

**Date:** May 16, 2019

**Subject:** **2019 Development Charges Study – Public Meeting**

**Contact:** Janet Lee, Manager, Capital and Development Finance  
Janet.Lee@brampton.ca 905-874-2802

**Recommendations:**

1. **THAT** the report from Janet Lee, Manager, Capital and Development Finance, Corporate Services, dated, May 16, 2019 to the Council Meeting of May 22, 2019 re: **2019 Development Charges Study – Public Meeting**, be received for information; and
2. **THAT** staff be directed to report back to Council regarding the results of the Public Meeting and the appropriate development charges recommendations.

**Overview:**

- **The *Development Charges (DC) Act, 1997* dictates that a DC by-law expires five years after the day it comes into force. The City’s current DC by-laws came into force and effect on August 1, 2014. As such, a full review of the DC by-laws and a new background study must be completed prior to August 2019.**
- **The City has retained Hemson Consulting Ltd. to produce a DC background study and by-law to support the draft DC rates, as identified in this report.**
- **The DC Act requires that a public meeting be held prior to the passage of a DC by-law. Notice was provided to advertise that the public meeting will take place on May 22, 2019 at 9:30am at the City Hall council chambers.**
- **This report provides a high level overview of the pertinent aspects of the 2019 DC Study including the draft calculated DC rates and the proposed DC by-law policy changes.**
- **Consultation with stakeholders has been ongoing throughout the development of the DC Study and will continue as required, up to the approval of the DC Study and DC by-laws.**
- **A follow-up recommendation report to seek endorsement of the DC Study and by-laws will be brought back to the June 19, 2019 meeting of City Council.**

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### **Background:**

Development charges (DC) is the primary revenue tool used by municipalities to fund growth-related infrastructure. The principal behind DCs is that “growth pays for growth” so that the burden of costs related to new development does not fall on the existing community in the form of increased property taxes and/or user fees. DCs help to ensure that municipalities have funding to invest in the necessary infrastructure in order to maintain service levels as the City grows.

The *Development Charges Act, 1997* (the Act) requires that a full DC by-law approval process, including a background study and the holding of a public meeting, be undertaken at least every five years in order to continue to levy DCs. The City’s existing DC by-laws took effect in August 2014, and therefore a full review with the required supporting studies and stakeholder consultation must be completed and new by-laws approved no later than August 2, 2019.

Staff, with the assistance of external consultants, Hemson Consulting Ltd. who was the main consulting lead on the project, and HDR who was retained for their expertise in transportation planning, has been working since the spring of 2018 in undertaking a variety of task necessary to provide Council with an updated DC Study, DC by-laws and revised DC rates. In keeping with past practice, the City has adopted a highly consultative approach of working with the development community in the preparation of the DC Study.

The Province amended the Act on January 1, 2016. The amendment allows for potentially greater cost recovery for Transit services, but also imposes further reporting and an additional requirement for asset management plans. It is noted that the 2019 DC Study has been completed in full compliance to the Act, as amended.

This report is intended to form an integral part of the DC Study. It serves as a summary and provides context for the proposed DC by-law policy issues, including definition reviews, non-statutory exemptions and rate discounts.

On May 2, 2019 the Province tabled Bill 108, commonly referred to as More Homes, More Choice – the Province’s Housing Supply Action Plan. The Bill is an Act to amend the DC Act, amongst other pieces of legislation. City staff are currently reviewing the proposed legislation and its financial implications and will be providing a report to Committee of Council at its meeting on May 29, 2019.

### **Current Situation:**

The DC Study was made available to the general public to review on April 18, 2019, in accordance with the requirements of the DC Act. Finance staff provided project management and direction to the consultants, who in turn provided critical inputs into the DC Study (growth forecast, transit ridership forecast, policy input, asset management analysis, etc.). City staff from multiple departments ranging from Development

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Engineering, Capital Works, Brampton Transit, Fire and Emergency Services, Recreation, Realty Services, Legal and the Library Board have provided their subject matter expertise and strategic direction to the DC Study as well.

### Key Components of a DC Study

The DC Study has been prepared pursuant to the prescriptive methodology required under the DC Act. Key steps in determining the new DC rates are summarized below and described comprehensively in the DC Study. The key steps are:

1. Develop a growth forecast
2. Calculate the historic service levels for soft services
3. Identify the projects that are related to the growth identified in Step 1
4. Estimate the gross cost of the projects in Step 3 and identify the non-DC eligible shares
5. Allocate the DC eligible costs between types of development (e.g. – residential or non-residential)
6. Calculate the DC rates

### City Services Included in the DC Study

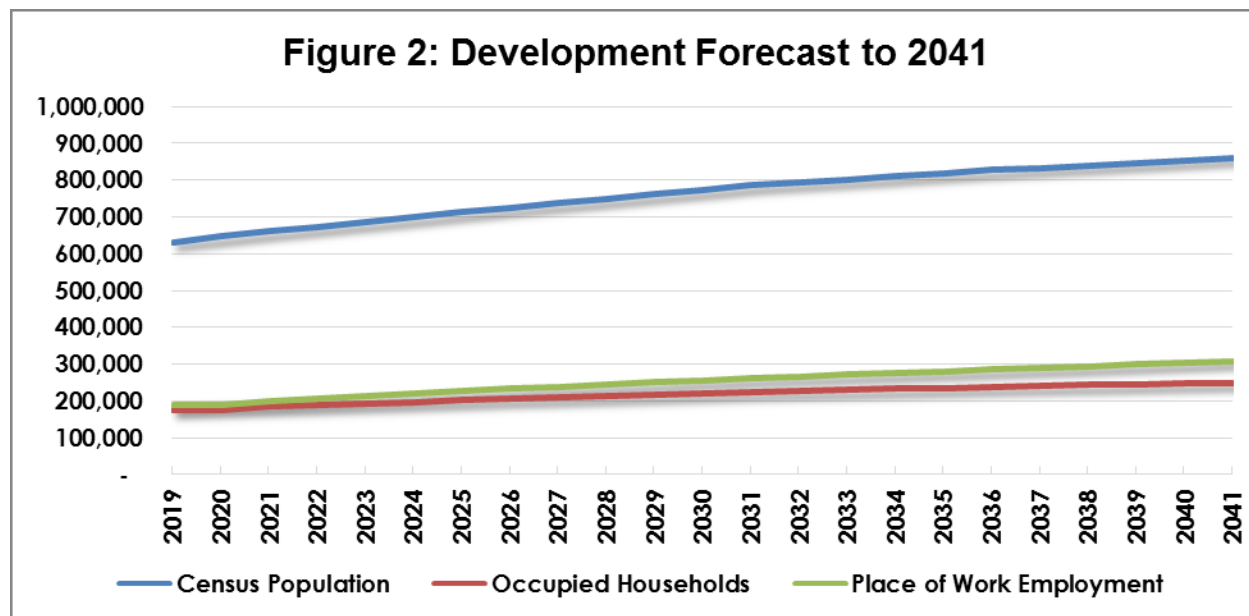
The City of Brampton offers its business and residents a number of services. Only a subset of these services are eligible to be recovered through DCs, as indicated in the DC Act. The services in which the City collects DCs are summarized in the Figure 1 below.

Figure 1: List of City Services and Their DC Eligibility under the DC Act	
DC Eligible Services	DC Ineligible Services
General Government (including Animal Control, Court House and Studies)	Cultural or entertainment facilities (including museums, theatres and art galleries)
Library	Tourism facilities (including convention centres)
Fire and Emergency Services	Parkland acquisition
Recreation (including Parks)	Hospitals
Public Works	Landfill sites and services
Parking	Administrative headquarters (e.g. – City Hall)
Transit	
Roads and Related (including intersection improvements, sidewalks, active transportation, grade separations)	

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### Development Forecast

The development forecast utilized in the DC Study is based on Schedule 3 of the Provincial *Growth Plan* and is consistent with the Region of Peel's ongoing Municipal Comprehensive review work. In keeping with the previous DC Study, the Study forecasts population, households and employment to 2041. Figure 2 as presented below, summarizes the City's forecasted projections from 2019 to 2041.



The City's population is forecasted to increase by approximately 240,000 persons from 2019 to 2041. This population increase can be accommodated by housing growth of roughly 75,000 dwelling units. The predominant type of housing will be in the form of single or semi-detached units, while the balance of the units will be townhomes or apartment units.

The *Growth Plan* envisions an additional 120,000 jobs to be added to the City's employment base. The majority of these jobs are related to the industrial sector, while the remaining shares are population-related (i.e. – commercial and institutional sectors) and major office jobs.

### Growth-Related Projects Funded by DCs

Relying upon various Master Plans (Transportation Master Plan, Transit Business Plan, Station Location Study, Library Master Plan), the 2019 Council approved Budget and discussions with staff, a development-related capital program was formulated for the purposes of the DC Study.

The DC Act allows for a ten year recovery period for soft services, which in this Study include: General Government, Library, Fire, Recreation, Public Works, Parking and

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Transit. The total gross cost of projects from this suite of services amounts to \$2.5 billion. The Roads and Related capital program, which extends out to 2041, totals to roughly \$1.9 billion.

The DC Act then requires municipalities to reduce their capital program by the following shares:

- Grants, subsidies, or other recoveries
- Capital replacement or other benefits to the existing community
- Existing DC reserve fund balances
- Amounts that exceed historic service levels (post period share)
- 10 per cent statutory reduction on soft services

After the above noted reductions, the net DC recoverable share for soft services is reduced to roughly \$775 million and \$1.6 billion for Roads. These amounts are then brought forward to the development charges calculation.

Figure 3 summarizes the growth-related capital program and their funding shares.

Figure 3: Summary of Costs in the 2019 DC Study (\$000s)						
Service	Gross Cost	Grants/ Developer Costs	Tax/ User Fees	Post Period Share	DC Reserves	DC Eligible Costs
General Government	\$39,105	\$0	\$23,924	\$0	\$4,326	\$10,855
Library	\$117,969	\$0	\$36,645	\$57,795	\$0	\$23,529
Fire	\$95,956	\$0	\$12,873	\$46,456	\$0	\$36,627
Recreation	\$605,527	\$0	\$77,970	\$52,914	\$121,172	\$353,473
Public Works	\$51,710	\$0	\$0	\$6,113	\$0	\$45,597
Parking	\$23,550	\$0	\$19,463	\$0	\$4,087	\$0
Transit	\$1,610,531	\$930,000	\$278,948	\$92,925	\$0	\$308,658
Roads	\$1,926,123	\$91,001	\$113,965	\$29,077	\$83,848	\$1,608,232
Total	\$4,470,471	\$1,021,001	\$563,788	\$285,280	\$213,433	\$2,386,971

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## Draft Calculated 2019 DC Rates

The preparation of the 2019 DC Study has resulted in the following draft calculated rates for each of the following types of land use. The 2019 draft calculated rates are compared to the DC rates that are currently in force, as summarized in Figure 4.

Figure 4: Draft Calculated Development Charges Rates*				
Development Type	Current Rates	2019 Draft Calculated Rates	Difference (\$)	Difference (%)
Residential (\$/unit)				
Single/Semi-detached	\$30,941	\$37,881	\$6,940	22%
Rows	\$24,957	\$28,082	\$3,125	13%
Large Apartments (> 750 sq.ft.)	\$17,489	\$22,775	\$5,286	30%
Small Apartments (<= 750 sq.ft.)	\$10,946	\$13,123	\$2,177	20%
Non-Residential (\$/square metre)				
Industrial	\$52.06	\$59.22	\$7.16	14%
Office	\$52.06	\$236.55	\$184.49	354%
Non-Industrial/ Non-Office	\$111.07	\$117.60	\$6.53	6%
*These rates may be subject to applicable discounts and exemptions, as outlined elsewhere in this report.				

It should be noted that the draft calculated rates as shown in Figure 4 are the maximum allowable DC rates that are permissible under the rules of the DC Act. Council may choose to provide full or partial discounts of the DC rates. Generally, discounts are only provided in cases where a basis for relief is substantial and the fully calculated DC rate would otherwise produce negative effects for the City.

It should also be noted that the office employment category was segregated into its own distinct rate category in the 2019 DC Study. Previously, office and industrial employment were in the same category for DC rate calculation purposes. Due to the changing employment outlook, particularly in the longer time frame of beyond 2031, office employment becomes more dominant than in the past and therefore it is more appropriate to calculate a distinct office DC rate. In addition, the floorspace per worker

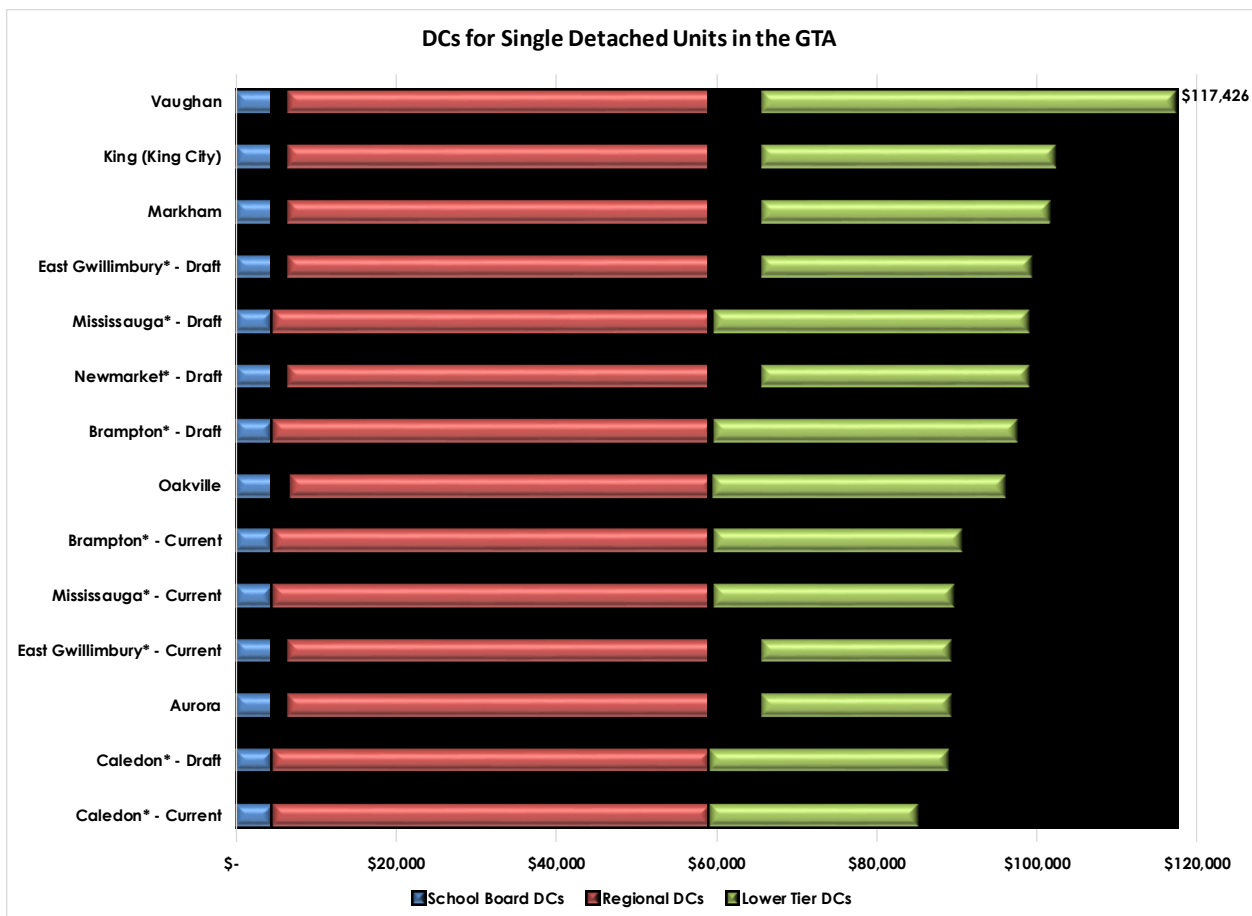
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(FSW) assumption for office and industrial employment have become more and more divergent over the last 3 DC by-law reviews.

The majority of the DC rate relates to the movement of people and goods within the City of Brampton. Approximately 64% and up to 97% of the calculated residential and non-residential DC rates, respectively, are attributed to transportation (Transit services and Roads improvements). On the residential DC rate, a further 28% is attributable to the provision of Recreation services (including parks).

## DC Rates Compared to Other GTA Municipalities

In all GTA municipalities, there is a general trend towards DC rate increases. Demands on infrastructure due to population and employment growth are experienced by all growing municipalities and then reflected in their DC rates. Many municipalities are also in the process of reviewing their DC by-law and as such, Figure 5 may show one municipality twice (as denoted with an asterisk); one showing their current rates (as updated in 2014) and one showing their draft calculated rates (currently being updated in 2019, but yet to be approved by Council).



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DC rate comparisons for other development types (e.g. – industrial and office) are included in the Appendix.

### DC By-law Policy Considerations

The majority of exemptions and policies in the current DC by-laws are proposed to remain constant. However, the preparation of a DC Study also affords the City the opportunity to evaluate DC policy matters. The following policy items have relatively low financial implications on the City's DC revenues, but may have an impact on specific members of the development industry and economic competitiveness. The proposed DC by-law policy changes are discussed herein.

#### 1. Hotel Discount

In 2012, Council extended a city-wide discount to hotel developments that met certain criteria. The discounted rate is set slightly lower, 7 per cent, than what commercial developments would pay in DCs. The hotel discount continued into the 2014 DC by-law review on the basis that staff continue to review on an annual basis the effectiveness of this discount to ensure that the economic benefits are being achieved.

There has been no significant uptake in hotel development since the inception of the discount. As such, there is no need to have a distinct rate discount for a form of development that does not utilize the incentive.

#### 2. Speculative Non-Residential Buildings

With new industrial developments, it is not uncommon for the City to receive a building permit application for a shell building. At the time of building permit issuance (the point at which DCs are determined for the building type), the applicant may not know who the end user or tenant may be and therefore, may not know what the ultimate end use of the building may be. Therefore it is difficult to determine the correct development charge to apply to the permit (e.g. – industrial rate or non-industrial rate).

The City has experienced some instances where the end use was ultimately of a commercial nature, while the applicant claimed the use would be industrial. The result being, the applicant paid lower DCs to the City and therefore resulted in potential DC revenue loss.

To mitigate this risk, the draft by-law includes a proposal to secure a letter of credit for the difference between the industrial DC rate and the non-industrial DC rate. If, at the point of final occupancy, it is apparent that the end use is in fact industrial, then the letter of credit would be returned in full to the applicant. If the end use turned out to be of a commercial nature, then the City would draw down on the letter of credit for



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the appropriate amount. It is proposed that the City would only require a letter of credit on speculative industrial buildings at the discretion of the City Treasurer.

### 3. Demolition Credits

For existing buildings if an applicant wishes to demolish that building, they will receive a DC credit in the amount equivalent to the type of development they are removing (e.g. – if one demolished a single detached house and built a new house on the same lot, there would be no DCs payable as the credit would be equal to amount otherwise owing). The 2019 DC by-law is not proposing to change the amount of DC credits owing, but rather, applying a time frame in which applicants are able to utilize such credits.

Currently, an applicant could have demolished a building, for example, 20 years ago and they would still receive a DC credit at the value of the DC today. The proposed DC by-law is looking to impose a ten year window when those DC credits would be eligible on non-residential demolitions, and a five year window on residential demolitions. A jurisdictional scan of DC by-law shows that the City of Brampton is one of the only municipalities that does not have a sunset clause on demolition credits. The Appendix shows the demolition credit policies contained in other GTA DC by-laws.

### 4. Back to Back Townhouses

Currently, the City's DC by-laws define both stacked and back to back townhouses as apartment units. As a result, this form of townhouse units pay the "Large Apartment" DC rate (under the Region of Peel's DC By-law, they would pay the Townhouse DC rate).

A review of the back to back townhouses that are currently for sale or under construction in the City of Brampton shows that the average size of a back to back townhouse is over 1,600 square feet with an average of three bedrooms. Comparing this to a typical "Large Apartment" currently being sold in Brampton, we see that the average size of the units are roughly 1,000 square feet or less. Moreover, the average density, or the persons per unit (PPU) of a back to back townhouse is more consistent with the PPU of a typical "street townhouse" (e.g. – a townhouse with a backyard). Finally, there is a distinct gap in the selling prices between a back to back townhouse and a stacked townhouse, let alone a large apartment unit.

All factors considered, the 2019 DC by-law proposes to levy the "Row" DC rate on back to back townhouses, and continue the status quo for stacked townhouses and levy those units the "large apartment" DC rate. This change would align the City of Brampton with virtually all other municipalities in the GTA.

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## 5. Major Office DC Discount

The City of Brampton's DC by-law rate structure has had a long standing practice of grouping Office and Industrial uses into one category. Through discussions with the development industry, it was concluded that this was no longer a reasonable approach. As a result of this change to the DC rate calculation, the office DC rate has significantly increased from its current charge.

Taking into consideration Council's past commitment to bringing good jobs to the community and making Brampton "open for business", there are a few options that Council may wish to consider when implementing the Office DC rate. They are as follows:

### a) Freeze office rate at the current charge

This would see the Office sector paying the same DC rates as in the 2014 DC By-law. The City would collect some revenue from the Office sector, but would also need to recognize the subsidy from its tax base.

### b) Discount office rate to an acceptable level

A scan of the office DC rates in the GTA may provide better context for which Council to make their decision as to what level to set the Office DC rate. Council may wish to choose an office DC rate that would position the City at a competitive advantage to the neighbourhood jurisdictions.

### c) Phase-in office DC rate to the fully calculated rate over the 5-year life of the DC by-law

This option would recognize the magnitude of the rate increase to Office developments, while balancing the importance of DC revenue to offset the cost of the demand on municipal infrastructure that development places on the City's services. Council may wish to increase the Office DC rate by 20% each year, over five years.

### d) Discount office rate completely

If it is of the opinion that Office DCs are a major barrier to entry to new office developments in Brampton, then Council may choose to eliminate the DCs on office altogether. This, of course, would have DC revenue implications that would need to be offset by the tax base.

It should be noted that all four options above would only be applicable to what the draft 2019 by-law refers to as "Major Office" which is defined as a freestanding building of at least 50,000 square feet and be at least two storeys tall. This

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exemption would not apply to “neighbourhood office-commercial” developments that serve the general population in the immediate area (e.g. – personal service shops such as medical health clinics). Such developments locate in Brampton due to demand from the general public and do not require incentives to locate in the City. The goal behind the discount to major office is to promote or incent corporations to locate their head office in Brampton. Should an office development not meet the criteria of Major Office as defined, it is proposed that the office DC rate be set at a rate equivalent to the Non-Industrial/Non-Office rate.

### 6. Exempt Second Units from DCs

While there are a number of second units in the City of Brampton, to date, second units have generated \$0 in DC revenue. This is due to the fact that there is a statutory exemption embedded in the DC Act that stipulates that the creation of a second unit within an existing home will be exempt from DCs. This is a commonly known fact amongst home owners and home builders and therefore, all of the second units are created “after the fact” (i.e. – after the permit for the primary unit has been issued).

The 2019 draft DC by-law proposes to exempt second units from DCs at the onset of the construction of the primary unit. This policy has been proposed for a number of reasons. Firstly, this policy would not result in any actual DC revenue loss to the City. As noted above, the City has not historically collected any DC revenues from the second units that are in existence today, nor do staff feel like they will collect any DCs in the future from such units. Secondly, it would boost the availability of rental units and increase the supply of affordable units in a market that continues to see decreasing rental vacancy rates. Third, it would provide somewhat of an uplift to the low rise housing market. Being able to advertise to potential buyers that a legal second unit would be included in the construction of the new home would in turn slightly raise the selling price of the new home and therefore the assessed value of the home, thus increasing the property taxes raised by this home. It would also generate rental income to the home owner thereby potentially making it easier for the homeowner to absorb borrowing costs to purchase a new home. And lastly, ensuring that the second unit is declared at the onset of construction would mean that the unit would be legal at its creation. This would then aid in decreasing enforcement and inspection costs to the City.

### 7. Waiver of DCs on Change of Use of Existing Industrial Buildings

The current DC by-law directs the City to collect DCs when a building undergoes what is referred to as a “change of use” – specifically when an existing building intensifies and is subject to a higher DC rate. For example, when an industrial mall may have limited marketability to modern day industrial users, they may be attractive to small businesses just starting out in commercial ventures. Currently, these small businesses are being asked to pay the difference between the Industrial and Non-

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Industrial DC rate. There is a common sentiment that the payment of DCs is a barrier to entry to an entrepreneur to occupy a vacant industrial space and alter the interior to suit their business needs.

Finance staff is mindful of the challenges that DCs may pose on these potential small businesses and are therefore proposing the waiver of DCs for change of use, if and only if the change of use falls under the following criteria:

- a) Where the conversion is less than or equal to 1,000 square metres;
- b) Where the original building was constructed prior to 1996; and
- c) Where the ceiling height does not exceed 19 feet.

If the small business meets criteria b and c as noted above, but the unit being converted is greater than 1,000 square metres, then the applicant would only pay the top-up on the gross floor area over any above 1,000 square metres.

It is proposed that this exemption would not apply to change of use to motor vehicle repair shops or motor vehicle body shops.

### 8. Cannabis Facilities to be Levied the Industrial DC Rate

The current DC by-law exempts “Agricultural” uses from the payment of DCs. The draft 2019 DC by-law proposes to exclude the growing, production and processing of cannabis from the “Agricultural” definition, and is proposed to be included in the “Industrial” definition and be charged as such.

### City-wide versus area-specific charges

DCs may be levied on a city-wide or area-specific basis. The 2016 amendment to the DC Act now requires Council to consider the usage of area-specific DCs. For various reasons as set out in the DC Study and considered throughout this DC Study update, the proposed 2019 DC by-law continues to apply city-wide DCs. The main reason being the suite of services offered by the City of Brampton lends itself well to City-wide charges. The jurisdictions that implement area-specific charges are typically those that levy DCs for water and wastewater services. Those services have defined benefitting boundaries, whereas the services in which Brampton levies DCs (i.e. – Recreation, Library, Roads, etc.) – those services are free to use and are accessible by all residents and business in Brampton. Therefore status quo is proposed for the 2019 DC by-laws.

### Planned level of service for transit

The current Transit DCs the City levies operates under the previous DC Act regime in which Transit DCs were effectively “capped” by the ten-year historic service level. In 2016, the Province amended the DC Act by removing this cap and allowed municipalities to use a forward looking service level, rather than a historic service level

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to determine the rate at which Transit can collect DCs. For Transit services, the planned level of service was based upon Brampton Transit's 5-year Business Plan and was also informed by the Transportation Master Plan Update.

## Effective Date of 2019 DC By-law

Staff is recommending that the current DC By-laws remain in effect until their normal expiry date of August 1, 2019. The approved DC Study and by-laws and associated policies are then proposed to come into effect on August 2, 2019. The passing of the by-laws, which is proposed to be in mid June, would provide an effective transition period for the development industry to adjust their pro-formas to the newly calculated DC rates.

## Council Approvals

The DC Study and draft by-laws are tabled for information and consultation at this time. After consideration of input at the public meeting, Council approval will be sought for the adoption of the new proposed DC by-laws, including:

- Adoption of the DC Background Study, including the associated development-related capital program;
- Acknowledgement that Council gave due consideration to the use of area-specific DCs and determined that the charges should be calculated on a City-wide basis;
- Adoption of the planned level of service for transit, as set out in the DC Background Study;
- A determination that no further public meetings are required;
- Confirmation that Council intends to ensure that the increase in need for services attributable to anticipated development identified in the DC Background Study will be met;
- Confirmation that Council intends that all future excess capacity identified in the DC Background Study shall be paid for by development charges; and
- Direction to the City Solicitor, in consultation with the City Treasurer, to make revisions to the DC by-laws as necessary to give effect to adopted recommendations.

## **Corporate Implications:**

### Financial Implications:

DCs remain an important revenue tool for the City as Brampton continues to be one of the fastest growing municipalities in the Province. It should be noted that DCs do not fully fund the cost of growth as statutory constraints limit municipalities' ability to fully recover growth-related costs from DCs. As such, a portion of the cost of growth will be required to be funded from the City's property tax base and user fees.

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Should Council implement the fully calculated rates, including the proposed DC by-law policy changes as noted in the report, there should be no drastic financial implications to the City.

If in the event that Council seeks to provides further discounts, exemptions, or provide a transition period for to the residential DC rates, then this would warrant further discussions as it would have lasting financial implications that ultimately would be borne by the existing tax base.

### Other Implications:

N/A

### **Strategic Plan:**

This report achieves the Strategic Plan Priority of Good Government by contributing to the Strategic Initiative of Continued Financial Stability and it promotes transparency in the reporting of the City's financial affairs.

### Living the Mosaic – 2040 Vision

This report directly aligns with the vision that Brampton will be a mosaic of complete neighbourhoods and vibrant centres with quality jobs.

### **Conclusion:**

This DC by-law review process is a critical element in the City's financial sustainability, and represents a significant undertaking. The DC rates have a profound impact on the City's ability to generate revenue required to fund the growth-related infrastructure to service the needs of new development in a timely manner.

The policy decisions and resultant draft calculated rates are the result of the aid of external subject matter experts in the DC field (namely Hemson and HDR) as well as extensive inputs from internal City staff across all City departments. As well, consultations with stakeholders in the development community helped to form the inputs and their comments were carefully considered when formulating the proposed DC by-law policy changes. Staff are of the opinion that the DC policy changes will help facilitate new job growth in the City, while providing new affordable housing options to its residents. At the same time, protecting the City from any unwarranted revenue loss and to keep the City of Brampton at an even playing field with other municipalities in the GTA.

This report recommends that the input received at the statutory public meeting be referred to staff for a further report to Council, including the results of any further consultation and any recommended changes to the proposed by-laws and DC Study calculations.

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Approved by:

Approved by:

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David Sutton,  
Treasurer

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James Macintyre,  
Acting Commissioner, Corporate Services

**Attachments:**

Appendix #1 – DCs by service area

Appendix #2 – DC rate comparisons to other municipalities

Appendix #3 – Demolition credit policies contained in other DC by-laws

Appendix #4 – Treatment of back-to-back townhouses in other DC by-laws

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## Appendix #1

Table 1  
Draft Calculated Residential DCs by Service

CITY OF BRAMPTON  
2019 DEVELOPMENT CHARGES STUDY  
RESIDENTIAL DEVELOPMENT CHARGES BY UNIT TYPE

Service	Charge Per Capita	Residential Charge By Unit Type				Percentage of Charge
		Singles/ Semis	Rows/ Other Multiples	Large Apartments > 750 Sq. Ft.	Small Apartments < = 750 Sq. Ft.	
General Government	\$54.01	\$234	\$173	\$141	\$81	1%
Library Services	\$178.16	\$771	\$572	\$464	\$267	2%
Fire Services	\$207.05	\$897	\$665	\$539	\$311	2%
Recreation	\$2,429.25	\$10,519	\$7,798	\$6,324	\$3,644	28%
Public Works	\$256.04	\$1,109	\$822	\$667	\$384	3%
Parking	\$0.00	\$0	\$0	\$0	\$0	0%
Transit	\$1,520.39	\$6,583	\$4,880	\$3,958	\$2,281	17%
<b>Subtotal Charge Per Unit</b>	<b>\$4,644.90</b>	<b>\$20,113</b>	<b>\$14,910</b>	<b>\$12,093</b>	<b>\$6,968</b>	<b>53%</b>
Roads & Related	\$3,889.87	\$16,843	\$12,486	\$10,126	\$5,835	44%
Bramwest/NSTC	\$213.56	\$925	\$686	\$556	\$320	2%
<b>TOTAL CHARGE PER UNIT</b>	<b>\$8,748.33</b>	<b>\$37,881</b>	<b>\$28,082</b>	<b>\$22,775</b>	<b>\$13,123</b>	<b>100%</b>
(1) Based on Persons Per Unit of:		4.33	3.21	2.60	1.50	



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Table 2

**CITY OF BRAMPTON  
2019 DEVELOPMENT CHARGES STUDY  
COMPARISON OF CURRENT AND CALCULATED RESIDENTIAL DCS**

Service	Current Residential Charge / SDU	Calculated Residential Charge / SDU	Difference in Charge	
			\$	%
General Government	\$248	\$234	-\$14	-6%
Library Services	\$759	\$771	\$12	2%
Fire Services	\$725	\$897	\$172	24%
Recreation	\$10,489	\$10,519	\$30	0%
Public Works	\$732	\$1,109	\$377	52%
Parking	\$0	\$0	\$0	N/A
Transit	\$1,761	\$6,583	\$4,822	274%
<b>Subtotal Charge Per Unit</b>	<b>\$14,714</b>	<b>\$20,113</b>	<b>\$5,399</b>	<b>37%</b>
Roads & Related	\$15,590	\$16,843	\$1,253	8%
Bramwest/NSTC	\$636	\$925	\$289	45%
<b>TOTAL CHARGE PER UNIT</b>	<b>\$30,941</b>	<b>\$37,881</b>	<b>\$6,940</b>	<b>22%</b>

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Table 3

**CITY OF BRAMPTON  
2019 DEVELOPMENT CHARGES STUDY  
COMPARISON OF CURRENT AND CALCULATED INDUSTRIAL DCS**

Service	Current Industrial / Office Charge	Calculated Industrial Charge	Difference in Charge	
			\$	%
General Government	\$0.78	\$0.70	-\$0.08	-10%
Library Services	\$0.00	\$0.00	\$0.00	N/A
Fire Services	\$2.26	\$2.70	\$0.44	20%
Recreation	\$0.00	\$0.00	\$0.00	N/A
Public Works	\$2.29	\$3.35	\$1.06	46%
Parking	\$0.00	\$0.00	\$0.00	N/A
Transit	\$5.50	\$19.81	\$14.31	260%
<b>Subtotal Per Square Metre</b>	<b>\$10.83</b>	<b>\$26.56</b>	<b>\$15.73</b>	<b>145%</b>
Roads & Related	\$39.58	\$30.97	-\$8.61	-22%
Bramwest/NSTC	\$1.65	\$1.69	\$0.04	3%
<b>TOTAL CHARGE PER SQUARE METRE</b>	<b>\$52.06</b>	<b>\$59.22</b>	<b>\$7.16</b>	<b>14%</b>

# 9.1-19

Table 4

**CITY OF BRAMPTON  
2019 DEVELOPMENT CHARGES STUDY  
COMPARISON OF CURRENT AND CALCULATED NON-INDUSTRIAL/NON-OFFICE DCS**

Service	Current Non-Industrial / Non-Office Charge	Calculated Non-Industrial / Non-Office Charge	Difference in Charge	
			\$	%
General Government	\$0.78	\$0.70	-\$0.08	-10%
Library Services	\$0.00	\$0.00	\$0.00	N/A
Fire Services	\$2.26	\$2.70	\$0.44	20%
Recreation	\$0.00	\$0.00	\$0.00	N/A
Public Works	\$2.29	\$3.35	\$1.06	46%
Parking	\$0.00	\$0.00	\$0.00	N/A
Transit	\$5.50	\$19.81	\$14.31	260%
<b>Subtotal Per Square Metre</b>	<b>\$10.83</b>	<b>\$26.56</b>	<b>\$15.73</b>	<b>145%</b>
Roads & Related	\$96.28	\$86.40	-\$9.88	-10%
Bramwest/NSTC	\$3.96	\$4.64	\$0.68	17%
<b>TOTAL CHARGE PER SQUARE METRE</b>	<b>\$111.07</b>	<b>\$117.60</b>	<b>\$6.53</b>	<b>6%</b>

# 9.1-20

Table 5

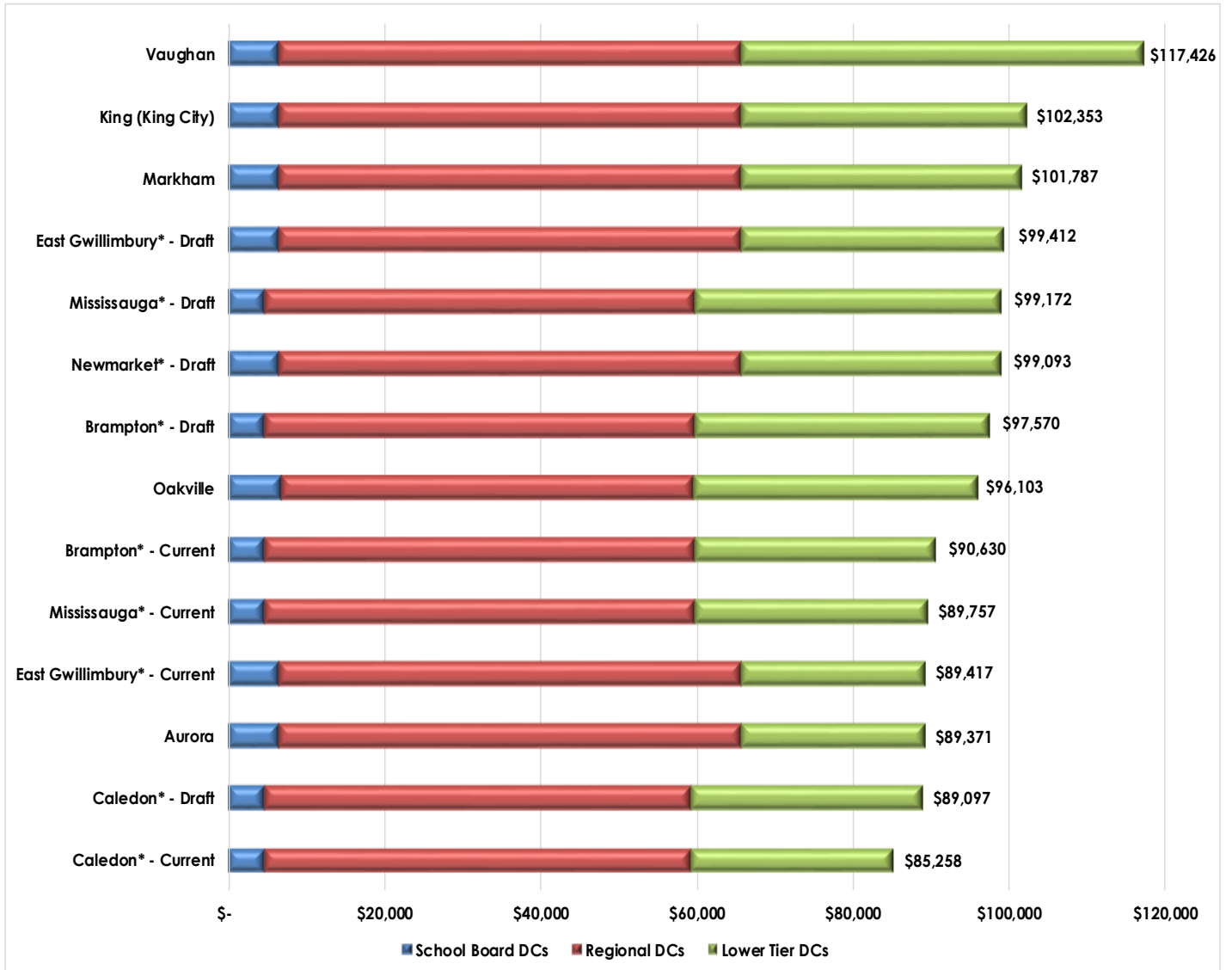
**CITY OF BRAMPTON  
2019 DEVELOPMENT CHARGES STUDY  
COMPARISON OF CURRENT AND CALCULATED OFFICE DCS**

Service	Current Industrial / Office Charge	Calculated Major Office Charge	Difference in Charge	
			\$	%
General Government	\$0.78	\$0.70	-\$0.08	-10%
Library Services	\$0.00	\$0.00	\$0.00	N/A
Fire Services	\$2.26	\$2.70	\$0.44	20%
Recreation	\$0.00	\$0.00	\$0.00	N/A
Public Works	\$2.29	\$3.35	\$1.06	46%
Parking	\$0.00	\$0.00	\$0.00	N/A
Transit	\$5.50	\$19.81	\$14.31	260%
<b>Subtotal Per Square Metre</b>	<b>\$10.83</b>	<b>\$26.56</b>	<b>\$15.73</b>	<b>145%</b>
Roads & Related	\$39.58	\$199.65	\$160.07	404%
Bramwest/NSTC	\$1.65	\$10.35	\$8.70	527%
<b>TOTAL CHARGE PER SQUARE METRE</b>	<b>\$52.06</b>	<b>\$236.55</b>	<b>\$184.49</b>	<b>354%</b>

# 9.1-21

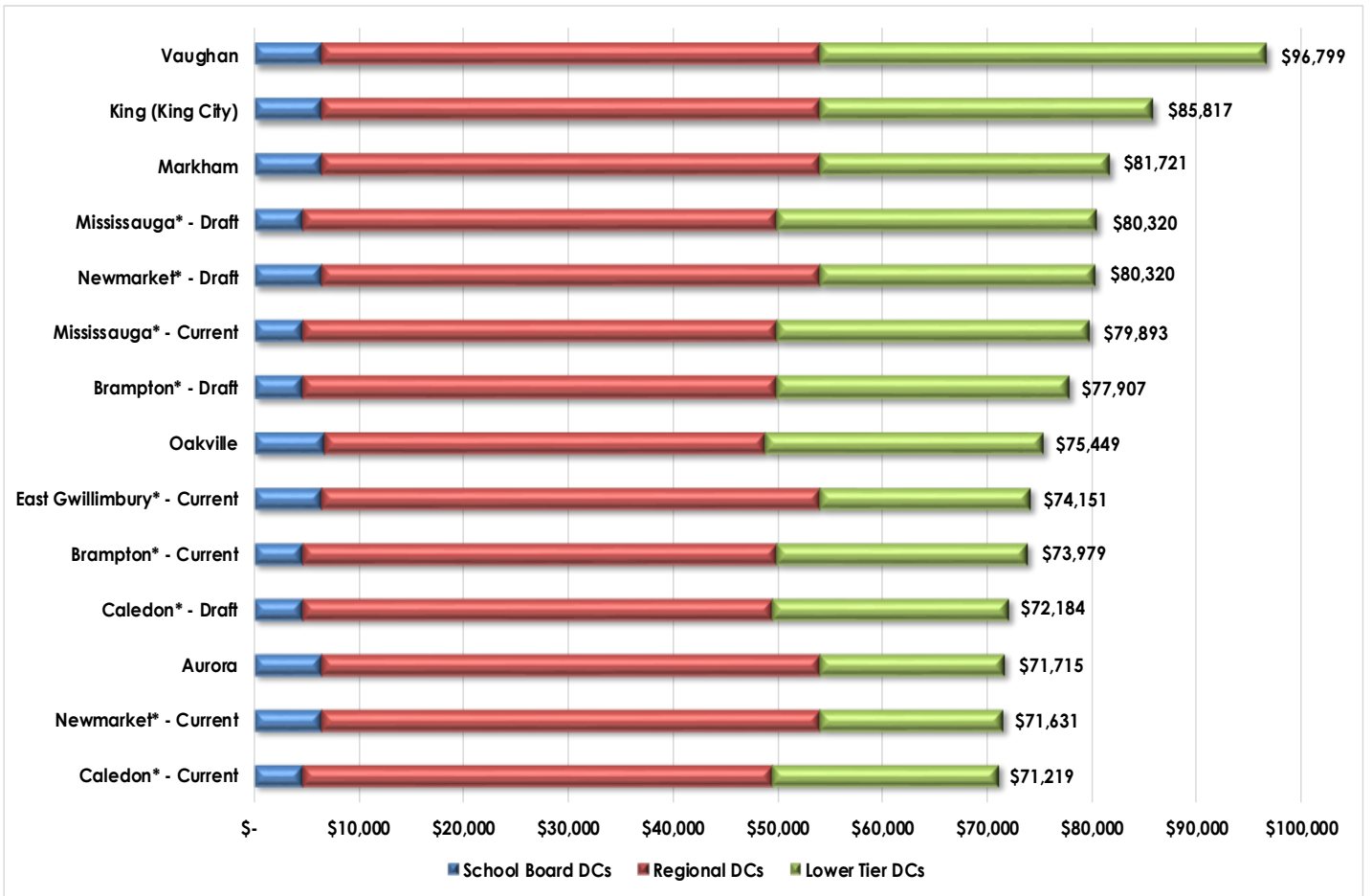
## Appendix #2

Figure 1  
DC Rate Comparisons to Other Municipalities  
For Single/Semi-Detached Residential Units



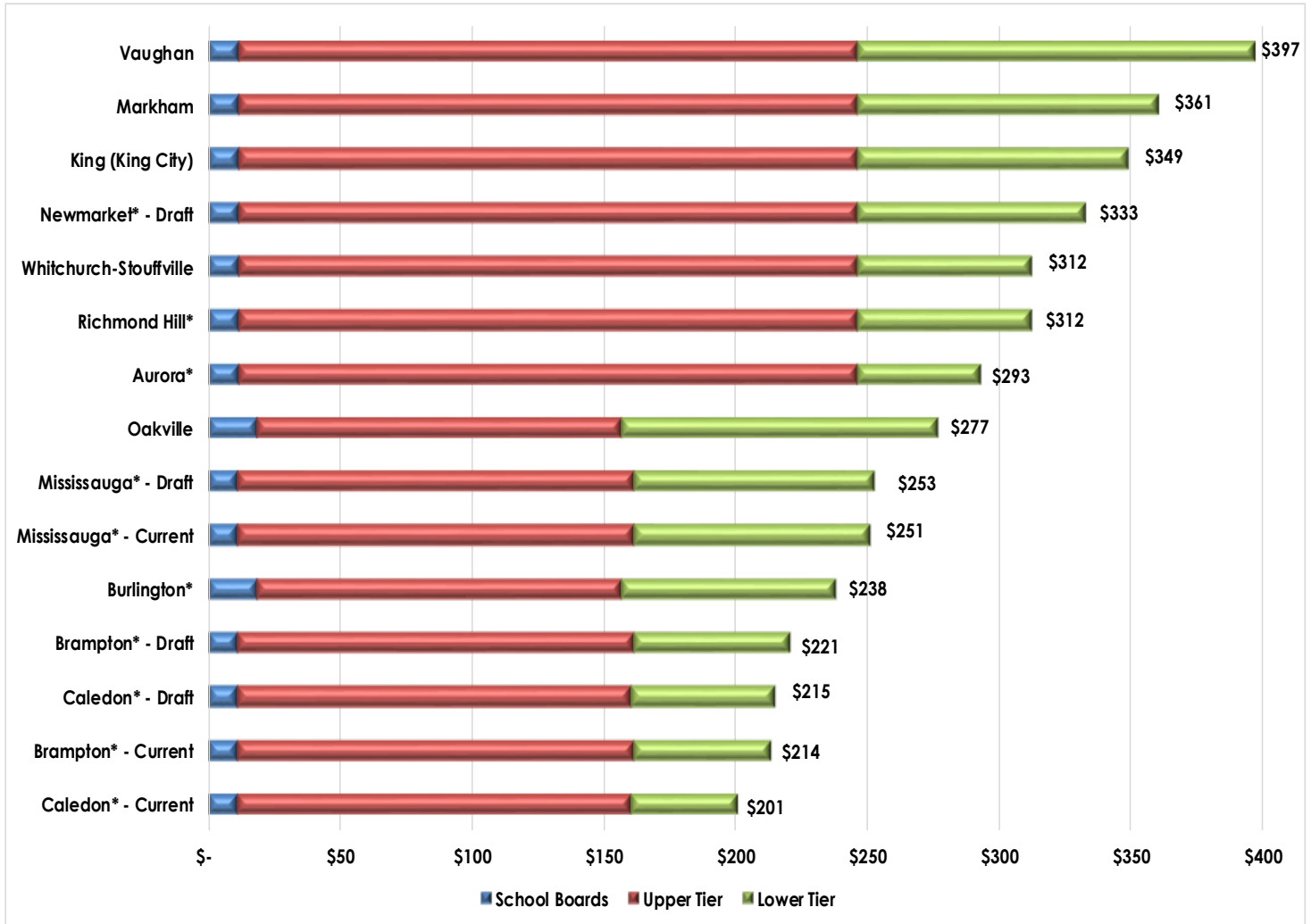
# 9.1-22

Figure 2  
DC Rate Comparisons to Other Municipalities  
For Row/Townhouse Residential Units



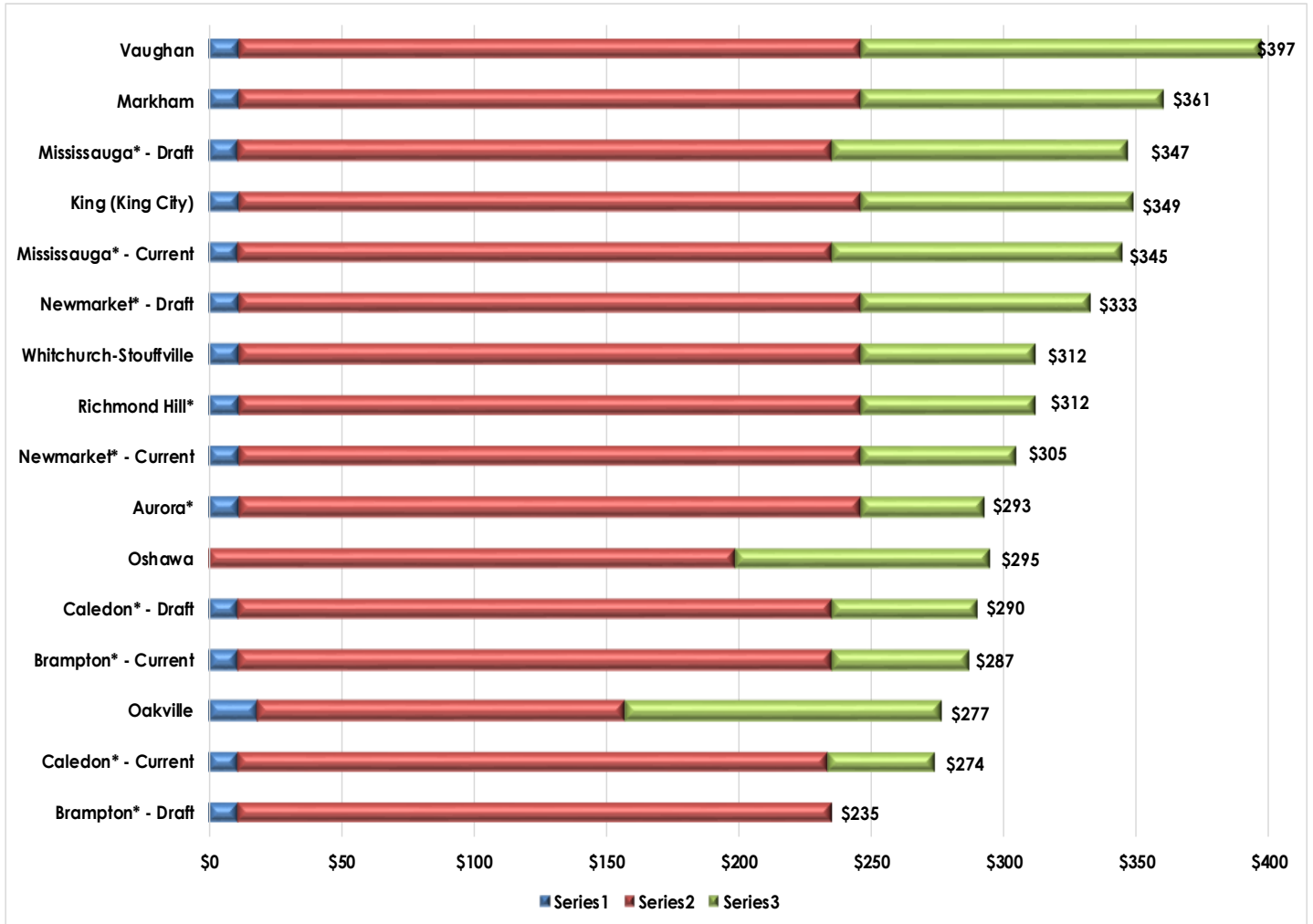
# 9.1-23

Figure 3  
DC Rate Comparisons to Other Municipalities  
For Industrial Uses (\$ / Square Metre)



# 9.1-24

Figure 4  
DC Rate Comparisons to Other Municipalities  
For Major Office Uses (\$ / Square Metre)





# 9.1-25

## Appendix #3 Treatment of Demolition Credits in Other DC By-laws

Municipality	Demolition Credit Policy
Peel Region*	No time period
Brampton (2019 Draft DC By-law)	10 year for non-residential; 5 years for residential
Mississauga	10 year for non-residential; 5 years for residential
Caledon (2019 Draft DC By-law)	10 year for non-residential; 5 years for residential
York Region	4 years
Vaughan	4 years
Markham	4 years
Richmond Hill	4 years
Toronto	5 years for non-residential; 3 years for residential
Ottawa	5 years
Hamilton	5 years
London	3 years
Windsor	5 years
Oakville	5 years

\*Region of Peel will be updating its DC By-law in 2020. Initial discussions with staff would suggest that the Region will be implementing a similar sunset clause on demolition credits to align with the area municipalities.

# 9.1-26

## Appendix #4

### Treatment of Back-to-back Townhouses in Other DC By-laws

Municipality	Apartment	Row/Multiples
Peel Region		X
Mississauga (2019 Draft DC By-law)		X
Brampton (2019 Draft DC By-law)		X
York Region		X
Markham		X
Vaughan		X
Richmond Hill		X
Halton Region	X	
Oakville		X
Milton		X
Toronto		X
Hamilton		X