



Corporate Services
Regional Clerk's Office

May 18, 2018

Ms. Kimberley Kitteringham
City Clerk
City of Markham
101 Town Centre Boulevard
Markham, ON L3R 9W3

Dear Ms. Kitteringham:

Re: 2018 Development Charge Background Study and Bylaw Amendment

This letter is to provide notice that the Council of The Regional Municipality of York passed Bylaw No. 2018-42 on May 17, 2018 under the *Development Charges Act, 1997* ("the Act").

Any person or organization may appeal the Bylaw to the Ontario Municipal Board under Section 14 of the Act by filing with the Regional Clerk a notice of appeal setting out the objection to the Bylaw and the reasons supporting the objection by no later than 4:30 p.m. on **June 26, 2018**.

A copy of the following is enclosed for your information:

- Clause 13 of Committee of the Whole Report No. 9
- Bylaw No. 2018-42

This material as well as the background study are also available online at york.ca or may be examined at the Office of the Regional Clerk at 17250 Yonge Street, Newmarket, ON L3Y 6Z1 during regular office hours.

Please contact Edward Hankins, Director, Treasury Office, at 1-877-464-9675 ext. 71644 if you have any questions with respect to this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Christopher Raynor".

Christopher Raynor
Regional Clerk

/C. Martin
Attachments

Clause 13 in Report No. 9 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on May 17, 2018.

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2018 Development Charge Background Study and Bylaw Amendment

Committee of the Whole recommends:

1. Receipt of the communication from Leo Longo, Aird Berlis LLP on behalf of a number of car dealerships located in York Region, dated May 8, 2018.
2. Adoption of the following recommendations, as amended, in the report dated April 25, 2018 from the Commissioner of Finance:
 1. Council approve the 2018 Development Charge Bylaw amendment, with an effective date of July 1, 2018, that incorporates the rates as set out in the 2018 Development Charge Background Study and Bylaw (Attachment 1).
 2. Council approve the proposed changes and clarifications to the treatment of structured parking and retail motor vehicle establishments, as set out in the 2018 Development Charge Background Study and Bylaw.
 3. Council approve the amended policy to defer development charges on qualified open air motor vehicle storage structures in all of York Region, found in Attachment 2.
 4. Council determine that no further public meeting is required pursuant to the Development Charges Act, 1997.
 5. Notice of the passing of this bylaw be given as required under the Development Charges Act, 1997.
 6. Regional staff be authorized to attend the Local Planning Appeals Tribunal or the courts, as appropriate, to defend the Region's position if the 2018 Development Charge Bylaw amendment is appealed.
 7. The Regional Clerk circulate this report to the local municipalities and to the Building Industry and Land Development Association – York Chapter (BILD).

Report dated April 25, 2018 from the Commissioner of Finance now follows:

2018 Development Charge Background Study and Bylaw Amendment

1. Recommendations

It is recommended that:

1. Council approve the 2018 Development Charge Bylaw amendment, with an effective date of July 1, 2018, that incorporates the rates as set out in the 2018 Development Charge Background Study and Bylaw (Attachment 1).
2. Council approve the proposed changes and clarifications to the treatment of structured parking and retail motor vehicle establishments, as set out in the 2018 Development Charge Background Study and Bylaw.
3. Council approve the policy to defer development charges on qualified open air motor vehicle storage structures, found in Attachment 2.
4. Council determine that no further public meeting is required pursuant to the *Development Charges Act, 1997*.
5. Notice of the passing of this bylaw be given as required under the *Development Charges Act, 1997*.
6. Regional staff be authorized to attend the Local Planning Appeals Tribunal or the courts, as appropriate, to defend the Region's position if the 2018 Development Charge Bylaw amendment is appealed.
7. The Regional Clerk circulate this report to the local municipalities and to the Building Industry and Land Development Association – York Chapter (BILD).

2. Purpose

This report seeks approval of the 2018 Development Charge Bylaw amendment and rates, taking into account consultations with the local municipalities and deputations made at the statutory public meeting.

3. Background and Previous Council Direction

The current Development Charge Bylaw came into force on June 17, 2017

Council passed the 2017 Development Charge Bylaw (No. 2017-35) on May 25, 2017, prior to the expiry of the five year statutory limit as prescribed by the

2018 Development Charge Background Study and Bylaw Amendment

Development Charges Act, 1997 (the “Act”). The 2017 Development Charge Bylaw was supported by a background study describing the methodologies and assumptions that underpin the development charge rates.

The 2017 Development Charge Background Study anticipates \$6.5 billion in infrastructure to support population and employment growth to 2031. The proportion that is eligible for recovery from development charges under this bylaw is \$3.7 billion.

In addition, through the Bylaw, Council established a new hotel development charge rate class. Council also approved a policy to defer development charges on purpose-built high density rental buildings for 36 months.

Some capital projects were included in the 2017 Development Charge Bylaw on a contingent basis

The 2017 Development Charge Bylaw includes a two-part contingency schedule (Part A & B of Contingency Schedule G). A contingency schedule is a list of capital projects, with associated development charge rate increases, that would become part of the bylaw, should certain conditions be met (i.e., trigger event).

Part A of Contingency Schedule G includes assets for which the Region does not currently have responsibility, and that require agreements with other parties for the Region to assume responsibility. Examples of this type of project include capital works on Steeles Ave, which is owned by the City of Toronto.

Part B of Contingency Schedule G includes additional road projects that are in the Region’s Transportation Master Plan. Under the 2017 Bylaw, these projects were subject to a five-part financial trigger.

The gross cost of the projects in Contingency Schedule G is summarized in Table 1 as follows:

2018 Development Charge Background Study and Bylaw Amendment

Table 1
2017 Development Charge Bylaw: 'Two-Part' Contingency Schedule

Part	Trigger of development charge(s)	Service(s)	Total gross project costs (\$ Million)
A	Assets the Region doesn't currently have responsibility for and that require agreements with other parties to assume responsibility	Water, Wastewater, Roads, and Senior Services	844
B	Road projects subject to a five-part financial trigger	56 road projects	1,488
Total			2,332

On May 25, 2017, Council also directed staff to bring back an amendment to the 2017 Development Charge Bylaw in the first quarter of 2018

When Council approved the 2017 Development Charge Bylaw, it also directed staff to bring back an amendment by March 31, 2018 that would add all 56 road projects in "Part B" of Contingency Schedule G of the 2017 Development Charge Bylaw into the rate calculation. A full list of the 56 projects, including project costs and calculation methodology, can be found in Table 7-7, on pages 96-98 of the 2017 Development Charge Background Study.

On February 15, 2018, staff tabled a draft 2018 Development Charge Background Study and Bylaw amendment

In order to amend a development charge bylaw, the *Act* requires a municipality to pass an amending bylaw, supported by a development charge background study that details the changes that are the subject of the amendment. On February 15, 2018, staff tabled the draft 2018 Development Charge Background Study and Bylaw.

The purpose of this amendment is two-fold:

1. To address Regional Council's direction to bring back a proposed bylaw amendment to add all 56 road projects from 'Part B' of Contingency Schedule G to the rate calculation

2018 Development Charge Background Study and Bylaw Amendment

2. To review the development charge treatment of parking structures (including any associated sections in the Bylaw)

All other services will continue to be funded under the 2017 Development Charge Bylaw

The 2018 Development Charge Bylaw amends the 2017 Development Charge Bylaw as it pertains to the road capital program and the treatment of structured parking. The 2018 Development Charge Bylaw amendment does not repeal or replace the Region's 2017 Development Charge Bylaw. All other services will continue to be funded under the 2017 Development Charge Bylaw.

Inputs and assumptions from the 2017 Development Charge Bylaw will remain the same, including:

- Forecast horizon (2017 to 2031)
- Residential and non-residential growth forecasts
- Development charge calculation methodology
- Debt and reserves figures

In addition to this bylaw amendment, the finalization of the Steeles Avenue cost-sharing agreement with the City of Toronto will also trigger rate increases

It is expected that on June 14, 2018, the Commissioner of Transportation Services will bring forward a memo to Committee of the Whole providing an update on a cost-sharing agreement with the City of Toronto that includes four Steeles Avenue road projects. Regional and City of Toronto staff have been pursuing such an agreement.

These four projects are identified in "Part A" of Contingency Schedule G to the 2017 Development Charge Bylaw. Finalization of the cost-sharing agreement with the City of Toronto triggers the inclusion of these four projects in the 2017 Bylaw. The rate increases will take effect 30 days after the full execution of the cost-sharing agreement.

The Steeles Avenue projects have an estimated gross project cost of approximately \$122 million, of which the Region's share is just over \$41 million. As a result of the cost-sharing agreement, the Region's development charge rate will increase by approximately \$266 for a single family dwelling. Further details on the rate impact of these projects can be found on pages 28-29 of the Region's 2017 Development Charge Bylaw.

2018 Development Charge Background Study and Bylaw Amendment

An amended asset management plan has been prepared in accordance with the *Act*

The *Act* requires municipalities to prepare an asset management plan as part of their Background Study. The asset management plan must demonstrate that all assets proposed to be funded by the bylaw are financially sustainable over their lifecycle. The asset management plan can be found in Chapter 7 of the 2018 Development Charge Background Study (Attachment 1).

An asset management plan covering the amended project list was included in the 2018 Development Charge Background Study. It accounted for the full operating and capital requirements related to both existing and future assets, enabling an estimate of the impact of growth on both user rates and the tax levy.

Stakeholders were consulted during the development of the background study underpinning the amendment

Beginning in December 2017, staff consulted representatives from local municipalities and the Building Industry and Land Development Association – York Chapter (BILD). Staff met with representatives from the local municipalities on two occasions and the BILD working group on two occasions throughout the development of the bylaw amendment. Topics discussed include:

- Scope of the amendment
- Preliminary impact on rates
- Treatment of structured parking in the amended bylaw

A public meeting was held on March 22, 2018, and all prescribed timelines have been met

On March 22, 2018, the Region held a public meeting to seek feedback on the draft 2018 Development Charge Background Study and Bylaw amendment. At the public meeting Committee of the Whole requested that staff revisit the treatment of structured parking, specifically as it relates to open air structured parking. Staff's response was provided in a memorandum to Committee on April 12th. This feedback was considered during the preparation of Attachment 1 and Attachment 2 and is discussed further on pages 9 to 10 of this report.

In addition to the public meeting, the *Act* requires that other timelines be met to pass a development charge bylaw. Table 2 highlights key dates in the Region's development charge bylaw amendment process. All prescribed timelines have been met.

2018 Development Charge Background Study and Bylaw Amendment

Table 2
Key Dates in Regional Bylaw Amendment Process

Deliverable	Date	Time elapsed
Draft 2018 Background Study and Bylaw amendment publicly released with a report (includes recommendation authorizing public notice)	February 15, 2018	35 days
Notice of public meeting published in all local Metroland newspapers	February 22, 2018	
Public meeting immediately prior to Committee of the Whole Week 2	March 22, 2018	91 days*
Memorandum to Committee of the Whole Week 2 on the development charge treatment of structured parking	April 12, 2018	
2018 Development Charge Bylaw amendment report to Committee of the Whole Week 2	May 10, 2018	
2018 Development Charge Bylaw amendment to Council for anticipated approval	May 17, 2018*	56 days
2018 Development Charge Bylaw amendment and rates come into effect	July 1, 2018	

*Note: *The Development Charges Act, 1997* requires that a background study be available to the public at least 60 days prior to passing the Bylaw.

The Region must provide stakeholders with notice of passage of the Bylaw and of the appeal period

Once the bylaw is passed, the appeal period begins; the Region must provide notice to the public within 20 days of passing the bylaw. This notice will be given through publication in all local Metroland newspapers.

The appeal period for the 2018 Development Charge Bylaw will begin on May 18, 2018, one day after the amending bylaw is expected to be passed, and will end 40 days later, on June 27, 2018 at 4:30 pm. Anyone wishing to appeal the 2018 Development Charge Bylaw amendment must file the appeal with the Regional Clerk prior to that deadline.

2018 Development Charge Background Study and Bylaw Amendment

4. Analysis and Implications

The 2018 Development Charge Bylaw amendment will increase the gross project costs for the road component of the 2017 Development Charge Bylaw from approximately \$2.8 billion to \$4.3 billion

Compared to the 2017 Background Study's main project list, including "Part B" of Contingency Schedule G will add \$1.49 billion in gross project costs and \$1.35 billion in development-charge-eligible costs to the rate calculation (Table 3). The difference will be a future tax levy pressure.

Table 3
Summary of Project Costs*

Gross Project Costs	2017 Background Study (\$ Millions)	2018 Bylaw Amendment (\$ Millions)	Total (\$ Millions)
Roads Services	2,799	1,486	4,284
Roads Development Charge Eligible Costs (2017-2031)	1,945	1,348	3,293

*Note: Numbers may not add due to rounding

Most of the road projects being added through the amendment are for road widenings

Road widening projects (4 or 6 lane widenings) make up 61 per cent of the gross capital costs being added.

The 2018 Development Charge Bylaw amendment will also fund a variety of other road projects, including:

- new and improved interchanges
- rail grade separations
- new arterial corridors
- intersection improvements

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Proposed changes to the treatment of structured parking

The 2018 Development Charge Bylaw amendment also proposes to change the treatment of structured parking

During the consultation process for the 2017 Development Charge Bylaw, some stakeholders expressed their concern about the treatment of car dealerships and structured parking. There were also two appeals of the 2017 Development Charge Bylaw related to automotive dealerships and parking structures (these are discussed further in the Private Memorandum to Council entitled, Development Charge Bylaw Amendment).

Staff's review of the treatment of structured parking and retail motor vehicle establishments (e.g., car dealerships) has resulted in the changes proposed in Table 4 below, with further detail being provided in Chapter 6 and Appendix C of Attachment 1.

Table 4
Summary of Changes to the Treatment of Retail Motor Vehicle Establishments and Structured Parking

Type of development	Change or clarification
Standalone structures used for vehicle storage	Recognize the warehousing nature and levy the industrial/office/institutional rate
Retail motor vehicle establishments	Strengthen the bylaw to treat all areas within a retail motor vehicle establishment as retail Introduce a blended rate treatment for motor vehicle establishments with 'significant' storage areas*
Structured parking accessory to shopping malls and hotels	Clarify their exempt status

*Note: 'Significant' is defined such that the gross floor area of the vehicle storage area (less any eligible employment/customer parking gross floor area) must be greater than two times the gross floor area of the retail motor vehicle establishment not used for vehicle storage area

In response to the feedback received at the March 22 public meeting, staff have proposed a deferral policy for qualified open air motor vehicle storage structures

At the public meeting for the 2018 Bylaw amendment, Committee asked staff to consider additional changes to the treatment of structured parking in the amending Bylaw. Specifically, Committee requested that staff consider amending

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the Bylaw such that open air structured parking facilities used to store vehicles prior to sale or lease be exempt from development charges. The rationale was to encourage more efficient use of land and encourage more compact storage solutions by making it cheaper for developers to build structured parking.

Staff reported back to Committee through a memorandum on April 12, 2018, entitled, "Development charge treatment of structured parking". The memo provided background information regarding structured parking in the Region, and indicated that a development charge deferral policy for qualified open air motor vehicle storage structures would accompany the Background Study and Bylaw being presented to Council in May for approval.

The rationale for deferring development charges on open air motor vehicle storage structures is twofold:

- Staff anticipate that due to the lack of climate control, open air motor vehicle storage areas are less likely to be used for other retail uses such as detailing, servicing and show room compared to their enclosed counterparts
- A deferral agreement protects the Region's interests and allows for the collection of deferred development charges should the facility become enclosed

Table 5 summarizes the main points of this policy. Details of the deferral policy are provided on Attachment 2. The proposed policy has been informed by consultations with local municipalities and car dealerships. If approved, the proposed policy would take effect on July 1, 2018.

Table 5
Key Components of a Policy to Defer Development Charges for Qualified Open Air Motor Vehicle Storage Structures

Term	Rationale
Applies to open air structures designed or intended to be used for motor vehicle storage only	Encourages more compact development, making better use of the land Lack of climate control makes it less likely that these structures will be used for other retail uses such as detailing, servicing and show rooms compared to their enclosed counterparts
Applies to developments within the Regional Centres and Regional Corridors	Targeted policy directed at areas where the Region envisions the greatest levels of intensification

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Term	Rationale
Local municipal participation required	Ensures alignment of Regional and local policy

It is anticipated that the 2017 Development Charge Bylaw will be updated prior to its statutory five year expiration on June 16, 2022

The 2017 Development Charge Bylaw is set to expire on June 16, 2022 (five years after its effective date). The 2018 Development Charge Bylaw amendment does not affect the expiry date of the 2017 Development Charge Bylaw.

It is expected that the Region will update the 2017 Development Charge Bylaw after the Municipal Comprehensive Review has been completed and prior to the statutory maximum five year period.

5. Financial Considerations

As a result of this amendment, all residential development charge rates would increase by 19 per cent and non-residential development charge rates would increase between 18 and 28 per cent

Adding all 56 projects would result in a 19 per cent increase in development charge rates across all residential development types. Similarly, non-residential rates would increase by between 18 and 28 per cent as a result of the amendment. Table 6 summarizes the increases to the Region's development charge rates.

**Table 6
Summary of Increases to Development Charge Rates**

Residential Type	Current rates (\$)*** (as of May 9, 2018)	Proposed 2018 rates (\$)***	Increase (%)
Single and Semi-Detached	48,330	57,525	19
Multiple Unit Dwelling	38,899	46,301	19
Apartments >=700 square feet	28,273	33,652	19
Apartments < 700 square feet	20,636	24,566	19
Non-Residential (per square foot)			

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Residential Type	Current rates (\$)*** (as of May 9, 2018)	Proposed 2018 rates (\$)***	Increase (%)
Retail	39.89	51.12	28
Industrial/Office/Institutional	17.90	21.19	18
Hotel	7.93	10.03	26

*Note: Does not include Nobleton wastewater rates. Rates are subject to indexing on July 1, 2018.

**Note: Rate changes subject to this amendment have had an inflationary factor of 2.4 per cent applied and will not be indexed on July 1, 2018, but will be indexed in future.

Rates imposed by the 2017 Development Charge Bylaw will be subject to indexing on July 1, 2018

Rates under 2018 Development Charge Bylaw amendment will not be indexed on July 1, 2018 as an inflationary factor has already been applied.

Rates imposed by the 2017 Bylaw will be indexed on July 1, 2018. This includes the portion of the rates pertaining to roads services on the main list of the 2017 Development Charge Background Study.

The Region's indexing takes place on July 1, and uses Statistics Canada's Quarterly Construction Price Index, which will be published by Statistics Canada in May 2018. Over the past ten years, the annual index has averaged 2.4 per cent.

6. Local Municipal Impact

The 2018 Development Charge Bylaw amendment will help fund additional road projects to accommodate growth in the local municipalities

The 2018 Development Charge Bylaw amendment adds an additional \$1.49 billion in growth-related roads infrastructure to the Region's 2017 Development Charge Bylaw. The associated 56 road projects will support growth across the Region's local municipalities by helping to fund projects like the construction of new grade separations, road widenings, new interchanges and new arterial corridors.

2018 Development Charge Background Study and Bylaw Amendment

7. Conclusion

Section 10(1) of the *Act* requires that prior to passing a development charge bylaw, a municipality's Council must complete a development charge background study; Attachment 1 to this report, once finalized, satisfies this obligation.

Furthermore, having met all statutory timelines, and to collect development charges for the 56 road projects that are the subject of this amendment, it is recommended that Regional Council approve the adoption of the 2018 Development Charge Bylaw amendment, to come into effect on July 1, 2018.

For more information on this report, please contact Edward Hankins, Director, Treasury Office, at 1-877-464-9675 ext. 71644.

The Senior Management Group has reviewed this report

April 25, 2018

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Accessible formats or communication supports are available upon request

THE REGIONAL MUNICIPALITY OF YORK

BYLAW NO. 2018-42

A bylaw to amend Bylaw 2017-35, being a bylaw to impose development charges against lands to pay for increased capital costs required because of increased needs for services arising from development within The Regional Municipality of York

WHEREAS Section 2 of the Development Charges Act, S.O. 1997, ch. 27 (the "Act") authorizes the Council of the Regional Corporation to enact a bylaw to impose development charges required because of increased needs for services arising from development;

WHEREAS Section 19 of the Act provides for amendments to development charge bylaws;

AND WHEREAS the Council of The Regional Municipality of York requires certain amendments to Bylaw No. 2017-35;

AND WHEREAS a background study dated February 15, 2018 required by Section 10 of the Act was presented to Regional Council along with a draft of this bylaw as then proposed on May 17, 2018 and was completed within a one-year period prior to the enactment of this bylaw;

AND WHEREAS Regional Council directed that the background study and draft proposed bylaw be made available to the public and such documents were made available to the public 60 days prior to the passage of the bylaw and at least two weeks prior to the public meeting required pursuant to Section 12 of the Act;

AND WHEREAS notice of the public meeting was provided in accordance with the requirements of Section 12 of the Act and in accordance with the Regulations under the Act, and such public meeting was held on March 22, 2018;

AND WHEREAS any person who attended the public meeting was afforded an opportunity to make representations and the public generally were afforded an opportunity to make written submissions relating to the proposed bylaw;

AND WHEREAS Regional Council resolved on May 17, 2018 that it is the intention of Regional Council to ensure that the increase in need for services identified in connection with the enactment of the bylaw will be met;

AND WHEREAS Regional Council resolved on May 17, 2018 that no further public meeting be required and that this bylaw be brought forward for enactment;

NOW THEREFORE, the Council of The Regional Municipality of York hereby enacts as follows:

1. Section 1.1 of Bylaw No. 2017-35 is amended by replacing the definition of gross floor area with the following definition:

"gross floor area" means, in the case of a non-residential building or structure or the non-residential portion of a mixed-use building or structure, the aggregate of the areas of each floor, whether above or below grade, measured between the exterior faces of the exterior walls of the building or structure or from the centre line of a common wall separating a non-residential and a residential use, excluding, in the case of a building or structure containing an atrium, the sum of the areas of the atrium at the level of each floor surrounding the atrium above the floor level of the atrium, and excluding the sum of the areas of each floor used, or designed or intended for use for the parking of motor vehicles unless the building or structure, or any part thereof, is a retail motor vehicle establishment or a standalone motor vehicle storage facility or a commercial public parking structure, and, for the purposes of this definition, notwithstanding any other section of this bylaw, the non-residential portion of a mixed-use building is deemed to include one-half of any area common to the residential and non-residential portions of such mixed-use building or structure, and gross floor area shall not include the surface area of swimming pools or the playing surfaces of indoor sport fields including hockey arenas, and basketball courts;

2. Section 1.1 of Bylaw No. 2017-35 is amended by deleting the definition of parking structure.

3. Section 1.1 of Bylaw No. 2017-35 is amended by adding the following definition:

"retail motor vehicle establishment" means a building or structure used or designed or intended to be used for the sale, rental or servicing of motor vehicles, or any other function associated with the sale, rental or servicing of motor vehicles including but not limited to detailing, leasing and brokerage of motor vehicles, and short or long-term storage of customer motor vehicles. For a retail motor vehicle establishment, gross floor area includes the sum of the areas of each floor used, or designed or intended for use for the parking or storage of motor vehicles, including customer and employee motor vehicles. An exemption may be granted to exclude the sum of the areas for customer and employee motor vehicles on terms and conditions to the satisfaction of the Region;

4. Section 1.1 of Bylaw No. 2017-35 is amended by adding the following definition:

"standalone motor vehicle storage facility" means a building or structure used or designed or intended for use for the storage or warehousing of motor vehicles that is separate from a retail motor vehicle establishment. For a standalone motor vehicle storage facility, gross floor area includes the sum of the areas of each floor used, or designed or intended for use for the parking or storage of motor vehicles, including customer and employee motor vehicles. An exemption may be granted to exclude

the sum of the areas for customer and employee motor vehicles on terms and conditions to the satisfaction of the Region;

5. Section 3.12 of Bylaw No. 2017-35 is amended by adding the following subsection (d):

(d) Subsections 3.12 (a) and 3.12(b) do not apply to a retail motor vehicle establishment or a standalone motor vehicle storage facility. Where a retail motor vehicle establishment is one of multiple industrial/office/institutional uses and retail uses in a building or structure, the development charge payable shall be the retail charge. For a retail motor vehicle establishment, where the sum of the areas used, or designed or intended for use for the parking or storage of motor vehicles, excluding the sum of the areas for customer and employee motor vehicles, as determined by the Region, is more than two times greater than the remaining area, the retail rate shall be applied to two times the difference between the gross floor area of the entire retail motor vehicle establishment and the gross floor area of the area used for parking or storage, and any gross floor area above that shall be levied the industrial/office/institutional rate.

6. Schedule "B" of Bylaw No. 2017-35 is amended by adding to those rates, the increases set out Schedule "A" of this bylaw.

7. Schedule "F" of Bylaw No. 2017-35 is amended by adding to those rates, the increases set out in Schedule "B" of this bylaw.

8. Schedule "G" of Bylaw No. 2017-35 is amended by deleting Part B from the list of Contingent Residential and Non-Residential Development Charges.

This bylaw shall come into force on the 1st day of July, 2018

ENACTED AND PASSED on May 17, 2018.

CHRISTOPHER RAYNOR

WAYNE EMMERSON

Regional Clerk

Regional Chair

Authorized by Clause 13, Report 9 of the Committee of the Whole, adopted by Regional Council at its meeting on May 17, 2018

SCHEDULE "A"

Residential Development Charges Increase

July 1, 2018 to June 16, 2022				
Service	Residential Development Charges Increase (\$ per Unit)			
	Single & Semi-detached	Multiple Unit Dwelling	Apartments (>= 700 sqft)	Apartments (< 700 Sqft)
Roads	\$9,195	\$7,402	\$5,379	\$3,930

SCHEDULE "B"

Non-Residential Development Charges Increase

July 1, 2018 to June 16, 2022						
Service	Non-residential Development Charges Increase (\$ per Sqft)			Non-residential Development Charges Increase (\$ per Sqm)		
	Retail	Industrial/Office/ Institutional	Hotel	Retail	Industrial/Office/ Institutional	Hotel
Roads	\$11.23	\$3.29	\$2.10	\$120.90	\$35.37	\$22.57

The map below illustrates the location to which the Bylaw 2018-42 applies.

