Rural Municipality of McKillop

DEVELOPMENT CHARGES STUDY

FINAL REPORT

9 JANUARY 2024

SUMMARY OF FINDINGS AND RECOMMENDATIONS

The following summary highlights consultant recommendations and key findings from the Development Charges Study.

Development Charges

1. Using budget documents provided by the RM of McKillop (RM) and estimates of time for planning, engineering, and administration costs related to future growth, a total of **$2,221,400.00** of estimated off-site capital expenditures are planned to be undertaken until the year 2033 to accommodate growth and development within the Rural Municipality.
2. It is recommended that a development charge of **$3,200 per single-lot, $4,800 per multi-lot and $4,800 per non-residential lot** be adopted by the RM Council bylaw.
3. The planning horizon is to the year 2033.
4. Off-site development charges are applied using a reasonable estimate for growth, which was determined to be 164 lots by 2033.
5. Each Residential lot has a similar impact on infrastructure. Maintaining a single per-lot residential development charge for off-site services is recommended.
6. Development charges are currently expected to be paid in full at the time of subdivision approval. It is recommended this timing for payment remain in place.
7. In accordance with The Planning and Development Act Section 174(1), all development charges collected shall be placed into special reserves specific to the infrastructure for which the charges are collected. For example, an off-site levy reserve for Roads would be created, and the proportion of development charges collected for Roads would be placed into an 'off-site roadway' reserve and used for future capital expenditures to expand, upgrade, or build new roads to accommodate new development.
8. An annual increase using the Building Construction Price Index is recommended to be built into the development charges to ensure development charges reflect costs into the future.
9. It is recommended that a regular review of development charges be undertaken every three years before budget approval to ensure the charges are current.

Based on the above, the table on the next page lists the recommendations and rationale for the proposed Development Charges.

Development Charges are implemented for cost recovery purposes only. There is no operating budget impact.

Development Charges		
ITEM	CONSULTANT RECOMMENDATION	RATIONALE
Capital Cost Figure for Development Charge Calculation (2023 – 2033)	**$2,221,400** **$738,450 (Applying Allocation of Benefit Reductions)**	Capital costs are established based on costs associated with growth and development and consistent with eligible categories prescribed in the *Planning and Development Act, 2007*. Capital improvements to infrastructure are identified in the RM's 5-year Capital Plan documents, in records of actual infrastructure costs incurred and capital costs intended to be included in future 5-year Capital Plan documents. Capital cost calculation includes a 5.2% annual increase for inflation in construction costs and Allocation of Benefit reductions applied across each infrastructure project.
Projected Lot Development 2023 - 2033	**164 lots**	Projected lot development was determined by analyzing population statistics. An average annual growth of 2.79% was determined between 2001 and 2021. This 'high' growth scenario was assumed due to the relatively low development charges proposed in this report, which will help drive growth throughout the RM. A 2.15 residents per household/lot was assumed to determine the additional lots generated by the population increase within the RM.
Proposed Single-Lot Residential Development Charges Application	**Single-Lot per lot charge** **Development Charge: $3,200 / lot**	A standard per-lot fee is proposed for single residential lots because all residential lots have a similar impact on infrastructure.

Proposed Multi-Lot Subdivision Development Charges Application	**Multi-Lot Subdivision per lot charge** **Development Charge: $4,800 / lot**	Multi-parcel subdivisions can have a larger impact on off-site infrastructure, therefore the rate is slightly higher per lot.
Proposed Non-Residential Development Charges Application	**Non-Residential per lot charge** **Development Charge: $4,800 / lot**	Non-residential (commercial or industrial) pay a slightly higher share of the projected development costs since they are revenue-generating properties and can also have a large impact on infrastructure such as roads, drainage, etc.
Payment Options	**Payment in full upon Subdivision Approval**	We recommend requiring payment of development charges at the time of subdivision approval. There is no need to defer payment or increase the risk to the municipality to encourage development when the development charges are relatively low.
Specific Reserves	**Establish specific reserves for development charges**	To comply with the legislation, the RM will need to create reserve funds specific to the infrastructure for which development charges are being collected.

1 BACKGROUND

PINTER & Associates was contracted to conduct a Servicing Fee Study to update development charges associated with new development of land as well as subdivisions. Alan Wallace, RPP, MCIP, was sub-contracted to assist with review and guidance throughout the duration of the project.

The Rural Municipality (RM) of McKillop has a land area base of 665 square kilometers and consists of 7 ½ townships. Agriculture has been the predominant land use within the municipality. However, in recent years, there has been an influx of lakeshore development due to the serene location surrounding Last Mountain Lake and the close proximity to Regina. Resort communities consist of seven (7) Organized Hamlets and ten (10) unorganized hamlets.

The RM is growing rapidly and is expected to continue to grow over the next ten years. The RM requires a fair and transparent development charge to assist with costs related to off-site services to support new development. The off-site development charge is required to meet the Planning and Development Act, 2017 (Act) legislation and the policies contained within the RM's Official Community Plan.

2 INTRODUCTION

This review is intended to examine the costs to the RM for providing off-site infrastructure, planning, engineering, and legal services to accommodate growth and development. The findings are based on a 10-year planning horizon.

Terminology

There are a few terms used throughout this study that are important to know.

1. **Service Agreement Fees** – development charges associated with the subdivision of land. These are normally applied as a condition of approval of subdivisions.

2. **Off-site Infrastructure** – municipal infrastructure consisting of roadways, provision of water, treatment of sewage, drainage, parks, recreation, etc., which serve to accommodate growth and development within the municipality but are not directly associated with any one development.

3. **Direct Services** – infrastructure associated directly with a particular development and mainly located on-site (i.e., within the subdivision).

4. **Allocation of Benefit** – a subsidy (reduction in charges) provided by the municipality in recognition that existing residents may benefit from new or enhanced off-site infrastructure.

3 LEGISLATIVE AUTHORITY

In Saskatchewan, The Planning and Development Act, 2007 (the Act) provides municipalities with the authority to recover development costs through what are commonly referred to as 'development charges'. Development charges are common. However, they are often misunderstood, and there is considerable variation amongst municipalities in the calculation, application, and administration of development charges. This variation makes comparing development charges between municipalities very complicated.

This report reviews the servicing agreement fees, which are charged as a condition of approval for new subdivisions in the Rural Municipality of McKillop.

Development charges are authorized by Sections 169 and 172 of the Act and cover the municipal costs of extending, upgrading, or building roads, sewer, water, and the provision of other infrastructure specified in the Act.

Section 169 in the Act states:

Development Levy Bylaw
169(1) If a council has adopted an official community plan that authorizes the use of development levies, the Council may, by bylaw, establish development levies to recover the capital costs of services and facilities as prescribed in subsections (2) and (3).

(2) If a development does not involve the subdivision of land, a council may impose development levies for the purpose of recovering all or a part of the municipality's capital costs of providing, altering, expanding, or upgrading the following services and facilities associated, directly or indirectly, with a proposed development:

(a) sewage, water or drainage works;
(b) roadways and related infrastructure;
(c) parks;

> *(d) recreational facilities.*

Section 172 states:

> ***Servicing agreement***
> *172(1) If there is a proposed subdivision of land, the municipality in which the subdivision is located may require a subdivision applicant to enter into a servicing agreement to provide services and facilities that directly or indirectly serve the subdivision.*
>
> *(2) Subdivision applicants shall not receive a certificate of approval from the approving authority if a servicing agreement is required by the municipality and has not been signed by the parties to the agreement.*

The analysis of development charges also includes the possibility of establishing a new Development Levy Bylaw for developments that do not require subdivision but increase the demand for municipal services. It is our opinion that the RM does not have enough of these types of developments (infill/intensification) to warrant bringing in a development levy.

There are several benefits which accrue from this review; among the most important are:

- Municipal capital costs for off-site infrastructure incurred as the result of development are paid for by developers at the time of subdivision.
- It reduces pressure on the mil rate (property taxes) by requiring new development to pay for a fair share of the costs of growth.
- It requires payment of capital costs from those who benefit most from development.
- It creates a more equitable and fair system for allocating development costs.

This report and analysis will enable the RM to inform ratepayers and developers about the costs of development in McKillop and how those costs are recovered.

4 ANALYSIS

On August 01, 2023, servicing information and development data was obtained from the Rural Municipality. The list of documents included:

- Waterworks System Assessment, Sun Dale Waterworks, 2021 (Spring Creek Consulting)
- Roadway Assessments and Asset Management Plan, 2022 (Wyatt Engineering)
- Planning Fee Schedule, 2018 (RM of McKillop)
- Service Agreement Fee for Off-Site Services, 2013 (Walker Projects)
- Official Community Plan, 2019 (RM of McKillop)

4.1 Eligible Versus Non-Eligible Costs

For the purposes of comparing how different jurisdictions apply development charges based on differences in provincial legislation, the following table has been produced to illustrate the differences between provincial legislation. It is important to note that each of the eligible growth factors on the left side of the chart below is subject to some level of interpretation as to what can and cannot be included within that category. Based on the principle of accountability and transparency, a municipality is required to 'reasonably' demonstrate that the rates are based on actual and projected costs and exercise transparency in how the costs are calculated.

Table 1: Eligible Off-site Levies for Western Canadian Provinces

ELIGIBLE OFF-SITE LEVIES FOR WESTERN CANADIAN PROVINCES				
OFF-SITE LEVIES	BRITISH COLUMBIA	ALBERTA	SASKATCHEWAN	MANITOBA
Water	✓	✓	✓	✓
Wastewater	✓	✓	✓	✓
Stormwater System	✓	✓	✓	✓
Roads	✓	✓	✓	✓
Parks	✓		✓	
Recreation		✓	✓	
Transit				
Police & Fire		✓		
Library		✓		
Childcare	✓			

	*Vancouver only			
Housing	✓ *Vancouver and Whistler (for employee housing) only			
Other[1]		✓ *Redevelopment levies imposed on land for park/ school buildings and/or new or expanded recreation facilities; Necessary land purchases.	✓ *Planning, Administration, Engineering, Legal Fees may be included.	✓ *Waste removal, drainage, public, street lighting, sidewalks, traffic control, access and connections to existing services.

In Saskatchewan, the capital costs for the major elements of growth may be recovered from development charges. Development charges may, therefore, include costs for the construction of the infrastructure listed below and the associated planning, engineering, and legal services related to that construction:

- water;
- wastewater;
- stormwater;
- roadways and related infrastructure; and,
- parks and recreational facilities.

If developers are paying up-front for the capital cost of infrastructure that directly serves a subdivision (direct costs), the risk and cost of growth for the municipality are generally lower. Development charges for direct costs are not being considered in this analysis since development normally pays for all direct services to serve their developments in the RM. Shallow utilities such as gas, electricity, and cable are not typically provided by municipalities but are paid for by developers as direct costs for a local area. Other costs, such as relocation of major utility infrastructure (e.g., natural gas stations, electrical sub-stations, transmission lines), are typically paid directly by developers.

4.2 Future Growth Consideration

The Future Land Use Map found within the RM's OCP was updated based on direction and guidance provided by the RM. Areas for residential and commercial growth are found in Appendix A.

The potential development areas are designated for 'Residential' and "Commercial/ Light Industrial" development. The areas designated for future growth exceed the area requirements for anticipated growth over the next ten years.

Over the last five years, non-residential development within the RM has been limited. However, a heightened non-residential development rate is anticipated in the upcoming years. Sask Liquor and Gaming have intentions to auction a liquor license in the RM, and concurrently, the Province is expanding Rowan's Ravine Provincial Park by 250 sites. Despite these developments, the projection for the next decade indicates that the predominant focus will remain on residential development.

Growth projections were created by using the population statistics from Statistics Canada. Three growth scenarios were created and presented to the RM administration. The high growth scenario was projected using the last 20 years of census data for the RM. The medium growth scenario was projected using the last 40 years of census data for the RM. The low growth scenario was created using the current average growth scenario for Canada. A Graph of the Population Projections based on the various growth scenarios is found below:

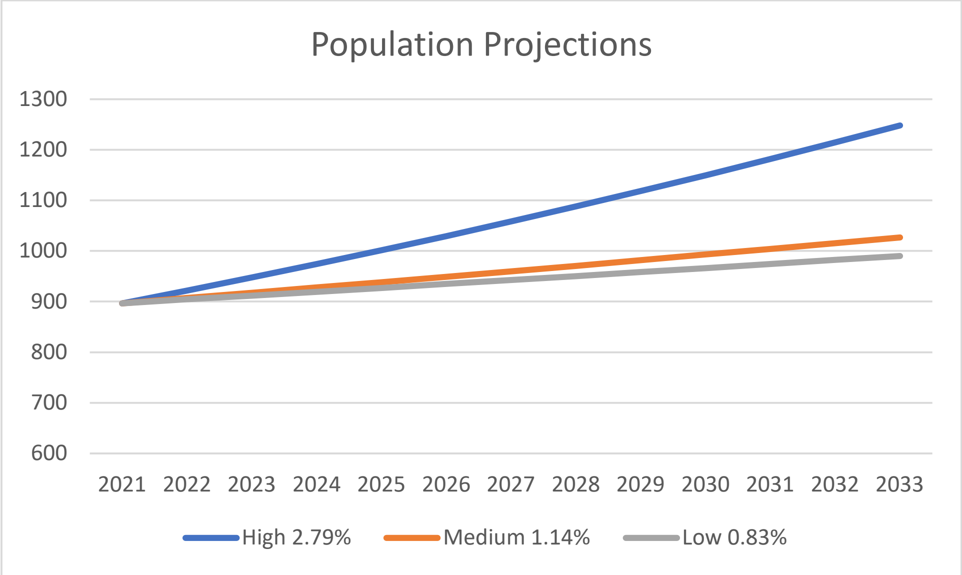

Figure 1: Population Projections for the RM of McKillop

The RM administration indicated that the COVID-19 pandemic likely contributed to the significant growth trend in the RM over the last census period. However, substantial growth was seen even in the years before the pandemic. The RM is looking to increase growth and development by adopting relatively low development charges. This policy will surely add to the growth experienced in the coming years, making the high population projection of 2.79%. It is anticipated that by 2023, there will be an additional 351 people living in the RM. The average number of residents per household is assumed to be 2.15, resulting in an additional 164 houses/lots by 2033.

4.3 Development Charge Calculations

This section describes the methodology and basis for reviewing the Development Charges for the RM. The assessment of development charges was completed through a review of the legislation.

It is important to understand what costs can be included in the development charges and what is not eligible. The following describes what is <u>not</u> included: :

- Operation and maintenance of existing infrastructure – e.g., road grading, resurfacing, topping, etc.- are all considered to be the maintenance of existing infrastructure paid for by property taxes. Operation and maintenance is not eligible as a development charge.
- Direct Servicing and Infrastructure – these things are contained within the boundaries of a development (subdivision) and normally paid for by developers, therefore these costs are not included.

The following describes what <u>is</u> eligible (all are typically located off-site and paid for by the municipality):

- Water – infrastructure for the treatment and distribution of water to serve future growth.
- Sewer – infrastructure for the collection, treatment, and disposal of wastewater.
- Stormwater – infrastructure for the capture, collection, and conveyance of stormwater.
- Roadways and Related Infrastructure – new roads, expanded or widened roadways for more capacity, or upgrading roadways to serve more growth. It may also include signage, lighting, intersection improvements, etc.
- Parks – parks serving multiple subdivisions.

- Recreation Facilities – playgrounds serving multiple subdivisions, marinas, covered picnic areas, etc.

The following assumptions were made in estimating the development charges and are discussed further in this section.

- Review of capital costs eligible under the legislation for both historical and future development charges.
- Capital costs are based on available information from the RM's capital planning documents and studies associated with growth and development.
- A charge differential between Residential and Non-Residential development is desired as the latter typically has a larger impact on infrastructure and drainage.
- Annual indexing assumes a 5.2% increase annually based on the Building Construction Index.
- 'Allocation of Benefit' reductions are set for each individual forecasted infrastructure project.

This section summarizes the calculation of specific development-related costs.

4.4 Capital Cost Forecast (2020 – 2045)

A development-related capital forecast has been prepared by the consulting team, RM staff and Council members as part of the study. The forecast identifies development-related projects with the RM's long-term capital plans and the required planning studies to support growth and development. These are indirect or off-site costs that benefit and enable growth in the RM.

Development charges are applied in consideration of factors including lot development over the planning period (2023-2033). Based on the population projections found in section 4.2, it is assumed that approximately 164 new residential lots could be developed for projection purposes. A relatively small non-residential growth was also considered while developing development charges.

Due to the relatively low non-residential development in the RM, PINTER recommends applying the Multi-Lot rate for Non-residental development.

Table 2 provides the breakdown of development charges which are detailed in **Appendix B – Development Charge Summary.**

Table 2: RM Long Term Capital Plans, Breakdown of Development Cost Charges adjusted for inflation

DEVELOPMENT CHARGE SUMMARY	2023 - 2033
Road Construction	$1,312,800
Sewage Works	$0.00
Water Works	$150,000
Drainage Works	$0.00
Recreation and Recreation Facilities	$481,900
Administrative, Engineering, and Planning Fees	$276,700
TOTAL	**$2,221,400**
Estimated Annual Inflation (2023 – 2033)	5.2%
Anticipated Lot Development	164 lots
Cost Recovery Rate (Allocation of Benefit)	20 - 70% Applied to Individual Projects
Single-lot Charge/lot	**$3,200**
Multi-lot Charge/lot	**$4,800**
Non-Residential Charge/lot	**$4,800**

For future consideration, where rural developments may focus on roads and drainage, development standards associated with more urban-type development, including lakeshore developments, can include curbs and gutters, sidewalks, streetlights, etc. Where the RM incurs costs for this infrastructure, the legislation allows those costs to be recovered through development charges.

4.5 Annual Indexing of Development Charges

Some municipalities apply an annual automatic increase to their development charges, but this is not the norm. Most municipalities set their development charges and review them every 3 years. For the RM of McKillop, it is recommended to set the development charges and review them every 3 to 5 years.

For reference, the from 2017 to 2020, the inflation rate increased annually between 2.3% and 4.1%, before significant increases from 2020 to 2022, where inflation rose 20.5% and then 18.7%.

4.6 Establishing Capital Reserve Fund

Collected development charges must be applied to specific projects identified within a capital plan. To comply with the legislation, the RM is required to create reserve funds specific to the infrastructure for which development charges are being collected. This may be a general 'Restricted Reserve'. It is important that it can be demonstrated that development charges collected have been applied to the capital costs of infrastructure and not applied to the general revenue of the RM.

4.7 Development Charge Payment

It is recommended that the RM require 100% payment of development charges upon Servicing Agreement approval. The option of entering into a flexible payment plan in the Servicing Agreement is always available, but this practice should be guided by a consistent, fair, and transparent policy.

4.8 Allocation of Benefit

'Allocation of Benefit' is applied by some municipalities to recognize that there can be a benefit to all existing ratepayers when new infrastructure is built or upgraded resulting from growth. It could be a new roadway, improved or widened roadway, better drainage, more provision for water, etc.

The Allocation of Benefit is a principle that is applied to development charges without a standard formula. The most common practice is to apply a reduction (by %) based on an estimated value, which can be reasonably justified as having benefits for current ratepayers (in the municipality) and thus paid for through taxes. For example, if a new roadway was estimated to cost $1 million dollars, and it was estimated that 25% of the expected traffic was from the existing ratepayers not traveling to or from the new development, then the estimated total development charge would be reduced by 25%. The reduced development charge would be coveredby the mil rate (existing ratepayers).

The Allocation of Benefit principle is not applied everywhere, and it can be problematic to estimate how much benefit to apply to the reduction in development charges. The principle of 'growth pays for growth' is widely accepted, especially in large cities. This means that 100% of the estimated costs for growth-related infrastructure are paid for by new growth.

Since a considerable portion of the planned infrastructure projects also provide value to the existing RM taxpayers, an allocation of benefits has been assigned to each future project. The specific allocation of benefit percentage reductions for each project can be seen in the table below. The corresponding budget projections for each project up to the year 2033 can be seen in Table 3 below. The substantial allocation of benefits applied below is strategic in achieving a higher growth and development rate throughout the RM in the coming years.

Table 3: RM Long-Term Capital Plans with Allocation of Benefit Adjustment

Category	Project Description	Unit Price	Allocation of Benefit Reduction	Total Cost Recovered by Development Charges (2023 – 2033)	Total Cost Recovered by Mil Rate or Government Grants (2023 – 2033)
Roads	Erecting Road Signs	$10,000.00	30%	$30,260.70	$12,968.87
	Clay Capping	$100,000.00	80%	$253,918.65	$1,269,593.25
Recreation	(2) Boat Launches	$50,000.00	50%	$129,511.10	$64,755.55
	Playgrounds	$60,000.00	50%	$36,743.81	$36,743.81
	Beach Facilities	$100,000.00	50%	$64,424.15	$64,424.15
	Community Pavilion	$150,000.00	50%	$75,000.00	$75,000.00
Water	Community well	$150,000.00	50%	$75,000.00	$75,000.00
Drainage	none			$0.00	$0.00
Sewage	none			$0.00	$0.00
Administrative	Drainage Plan	$55,000.00	50%	$71,687.65	$71,687.65
	Review	$10,500.00	50%	$66,653.65	$66,653.65
TOTAL				**$738,444.15**	**$1,482,908.28**

4.9 Review of Other Development Charges

Creating Development Fees that are too high may ultimately detract from development occurring in the community. Having Development fees that are too low puts a financial burden on the RM to cover costs related to infrastructure. It is essential to determine development fees that do not deter development but also help the RM with finances to service new development. To determine the cost, PINTER, and Wallace Insights reviewed other RM's development fees to add the context of what is being done in other areas of the province.

4.10 Successful Grant Applications

The RM may be successful in applying for grants that offset the cost of growth and off-site development-related capital construction. Where this occurs, the off-site infrastructure costs may be reduced by the value of grants and contributions based on the extent to which they are used to fund growth-related costs.

Where the RM secures conditional grants secures conditional grants for specific projects, the amount of the grant should reduce the project cost. Unconditional grants, even though the RM may have utilized them for financing a project, are not deducted from the final project costs, as it can be rationalized that such funding could have been used for other projects as they are not specific to a particular capital project.

4.11 Development Charge Exemptions

Several situations are defined within the Act where a development or subdivision is considered exempt from development charges or where it is appropriate to provide a development charge credit to a proponent.

The following situations describe these circumstances:

1. A site has been previously assessed a development charge,
2. Where land is intended for a not-for-profit development or community service use, including but not limited to churches or other places of worship, the Council has the authority to waive any development charges by policy or individual request.
3. The RM Council may wish to incentivize certain forms of development by exempting the applicable charges in part or whole. Such exemptions would

be established by Council policy and funded within the broader public tax structure.

5 POLICY CONSIDERATIONS AND OPTIONS

5.1 Principles for Applying Development Charges

This policy is intended to recover costs incurred by the municipality to support growth and development through development charges. In general, when a municipality creates a framework for development charges, they should be applied based on these five principles:

- **Benefit** – who mainly benefits from the cost?
- **Equity / Fairness** – are the rates applied fairly?
- **Accountability / Transparency** – are the rates based on actual cost, and how are the costs calculated? Do the stakeholders understand how the levies are calculated?
- **Ease of Administration** – can the costs be administered easily and with minimal staff?
- **Revenue Reliability / Security** – does the rate cover the costs over the long run, and are they stable?

Most municipalities recognize that there are some benefits that accrue to all ratepayers and stakeholders when a municipality grows. However, this benefit may not be as widely accepted in lake and resort communities. Municipal-wide benefits of growth can include:

- more jobs;
- broader tax base;
- more diversity;
- more residential choices;
- more leisure options, and,
- increased ability to attract more growth.

The application of the principles of benefit, equity, and fairness are matters of public policy leading to decisions on how much subsidy to offer new development. Affordability and cost competitiveness come up as common reasons for not putting all costs for off-site development on new development. Some municipalities keep off-site charges low to encourage new growth and development - an economic development incentive. However, placing too much of the costs on the mill rate can erode overall affordability within a municipality by putting upward pressure on property taxes, affecting all ratepayers.

5.2 Sources of Funding Growth

There are essentially four sources of funding to fund the development of off-site infrastructure which supports growth and development:

1. Mill Rate (Property Taxes)
2. Government Grants
3. Development Charges (Service Agreement Fees or Development Levy)
4. Surcharges on Utility Bills

Common questions about the funding of growth have usually been:

- How is growth paid for?
- Is the current funding model sustainable?
- What other funding options are available?

It is important for the Council to note that no one methodology is applied universally across the province to determine development charges and cost recovery. There is also no standard way to determine the 'Allocation of Benefit' to the larger community and how that impacts development charges. **Establishing development charges is a matter of policy choice for a municipality based on balancing cost recovery with encouraging growth and development as part of meeting strategic outcomes desired by the RM.**

Development charges may be assessed and administered based on:

- Uniform charges applied to all land use classifications across the RM
- Land use specific charges applied uniformly across the RM
- Site specific charges are applied uniformly across all land use classifications within the RM
- Site and land use specific charges.

When considering the method of assessment and administration for development charges, it is important to consider the capacity of the administration to oversee the implementation.

6 NEXT STEPS

The next steps in the process assume that the RM Council adopts the recommendations from this report.

1. Adopt a new Development Charge Bylaw. The RM Administrator will prepare the necessary bylaw, advertise the bylaw, and adopt the bylaw through a public hearing in accordance with The Planning and Development Act, 2007.

7 LIMITATIONS

The evaluation and recommendations in this report are limited by reliance on readily available information from the sources identified in this report. PINTER has relied in good faith on the information provided by third parties. We accept no responsibility for any deficiencies or inaccuracies contained in this report resulting from omissions, misinterpretations, or fraudulent acts of the third parties.

In conducting this study and in rendering our findings and recommendations, PINTER gives the benefit of its best judgment based on its experience and in accordance with generally accepted professional standards for this type of study.

Our evaluation and recommendations are drawn from the information provided to PINTER & Associates Ltd., in whole or in part, during this study and have been included in this report. Any use which a third party makes of this report, or any reliance on or decisions to be made based on it, are the responsibility of such third parties. PINTER & Associates Ltd. accepts no responsibility for damages, if any suffered, by any third party as a result of decisions made or actions based on this report.

PINTER & Associates Ltd.	Wallace Insights
Enkhnyamaa Jalbuu, P. Eng.	**Allan G. Wallace, RPP, MCIP, LEED-GA**
Manager of Municipal Services	**Planning Director**
9 January 2024	9 January 2024

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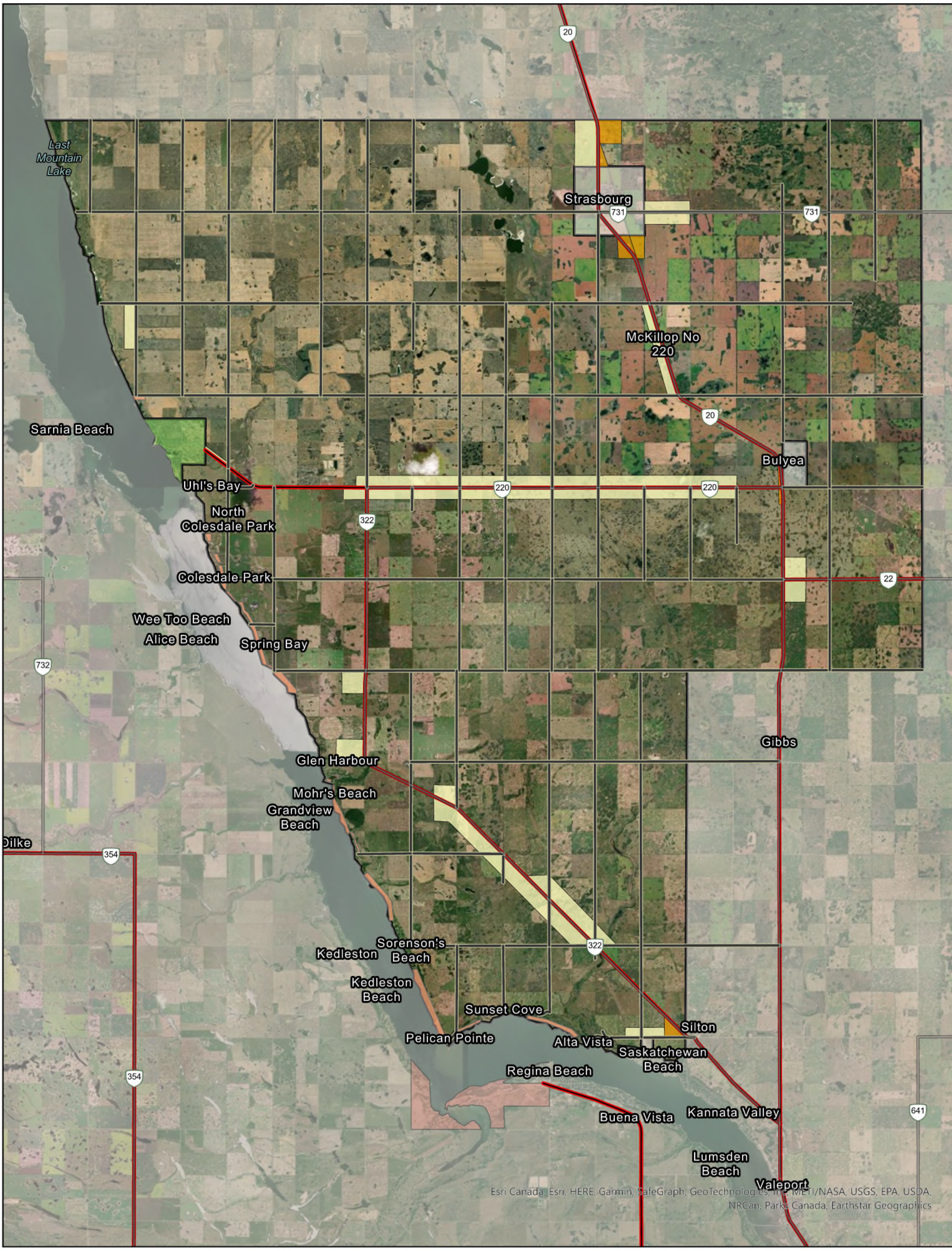
PROFESSIONAL ENGINEER
E. JALBUU
MEMBER 34822
24 YR. 01 MN. 09 DAY
SASKATCHEWAN

REGISTERED PROFESSIONAL PLANNER
ALAN G. WALLACE
197
SASKATCHEWAN

Appendix A

Land Use Map



Legend

R.M. of McKillop No. 220

Future Land Use Map

0 1 2 4 6

Kilometers

N

- Collector
- Highway
- Other Municipality
- Last Mountain Lake I.R. 80A
- Park
- R.M. of McKillop

Future Land Use

- Commercial/ Light Industrial
- Country Residential
- Lakeshore Residential

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This map is for reference only. Data use on this map may or may not be accurate, current, or otherwise reliable.
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Appendix B

Development Charge Summary

Client	R.M. of McKillop
Project	Servicing Fee Analysis
Project Number	3170

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R.M. of McKillop Yearly Expenditures for New and Upgraded Infrastructure

Category	Project Description	Unit Price	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total
Roads	Erecting Road Signs	$ 10,000.00		$ 10,000.00	$ 10,520.00	$ 11,067.04	$ 11,642.53						$ 43,229.57
	Clay capping 1 mile of roads per year	$ 100,000.00	$ 100,000.00	$ 105,200.00	$ 110,670.40	$ 116,425.26	$ 122,479.37	$ 128,848.30	$ 135,548.41	$ 142,596.93	$ 150,011.97	$ 157,812.59	$ 1,269,593.25
Recreation	(2) Boat Launches	$ 50,000.00				$ 58,212.63				$ 71,298.47			$ 129,511.10
	Playgrounds	$ 60,000.00					$ 73,487.62						$ 73,487.62
	Beach Facilities	$ 100,000.00						$ 128,848.30					$ 128,848.30
	Community Pavilion	$ 150,000.00	$ 150,000.00										$ 150,000.00
Water	Community well	$ 150,000.00	$ 150,000.00										$ 150,000.00
Drainage	none	$ -											$ -
Sewage	none	$ -											$ -
Administrative	Drainage Plan	$ 55,000.00			$ 60,868.72						$ 82,506.58		$ 143,375.30
	Review	$ 10,500.00	$ 10,500.00	$ 11,046.00	$ 11,620.39	$ 12,224.65	$ 12,860.33	$ 13,529.07	$ 14,232.58	$ 14,972.68	$ 15,751.26	$ 16,570.32	$ 133,307.29
TOTAL			**$ 410,500.00**	**$ 126,246.00**	**$ 193,679.51**	**$ 197,929.58**	**$ 220,469.86**	**$ 271,225.68**	**$ 149,781.00**	**$ 228,868.07**	**$ 248,269.81**	**$ 174,382.92**	**$ 2,221,352.43**

R.M. of McKillop Yearly Expenditures for New and Upgraded Infrastructure - Allocation of Benefit Reduction

Category	Project Description	Unit Price	Allocation of Benefit	Servicing Fee Unit Price	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total
Roads	Erecting Road Signs	$10,000.00	30%	$7,000.00		$ 7,000.00	$ 7,364.00	$ 7,746.93	$ 8,149.77						$30,260.70
	Clay capping 1 mile of roads per year	$100,000.00	80%	$20,000.00	$ 20,000.00	$ 21,040.00	$ 22,134.08	$ 23,285.05	$ 24,495.87	$ 25,769.66	$ 27,109.68	$ 28,519.39	$ 30,002.39	$ 31,562.52	$253,918.65
Recreation	(2) Boat Launches	$50,000.00	50%	$25,000.00				$ 29,106.32				$ 35,649.23			$64,755.55
	Playgrounds	$60,000.00	50%	$30,000.00					$ 36,743.81						$36,743.81
	Beach Facilities	$100,000.00	50%	$50,000.00						$ 64,424.15					$64,424.15
	Community Pavilion	$150,000.00	50%	$75,000.00	$ 75,000.00										$75,000.00
Water	Community well	$150,000.00	50%	$75,000.00	$ 75,000.00										$75,000.00
Drainage	none	$0.00		$0.00											$0.00
Sewage	none	$0.00		$0.00											$0.00
Administrative	Drainage Plan	$55,000.00	50%	$27,500.00			$ 30,434.36						$ 41,253.29		$71,687.65
	Review	$10,500.00	50%	$5,250.00	$ 5,250.00	$ 5,523.00	$ 5,810.20	$ 6,112.33	$ 6,430.17	$ 6,764.54	$ 7,116.29	$ 7,486.34	$ 7,875.63	$ 8,285.16	$66,653.65
TOTAL					**$ 175,250.00**	**$ 33,563.00**	**$ 65,742.64**	**$ 66,250.62**	**$ 75,819.62**	**$ 96,958.35**	**$ 34,225.97**	**$ 71,654.96**	**$ 79,131.31**	**$ 39,847.68**	**$738,444.15**

Contextual Information

Inflation Rate	5.2%
Number of lots	164
Price per lot	**$ 4,502.71**