -	
1.2.4	Sandy Cove SPS Forcemain to Lockhart Rd.	2024 - 2031	\$ 4,520,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 4,520,000	0.00%	\$ -	0.00%	\$ -	
1.2.5	SPS 4 Expansion Phase 1	2023 - 2023	\$ 4,400,000	\$ -	0%	\$ -	\$ -	86.92%	\$ 3,824,320	13.08%	\$ 575,680	0.00%	\$ -	
1.2.6	SPS 4 Expansion Phase 2	2031 - 2041	\$ 7,200,000	\$ -	0%	\$ -	\$ -	86.92%	\$ 6,257,978	13.08%	\$ 942,022	0.00%	\$ -	
1.2.7	SPS 4 Second Forcemain	2031 - 2041	\$ 3,700,000	\$ -	0%	\$ -	\$ -	86.92%	\$ 3,215,905	13.08%	\$ 484,095	0.00%	\$ -	
1.2.8	SPS 3 Expansion	2024 - 2031	\$ 12,800,000	\$ -	0%	\$ -	\$ -	86.92%	\$ 11,125,294	13.08%	\$ 1,674,706	0.00%	\$ -	
1.2.9	SPS 3 Second Forcemain	2024 - 2031	\$ 2,320,000	\$ -	0%	\$ -	\$ -	86.92%	\$ 2,016,459	13.08%	\$ 303,541	0.00%	\$ -	
1.2.10	Stroud SPS	2023 - 2031	\$ 4,680,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 4,680,000	0.00%	\$ -	0.00%	\$ -	
1.2.11	Stroud SPS Forcemain	2023 - 2031	\$ 4,020,000	\$ -	0%	\$ -	\$ -	100.00%	\$ 4,020,000	0.00%	\$ -	0.00%	\$ -	
1.2.12	20th Sideroad SPS	2024 - 2031	\$ 6,240,000	\$ -	0%	\$ -	\$ -	7.68%	\$ 479,511	0.00%	\$ -	92.32%	\$ 5,760,489	
1.2.13	20th Sideroad SPS Expansion	2031 - 2041	\$ 7,040,000	\$ -	0%	\$ -	\$ -	7.68%	\$ 540,986	0.00%	\$ -	92.32%	\$ 6,499,014	
1.2.14	20th Sideroad SPS Forcemain	2024 - 2031	\$ 3,120,000	\$ -	0%	\$ -	\$ -	7.68%	\$ 239,755	0.00%	\$ -	92.32%	\$ 2,880,245	
1.2.15	New SPS 2	2023 - 2023	\$ 10,400,000	\$ -	0%	\$ -	\$ -	39.77%	\$ 4,136,051	0.00%	\$ -	60.23%	\$ 6,263,949	
1.2.16	New SPS 2 Expansion	2031 - 2041	\$ 2,000,000	\$ -	0%	\$ -	\$ -	35.99%	\$ 719,838	0.00%	\$ -	64.01%	\$ 1,280,162	
<b>Sub-Total Sewage Pumping Stations</b>			<b>\$ 88,740,000</b>	<b>\$ -</b>		<b>\$ 10,700,000</b>	<b>\$ -</b>		<b>\$ 51,376,098</b>		<b>\$ 3,980,044</b>		<b>\$ 22,683,858</b>	

<b>Total Wastewater Collection System</b>			<b>\$ 123,520,000</b>	<b>\$ -</b>		<b>\$ 10,700,000</b>	<b>\$ -</b>		<b>\$ 71,320,014</b>		<b>\$ 4,947,151</b>		<b>\$ 36,552,835</b>
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**APPENDIX D.1  
TABLE 3**

**TOWN OF INNISFIL  
WASTEWATER SERVICES: INNISFIL NORTH AND FRIDAY HARBOUR  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Wastewater Servicing</b>	<b>Innisfil North*</b>	<b>Friday Harbour Resort</b>
<b>1. Wastewater Collection System</b>		
1.1 Sanitary Sewers	\$19,943,916	\$967,107
1.2 Sewage Pumping Stations and Force mains	\$51,376,098	\$3,980,044
1.3 Uncommitted Reserve Fund Balance (Dec. 31, 2022)	<u>\$4,910,450</u>	<u>\$126,049</u>
Total Wastewater Collection System	\$76,230,463	\$5,073,201
Forecast Serviced Sewage Flows (m <sup>3</sup> )	11,225	1,155
<b>Cost Per Cubic Metre</b>	<b>\$6,791.10</b>	<b>\$4,392.48</b>
Residential Charge Based On:	Residential DC (\$/capita)	
WPCP peak flow per capita: 0.3250 m <sup>3</sup> /day/cap	\$2,207	\$1,428
<b>2. Wastewater Treatment Cost Per Cubic Metre</b>	<b>\$10,462.81</b>	<b>\$10,462.81</b>
Residential Charge Based On:	Residential DC (\$/capita)	
WPCP peak flow per capita: 0.3250 m <sup>3</sup> /day/cap	\$3,400	\$3,400

\* Innisfil North Service Area includes the service areas of Alcona, Alcona South, Stroud, and Big Bay Point.

APPENDIX D.1

TABLE 4

TOWN OF INNISFIL  
WASTEWATER SERVICING: INNISFIL SOUTH

1. Wastewater Servicing

1.1 Sewage Pumping Stations and Forcemains Project Description	Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible	Innisfil South Share		Other Areas Share	
								%	\$	%	\$
1.1.1 DP SPS 1	2031 - 2041	\$ 2,000,000	\$ -	100%	\$ 2,000,000	\$ -	\$ -	0.00%	\$ -	0.00%	\$ -
1.1.2 DP SPS 1 Forcemain to Pine Ave	2031 - 2041	\$ 4,000,000	\$ -	100%	\$ 4,000,000	\$ -	\$ -	0.00%	\$ -	0.00%	\$ -
1.1.3 DP SPS 2	2031 - 2041	\$ 5,760,000	\$ -	100%	\$ 5,760,000	\$ -	\$ -	0.00%	\$ -	0.00%	\$ -
1.1.4 Gilford SPS	2031 - 2041	\$ 4,800,000	\$ -	100%	\$ 4,800,000	\$ -	\$ -	0.00%	\$ -	0.00%	\$ -
1.1.5 Gilford SPS Forcemain to 2nd Line	2031 - 2041	\$ 4,200,000	\$ -	100%	\$ 4,200,000	\$ -	\$ -	0.00%	\$ -	0.00%	\$ -
<b>Sub-Total Sewage Pumping Stations</b>		<b>\$ 20,760,000</b>	<b>\$ -</b>		<b>\$ 20,760,000</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ -</b>		<b>\$ -</b>
<b>Total Wastewater Collection System</b>		<b>\$ 20,760,000</b>	<b>\$ -</b>		<b>\$ 20,760,000</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ -</b>		<b>\$ -</b>

**APPENDIX D.1  
TABLE 5**

**TOWN OF INNISFIL  
WASTEWATER SERVICES: INNISFIL SOUTH  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Wastewater Servicing</b>		<b>Innisfil South*</b>
<b>1. Wastewater Collection System</b>		
1.1 Sewage Pumping Stations and Force mains		\$0
1.2 Uncommitted Reserve Fund Balance (Dec. 31, 2022)		<u>\$193,218</u>
Total Wastewater Collection System		\$193,218
Forecast Serviced Sewage Flows (m <sup>3</sup> )		1,138
<b>Cost Per Cubic Metre</b>		<b>\$169.84</b>
Residential Charge Based On:		<u>Residential DC (\$/capita)</u>
WPCP peak flow per capita:	0.3250 m <sup>3</sup> /day/cap	\$55
<b>2. Wastewater Treatment Cost Per Cubic Metre</b>		
		<b>\$10,462.81</b>
Residential Charge Based On:		<u>Residential DC (\$/capita)</u>
WPCP peak flow per capita:	0.3250 m <sup>3</sup> /day/cap	\$3,400

\* Innisfil South Service Area includes the previous service areas of Gilford and Lefroy.

APPENDIX D.1  
TABLE 6  
TOWN OF INNISFIL  
WASTEWATER SERVICING: INNISFIL CENTRAL

1. Wastewater Servicing

1.1 Sanitary Sewers		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil Central Share		Other Areas Share	
#	Project Description								%	\$	%	\$
1.1.1	5th Sideroad (from 9th Line to 7th Line)	2024 - 2031	\$ 5,560,000	\$ -	0%	\$ -	\$ -	\$ 5,560,000	100.00%	\$ 5,560,000	0.00%	\$ -
1.1.2	IBR Trunk sewer to SPS 6	2024 - 2031	\$ 5,600,000	\$ -	0%	\$ -	\$ -	\$ 5,600,000	100.00%	\$ 5,600,000	0.00%	\$ -
1.1.3	IBR Trunk sewer from Yonge St to 20 SR	2023	\$ 3,370,000	\$ -	0%	\$ -	\$ -	\$ 3,370,000	92.32%	\$ 3,111,034	7.68%	\$ 258,966
1.1.4	20 SR Trunk Sewer	2024 - 2031	\$ 4,120,000	\$ -	0%	\$ -	\$ -	\$ 4,120,000	92.32%	\$ 3,803,400	7.68%	\$ 316,600
1.1.5	6th Line trunk Sewer to Sleeping Lion	2024 - 2031	\$ 4,940,000	\$ -	0%	\$ -	\$ -	\$ 4,940,000	77.80%	\$ 3,843,510	22.20%	\$ 1,096,490
1.1.6	5th Sideroad (from 7th Line to 5th Line)	2031 - 2041	\$ 6,140,000	\$ -	0%	\$ -	\$ -	\$ 6,140,000	100.00%	\$ 6,140,000	0.00%	\$ -
1.1.7	Industrial Road sewer to IBR	2031 - 2041	\$ 860,000	\$ -	0%	\$ -	\$ -	\$ 860,000	100.00%	\$ 860,000	0.00%	\$ -
1.1.8	Commerce Park Dr. sewer from 7th to 6th Line	2031 - 2041	\$ 2,100,000	\$ -	0%	\$ -	\$ -	\$ 2,100,000	100.00%	\$ 2,100,000	0.00%	\$ -
1.1.9	Commerce Park Drive sewer from 5th to 6th Line	2031 - 2041	\$ 920,000	\$ -	0%	\$ -	\$ -	\$ 920,000	100.00%	\$ 920,000	0.00%	\$ -
1.1.10	6th Line trunk sewer to Campus Node	2031 - 2041	\$ 10,320,000	\$ -	0%	\$ -	\$ -	\$ 10,320,000	100.00%	\$ 10,320,000	0.00%	\$ -
1.1.11	6th Line trunk sewer from Yonge St. to 20 Sideroad	2031 - 2041	\$ 8,000,000	\$ -	0%	\$ -	\$ -	\$ 8,000,000	100.00%	\$ 8,000,000	0.00%	\$ -
<b>Sub-Total Sanitary Sewers</b>			<b>\$ 51,930,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 51,930,000</b>		<b>\$ 50,257,943</b>		<b>\$ 1,672,057</b>
1.2 Sewage Pumping Stations and Forcemains		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil Central Share		Other Areas Share	
#	Project Description								%	\$	%	\$
1.2.1	IH SPS 1 (5th Sideroad, north of IBR)	2024 - 2031	\$ 5,360,000	\$ -	0%	\$ -	\$ -	\$ 5,360,000	100.00%	\$ 5,360,000	0.00%	\$ -
1.2.2	IH SPS 1 Forcemain	2024 - 2031	\$ 420,000	\$ -	0%	\$ -	\$ -	\$ 420,000	100.00%	\$ 420,000	0.00%	\$ -
1.2.3	IH SPS 2 (5th Sideroad at 7th Line)	2024 - 2031	\$ 6,920,000	\$ -	0%	\$ -	\$ -	\$ 6,920,000	100.00%	\$ 6,920,000	0.00%	\$ -
1.2.4	IH SPS 2 Forcemain and Hwy crossing	2024 - 2031	\$ 8,200,000	\$ -	0%	\$ -	\$ -	\$ 8,200,000	100.00%	\$ 8,200,000	0.00%	\$ -
1.2.5	IH SPS 2A (5th Sideroad at 5th Line)	2031 - 2041	\$ 9,160,000	\$ -	0%	\$ -	\$ -	\$ 9,160,000	100.00%	\$ 9,160,000	0.00%	\$ -
1.2.6	IH SPS 2A Forcemain and Hwy crossing	2031 - 2041	\$ 7,280,000	\$ -	0%	\$ -	\$ -	\$ 7,280,000	100.00%	\$ 7,280,000	0.00%	\$ -
1.2.7	IH SPS 3 (East of Hwy 400 at 9th Line)	2031 - 2041	\$ 6,920,000	\$ -	0%	\$ -	\$ -	\$ 6,920,000	100.00%	\$ 6,920,000	0.00%	\$ -
1.2.8	IH SPS 3 Forcemain	2031 - 2041	\$ 2,560,000	\$ -	0%	\$ -	\$ -	\$ 2,560,000	100.00%	\$ 2,560,000	0.00%	\$ -
1.2.9	IH SPS 4 (East of Hwy 400 at 7th Line)	2031 - 2041	\$ 4,680,000	\$ -	0%	\$ -	\$ -	\$ 4,680,000	100.00%	\$ 4,680,000	0.00%	\$ -
1.2.10	IH SPS 4 Forcemain	2031 - 2041	\$ 920,000	\$ -	0%	\$ -	\$ -	\$ 920,000	100.00%	\$ 920,000	0.00%	\$ -
1.2.11	IH SPS 5 (East of Hwy 400 at 5th Line)	2031 - 2041	\$ 4,680,000	\$ -	0%	\$ -	\$ -	\$ 4,680,000	100.00%	\$ 4,680,000	0.00%	\$ -
1.2.12	IH SPS 5 Forcemain	2031 - 2041	\$ 740,000	\$ -	0%	\$ -	\$ -	\$ 740,000	100.00%	\$ 740,000	0.00%	\$ -
1.2.13	IBR SPS 6	2024 - 2031	\$ 6,160,000	\$ -	0%	\$ -	\$ -	\$ 6,160,000	100.00%	\$ 6,160,000	0.00%	\$ -
1.2.14	IBR SPS 6 Forcemain	2024 - 2031	\$ 2,520,000	\$ -	0%	\$ -	\$ -	\$ 2,520,000	100.00%	\$ 2,520,000	0.00%	\$ -
1.2.15	IBR SPS 6 Expansion	2031 - 2041	\$ 5,920,000	\$ -	0%	\$ -	\$ -	\$ 5,920,000	100.00%	\$ 5,920,000	0.00%	\$ -
1.2.16	20th Sideroad SPS	2024 - 2031	\$ 6,240,000	\$ -	0%	\$ -	\$ -	\$ 6,240,000	92.32%	\$ 5,760,489	7.68%	\$ 479,511
1.2.17	20th Sideroad SPS Expansion	2031 - 2041	\$ 7,040,000	\$ -	0%	\$ -	\$ -	\$ 7,040,000	92.32%	\$ 6,499,014	7.68%	\$ 540,986
1.2.18	20th Sideroad SPS Forcemain	2024 - 2031	\$ 3,120,000	\$ -	0%	\$ -	\$ -	\$ 3,120,000	92.32%	\$ 2,880,245	7.68%	\$ 239,755
1.2.19	CN SPS	2031 - 2041	\$ 11,080,000	\$ -	0%	\$ -	\$ -	\$ 11,080,000	100.00%	\$ 11,080,000	0.00%	\$ -
1.2.20	CN SPS Forcemain	2031 - 2041	\$ 8,860,000	\$ -	0%	\$ -	\$ -	\$ 8,860,000	100.00%	\$ 8,860,000	0.00%	\$ -
1.2.21	New SPS 2	2023 - 2023	\$ 10,400,000	\$ -	0%	\$ -	\$ -	\$ 10,400,000	64.01%	\$ 6,656,841	35.99%	\$ 3,743,159
1.2.22	New SPS 2 Expansion	2031 - 2041	\$ 2,000,000	\$ -	0%	\$ -	\$ -	\$ 2,000,000	64.01%	\$ 1,280,162	35.99%	\$ 719,838
1.2.23	Churchill SPS	2031 - 2041	\$ 3,080,000	\$ -	0%	\$ -	\$ -	\$ 3,080,000	100.00%	\$ 3,080,000	0.00%	\$ -
1.2.24	Churchill SPS FM	2031 - 2041	\$ 5,040,000	\$ -	0%	\$ -	\$ -	\$ 5,040,000	100.00%	\$ 5,040,000	0.00%	\$ -
1.2.25	Class EA Sch. B for Churchill SPS	2031 - 2041	\$ 150,000	\$ -	0%	\$ -	\$ -	\$ 150,000	100.00%	\$ 150,000	0.00%	\$ -
<b>Sub-Total Sewage Pumping Stations</b>			<b>\$ 129,450,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 129,450,000</b>		<b>\$ 123,726,750</b>		<b>\$ 5,723,250</b>
<b>Total Wastewater Collection System</b>			<b>\$ 181,380,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 181,380,000</b>		<b>\$ 173,984,694</b>		<b>\$ 7,395,306</b>

**APPENDIX D.1  
TABLE 7**

**TOWN OF INNISFIL  
WASTEWATER SERVICES: INNISFIL CENTRAL  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Wastewater Servicing</b>	<b>Innisfil Central*</b>
<b>1. Wastewater Collection System</b>	
1.1 Sanitary Sewers	\$50,257,943
1.2 Sewage Pumping Stations and Force mains	\$123,726,750
1.3 Uncommitted Reserve Fund Balance (Dec. 31, 2022)	<u>\$11,060,100</u>
Total Wastewater Collection System	\$185,044,794
Forecast Serviced Sewage Flows (m <sup>3</sup> )	10,912
<b>Cost Per Cubic Metre</b>	<b>\$16,957.96</b>
Residential Charge Based On:	Residential DC (\$/capita)
WPCP peak flow per capita: 0.3250	\$5,511
<b>2. Wastewater Treatment Cost Per Cubic Metre</b>	<b>\$10,462.81</b>
Residential Charge Based On:	Residential DC (\$/capita)
WPCP peak flow per capita: 0.3250	\$3,400

\* Innisfil Central Service Area includes the service areas of Innisfil Heights (including Campus Node) and Churchill.

APPENDIX D.1  
TABLE 8

TOWN OF INNISFIL  
WASTEWATER SERVICING: COOKSTOWN AND HIGHWAY 400 & 89 AREA

1. Wastewater Servicing

1.1 Wastewater Treatment Facilities		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Cookstown Share	
#	Project Description								%	\$
1.1.1	Cookstown WPCP	2021-2031	\$ 17,929,000	\$ -	41%	\$ 7,350,890	\$ -	\$ 10,578,110	100%	\$ 10,578,110
1.1.2	Decommissioning Existing Cookstown WPCP	2021-2031	\$ 2,878,000	\$ -	41%	\$ 1,179,980	\$ -	\$ 1,698,020	100%	\$ 1,698,020
<b>Sub-Total Sewage Pumping Stations</b>			<b>\$ 20,807,000</b>	<b>\$ -</b>		<b>\$ 8,530,870</b>	<b>\$ -</b>	<b>\$ 12,276,130</b>		<b>\$ 12,276,130</b>
<b>Total Wastewater Collection System</b>			<b>\$ 20,807,000</b>	<b>\$ -</b>		<b>\$ 8,530,870</b>	<b>\$ -</b>	<b>\$ 12,276,130</b>		<b>\$ 12,276,130</b>



**APPENDIX D.1  
TABLE 9**

**TOWN OF INNISFIL  
WASTEWATER SERVICES: COOKSTOWN  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Wastewater Servicing</b>	<b>Cookstown</b>
<b>1. Wastewater Collection System</b>	
1.1 Sanitary Sewers	\$0
1.2 Sewage Pumping Stations and Forcemains	\$0
1.3 Wastewater Treatment Facilities	\$12,276,130
1.4 Uncommitted Reserve Fund Balance (Dec. 31, 2022)	<u>\$92,321</u>
Total Wastewater Collection System	\$12,368,451
Forecast Serviced Sewage Flows (m <sup>3</sup> )	531
<b>Cost Per Cubic Metre</b>	<b>\$23,298.95</b>
Residential Charge Based On:	Residential DC (\$/capita)
WPCP peak flow per capita:           0.3250       m <sup>3</sup> /day/cap	<u>\$7,572</u>

APPENDIX D.2

TABLE 1

TOWN OF INNISFIL  
2023 DEVELOPMENT CHARGES BACKGROUND STUDY  
WATER SUPPLY - PLANT COSTS

Project Description	Net Municipal Costs	Ineligible Costs	Total DC Eligible Costs	Available DC Reserves	DC Eligible Costs 2023-2041	DC Eligible Costs Post-2041
<b>1 Phase 3a Expansion</b>						
1.1 Remaining Capital Cost	\$ 8,206,734	\$ -	\$ 8,206,734	\$ -	\$ 8,206,734	\$ -
Sub-total Phase 3a Expansion	\$ 8,206,734	\$ -	\$ 8,206,734	\$ -	\$ 8,206,734	\$ -
<b>2 Phase 3b Expansion</b>						
2.1 Capital Cost	\$ 32,000,000	\$ -	\$ 32,000,000	\$ -	\$ 32,000,000	\$ -
Sub-total Phase 3b Expansion	\$ 32,000,000	\$ -	\$ 32,000,000	\$ -	\$ 32,000,000	\$ -
<b>3 Phase 3c Expansion</b>						
3.1 Capital Cost	\$ 32,000,000	\$ -	\$ 32,000,000	\$ -	\$ 32,000,000	\$ -
Sub-total Phase 3c Expansion	\$ 32,000,000	\$ -	\$ 32,000,000	\$ -	\$ 32,000,000	\$ -
<b>4 Vehicles</b>						
4.1 New Truck Acquisitions	\$ 60,000	\$ -	\$ 60,000	\$ -	\$ 60,000	\$ -
Sub-total Vehicles	\$ 60,000	\$ -	\$ 60,000	\$ -	\$ 60,000	\$ -
<b>Subtotal</b>	<b>\$ 72,266,734</b>	<b>\$ -</b>	<b>\$ 72,266,734</b>	<b>\$ -</b>	<b>\$ 72,266,734</b>	<b>\$ -</b>
<b>5 Debenture Interest Costs (Plant Expansion)</b>						
5.1 Interest Costs (4% financing rate)	\$ 34,055,000	\$ -	\$ 34,055,000	\$ -	\$ 34,055,000	\$ -
Sub-total Debenture Costs	\$ 34,055,000	\$ -	\$ 34,055,000	\$ -	\$ 34,055,000	\$ -
<b>6 Recovery of Negative DC Reseve Balance</b>						
6.1 Balance as of Dec 31, 2022	\$ 2,962,915	\$ -	\$ 2,962,915	\$ -	\$ 2,962,915	\$ -
Sub-total Debenture Costs	\$ 2,962,915	\$ -	\$ 2,962,915	\$ -	\$ 2,962,915	\$ -
<b>TOTAL</b>	<b>\$ 109,284,649</b>	<b>\$ -</b>	<b>\$ 109,284,649</b>	<b>\$ -</b>	<b>\$ 109,284,649</b>	<b>\$ -</b>

Capacity (m <sup>3</sup> ):	Total Capacity	10% Reserve	Net Capacity
Phase 3a Added Capacity	4,600	4,600	4,600
Phase 3b Added Capacity	17,000	1,700	15,300
Phase 3c Added Capacity	30,000	3,000	27,000
<b>Total Capacity Available (m<sup>3</sup>)</b>	<b>51,600</b>	<b>9,300</b>	<b>46,900</b>
<b>Cost Per Cubic Metre (\$ / m<sup>3</sup>)</b>			<b>\$2,330.16</b>

Source: InnServices Utilities Inc.

Notes:

1. Debt Repayment Terms

Amortization Period	Interest Share	Financing Real Rate	Debt Factor
20	0.471635007	4.00%	0.073582

2. Water Demands:

Residential:	
Maximum Day Water Demand Per Capita	
Average Day Per Capita	0.2750 m <sup>3</sup> /day/cap
Max Day Factor	1.8
Max Day Per Capita	0.495 m <sup>3</sup> /day/cap

Non-Residential:	
Average Day Demand Per Hectare	20 m <sup>3</sup> /ha.d
Max Day Factor	1.8
Max Day Per Hectare	36 m <sup>3</sup> /ha.d
Average Coverage	25%
Average Day Demand GFA	
Per Square Metre of GFA	0.0144000 m <sup>3</sup>
Per Square Foot of GFA	0.0013378 m <sup>3</sup>

APPENDIX D.2

TABLE 2

TOWN OF INNISFIL  
WATER SERVICING: INNISFIL NORTH AND FRIDAY HARBOUR

2. Water Servicing

2.1 Watermain		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil North Share		Friday Harbour Share		Other Areas Share	
#	Project Description								%	\$	%	\$	%	\$
2.1.1	Big Bay Point Rd. Trunk Watermain	2031 - 2041	\$ 3,940,000	\$ -	100%	\$ 3,940,000	\$ -	\$ -	59.41%	\$ -	40.59%	\$ -	0.00%	\$ -
2.1.2	Lockhart Rd. and Connection to Ireton Trunk Watermain	2024 - 2024	\$ 3,450,000	\$ -	0%	\$ -	\$ -	\$ 3,450,000	100.00%	\$ 3,450,000	0.00%	\$ -	0.00%	\$ -
2.1.3	10th Line trunk Watermain	2024 - 2031	\$ 2,340,000	\$ -	0%	\$ -	\$ -	\$ 2,340,000	100.00%	\$ 2,340,000	0.00%	\$ -	0.00%	\$ -
2.1.4	Trunk Watermain from WTP to Alcona Reservoir (25 SR, 9th Line, 20 SR and IBR)	2024 - 2031	\$ 16,580,000	\$ 6,632,000	0%	\$ -	\$ -	\$ 9,948,000	35.49%	\$ 3,530,848	0.00%	\$ -	64.51%	\$ 6,417,152
2.1.5	Watermains to loop distribution system	2024 - 2031	\$ 1,000,000	\$ -	0%	\$ -	\$ -	\$ 1,000,000	100.00%	\$ 1,000,000	0.00%	\$ -	0.00%	\$ -
2.1.6	Trunk watermain on 6th Line, East of tracks	2024-2031	\$ 2,540,000	\$ -	0%	\$ -	\$ -	\$ 2,540,000	100.00%	\$ 2,540,000	0.00%	\$ -	0.00%	\$ -
2.1.7	Trunk Watermain on 20th SR and 6th Line	2024 - 2031	\$ 7,340,000	\$ -	0%	\$ -	\$ -	\$ 7,340,000	100.00%	\$ 7,340,000	0.00%	\$ -	0.00%	\$ -
2.1.8	Innisfil Beach Road Trunk Watermains Phase 1	2023 - 2028	\$ 19,800,000	\$ -	0%	\$ -	\$ -	\$ 19,800,000	11.21%	\$ 2,220,569	0.00%	\$ -	88.79%	\$ 17,579,431
2.1.9	Yonge St watermain to 440 m north of IBR	2024 - 2031	\$ 680,000	\$ -	84%	\$ 568,874.87	\$ -	\$ 111,125	100.00%	\$ 111,125	0.00%	\$ -	0.00%	\$ -
2.1.10	Trunk Watermain to Stroud Reservoir	2024 - 2031	\$ 4,800,000	\$ -	84%	\$ 4,015,587	\$ -	\$ 784,413	100.00%	\$ 784,413	0.00%	\$ -	0.00%	\$ -
<b>Sub-Total Watermain System</b>			<b>\$ 62,470,000</b>	<b>\$ 6,632,000</b>		<b>\$ 8,524,462</b>	<b>\$ -</b>	<b>\$ 47,313,538</b>		<b>\$ 23,316,954</b>		<b>\$ -</b>		<b>\$ 23,996,583</b>

2.2 Water Pumping Stations		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil North Share		Friday Harbour Share		Other Areas Share	
#	Project Description								%	\$	%	\$	%	\$
2.2.1	Upgrade Alcona Zone 2 BPS (Alt. 1)	2024 - 2031	\$ 1,200,000	\$ -	0%	\$ -	\$ -	\$ 1,200,000	100.00%	\$ 1,200,000	0.00%	\$ -	0.00%	\$ -
2.2.2	Alcona Reservoir BPS (Phase 1) Yonge St. and Innisfil Heights Phase 1	2024 - 2027	\$ 9,600,000	\$ -	0%	\$ -	\$ -	\$ 9,600,000	35.49%	\$ 3,407,332	0.00%	\$ -	64.51%	\$ 6,192,668
2.2.3	Alcona North Zone 3 BPS	2024 - 2031	\$ 5,200,000	\$ -	0%	\$ -	\$ -	\$ 5,200,000	100.00%	\$ 5,200,000	0.00%	\$ -	0.00%	\$ -
<b>Sub-Total Water Pumping Stations</b>			<b>\$ 16,000,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 16,000,000</b>		<b>\$ 9,807,332</b>		<b>\$ -</b>		<b>\$ 6,192,668</b>

2.3 Water Storage		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil North Share		Friday Harbour Share		Other Areas Share	
#	Project Description								%	\$	%	\$	%	\$
2.3.1	Alcona Reservoir Phase 2 Expansion	2024 - 2027	\$ 7,400,000	\$ -	0%	\$ -	\$ -	\$ 7,400,000	86.83%	\$ 6,425,618	0.00%	\$ -	13.17%	\$ 974,382
<b>Sub-Total Water Storage</b>			<b>\$ 7,400,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 7,400,000</b>		<b>\$ 6,425,618</b>		<b>\$ -</b>		<b>\$ 974,382</b>

<b>Total Water Distribution System</b>			<b>\$ 85,870,000</b>	<b>\$ 6,632,000</b>		<b>\$ 8,524,462</b>	<b>\$ -</b>	<b>\$ 70,713,538</b>		<b>\$ 39,549,905</b>		<b>\$ -</b>		<b>\$ 31,163,633</b>
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Servicing Areas	New Flows 2023 - 2041					
	Wastewater Flows			Water Flows		
	Existing	Future	Total	Existing	Future	Total
1. Innisfil North	-	11,225,053	11,225,053	-	9,758,460	9,758,460
2. Friday Harbour	-	1,154,975	1,154,975	-	995,150	995,150

**APPENDIX D.2  
TABLE 3**

**TOWN OF INNISFIL  
WATER SERVICES: INNISFIL NORTH AND FRIDAY HARBOUR  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Water Servicing</b>	<b>Innisfil North*</b>	<b>Friday Harbour Resort</b>
<b>1. Water Distribution System</b>		
1.1 Watermains	\$23,316,954	\$0
1.2 Water Pumping Stations	\$9,807,332	\$0
1.3 Water Storage	\$6,425,618	\$0
1.4 Uncommitted Reserve Fund Balance (Dec. 31, 2022)	<u>(\$1,259,530)</u>	<u>\$0</u>
Total Water Distribution System	\$38,290,375	\$0
Forecast Serviced Water Demand (m <sup>3</sup> )	17,565	1,791
<b>Cost Per Cubic Metre</b>	<b>\$2,179.90</b>	<b>\$0.00</b>
Residential Charge Based On:	<u>Residential DC (\$/capita)</u>	
Max Day Per Capita: 0.495 m <sup>3</sup> /day/cap	\$1,079	\$0
<b>2. Water Supply and Treatment Cost Per Cubic Metre</b>	<b>\$2,330.16</b>	<b>\$2,330.16</b>
Residential Charge Based On:	<u>Residential DC (\$/capita)</u>	
Max Day Per Capita: 0.495 m <sup>3</sup> /day/cap	\$1,153.43	\$1,153.43

\* Innisfil North Service Area includes the service areas of Alcona, Alcona South, Stroud, and Big Bay Point.

APPENDIX D.2  
TABLE 4  
TOWN OF INNISFIL  
WATER SERVICING: INNISFIL SOUTH

2. Water Servicing

2.1 Watermain		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil South Share		Other Areas Share	
#	Project Description								%	\$	%	\$
2.1.1	Ewart St. Trunk Watermain	2031 - 2041	\$ 4,600,000	\$ -	100%	\$ 4,600,000	\$ -	\$ -	100.00%	\$ -	0.00%	\$ -
2.1.2	Trunk Watermain on Pine Ave., 3rd Line and shoreline to Gilford	2031 - 2041	\$ 9,600,000	\$ -	100%	\$ 9,600,000	\$ -	\$ -	100.00%	\$ -	0.00%	\$ -
<b>Sub-Total Watermain System</b>			<b>\$ 14,200,000</b>	<b>\$ -</b>		<b>\$ 14,200,000</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ -</b>		<b>\$ -</b>

2.2 Water Pumping Stations		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil South Share		Other Areas Share	
#	Project Description								%	\$	%	\$
2.2.1	Lefroy BPS Phase 2 Expansion	2024	\$ 400,000	\$ -	0%	\$ -	\$ -	\$ 400,000	100.00%	\$ 400,000	0.00%	\$ -
<b>Sub-Total Water Pumping Stations</b>			<b>\$ 400,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 400,000</b>		<b>\$ 400,000</b>		<b>\$ -</b>

2.3 Water Storage		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Innisfil South Share		Other Areas Share	
#	Project Description								%	\$	%	\$
1	Lefroy Reservoir Phase 2 Expansion	2023 - 2027	\$ 5,400,000	\$ -	0%	\$ -	\$ -	\$ 5,400,000	100.00%	\$ 5,400,000	0.00%	\$ -
<b>Sub-Total Water Storage</b>			<b>\$ 5,400,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5,400,000</b>		<b>\$ 5,400,000</b>		<b>\$ -</b>

<b>Total Water Distribution System</b>			<b>\$ 20,000,000</b>	<b>\$ -</b>		<b>\$ 14,200,000</b>	<b>\$ -</b>	<b>\$ 5,800,000</b>		<b>\$ 5,800,000</b>		<b>\$ -</b>
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Servicing Areas	New Flows 2023 - 2041					
	Wastewater Flows			Water Flows		
	Existing	Future	Total	Existing	Future	Total
1. Innisfil South	-	1,137,658	1,137,658	-	1,433,349	1,433,349

**APPENDIX D.2  
TABLE 5**

**TOWN OF INNISFIL  
WATER SERVICES: INNISFIL SOUTH  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Water Servicing</b>		<b>Innisfil South*</b>
<b>1. Water Distribution System</b>		
1.1	Watermains	\$0
1.2	Water Pumping Stations	\$400,000
1.3	Water Storage	\$5,400,000
1.4	Uncommitted Reserve Fund Balance (Dec. 31, 2022)	<u>\$10,329,582</u>
	Total Water Distribution System	\$16,129,582
	Forecast Serviced Water Demand (m <sup>3</sup> )	2,580
	<b>Cost Per Cubic Metre</b>	<b>\$6,251.71</b>
Residential Charge Based On:		<u>Residential DC (\$/capita)</u>
	Max Day Per Capita: 0.495 m <sup>3</sup> /day/cap	\$3,095
<b>2. Water Supply and Treatment Cost Per Cubic Metre</b>		
		<b>\$2,330.16</b>
Residential Charge Based On:		<u>Residential DC (\$/capita)</u>
	Max Day Per Capita: 0.495 m <sup>3</sup> /day/cap	\$1,153

\* Innisfil South Service Area includes the previous service areas of Gilford and Lefroy.

APPENDIX D.2  
TABLE 6

TOWN OF INNISFIL  
WATER SERVICING: INNISFIL CENTRAL

2. Water Servicing

2.1 Watermain		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041
#	Project Description							
2.1.1	Trunk watermain on 6th Line, East of tracks	2023 - 2028	\$ 2,540,000	\$ -	0%	\$ -	\$ -	\$ 2,540,000
2.1.2	Trunk Watermain on 20th SR and 6th Line	2024 - 2031	\$ 7,340,000	\$ -	0%	\$ -	\$ -	\$ 7,340,000
2.1.3	Innisfil Beach Road Trunk Watermains Phase 1	2023 - 2028	\$ 19,800,000	\$ -	0%	\$ -	\$ -	\$ 19,800,000
2.1.4	Innisfil Heights Trunk Watermains Phase 1 (5th SR)	2024 - 2031	\$ 5,800,000	\$ -	0%	\$ -	\$ -	\$ 5,800,000
2.1.5	Innisfil Heights Trunk Watermains Phase 2 (East of Hwy 400)	2031 - 2041	\$ 9,400,000	\$ -	0%	\$ -	\$ -	\$ 9,400,000
2.1.6	Yonge St. watermains to Campus Node	2031 - 2041	\$ 10,400,000	\$ -	0%	\$ -	\$ -	\$ 10,400,000
2.1.7	Yonge St watermain to 440 m north of IBR	2024 - 2031	\$ 680,000	\$ -	0%	\$ -	\$ -	\$ 680,000
2.1.8	Trunk Watermain to Stroud Reservoir	2023 - 2028	\$ 4,800,000	\$ -	0%	\$ -	\$ -	\$ 4,800,000
2.1.9	Trunk Watermain from WTP to Alcona Reservoir (25 SR, 9th Line, 20 SR and IBR)	2024 - 2031	\$ 16,580,000	\$ 6,632,000	0%	\$ -	\$ -	\$ 9,948,000
2.1.10	6th Line Watermains from Campus Node to 6th Line BPS	2031 - 2041	\$ 9,800,000	\$ -	0%	\$ -	\$ -	\$ 9,800,000
2.1.11	6th Line Watermains from 6th Line BPS to Innisfil Heights	2031 - 2041	\$ 4,800,000	\$ -	0%	\$ -	\$ -	\$ 4,800,000
<b>Sub-Total Watermain System</b>			<b>\$ 91,940,000</b>	<b>\$ 6,632,000</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 85,308,000</b>

Innisfil Central Share	
%	\$
0.00%	\$ -
0.00%	\$ -
88.79%	\$ 17,579,431
100.00%	\$ 5,800,000
100.00%	\$ 9,400,000
100.00%	\$ 10,400,000
0.00%	\$ -
0.00%	\$ -
64.51%	\$ 6,417,152
100.00%	\$ 9,800,000
100.00%	\$ 4,800,000
	<b>\$ 64,196,583</b>

Other Areas Share	
%	\$
100.00%	\$ 2,540,000
100.00%	\$ 7,340,000
11.21%	\$ 2,220,569
0.00%	\$ -
0.00%	\$ -
0.00%	\$ -
100.00%	\$ 680,000
100.00%	\$ 4,800,000
35.49%	\$ 3,530,848
0.00%	\$ -
0.00%	\$ -
	<b>\$ 21,111,417</b>

2.2 Water Pumping Stations		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041
#	Project Description							
2.2.1	IH Zone 3 Pump Station Extra Pump Installation	2031-2041	\$ 1,120,000	\$ -	0%	\$ -	\$ -	\$ 1,120,000
2.2.2	Alcona Reservoir BPS (Phase 1) Yonge St. and Innisfil Heights Phase 1	2023 - 2027	\$ 9,600,000	\$ -	0%	\$ -	\$ -	\$ 9,600,000
2.2.3	Alcona Reservoir BPS (Phase 2) Innisfil Heights Phase 2	2031 - 2041	\$ 2,600,000	\$ -	0%	\$ -	\$ -	\$ 2,600,000
2.2.4	Innisfil Heights BPS Phase 2 Expansion	2024 - 2031	\$ 2,600,000	\$ -	0%	\$ -	\$ -	\$ 2,600,000
2.2.5	6th Line BPS and Reservoir	2031 - 2041	\$ 12,000,000	\$ -	0%	\$ -	\$ -	\$ 12,000,000
<b>Sub-Total Water Pumping Stations</b>			<b>\$ 27,920,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 27,920,000</b>

Innisfil Central Share	
%	\$
100.00%	\$ 1,120,000
64.51%	\$ 6,192,668
100.00%	\$ 2,600,000
100.00%	\$ 2,600,000
100.00%	\$ 12,000,000
	<b>\$ 24,512,668</b>

Other Areas Share	
%	\$
0.00%	\$ -
35.49%	\$ 3,407,332
0.00%	\$ -
0.00%	\$ -
0.00%	\$ -
	<b>\$ 3,407,332</b>

2.3 Water Storage		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041
#	Project Description							
2.3.1	Decommission Innisfil Heights Groundwater Supply	2024-2031	\$ 736,000	\$ -	0%	\$ -	\$ -	\$ 736,000
2.3.2	Innisfil Heights Reservoir Expansion (Phase 2)	2024 - 2031	\$ 4,000,000	\$ -	0%	\$ -	\$ -	\$ 4,000,000
2.3.3	Alcona Reservoir Phase 2 Expansion	2024 - 2031	\$ 7,400,000	\$ -	0%	\$ -	\$ -	\$ 7,400,000
2.3.4	6th Line Reservoir Expansion	2031 - 2041	\$ 6,200,000	\$ -	0%	\$ -	\$ -	\$ 6,200,000
<b>Sub-Total Water Storage</b>			<b>\$ 18,336,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 18,336,000</b>

Innisfil Central Share	
%	\$
100.00%	\$ 736,000
100.00%	\$ 4,000,000
13.17%	\$ 974,382
100.00%	\$ 6,200,000
	<b>\$ 11,910,382</b>

Other Areas Share	
%	\$
0.00%	\$ -
0.00%	\$ -
86.83%	\$ 6,425,618
0.00%	\$ -
	<b>\$ 6,425,618</b>

<b>Total Water Distribution System</b>	<b>\$ 138,196,000</b>	<b>\$ 6,632,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 131,564,000</b>
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<b>\$ 100,619,633</b>
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<b>\$ 30,944,367</b>
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Servicing Areas	New Flows 2023 - 2041						
	Wastewater Flows						
	Existing	Future	Total	Existing	Future	Total	
1. Innisfil Heights	-	10,014,261	10,014,261	-	10,014,195	10,014,195	-
Innisfil Heights	-	10,014,261	10,014,261	-	10,014,195	10,014,195	-
Campus Node	-	850,000	850,000	-	850,000	850,000	-
<b>Sub-Total Innisfil Heights</b>	-	10,864,261	10,864,261	-	10,864,195	10,864,195	-
2. Churchill	-	47,714	47,714	-	37,036	37,036	-
Churchill	-	47,714	47,714	-	37,036	37,036	-
<b>Sub-Total Churchill</b>	-	47,714	47,714	-	37,036	37,036	-
1. Innisfil Central	-	10,911,975	10,911,975	-	10,901,231	10,901,231	-

**APPENDIX D.2  
TABLE 7**

**TOWN OF INNISFIL  
WATER SERVICES: INNISFIL CENTRAL  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Water Servicing</b>	<b>Innisfil Central*</b>
<b>1. Water Distribution System</b>	
1.1 Watermains	\$64,196,583
1.2 Water Pumping Stations	\$24,512,668
1.3 Water Storage	\$11,910,382
1.4 Uncommitted Reserve Fund Balance (Dec. 31, 2022)	<u>\$5,932,637</u>
Total Water Distribution System	\$106,552,270
Forecast Serviced Water Demand (m <sup>3</sup> )	19,622
<b>Cost Per Cubic Metre</b>	<b>\$5,430.19</b>
Residential Charge Based On:	Residential DC (\$/capita)
Max Day Per Capita: 0.495	\$2,688
<b>2. Water Supply and Treatment Cost Per Cubic Metre</b>	<b>\$2,330.16</b>
<b>Total Water Servicing</b>	<b>\$7,760.35</b>
Residential Charge Based On:	Residential DC (\$/capita)
Max Day Per Capita: 0.495	\$1,153

\* Innisfil Central Service Area includes the service areas of Innisfil Heights (including Campus Node) and Churchill.



APPENDIX D.2  
TABLE 8

TOWN OF INNISFIL  
WATER SERVICING: COOKSTOWN AND HIGHWAY 400 & 89 AREA

2. Water Servicing

2.1 Watermain		Anticipated Timing (Year)	Gross Project Cost	Grants / Subsidies	Ineligible Share (%)	Ineligible Share	Post Period Allocation	Total DC Eligible 2023-2041	Cookstown Share	
#	Project Description								%	\$
2.1.1	Trunk Watermain from Alcona to BWG - Outstanding Town Share	2023	\$ 530,000	\$ -	0%	\$ -	\$ -	\$ 530,000	100.00%	\$ 530,000
<b>Sub-Total Watermain System</b>			<b>\$ 530,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 530,000</b>		<b>\$ 530,000</b>

<b>Total Water Distribution System</b>	<b>\$ 530,000</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 530,000</b>		<b>\$ 530,000</b>
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Servicing Areas	New Flows 2023 - 2041					
	Wastewater Flows			Water Flows		
	Existing	Future	Total	Existing	Future	Total
1. <b>Cookstown</b>						
Cookstown	-	530,859	530,859	-	1,708,396	1,708,396
<b>Sub-Total Cookstown</b>	-	530,859	530,859	-	1,708,396	1,708,396
1. Cookstown	-	530,859	530,859	-	1,708,396	1,708,396

**APPENDIX D.2  
TABLE 9**

**TOWN OF INNISFIL  
WATER SERVICES: COOKSTOWN  
SUMMARY OF CALCULATED RESIDENTIAL CHARGES**

<b>Water Servicing</b>		<b>Cookstown</b>
<b>1. Water Distribution System</b>		
1.1 Watermains		\$530,000
1.2 Water Pumping Stations		\$0
1.3 Water Storage		\$0
1.4 Uncommitted Reserve Fund Balance (Dec. 31, 2022)		<u>\$3,634,996</u>
Total Water Distribution System		\$4,164,996
Forecast Served Water Demand (m <sup>3</sup> )		3,075
<b>Cost Per Cubic Metre</b>		<b>\$1,354.42</b>
Residential Charge Based On:		<u>Residential DC (\$/capita)</u>
Max Day Per Capita:	0.495 m <sup>3</sup> /day/cap	\$670
<b>2. Water Supply and Treatment Cost Per Cubic Metre</b>		
		<b>\$2,330.16</b>
Residential Charge Based On:		<u>Residential DC (\$/capita)</u>
Max Day Per Capita:	0.495 m <sup>3</sup> /day/cap	\$1,153

**Attachment 5:**  
**Revised DC Rate Tables**  
**(Available Under Separate Cover)**

Due to length, not provided for purposes of Staff Report. Available upon request.

# Brookfield Properties

September 12, 2023

Town of Innisfil  
2101 Innisfil Beach Road  
Innisfil, ON L9S 1A1

Attention: Aimee Birt, Financial Analyst

RE: Town of Innisfil - 2023 Development Charges Background Study

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Dear Aimee,

Brookfield Properties ("Brookfield") is in receipt of the Town of Innisfil's 2023 Development Charges Background Study (DSBS) and draft rates.

We thank you for the release of this information, and allowing us the opportunity to provide comments on the materials.

Our comments are as follows:

1. General

For Innisfil North specifically, the project data sheets continue to show an aggressive amount of projects within the timing horizons. It is unclear how the Town/InnServices is planning to complete the necessary studies/designs/construction for these projects within the timeframes projected. Engagement with the development community is required to advance the design and construction of these critical projects to deliver infrastructure to support the Town and County growth projections.

Of note,

- For Innisfil North, 1 of the 12 sanitary sewer projects and 1 of the 5 sanitary pumping station and forcemain projects identified in the 2018 DCBS in the 2018-2023 period were constructed.
- For Innisfil North, 0 of the 7 water servicing projects in the same period were constructed.
- Town-wide, very few of the roads, trails, and signalization projects in the same period were constructed.

Where developers are actively pursuing development and require infrastructure to develop lands on full municipal services, a collaborative approach is required.

Consideration must be given to allow 3<sup>rd</sup> parties to fund and administer the design and construction of Town infrastructure and/or facilities in an effort to advance this critical infrastructure and to bring more homes on-line sooner.

2. Executive Summary, Section B

- (a) The DCBS notes that the forecasts are based on the Town achieving population and employment growth forecasts as set out in the Simcoe County Official Plan, recently amended through the County's Municipal Comprehensive Review (MCR), as well as the 2023 Draft Orbit Secondary Plan estimates undertaken by the Town.

Please provide the population forecasts used for the various service areas

- (b) The planning horizons for the various components of the DCBS vary, and are inconsistent. The executive summary and Table 1 of the DCBS notes that the Engineered Services Planning Period is 2023-2051, whereas Table 5 for Engineered Services related to Water and Wastewater has a planning period of 2023-2041. Additionally, the Water and Wastewater horizon conflicts with that used in the ongoing Master Servicing Plan (PIC #1).

Component	Executive Summary 2023 DCBS Horizon	Engineered Services Planning Period (Table 1)	Engineered Services (Tables 4 & 5)	2023/2024 MSP Horizon
General Services	2023-2032	N/A	N/A	N/A
Water and Wastewater Services	2023-2041	2023-2051	2023-2041	2023-2051
Roads and Related	2023-2051	2023-2051	2023-2051	N/A

Please provide a rationale for the varying planning horizons and the discrepancies within the report. Should the 20-year horizon be used for the Water and Wastewater Services, population information related to that horizon period should be added to Table 1.

Consideration should be given to extending the planning horizon for the General Services and Water and Wastewater Services to 2051 to be consistent with the MSP planning horizons.

3. Section 3, Table 1

The populations used in the DCBS are inconsistent with those used in the Master Servicing Plan. The DCBS identifies a Town residential population of 61,201 by 2032 (growth of 15,696 people) and 99,660 by 2051 (growth of additional 29,809 people). The materials presented at PIC #1 for the MSP identifies a residential population of 68,882 being serviced by municipal wastewater systems by 2031, and 106,117 by 2051. The residential population in the MSP does not include existing un-serviced rural residential population.

The employment populations provided in the DCBS are presented as persons as well as non-residential building space, whereas the values in the MSP PIC #1 materials are expressed in jobs hectares.

- (a) We request clarification on the population discrepancies for the residential populations between the DCBS and MSP.
- (b) We request that Table 1 be updated, or an additional table be added, to illustrate the growth projections per Service Area (e.g. Innisfil North) and Community within the service area (e.g. Alcona, Alcona South, Stroud, etc.). This would allow for a more seamless comparison between the DCBS and MSP.
- (c) We ask that the employment populations be correlated between the DCBS and the MSP materials so that they can be compared for consistency.

4. Appendix B.4 – Table 2 Parks and Recreation Capital Program

- (a) Item 4.7.3 includes \$17.6M for Mobility Orbit Square and Go Station Park in 2026. Additional information is requested on the timing and cost estimate for the project.
- (b) Item 4.9.1 includes \$48.1M for Provision for Orbit Growth-Related Facilities. The description of this project is very vague; please provide additional information related to the scope of the overall works, as well as the \$2.7M portion of the works included in the 2023-2032 horizon.

5. Appendix B.4 – Table 4 – Parks and Recreation Capital Program

- (a) Brookfield's proposed development in the Community of Stroud (pre-consultation held; formal Draft Plan submission to be made later this year) includes 1.25ha of proposed parkland within the current Settlement Boundary. We request that this be added to the in period park inventory.

6. Appendix B.5 – Table 2 – Public Works

- (a) Item 5.3.1 includes \$10.5M for Provision for Orbit Growth-Related Facilities. The description of this project is very vague; please provide additional information related to the scope of the overall project, as well as the \$919,705 portion of the works included in the 2023-2032 horizon.

7. Appendix C – Table 2 – Roads and Related

- (a) General – The table includes a number of studies and EA's related to road works. Please confirm that these studies are still permitted to be included in DCBS (e.g. Projects, 6, 9, 61, 62)
- (b) Projects 1-8 – Project timing of 2041-2041. Please clarify if this is correct, or if timing is to be 2031-2041 or 2041-2051.
- (c) Projects 8, 10 & 110 – Various Signalization/Intersection Improvement projects – There appears to be overlap amongst the projects. Please confirm that projects are not being included in multiple DC items. For project 110, the project has a vague description and a budget of \$8.6M. Additional detail is requested on the scope on which the budget is based (e.g. number of intersections).
- (d) Projects 11 & 12 – Studies – The cost of these studies should be removed from the DCBS if the cost of the studies are no longer permissible to be included. Should the studies continue to be allowed to be included, consideration should be given to moving these projects to the "Other" section with the other studies.
- (e) Projects 27 & 28 – Anna Maria and Westmount Urbanization – These street already have an urban cross-section with single or double sidewalks. Please clarify the need for this project and how it is driven by development.
- (f) Project 29 – Willard Avenue Urbanization – It is unclear how this project is as a result of new development.
- (g) Project 30 – Adullam Avenue Urbanization – It is unclear how this project is as a result of new development. In addition, the portion of this road between Lebanon and Leslie is already urbanized.

- (h) Projects 31, 32, 33 & 34 – 2<sup>nd</sup> Line and 3<sup>rd</sup> Line – It is unclear how these projects are as a result of new development, as they are quite far removed from development areas and existing communities.
- (i) Project 39 – Killarney Beach Road from John Street to Yonge Street – It is unclear how this project is as a result of new development.
- (j) Project 49 – 20<sup>th</sup> Sideroad By-Pass with Grade Separation – It is unclear how there is a 0% BTE for this project. This will significantly improve existing traffic operations in the area to the benefit of existing residents.
- (k) Projects 54 & 55 – Belle Aire Beach Road – These projects are for the urbanization of Belle Aire Beach Road, but result in a gap of rural road between the rail corridor and Willow Street. Please clarify.
- (l) Project 58 – 9<sup>th</sup> Line from 20<sup>th</sup> Sideroad to 25<sup>th</sup> Sideroad Urbanization – It is unclear how this project is as a result of new development.
- (m) Project 116 – Provision for Future Growth-Related Infrastructure – The description of this \$50M project is very vague. This is concerning, considering there are 116 roads and related capital projects included in the DCBS totaling \$577M. Please provide additional information on what type of works are expected to be in this project.

8. Appendix D – Innisfil North Wastewater Servicing

- (a) General – The Orbit Secondary Plan area does not appear to be captured in the Water and Wastewater development charges. Is it anticipated that an Area Specific charge or the Orbit lands will be established for water and wastewater services. Please clarify how the Town intends on capturing the Orbit development as part of a future update.
- (b) Appendix D.1 – General – It is unclear if any population from the Orbit Secondary Plan is included in the wastewater treatment DC cost. Please clarify.
- (c) Appendix D.1 – Table 1 – The Phase 3 Wastewater Treatment Plant Upgrades are expected to take place within the 2023-2031 period, with the Phase 4 Upgrades in 2025. As there will be different developers and builders contributing to the Phase 3 vs. Phase 4 upgrades, it is unclear how this is being differentiated.

Consideration should be given to the DCBS including individual rates for the Phase 3 and the Phase 4 upgrades.

- (d) Table 2 - The Innisfil North Share for all listed projects (with the exception of projects 1.2.5, 2.1.2, 2.1.4, 2.1.9, and 2.1.20) have a 100% increase in costs.

We request preliminary costing information used to support these updated values.

9. Appendix D – Innisfil North Water Servicing

- (a) Table 11 – Similar to the comments provided on the wastewater servicing section, the Innisfil North Share for many projects have a 100% increase in costs.

We request preliminary costing information used to support these updated values.

We look forward to your response on the above noted items and to discussing this matter with you further if required.

Please contact the undersigned if you have any questions or require additional information.

Sincerely,



Rayna Thompson  
Senior Director, Land Development  
[rayna.thompson@brookfieldpropertiesdevelopment.com](mailto:rayna.thompson@brookfieldpropertiesdevelopment.com)  
T + 905 948 5003





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1000 – 30 St. Patrick Street, Toronto, ON M5T 3A3  
416-593-5090 | hemson@hemson.com | www.hemson.com

## MEMORANDUM

**To:** KLM Planning Partners  
**From:** Hemson Consulting & the Town of Innisfil  
**Date:** October 16, 2023  
**Re:** Town of Innisfil Development Charges By-law Update

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The memorandum provides a response to the comments raised by KLM Planning Partners in the letter dated September 28, 2023 regarding the Town of Innisfil's 2023 DC Background Study.

### A. RESPONSE TO COMMENTS RAISED

With respect to Water and Wastewater services, although the Town is currently undertaking an update to its Master Servicing Plan (MSP) the analysis will not be completed in time to be incorporated into the 2023 DC Background Study. As stated in Appendix D pg. 220 of the 2023 DC Background Study dated July 28, 2023:

*The water and wastewater capital forecast is based on the 2018 Master Servicing Plan (MSP) completed by InnServices and C.C. Tatham & Associates Ltd. The MSP is a long-range plan that identifies infrastructure requirements for existing and future land uses. InnServices is currently in the process of completing an update to the existing MSP, which will not be completed in time to be incorporated into this DC Background Study. It is anticipated that the updated MSP will form part of subsequent DC Background Study updates*

Please note that the Town is continuing to review and update these assumptions as part of the ongoing MSP update. Once this work is completed, the Town will consider updating the DC By-law in order to account for this new information.

We understand that the request to include the watermain proposed along Ewart Street in the short-term planning horizon has been raised as part of the 2023 MSP. As stated in the response from InnServices staff, Phase 2 of the 2023 MSP has just been initiated and servicing alternatives will be presented at PIC2 in Q1 of 2024.

## B. ADJUSTMENTS TO DC RATES SINCE RELEASE OF 2023 DC BACKGROUND STUDY DATED JULY 28, 2023

Hemson and Town staff have continued to review and update assumptions used in the 2023 DC Background Study dated July 28, 2023 resulting in adjustments to the calculated development charges rates. The table below provides a summary of rate changes since the release of the 2023 DC Background Study which includes:

- Removal of excess capacity from the historical service levels
- Removal of inflation from Library DC capital program (no impact to rates)
- Removal of inflation from Fire DC capital program (no impact to rates)
- Adjustments to the Wastewater Treatment Plant capital program and treatment of IDAG rates

### Adjusted to DC Rates: Single-Detached Unit

Area	July 28, 2023 DC Study	Revised DC Rates	Difference (#)	Difference (%)
Innisfil North	\$ 82,920	\$ 80,277	\$ (2,643.0)	-3%
Friday Harbour	\$ 76,409	\$ 73,766	\$ (2,643.0)	-3%
Innisfil South	\$ 82,195	\$ 79,552	\$ (2,643.0)	-3%
Innisfil Central	\$ 99,207	\$ 96,564	\$ (2,643.0)	-3%
Cookstown	\$ 85,658	\$ 85,236	\$ (422.0)	0%
<b>Development Subject to IDAG</b>				
Innisfil North	\$ 82,107	\$ 79,935	\$ (2,172.0)	-3%
Friday Harbour	\$ 75,596	\$ 73,424	\$ (2,172.0)	-3%
Innisfil South	\$ 81,382	\$ 79,210	\$ (2,172.0)	-3%
Innisfil Central	\$ 98,394	\$ 96,222	\$ (2,172.0)	-2%
Cookstown	\$ 85,658	\$ 85,236	\$ (422.0)	0%

### Adjusted to DC Rates: Industrial \$/square metre

Area	July 28, 2023 DC Study	Revised DC Rates	Difference (#)	Difference (%)
Water and Wastewater Services	\$ 249.37	\$ 242.77	\$ (6.6)	-3%
<b>Development Subject to IDAG</b>				
Water and Wastewater Services	\$ 247.22	\$ 241.86	\$ (5.4)	-2%

### Adjusted to DC Rates: Non-Industrial \$/square metre

Area	July 28, 2023 DC Study	Revised DC Rates	Difference (#)	Difference (%)
Water and Wastewater Services	\$ 476.24	\$ 463.52	\$ (12.7)	-3%
<b>Development Subject to IDAG</b>				
Water and Wastewater Services	\$ 472.01	\$ 461.55	\$ (10.5)	-2%