



Corporate & Financial Services Department
Financial Services Division

May 13, 2019

TO: Mr. Randy M. Grimes, IBI Group
Mr. Jeffrey Streisfield, Land Law

FROM: Ilan Treiger, CPA, CA - Financial Management Advisor, Long Range Financial Planning & Policy
David Dexter CPA, CMA - Director, Financial Services & Treasurer, Corporate & Financial Services

SUBJECT: Response to public's inquiries concerning the 2019 Development Charges Background Study

Dear Mr. Grimes and Mr. Stresfield, we have received and reviewed the inquiries you have provided to us at the April 17th, 2019 Special Council Public Meeting as well as Email correspondence, and consultation meetings, pursuant to the 2019 Proposed Development Charges and By-laws contained in the City of Richmond Hill's Development Charges Background Studies dated March 26, 2019.

It is important to note that based on the City-wide Development Charges Background Study calculation, at the status quo approach, development charges for residential dwelling would increase by approximately 9% when compared to the current rates charged by the City.

However, due to the two-phase approach, it was recommended that the existing residential charges be continued and not increased to the calculated rates. For non-residential retail and non-retail charges, it was recommended that the calculated reduced charges be put in place with the approval of the 2019 D.C. By-Law. Therefore, any further adjustments that would be directed to make to the development charges as a result of Public requests would be made to the calculated rates and not the recommended rate. Reducing costs or removing specific projects from the background study, while disregarding updates/revisions to the rest of the capital projects included in the background study would be a deviation from the status quo approach.

The following concerns were brought forward by Randy M. Grimes of IBI Group, expressed in the Agenda Item 4.2 of the Additions Memo of the Special Council Meeting dated April 17, 2019 "Appendix A":

City-Wide Development Charges:

1) Delegate concern:

While the calculation of the DC's in the City Background Study appears to reflect the agreed-upon adjustments in the MoS, it does not reflect the position of the Landowners, as expressed to staff in the meetings that have been held, that the Capital Projects should not be identified as a City-wide charges.

Staff response:

During the MoS Consultation meetings and the Stakeholder Consultation meetings, staff provided an overview of the 2019 DC update. Staff emphasized that due to several key outstanding items (i.e. OMB decision, TMP, UMESP, etc.) that a fully informed D.C. update would not take place at this time, and a two-staged approach to the D.C. is recommended. The 2019 DC update would maintain status quo position, and thus maintain the City's position of the Capital Projects of concern remain in the City-wide charges. Further discussions on this concern will be part of the 2021 update.

2) *Delegate concern:*

The City background study provides insufficient benefit to existing (BTE) allocation to the UMESP and Flood Remediation projects.

Staff response:

During the MoS Consultation meetings and the Stakeholder Consultation meetings, staff provided an overview of the 2019 DC update. Due to several key outstanding items (i.e. OMB decision, TMP, UMESP, etc.) that would allow for a fully informed D.C. update to take place, a two-staged approach to the D.C. is recommended. As we go through the process of updating the UMESP and subsequently the 2021 DC update, these concerns will be discussed.

3) *Delegate concern:*

New capital projects have been included in the City-wide Background Study without any BTE allocation, and ought to be included in the area-specific DC or as local service. Further justification of the post period benefit (PPB) allocation to these new projects is also required.

- Project 39 – Water Distribution Network
- Project 40 – Yonge St. Watermain Infrastructure Extension
- Project 41 – Local St., West of Yonge between Garden and Carville Rd.

Staff response:

The projects noted above are not new to the 2019 Development Charges update; they were in fact included in the 2014 Development Charges update (projects #48, 49, 50), and were not part of the MoS. These projects are maintained in the City-wide DC, as the 2019 Development Charges update maintains a status quo.

4) *Delegate concern:*

Request that Staff provide details for historical levels of services. Specifically, with respect to the Indoor Recreation Facilities, information to support the building value per square feet with land and site works included. As well as the value and the size of the land supported by an appraisal and the density of the facility on the land.

Staff response:

Refer to "Appendix B" for list of projects for the Indoor & Outdoor Recreation and City-wide Engineering.

Parkland Development

- The City's only Urban Square is at the Richmond Hill Performing Arts Centre, with total of 0.14 acres of space. The square was constructed at the time of the Performing Arts Centre construction in 2008. The cost of the square was derived from the tender obtained at the time of the construction of the Performing Arts Centre, which was an allocation of the landscaping costs. Original cost of construction for the square, in 2013, was \$684,582 for 0.14 acres (this equated \$4,889,871/acre). This was inflated to 2014 values in the 2014 DC Study to a total value of \$691,460 (or \$4,939,000/acre). During the 2019 D.C. study, the value was indexed to 2019 resulting in a total value of \$796,992 (or \$5,692,800/acre). The value of the urban square has been indexed based on the Stats Canada Construction Costing Index prescribed by the D.C.A.

Indoor Recreation Facilities

- The land values used in the 2014 D.C. study were based on a conservative average of \$1.1 million/acre. The Town undertook a Land Rate Study in 2018. The study provided land values for each facility. These values were used for purposes of the service standard calculations. The land values ranged in value by facility, the values used were as follows:

- \$4 million/acre for Richvale Community Centre (CC), Bayview Hill CC, Spruce Ave Community Hall, Lions Hall, Rouge Woods CC, Oak Ridges CC/Fitness/Pool, Richmond Hill Room – Elgin Barrow, Norm Taylor Room – Oak Ridges Centre, Lois Hancey Aqua Centre, Elvis Stojko Arena, Ed Sackfield Arena, David Dunlop Observatory, Recreation Space at 225 East Beaver Creek, and Signature Tao Inc.
- \$2.25 million/acre for Lake Wilcox Community Hall, Elgin West CC, Connor Room, Richmond Green (Tom Graham), Railway Station Soccer, Richmond Green Sports Complex, Richmond Green Fair Building, McConaghy Centre, and Richmond Green Field House for Sports Dome & Sports Dome.
- \$1.3 million/acre for Centennial.

As Great Land (Yonge Street) and Xpressions were not reviewed as part of the Land Rate Study, a value of \$1.4 million was allocated based on Towns staff's estimate.

For all recreation facilities a value equal to 5% of construction was added for furniture, fixtures and equipment (FFE) and another value equal to 5% of total facility, FFE & Land costs was added for parking and site works to the lands.

5) *Delegate concern:*

Oak Ridges Land Only - Land associated with municipal building facilities is permitted under the DC Act but not land without associated buildings. Please explain why this land cost is included in the historical Level of Service for Indoor Recreational facilities.

Staff response:

It was noted that this project was included in the 2014 and in the 2009 DC Background Studies. The land was purchased for the purposes of indoor recreation services and funded from the DC reserve fund. Therefore the land value was included in the service standard calculations when it was removed from the capital listing to ensure the value was accounted for.

Area Specific Development Charges (ASDC)

1) *Delegate concern:*

Definition of "net developable hectares" in the City-wide Development Charges Study (Section III Methodology) needs clarification as it implies that the calculation of the DC will exclude certain areas (i.e. land associated with school sites and municipal facilities).

Staff response:

In the background study calculation net developable hectares do in fact include land associated with school sites and municipal facilities.

2) *Delegate concern:*

Provide reconciliation of the net developable hectares and capital costs in West Gormley and North Leslie West, between MoS and the 2019 Background Study.

Staff response:

West Gormley

- Net Developable hectares included in the MoS were 63.65 hectares, when compared to the 46.22 hectares in the 2019 DC Study, a decrease of 17.43 hectares between November 14, 2017 (Date of MoS) and March 26, 2019 (Date of the DC study). The decrease is due to execution of development application since the date of the MoS, for the Sedgewick Property.
- Total capital costs of \$2.515M included in the 2019 DC background study, an increase of \$22K when compared to total capital cost included in the MoS of \$2.493M. Slight increase in total capital cost is mainly due to the following:
 - Increase due to application of Stats. Canada construction index from 2016 to 2019 (11.8%) (approx. \$256K).

- Decrease in the boundary roads 02-03 Sidewalk, Streetlight, and Landscaping from 2,400 meters to 810 meters. (approx. \$758K)
- Increase in the boundary roads 06-05 Sidewalk, Streetlight, and Landscaping from nil to 1,185 meters (approx. \$524K).

North Leslie West

- Net Developable hectares included in the MoS are 148.73 hectares, when compared to the 128.38 hectares in the 2019 DC Study, a decrease of 20.35 hectares between November 14, 2017 (Date of MoS) and March 26, 2016 (Date of the DC study). The decrease is mainly due to the following:
 - Execution of development application from Mattamy (Elgin Mills) Ltd. Of 16.14 hectares.
 - Adjustment to developable areas of 3.51 hectares, specifically related to 2 development applications in the area (1863106 ON Inc. and Amir Hassam Ltd.) as more accurate information was provided with the applications.
 - It was noted that 0.7 hectares of institutional lands were not included in the net developable area calculation (Temple site at 10865 Bayview Avenue). Resulting adjustment to the net developable area would produce a decrease of \$200 in development charges for the area.
- Total capital costs of \$4.56M included in the 2019 DC background study, a decrease of \$452K when compared to total capital cost included in the MoS of \$5.01M. Decrease in total capital cost is mainly due to the following:
 - Increase in capital costs due to application of index utilizing the stats Canada construction index from 2016 to 2019 (11.8%).
 - Decrease in the sanitary sewers & appurtenances capital costs of \$548,990 due to collections received from 2016-2018.

3) *Delegate concern:*

Can the City indicate how the shortfall between the DC revenue from the calculated charges and the recommended City DC rate will be funded?

Staff response:

In the short-term until the 2021 update is complete, if there is a short-term need due to this DC shortfall then the City will likely internally finance the shortfall from other reserves.

The following concerns were brought forward by Jeffrey Streisfield of Land Law, expressed during the Special Council Public Meeting April 17, 2019, as well as Email correspondence with staff.

City-Wide Development Charges:

1) *Delegate concern:*

Review the costing for the City-wide 2014 DC By-law (for background), and then pull those projects and costs forward to include the 2016 DC update (By-law 71-16) and then the proposed 2019 DC town wide By-law costing. This information should be readily available in an excel sheet.

Staff response:

Staff prepared a capital cost analysis of the Engineering, Outdoor Recreation, and Indoor Recreation services, for those capital projects included in the 2014, 2016, and 2019 Development Charges updates. Staff notes that all of the cost increases in capital projects are due to application of Statistics Canada Construction Cost Index of approximately 15% from 2014 to 2019. Staff also notes that approximately \$57.8M of capital projects across the three (3) services noted above, that were included in the 2014 Development Charges background study, are not included in the 2019 as these projects have been completed. Please refer to "Appendix B" for the detailed capital project costs analysis.

2) *Delegate concern:*

Removing from the Town wide DC calculations all of the projects listed at the bottom of page 2 of Mr. Grimes' letter.

Staff response:

The projects noted above are not new to the 2019 Development Charges update; they were in fact included in the 2014 Development Charges update (projects #48, 49, 50), and therefore are not part of the MoS and cannot be disputed as such. These projects are maintained in the City-wide DC, as the 2019 Development Charges update maintains a status quo.

3) *Delegate concern:*

Provide supporting calculation and drawings of the Greatlands Development Park (Yonge & 16th east of Northern Heights Drive) \$6,443,400.

Staff response:

Greatlands Development Park was initially considered an Urban Park of 0.81 acres at a cost of \$7.9 million per acre. City staff has standard costing for each park based on the type of park (i.e. Urban Park, Destination Park, Local Park, etc.), plus the costs of any extra facilities that are planned to be included in the park (i.e. playgrounds, etc.). The standard costs are derived from the tender analysis/review that is performed by the staff, where staff reviews historical costs that were incurred by the Town on each type of park. Staff is reviewing it closer for consideration as a Local Park and future refinements to the cost will be reflected in the 2021 update along with refinements to various other projects that staff have indicated require increased due to conservative estimates being included in the previous DC study. This interim bylaw is a status quo update until we update again in 2021. Therefore, the 2014 projects have been indexed to 2019 values.

4) *Delegate concern:*

Project 41 appears to be the local road on the west side of Yonge Street and 16 Avenue. Can you confirm if this is the road shown on A8 of the City's OP. On page D-4 it is not that "local roads" are ineligible? If that is so, why is this item included?

Staff response:

Project 41 Local Street – West of Yonge Street between Carrville Road and Garden Avenue is conceptually depicted in Schedule A8 in the Town's 2010 Official Plan (2010 OP). As per the 2014 Transportation Master Plan (TMP) (Section 7 Funding), improvements triggered by growth within the City including selected local streets benefiting a larger area are eligible for funding through City of Richmond Hill Development Charges. Currently staff are updating the TMP, this road is being reviewed to potentially be categorized as an Urban Collector road. The 2021 update will reflect the results of this review.

5) *Delegate concern:*

In the 2014 TWDC study we have a housing forecast chart (figure 3-2) from 2014- 2030. That bar chart looks fundamentally different than the Figure A-1 Annual housing forecast found in the Watson 2019 Town Wide DC background study. Q: What is the basis for these housing forecasts? Are you just assigning numbers? In the 2014 report the 2020 housing forecast was 1500 units and 575 units in 2030. In the 2019 forecast the 2020 housing forecast is just shy of 2000 residential units and the 2030 forecast is 1368 units. Please explain the figures and rationale for a change in forecast?

Staff response:

The 2014 DC forecast was developed based around the 2010 York Region Official Plan. Since the 2014 DC Background Study was completed, a variety of studies and reviews have been undertaken within the Town that has led to the preparation of the 2019 DC population, housing and employment forecast.

In 2015 the Region developed updated growth projections to 2041 as the “2041 Preferred Growth Scenario: Intensification Strategy”. These 2015 revisions were in response to the Provinces Amendment No. 2 to the Growth Plan for the Greater Golden Horseshoe (G.G.H). The result of this study increased the 2031 population forecast by 3,200 persons compared to that of the 2010 OP.

In 2017 the Province released the 2017 Growth Plan for the G.G.H. The Regional Preferred Growth Scenario (2015) has yet to be updated in response to the 2017 Growth Plan for the G.G.H. In the absence of a finalized Region-wide growth forecast to 2041, a revised interim population, housing and employment forecast was developed by the Town of Richmond Hill (2018) which is expected to be further updated and modified through the York Region Municipal Comprehensive Review (M.C.R). In the interim, this updated forecast will serve to support the Town’s 2019 DC update and updated transportation and water/wastewater masterplan studies. The Region’s M.C.R process is anticipated to be completed in 2020.

As part of the 2018 interim forecast update, the Town prepared a detailed review of active development applications within the built-up area (B.U.A.) and the designated greenfield areas (D.G.A.). Upon this review it was determined that given the number of active applications (including the West Gormley and North Leslie Secondary Plans), timing and housing unit yields, a higher population is expected by 2031. As identified in the interim 2018 growth forecast for the Town of Richmond Hill, the Towns remaining D.G.A is anticipated to be largely built out by 2031.

6) *Delegate concern:*

In 2014 TWDC the stated population increase to 2031 is 39,000 (includes census undercount). In the 2019 TWDC study the population increase is 50,400. Q: Please explain the change in figures and impact on for example the charge for the small apartment unit?

Staff response:

As part of the interim 2018 growth forecast update prepared for the Town, future housing occupancy trends (or persons per unit - P.P.U.) was also reviewed. Based on this review it was determined that the rate of the P.P.U. decline is not anticipated to be as steep as previously projected in the 2014 DC background study. This trend is a result of lower population decline in existing households as well as higher average P.P.U.s in new apartment buildings as summarized below:

	2014 DC	2019 DC	Change
Singles & Semi Detached	3.67	3.607	-0.063
Multiples	2.98	2.972	-0.08
Small Apartments	1.41	1.735	0.325
Apartments	2.41	2.533	0.123

7) *Delegate concern:*

In the 2014 TWDC (at page 3-5) the long term household growth (unit mix) is based on 31% low density, 18% medium density and 51% high density. In the 2019 TWDC study, the long term household growth is comprised of 17% low density, 40% medium density and 43% high density (high density meaning apartment units. Q: how do you explain the change in figures?

Staff response:

As part of the interim 2018 growth forecast update prepared for the Town, a detailed review of recent residential development trends and active residential development applications was prepared. This review concluded that between

2018 and 2031, a higher share of medium and high-density dwelling units is to be constructed within the Town relative to the 2014 DC background study.

8) *Delegate concern:*

In the 2014 TWDC (at page 6-3) the total eligible DC costs for residential is stated at \$184,532,503. In the 2019 study at page 5-4, the combined residential figure is \$269,422,869. If I am not mistaken the \$184M figure included in eligible roads and excess parkland costs but did not yet include an amount for UMESP sewers, flood remediation and Harris Drive. Q: If the 2016 MESP update projects are removed and ineligible roads are removed and parkland costs for park construction are adjusted downward do we not get close to the \$184M figure from 2014? Therefore I would like the engineering department and all those who provided finance and Watson with figures to provide me with their costing sheets including updates - line item by line item.

Staff response:

The 2014 Town-wide Development Charges study did not embrace the UMESP sewers, flood remediation or Harris Drive, these projects were included as part of the 2016 DC update. "Appendix B" includes a comparison between 2014, 2016 and 2019 for City-wide Engineering projects. The increases and reductions are also identified there. The 2019 DC update is an "interim - status quo" update and as the TMP and UMESP are updated in 2019/20, the 2021 update will reflect then.

"Appendix A"

Agenda Item 4.2 of the Additions Memo of the Special Council Meeting
April 17, 2019



IBI GROUP
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ibigroup.com

April 16, 2019

Via Email: clerks@richmondhill.ca

City Clerk
City of Richmond Hill
225 Beaver Creek Road
Richmond Hill, ON
L4V 3P4

Dear Sir/Madam:

**CITY OF RICHMOND HILL
SPECIAL COUNCIL MEETING OF APRIL 17, 2019
SRCFS.19.018 - 2019 DEVELOPMENT CHARGES ("DC") UPDATE**

Background

IBI Group represents the North Leslie Landowners' Group Inc. ("Landowners"), the owners of various lands within the City, formerly the Town, of Richmond Hill ("City").

The Landowners had previously appealed the then-Town-wide DC By-law 71-16 ("City By-law"), the North Leslie West Development Area Area-Specific DC By-law 33-16 ("North Leslie By-law") and the West Gormley Area-Specific DC By-law 35-16 ("West Gormley By-law") (collectively, "the DC By-laws") to the former Ontario Municipal Board ("OMB"), now continued as the Local Planning Appeal Tribunal ("LPAT"). The OMB Hearing took place in November of 2017.

Despite the fact that the Hearing was held seventeen months ago, no decision has yet been issued.

Prior to the OMB Hearing on the DC By-laws, the City and the Landowners executed Minutes of Settlement ("MOS") dated November 14, 2017, wherein the City and Landowners agreed to certain adjustments to the Post Period Benefit ("PPB") of three engineering projects secured in the City By-law: (1) Sanitary Collection Network – Urban Master Environmental Servicing Plan ("UMESP"); (2) Flood Remediation; and (3) Harris Avenue Urbanization (collectively, "the Capital Projects").

Additionally, the MOS secured certain modifications to the North Leslie By-law and the West Gormley By-law, including adjustments to landscaping costs and the areas to be included within each of them.

The MOS also stipulated that the parties would meet prior to the consultation process for any new DC By-law(s) that would amend or replace any of former Town's DC By-laws, in order to discuss various matters including:

- (a) The basis for including any particular project in a Town-wide or area-specific DC By-law;
- (b) The scope of the local service policy of any future background study;

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- (c) Methodologies for determining the allocation of the benefit of the Sanitary Projects, including benefit to existing development and benefit to growth occurring after the period of the implementing DC By-law;
- (d) Methodologies for determining the allocation of the benefit of the Flood Remediation including benefit to existing development and benefit to growth occurring after the period of the implementing DC By-law; and,
- (e) Confirming the amount, type and location of development within the North Leslie West Development Area and the West Gormley Development Area.

In accordance with the MOS, these meetings have occurred regularly over the past year. The Landowners wish to thank City staff and consultants for their participation in this process.

The primary objection by the Landowners to the City DC By-law (71-16) was that none of the costs of the Capital Projects should have been identified as City-wide projects. Specifically, given that all of the Capital Projects related to increased need attributable to development in certain areas, it was, and remains, the Landowners' opinion that the Capital Projects should be area-specific DC projects, consistent with how similar projects are treated within greenfield areas.

Alternatively, it was the position of the Landowners that if the Capital Projects were to be attributed to anticipated development on a City-wide basis, the Benefit to Existing ("BTE") and PPB for these two projects were not adequately recognized (also, the Harris Road Urbanization Project was properly to be characterized as a local service improvement).

The adjustments secured in the MOS did not entirely resolve these concerns, but merely served to postpone some of the costs to PPB for the Capital Projects, recognizing that there would be future consultation prior to future amendments to the DC By-laws.

Landowners' Position on 2019 DC By-law Update and Technical Issues

We have had the opportunity to review both the draft 2019 City-wide DC Background Study ("City Background Study") and the Area-Specific DC Study ("Area Background Study") (collectively, "the Background Studies"), prepared in anticipation of the 2019 Development Charges By-law Update ("2019 DC Update").

We acknowledge and appreciate that the PPB adjustments secured in the MOS have been reflected in the City-wide Background Study. We also acknowledge that the recommended DC Charge will, in effect, be the indexed 2016 By-law charge with the PPB adjustments agreed to in the MOS. This is less than the calculated charge in the 2019 Background Study.

However, while the calculation of the DC's in the City Background Study appears to reflect the agreed-upon adjustments in the MOS, it does not reflect the position of the Landowners, as expressed to staff in the meetings that have been held, that the Capital Projects should not be identified as a City-wide charge.

In addition, the City Background Study provides insufficient BTE allocation to the UMESP and Flood Remediation projects.

Also, we understand that following new capital projects have been included in the City-wide Background Study and without any BTE allocation: (1) Project 39 – Water Distribution; (2) Project 40 – Yonge Street Watermain; and (3) Project 41 – Local Street, west of Yonge Street between Garden Avenue and Careville Road.

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In our opinion, these three projects result from anticipated need for development in specific areas. As a result, they ought to be included in area-specific DC By-laws or as a local service, and subject to a BTE allocation. Further, we require justification of the PPB allocation to these new projects.

If these outstanding matters are not addressed and resolved in the 2019 DC By-law Update, the Landowners have informed staff that, in order to protect their interests, they would likely have to appeal the resulting By-law(s).

Also, with respect to the Background Studies, we have certain technical concerns and questions we would like to put on the record for response by Staff and your consultant, Watson and Associates.

(a) Technical Issues: City Background Study

We request that Staff provide details for the following historical Levels of Service. Specifically, with respect to the Indoor Recreation Facilities noted below, we would appreciate receiving information to support the building value *per square foot* with land and site works included. The value and size of the land supported by an appraisal and the density of the facility on the land is requested.

Parkland Development

Urban Square	\$5,692,800
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Indoor Recreation Facilities

	<u>Building Value with Land, Site Works etc.</u>
Richvale Community Centre	\$1,763/sf
Bayview Hill Community Centre	\$1,066/sf
Spruce Hall	\$1,076/sf
Lions Hall	\$1,568/sf
Lake Wilcox Community Hall	\$1,140/sf
Elgin West Community Centre	\$1,298/sf
Rouge Woods Community Centre	\$1,419/sf
Richmond Hill Room – Elgin Barrow	\$5,535/sf
Norm Taylor Room – Oak Ridges Centre	\$4,748/sf
Lois Hancey Aqua Centre	\$1,697/sf
Elvis Stojko Arena	\$764/sf
Ed Sackfield Arena	\$803/sf
Railway Station – Soccer	\$1,699/sf
Richmond Green Complex	\$2,505/sf
Richmond Green Fair Building	\$2,586/sf
David Dunlap Observatory	\$2,185/sf

Also, for Oak Ridges Lands Only, land associated with municipal building facilities is permitted under the *DC Act* but not land without associated buildings. Please explain why this land cost is included in the historical Level of Service for Indoor Recreational facilities.

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(b) Technical Issues: Area Background Study

In the Area Background Study, the definition of "net developable hectares" (Section III Methodology) seems to imply that the calculation of the DC will exclude certain areas (*i.e.* land associated with school sites and municipal facilities). This is not in keeping with the intent of the MOS and not consistent with what staff have indicated would be in the definition. Accordingly, we request clarification of the definition.

Secondly, notwithstanding several discussions the Landowners have had with staff, we are still not able to reconcile the capital amounts remaining to be funded against the areas to be developed for the North Leslie West and West Gormley Development Areas. As an example, the MOS stipulated an area of 63.65 net hectares of remaining developable area in West Gormley and a capital cost of \$2.493 million (the dollar amount reflects 2016 costs). However, the Area Background study indicates there are 46.219 net hectares remaining to be developed, but the unfunded capital amount is approximately \$2.515 million (\$2.034 million after accounting for reserves). These disparities are not explained.

Accordingly, we request further discussion with staff for clarification on the basis of the charges in North Leslie West and West Gormley areas, and how the funds collected have been expended.

(c) Implementation

Finally, can the City indicate how the shortfall between the DC revenue from the calculated charge and the recommended City DC rate will be funded?

We will be appearing at the Public Meeting scheduled for April 17, 2019 to answer any questions Council may have. However, please do not hesitate to contact the undersigned in the meantime.

Yours truly,

IBI GROUP



Randy M. Grimes

cc: Michael Pozzebon, North Leslie West Landowners Group Inc.
Michael Melling and Samantha Lampert, Davies Howe

"Appendix B"
Development Charges Capital Cost Analysis
City-wide Engineering, Indoor Recreation, Outdoor Recreation
2014 vs. 2016 vs. 2019

Appendix B:
Development Charges Cost Analysis

Service: Engineering

Project Name	Cost (2014 Town-Wide DC Study)	Cost (2016 Engineering DC Study)	Cost (2019 Town-wide DC Study)	Difference \$	Difference %	Explanation
404 Flyover: North of Hwy # 7 to Markham	\$ 12,615,000	\$ 12,615,000	\$ -	\$ (12,615,000)	-100%	Project is no longer included in the DC due to completion of the project.
West Beaver Creek Road Widening (Leslie St to West Pearce St) (EA)	\$ 200,000	\$ 200,000	\$ 230,500	\$ 30,500	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Weldrick Road East Road Widening (Yonge St to Bayview Ave Inc.CNR Crossing / Grade separation) (EA)	\$ 250,000	\$ 250,000	\$ 288,200	\$ 38,200	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Weldrick Road West Road Widening (Bathust St to Yonge St) (EA)	\$ 250,000	\$ 250,000	\$ 288,200	\$ 38,200	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Hwy 404 Flyover - North of Elgin Mills (EA)	\$ 508,800	\$ 508,800	\$ -	\$ (508,800)	-100%	Project is no longer included in the DC due to completion of the project.
Newkirk Road Improvements to 4 Lanes (EA)	\$ 200,000	\$ 200,000	\$ -	\$ (200,000)	-100%	Project is no longer included in the DC due to completion of the project.
Chalmers Road at Hwy 7 (EA)	\$ 50,000	\$ 50,000	\$ -	\$ (50,000)	-100%	Project is no longer included in the DC due to completion of the project.
Widening N/E Corner East Beaver Creek Rd. / East Pearce / 404Midblock Xing (Design)	\$ 56,700	\$ 56,700	\$ -	\$ (56,700)	-100%	Project is no longer included in the DC due to completion of the project.
East Beaver Creek Road Widening (East Pearce to East Wilmot)	\$ 2,478,000	\$ 2,478,000	\$ 2,856,200	\$ 378,200	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
East Beaver Creek at Highway 7 & Intersection Improvements	\$ 104,900	\$ 104,900	\$ 120,900	\$ 16,000	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
East Beaver Creek Road Transportation Improvements	\$ 2,288,600	\$ 2,288,600	\$ 2,637,900	\$ 349,300	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
East Beaver Creek at Highway 7 Transportation Improvements	\$ 676,700	\$ 676,700	\$ 780,000	\$ 103,300	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
West Beaver Creek Road - widening from Leslie to Hwy 7	\$ 10,268,000	\$ 10,268,000	\$ 11,835,200	\$ 1,567,200	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
West Beaver Creek at Highway 7 Transportation Improvements	\$ 213,700	\$ 213,700	\$ 246,300	\$ 32,600	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Mural Street Sidewalk: East Side East Beaver Creek to Leek	\$ 116,000	\$ 116,000	\$ 133,700	\$ 17,700	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Weldrick Road West Sidewalk	\$ 127,500	\$ 127,500	\$ 147,000	\$ 19,500	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Hwy # 7 East	\$ 38,400	\$ 38,400	\$ -	\$ (38,400)	-100%	Project is no longer included in the DC due to completion of the project.
Chalmers Road at Highway 7 Intersection Improvements	\$ 77,000	\$ 77,000	\$ -	\$ (77,000)	-100%	Project is no longer included in the DC due to completion of the project.
Chalmers Road at Highway 7 Transportation Improvements	\$ 213,700	\$ 213,700	\$ -	\$ (213,700)	-100%	Project is no longer included in the DC due to completion of the project.
Newkirk Road between Elgin Mills Road and Major Mackenzie Dr. -widening the existing 2 lanes to 4 lanes	\$ 12,171,000	\$ 12,171,000	\$ 14,028,600	\$ 1,857,600	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Leek Crescent (N leg) at Mural Street Transportation Improvements	\$ 763,200	\$ 763,200	\$ 879,700	\$ 116,500	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Portage Avenue Road Construction	\$ 343,900	\$ 343,900	\$ 396,400	\$ 52,500	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Weldrick Road East Transportation Improvements	\$ 13,534,100	\$ 13,534,100	\$ 15,599,800	\$ 2,065,700	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Weldrick Road West Transportation Improvements	\$ 4,757,300	\$ 4,757,300	\$ 5,483,400	\$ 726,100	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Construct 4 lane Hwy 404 overpass north of Major Mackenzie Dr.	\$ 12,646,000	\$ 12,646,000	\$ 14,576,100	\$ 1,930,100	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Construct 4 lane Hwy 404 overpass north of Major Mackenzie Dr.(Land)	\$ 378,000	\$ 378,000	\$ 435,700	\$ 57,700	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Construct 4 lane Hwy 404 overpass north of Elgin Mills Road	\$ 11,226,000	\$ 11,226,000	\$ 12,939,400	\$ 1,713,400	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Construct 4 lane Hwy 404 overpass north of Elgin Mills Road (Land)	\$ 7,990,000	\$ 7,990,000	\$ 9,209,500	\$ 1,219,500	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Bethesda sideroad (incl. 4.8 ha land requirement)	\$ 29,135,000	\$ 29,135,000	\$ 33,581,800	\$ 4,446,800	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Bethesda Rd. - Culvert Extension	\$ 24,000	\$ 24,000	\$ 27,700	\$ 3,700	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Bethesda Side/CN Rail - Grade Separation	\$ 14,849,000	\$ 14,849,000	\$ 17,115,400	\$ 2,266,400	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
19th Ave. - Road Widening & Improvements	\$ 10,017,000	\$ 10,017,000	\$ 11,545,900	\$ 1,528,900	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
East Wilmot / Leslie Intersection	\$ 496,000	\$ 496,000	\$ 571,700	\$ 75,700	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
East Pearce / Leslie Intersection	\$ 496,000	\$ 496,000	\$ 571,700	\$ 75,700	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
East Pearce - East Beaver Creek to Hwy 404 (previously East Wilmot)	\$ 1,786,000	\$ 1,786,000	\$ 2,058,600	\$ 272,600	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
2nd Grade Sep. / Crossover (incl. 1.17 ha land req.)	\$ 13,459,000	\$ 13,459,000	\$ 15,513,200	\$ 2,054,200	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Valleymede / Hwy 7	\$ 190,000	\$ 190,000	\$ 219,000	\$ 29,000	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Traffic Signals	\$ 1,365,000	\$ 1,365,000	\$ 1,573,300	\$ 208,300	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Construct 4 lane Hwy 404 overpass north of 16th Ave	\$ 12,910,000	\$ 12,910,000	\$ 14,880,400	\$ 1,970,400	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Construct 4 lane Hwy 404 overpass north of 16th Ave (land)	\$ 1,997,000	\$ 1,997,000	\$ 2,301,800	\$ 304,800	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
TDM initiatives - as identified in update	\$ 430,000	\$ 430,000	\$ 495,600	\$ 65,600	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
TDM initiatives - as identified in update	\$ 430,000	\$ 430,000	\$ 495,600	\$ 65,600	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Level Crossing	\$ 110,000	\$ 110,000	\$ -	\$ (110,000)	-100%	Project is no longer included in the DC due to completion of the project.
Pedestrians & Cycling Master Plan Implementation	\$ 1,550,000	\$ 1,550,000	\$ 1,786,600	\$ 236,600	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Pedestrians & Cycling Master Plan Implementation	\$ 1,550,000	\$ 1,550,000	\$ 1,786,600	\$ 236,600	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Village Core Transportation Master Plan Implementation	\$ 4,960,000	\$ 4,960,000	\$ 5,717,000	\$ 757,000	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Multi-modal Transportation Initiatives	\$ 9,170,000	\$ 9,170,000	\$ 10,569,600	\$ 1,399,600	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Water distribution network	\$ 606,000	\$ 606,000	\$ 698,500	\$ 92,500	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Yonge Street Watermain Infrastructure Extension	\$ 366,000	\$ 366,000	\$ 421,900	\$ 55,900	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Local Street - West of Yonge between Garden Ave & Carrville Rd	\$ 6,680,000	\$ 6,680,000	\$ 7,699,600	\$ 1,019,600	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Garden Street Extension as a Collector St from Yonge to Bayview	\$ 11,860,000	\$ 11,860,000	\$ 13,670,200	\$ 1,810,200	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Garden Street 4 Lane Grade Separation over CN Rail Corridor(construction costs only, excludes land)	\$ 12,930,000	\$ 12,930,000	\$ 14,903,500	\$ 1,973,500	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Enford Road Extension as an Industrial Collector Street	\$ 1,830,000	\$ 1,830,000	\$ 2,109,300	\$ 279,300	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.

Appendix B:
Development Charges Cost Analysis

Service: Engineering (continued)

Project Name	Cost (2014 Town-Wide DC Study)	Cost (2016 Engineering DC Study)	Cost (2019 Town-wide DC Study)	Difference \$	Difference %	Explanation
Addison Road extension to Weldrick Road West	\$ 2,480,000	\$ 2,480,000	\$ 2,858,500	\$ 378,500	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Outstanding Credits	\$ 833,326	\$ 833,326	\$ 960,500	\$ 127,174	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Provision for Land Purchases	\$ 23,320,000	\$ 23,320,000	\$ 26,879,300	\$ 3,559,300	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Sanitary collection network - U.M.E.S.P.	\$ -	\$ 23,489,000	\$ 27,074,100	\$ 3,585,100	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Flood Remediation	\$ -	\$ 32,450,000	\$ 37,402,800	\$ 4,952,800	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Harris Ave. Urbanization (reconstruction of Harris Ave to municipal standard from Yonge St to approx. 100m west of Yonge St)	\$ -	\$ 560,000	\$ 322,700	\$ (237,300)	-42%	Decrease in costs as a result of the application of the MoS settlement
	\$ 260,371,826	\$ 316,870,826	\$ 348,925,100	\$ 32,054,274	12%	

Appendix B:
Development Charges Cost Analysis

Service: Outdoor Recreation

Project Name	Cost (2014 Town-Wide DC Study)	Cost (2019 Town-wide DC Study)	Difference \$	Difference %	Explanation
Block 16 - Rothbury Road	\$ 2,603,190	\$ -	\$ (2,603,190)	-100%	Project is no longer included in the DC due to completion of the project.
Zavala Phase 4 Park (Milos Road & Phillips Lake Court)	\$ 1,842,700	\$ -	\$ (1,842,700)	-100%	Project is no longer included in the DC due to completion of the project.
Crossmar Phase 2 Park (Hunting Ridges & Bush Ridges Ave.)	\$ 1,446,700	\$ -	\$ (1,446,700)	-100%	Project is no longer included in the DC due to completion of the project.
Willian Harrison Phase 2	\$ 802,000	\$ -	\$ (802,000)	-100%	Project is no longer included in the DC due to completion of the project.
Pheasant Drive Trail connection	\$ 284,300	\$ -	\$ (284,300)	-100%	Project is no longer included in the DC due to completion of the project.
Fountainbleu Parkette	\$ 223,000	\$ -	\$ (223,000)	-100%	Project is no longer included in the DC due to completion of the project.
Duke Of Richmond North Trail	\$ 539,800	\$ -	\$ (539,800)	-100%	Project is no longer included in the DC due to completion of the project.
Duke Of Richmond North Park	\$ 353,900	\$ 407,900	\$ 54,000	15%	Project is no longer included in the DC due to completion of the project.
Mill Glen Parkette	\$ 131,100	\$ -	\$ (131,100)	-100%	Project is no longer included in the DC due to completion of the project.
Mill Glen Parkette - Playground, basketball & shelter	\$ 700,500	\$ -	\$ (700,500)	-100%	Project is no longer included in the DC due to completion of the project.
TransRichmond Trail (Gamble Glen Connection) -Trail at Bathurst and Jefferson	\$ 110,400	\$ -	\$ (110,400)	-100%	Project is no longer included in the DC due to completion of the project.
Duke of Richmond North Park	\$ 1,870,000	\$ -	\$ (1,870,000)	-100%	Project is no longer included in the DC due to completion of the project.
Duke of Richmond North Trail	\$ 2,928,500	\$ -	\$ (2,928,500)	-100%	Project is no longer included in the DC due to completion of the project.
Casa Subdivision Parkette (0.78 ha / 2.0 ac)Bayview Avenue & Bethesda Side Road)	\$ 922,500	\$ -	\$ (922,500)	-100%	Project is no longer included in the DC due to completion of the project.
Hidden Springs Parkette	\$ 380,900	\$ -	\$ (380,900)	-100%	Project is no longer included in the DC due to completion of the project.
Trans Richmond Trail - Gamble Glen Connection -Construction	\$ 216,000	\$ -	\$ (216,000)	-100%	Project is no longer included in the DC due to completion of the project.
Brodie House Park - Design	\$ 88,100	\$ 101,500	\$ 13,400	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Townwood to Towerhill Trail - Design	\$ 21,100	\$ 24,300	\$ 3,200	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Briar Nine Reserve Expansions - Design	\$ 14,200	\$ 16,400	\$ 2,200	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Brodie House Park - Construction	\$ 440,300	\$ 507,500	\$ 67,200	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Crossmar Trail Extension to Yonge - Design	\$ 302,700	\$ 348,900	\$ 46,200	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Townwood to Towerhill Trail - Construction	\$ 169,200	\$ 195,000	\$ 25,800	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Oak Ridges East Community Park - Design	\$ 165,100	\$ -	\$ (165,100)	-100%	Project is no longer included in the DC due to completion of the project.
North Leslie Park 1 - Design	\$ 123,300	\$ 142,100	\$ 18,800	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Briar Nine Reserve Expansions - Construction	\$ 98,000	\$ 113,000	\$ 15,000	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Miles Hill Parkette (Palmer Road Allowance) -Design	\$ 55,900	\$ 64,400	\$ 8,500	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Gamble Park Trail - Design	\$ 45,000	\$ 51,900	\$ 6,900	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
David Dunlop Parkette - Design	\$ 41,000	\$ 47,300	\$ 6,300	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Phyllis Rawlinson / Perryman Park	\$ 3,885,800	\$ 4,478,900	\$ 593,100	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Crossmar Trail Extension to Yonge Street, North ofJefferson Forest Drive	\$ 1,997,700	\$ 2,302,600	\$ 304,900	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Oak Ridges East Community Park	\$ 1,375,200	\$ 1,585,100	\$ 209,900	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
North Leslie Park 1 Construction	\$ 1,025,200	\$ 1,181,700	\$ 156,500	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
North Leslie Park 2 - Design	\$ 442,500	\$ 510,000	\$ 67,500	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
David Dunlop Parkette - Construction	\$ 323,000	\$ 372,300	\$ 49,300	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Miles Hill Parkette (Palmer Road Allowance) -Construction	\$ 254,500	\$ 293,300	\$ 38,800	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Gamble Park Trail - Construction	\$ 162,000	\$ 186,700	\$ 24,700	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Bloomington Wetland Trails - Design	\$ 155,200	\$ 178,900	\$ 23,700	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Bayview Northeast Trail - Design	\$ 82,000	\$ 94,500	\$ 12,500	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
North Leslie Park 2	\$ 3,686,600	\$ 4,249,300	\$ 562,700	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Bloomington Wetland Trails	\$ 1,290,500	\$ 1,487,500	\$ 197,000	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.

<div> <div>Appendix B:</div> <div>Development Charges Cost Analysis</div> </div>					
Service: Outdoor Recreation (continued)					
Project Name	Cost (2014 Town-Wide DC Study)	Cost (2019 Town-wide DC Study)	Difference \$	Difference %	Explanation
Duke of Richmond West Trail	\$ 4,662,300	\$ 5,373,900	\$ 711,600	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Greatlands Developments park (Yonge & 16th Eastof Nothern Heights Drive)	\$ 5,590,200	\$ 6,443,400	\$ 853,200	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Oak Ridges Bayview Avenue Median	\$ 1,408,600	\$ 1,623,600	\$ 215,000	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Bayview Northeast Trail	\$ 631,800	\$ 728,200	\$ 96,400	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
North Leslie Park 3 - Design	\$ 176,900	\$ 203,900	\$ 27,000	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Webster Park North trail connection to Birch Ave. -Design	\$ 151,300	\$ 174,400	\$ 23,100	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Webster Park Trail Connection To Birch -Construction	\$ 381,400	\$ 439,600	\$ 58,200	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
North Leslie Park 5 (1.69 ha) - Design	\$ 221,000	\$ 254,700	\$ 33,700	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
North Leslie Park 4 (1.10 ha) - Design	\$ 143,800	\$ 165,700	\$ 21,900	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
West Gormley Parkette Block 287 - Design	\$ 79,800	\$ 92,000	\$ 12,200	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
South Rouge River Headwaters Trail - Design	\$ 46,800	\$ 53,900	\$ 7,100	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Liberty Developments Park (Hwy 7 & RockwellRoad)	\$ 8,470,500	\$ 9,763,300	\$ 1,292,800	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
North Leslie Park 3 (1.96 ha)	\$ 854,300	\$ 984,700	\$ 130,400	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
North Leslie Park 5	\$ 736,600	\$ 849,000	\$ 112,400	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
West Gormley Parkettee Block 287 Construction	\$ 662,600	\$ 763,700	\$ 101,100	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
North Leslie Park 4 (1.10 ha) - Construction	\$ 479,500	\$ 552,700	\$ 73,200	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
South Rouge River Headwaters Trail - Construction	\$ 385,800	\$ 444,700	\$ 58,900	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
North Leslie Park 6 (1.66 ha) - Design	\$ 126,000	\$ 145,200	\$ 19,200	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
West Gormley Parkette Block 322 - Design	\$ 75,400	\$ 86,900	\$ 11,500	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Salfas Parkette - Design	\$ 56,100	\$ 64,700	\$ 8,600	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Oxford / Direzze Trail - Design	\$ 46,200	\$ 53,300	\$ 7,100	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Sunnywood Park - Design	\$ 44,000	\$ 50,700	\$ 6,700	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
North Leslie Park 6 (1.66 ha)	\$ 1,018,000	\$ 1,173,400	\$ 155,400	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Salfas Parkette	\$ 450,800	\$ 519,600	\$ 68,800	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
North Leslie Transrichmond Trail	\$ 380,200	\$ 438,200	\$ 58,000	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
North Leslie Trails (1.8 km)	\$ 342,100	\$ 394,300	\$ 52,200	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Oxford / Direzze Trail	\$ 309,800	\$ 357,100	\$ 47,300	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
West Gormley Park Block 436 Construction	\$ 191,800	\$ 221,100	\$ 29,300	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
North Leslie Park 8 (2.13 ha)	\$ 128,000	\$ 147,500	\$ 19,500	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
North Leslie Park 7 (0.80)	\$ 71,000	\$ 81,800	\$ 10,800	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Briggs Parkette	\$ 40,200	\$ -	\$ (40,200)	-100%	Project is no longer included in the DC due to completion of the project.
Park Furniture	\$ 250,000	\$ -	\$ (250,000)	-100%	Project is no longer included in the DC due to completion of the project.
	\$ 60,212,390	\$ 51,586,200	\$ (8,626,190)	-14%	

Appendix B:
Development Charges Cost Analysis

Service: Indoor Recreation

Project Name	Cost (2014 Town-Wide DC Study)	Cost (2019 Town-wide DC Study)	Difference \$	Difference %	Explanation
Twining Existing Arena	\$ 18,115,000	\$ -	\$ (18,115,000)	-100%	Project is no longer included in the DC due to completion of the project.
Arena Twinning (Land)	\$ 6,600,000	\$ -	\$ (6,600,000)	-100%	Project is no longer included in the DC due to completion of the project.
Arena Twinning	\$ 18,900,000	\$ 21,780,000	\$ 2,880,000	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Comm. Centre/Pool/Fitness/Twin Pad Arena (land)	\$ 5,000,000	\$ 5,710,000	\$ 710,000	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Comm. Centre/Pool/Fitness/Twin Pad Arena	\$ 61,233,000	\$ 70,580,000	\$ 9,347,000	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
Indoor Turf Facility (Land)	\$ 3,960,000	\$ -	\$ (3,960,000)	-100%	Project is no longer included in the DC due to completion of the project.
Indoor Turf Facility	\$ 41,553,000	\$ 47,900,000	\$ 6,347,000	15%	Increase in cost reflects Statistic Canada Construction index from 2014 to 2019.
	\$ 155,361,000	\$ 145,970,000	\$ (9,391,000)	-6%	