



Development Charges Background Study

City of Port Colborne

August 23, 2024

Watson & Associates Economists Ltd.
905-272-3600
info@watsecon.ca

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List of Acronyms and Abbreviations

A.M.P.	Asset management plan
C.B.C.	Community Benefits Charge
D.C.	Development charge
D.C.A.	Development Charges Act, 1997, as amended
F.I.R.	Financial Information Return
G.F.A.	Gross floor area
LPAT	Local Planning Appeal Tribunal
N.F.P.O.W.	No fixed place of work
O.L.T.	Ontario Land Tribunal
O.M.B.	Ontario Municipal Board
O.P.A.	Official Plan Amendment
O. Reg.	Ontario Regulation
P.O.A.	Provincial Offences Act
P.P.U.	Persons per unit
S.D.E.	Single detached equivalent
S.D.U.	Single detached unit
sq.ft.	square foot
sq.m	square metre



Executive Summary



Executive Summary

1. The report provided herein represents the Development Charges (D.C.) Background Study for the City of Port Colborne (City) required by the *Development Charges Act, 1997*, as amended (D.C.A.). This report has been prepared in accordance with the methodology required under the D.C.A. The contents include the following:
 - Chapter 1 – Overview of the legislative requirements of the D.C.A.;
 - Chapter 2 – Review of present D.C. policies of the City;
 - Chapter 3 – Summary of the residential and non-residential growth forecasts for the City;
 - Chapter 4 – Approach to calculating the D.C.;
 - Chapter 5 – Review of historical service standards and identification of future capital requirements to service growth and related deductions and allocations;
 - Chapter 6 – Calculation of the D.C.s;
 - Chapter 7 – D.C. policy recommendations and rules; and
 - Chapter 8 – By-law implementation.

2. D.C.s provide for the recovery of growth-related capital expenditures from new development. The D.C.A. is the statutory basis to recover these charges. The methodology is detailed in Chapter 4; a simplified summary is provided below.
 - 1) Identify amount, type and location of growth.
 - 2) Identify servicing needs to accommodate growth.
 - 3) Identify capital costs to provide services to meet the needs.
 - 4) Deduct:
 - Grants, subsidies and other contributions;
 - Benefit to existing development;
 - Amounts in excess of 15-year historical service calculation; and
 - D.C. reserve funds (where applicable);
 - 5) Net costs are then allocated between residential and non-residential benefit; and
 - 6) Net costs divided by growth to provide the D.C.



3. A number of changes to the D.C.A. have occurred since the passage of the City's 2019 D.C. By-law. Some of the changes were introduced through four bills passed in the Ontario legislature: Bill 108, Bill 138, Bill 197, and Bill 213. The changes included the following:

- Instalment payments for rental housing, institutional developments, and non-profit housing;
- Rate freeze on D.C.s for applications proceeding through Site Plan or Zoning By-law Amendment applications;
- Removal of the 10% mandatory deduction on all D.C. eligible services;
- Introduction of a new authority under the *Planning Act* to implement Community Benefit Charges (C.B.C.);
- Eligible Services: The list of eligible services for the D.C. was expanded to include most services eligible under the D.C.A. prior to Bill 108; and
- New exemption for universities that receive operating funds from the Government.

4. The Province has since introduced another set of revisions to the D.C.A. through Bill 23: *More Homes Built Faster Act, 2022*. Bill 23 was first introduced on October 25, 2022, and received Royal Assent on November 28, 2022. A summary of the changes provided from Bill 23 are outlined below (further details are provided in Chapter 1 of this report):

- Additional residential unit exemption: allowance of a third unit as-of-right;
- Removal of Housing as an eligible D.C. service;
- New statutory exemption for Affordable Units;
- New statutory exemption for Attainable Units;
- New statutory exemption for Affordable Inclusionary Zoning Units;
- New statutory exemption for Non-Profit Housing;
- Historical level of service extended to previous 15-year period instead of the previous 10-year period;
- Capital Cost definition revised to remove studies and prescribe services for which land or an interest in land will be restricted (nothing prescribed to date);
- Mandatory phase-in of a D.C. for by-laws passed after January 1, 2022, as follows:



- Year 1 – 80% of the maximum charge;
 - Year 2 – 85% of the maximum charge;
 - Year 3 – 90% of the maximum charge;
 - Year 4 – 95% of the maximum charge; and
 - Year 5 to expiry – 100% of the maximum charge.
 - D.C. By-law expiry will be a maximum of 10 years after the date the by-law comes into force;
 - D.C. for Rental Housing developments to receive a discount as follows:
 - Three or more bedrooms – 25% reduction;
 - Two bedrooms – 20% reduction; and
 - All other bedroom quantities – 15% reduction.
 - Maximum interest rate for instalments and determination of charge for eligible Site Plan and Zoning By-law Amendment applications to be set at the average prime rate plus 1%; and
 - Requirement to allocate funds received – municipalities are required to spend or allocate at least 60% of their reserve fund at the beginning of the year for water, wastewater, and services related to a highway.
5. On April 10, 2024, the Province released Bill 185: *Cutting Red Tape to Build More Homes Act*. The Bill received Royal Assent on June 6, 2024. A summary of the changes provided from Bill 185 are outlined below (further details are provided in Chapter 1 of this report):
- The definition of eligible capital costs (to include certain studies);
 - The removal of the mandatory phase-in of charges;
 - The process for minor amendments to D.C. by-laws;
 - A reduction of time for the D.C. rate freeze related to site plan and zoning by-law amendment planning applications;
 - Modernizing public notice requirements; and
 - Implementation of the affordable residential unit exemptions.
6. The growth forecast (Chapter 3) on which the D.C. study is based, projects the following population, housing, and non-residential floor area for the 12-year period (2024 to 2036).



Table ES-1
Summary of Growth Forecast by Planning Period
City of Port Colborne

Measure	12 Year 2024 to 2036	Urban 12-Year 2024 to 2036
(Net) Population Increase	3,859	3,960
Residential Unit Increase	2,097	1,989
Non-Residential Gross Floor Area Increase (sq.ft.)	976,000	958,800

Source: Watson & Associates Economists Ltd. Forecast 2024

7. On November 12, 2019, the City of Port Colborne passed By-law 6733/97/19 under the D.C.A. The by-law imposes D.C.s on residential and non-residential uses. The City is undertaking a D.C. public process and anticipates passing a new by-law on October 22, 2024, with the mandatory public meeting scheduled for September 24, 2024.
8. The City's D.C. currently in effect (as of January 1, 2024) is \$11,419 for single detached dwelling units for full services. The non-residential charge is \$4.10 per sq.ft. of gross floor area for full services. This report has undertaken a recalculation of the charges based on future identified needs (presented in Schedule ES-3 for residential and non-residential). Charges have been provided on a City-wide basis for all services excluding water and wastewater services, which have been provided on an urban-wide basis. The corresponding single-detached unit charge for full services is \$30,529. The non-residential charge is \$12.05 per sq.ft. of building area for full services. These rates are submitted to Council for their consideration.
9. The D.C.A. requires a summary be provided of the gross capital costs and the net costs to be recovered over the life of the by-law. This calculation is provided by service and is presented in Table 6-4. A summary of these costs is provided below:



Table ES-2
Summary of Expenditures Anticipated Over the Life of the By-law

Summary of Expenditures Anticipated Over the Life of the By-law	Expenditure Amount
Total gross expenditures planned over the next ten years	\$214,234,031
Less: Benefit to existing development	\$30,909,369
Less: Post planning period benefit	\$48,009,400
Less: Other Deductions	\$82,500
Less: Grants, subsidies and other contributions	\$0
Net costs to be recovered from development charges	\$135,232,762

This suggests that for the non-D.C. cost over the ten-year D.C. by-law (benefit to existing development, and grants, subsidies and other contributions), \$30.99 million (or an annual amount of \$3.10 million) will need to be contributed from taxes and rates, or other sources. With respect to the post period benefit amount of \$48.01 million, it will be included in subsequent D.C. study updates to reflect the portion of capital that benefits growth in the post period D.C. forecasts.

Based on the above table, the City plans to spend \$214.23 million over the life of the by-law, of which \$135.23 million (63%) is recoverable from D.C.s. Of this net amount, \$107.19 million is recoverable from residential development and \$28.04 million from non-residential development. It is noted also that any exemptions or reductions in the charges would reduce this recovery further.

10. Considerations by Council – The background study represents the service needs arising from residential and non-residential growth over the forecast periods.

The following services are calculated based on an urban 12-year forecast:

- Water Services; and
- Wastewater Services.

The following services are calculated based on a City-wide 12-year forecast:

- Services Related to a Highway – Roads and Related;
- Public Works (Facilities and Fleet);



- Fire Protection Services;
- Library Services;
- Growth Studies; and
- Parks and Recreation Services.

Council will consider the findings and recommendations provided in the report and, in conjunction with public input, approve such policies and rates it deems appropriate. These directions will refine the draft D.C. by-law which is appended in Appendix G. These decisions may include:

- adopting the charges and policies recommended herein;
- considering additional exemptions to the by-law; and
- considering reductions in the charge by class of development (obtained by removing certain services on which the charge is based and/or by a general reduction in the charge).



Table ES-3
Schedule of Development Charges

Service/Class of Service	RESIDENTIAL					NON-RESIDENTIAL
	Single and Semi-Detached Dwelling	Multiples	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Special Care/Special Dwelling Units	(per sq.ft. of Gross Floor Area)
Municipal Wide Services/Class of Service:						
Services Related to a Highway	2,328	1,803	1,630	1,078	893	1.12
Public Works (Facilities and Fleet)	2,444	1,893	1,711	1,131	937	1.17
Fire Protection Services	1,709	1,324	1,197	791	655	0.82
Parks and Recreation Services	5,018	3,886	3,514	2,323	1,924	0.45
Library Services	663	513	464	307	254	0.06
Growth Studies	1,101	853	771	510	422	0.53
Total Municipal Wide Services/Class of Service	13,263	10,272	9,287	6,140	5,085	4.15
Urban Services						
Wastewater Services	11,453	8,870	8,020	5,301	4,391	5.24
Water Services	5,813	4,502	4,071	2,691	2,229	2.66
Total Urban Services	17,266	13,372	12,091	7,992	6,620	7.90
GRAND TOTAL RURAL AREA	13,263	10,272	9,287	6,140	5,085	4.15
GRAND TOTAL URBAN AREA	30,529	23,644	21,378	14,132	11,705	12.05

Multiples means all dwellings other than single-detached, semi-detached and apartment unit dwellings.



Report



Chapter 1

Introduction



1. Introduction

1.1 Purpose of this Document

This background study has been prepared pursuant to the requirements of the D.C.A., as amended, (D.C.A.) (section 10) and, accordingly, recommends new development charges (D.C.s) and policies for the City of Port Colborne.

The City retained Watson & Associates Economists Ltd. (Watson), to undertake the D.C. study process throughout 2023 and 2024. Watson worked with City staff in preparing the D.C. analysis and policy recommendations.

This D.C. background study, containing the proposed D.C. by-law, will be distributed to members of the public in order to provide interested parties with sufficient background information on the legislation, the study's recommendations, and an outline of the basis for these recommendations.

This report has been prepared, in the first instance, to meet the statutory requirements applicable to the City's D.C. background study, as summarized in Chapter 4. It also addresses the requirement for "rules" (contained in Chapter 7) and the proposed by-law to be made available as part of the approval process (included as Appendix G).

In addition, the report is designed to set out sufficient background on the legislation (Chapter 4), the City's current D.C. policies (Chapter 2) and the policies underlying the proposed by-law, to make the exercise understandable to those who are involved.

Finally, it addresses post-adoption implementation requirements (Chapter 8) which are critical to the successful application of the new policy.

The chapters in the report are supported by Appendices containing the data required to explain and substantiate the calculation of the charge. A full discussion of the statutory requirements for the preparation of a background study and calculation of a D.C. is provided herein.



1.2 Summary of the Process

The public meeting required under section 12 of the D.C.A. has been scheduled for September 24, 2024. Its purpose is to present the study to the public and to solicit public input. The meeting is also being held to answer any questions regarding the study's purpose, methodology, and the proposed modifications to the City's D.C.s.

In accordance with the legislation, the background study and proposed D.C. by-law will be available for public review on August 23, 2024.

The process to be followed in finalizing the report and recommendations includes:

- consideration of responses received prior to, at, or immediately following the public meeting; and
- finalization of the report and Council consideration of the by-law subsequent to the public meeting.

Figure 1-1 outlines the study process to date and the proposed schedule to be followed with respect to the D.C. by-law adoption process.

Figure 1-1
Schedule of Key D.C. Process Dates for the City of Port Colborne

Schedule of Study Milestone	Dates
1. Data collection, staff review, engineering work, D.C. calculations and policy work	September 2023 to June 2024
2. Stakeholder Meeting	May 1, 2024
3. Public release of final D.C. Background study and proposed by-law	August 23, 2024
4. Public meeting advertisement placed in newspaper(s)	September 3, 2024
5. Public meeting of Council	September 24, 2024
6. Council considers adoption of background study and passage of by-law	October 22, 2024
7. Newspaper notice given of by-law passage	By 20 days after passage
8. Last day for by-law appeal	40 days after passage
9. City makes pamphlet available (where by-law not appealed)	By 60 days after in force date



1.3 Changes to the D.C.A.: *Bill 108, 138, 197, and 213*

1.3.1 *Bill 108: More Homes, More Choice Act – An Act to Amend Various Statutes with Respect to Housing, Other Development, and Various Matters*

On May 2, 2019, the Province introduced Bill 108, which proposed changes to the D.C.A. The Bill was introduced as part of the Province's "More Homes, More Choice: Ontario's Housing Supply Action Plan." The Bill received Royal Assent on June 6, 2019.

While having received Royal Assent, many of the amendments to the D.C.A. would not come into effect until they are proclaimed by the Lieutenant Governor (many of these changes were revised through Bill 197). At the time of writing, the following provisions have been proclaimed:

- Effective January 1, 2020, rental housing and institutional developments will pay D.C.s in six equal annual payments commencing at occupancy. Interest may be charged on the instalments, and any unpaid amounts may be added to the property and collected as taxes. As per Bill 23, non-profit housing developments are now exempt from paying D.C.s; however, prior to Bill 23, and as a result of Bill 108, non-profit housing developments paid D.C.s in 21 equal annual payments.
- Effective January 1, 2020, the D.C. amount for all developments occurring within 2 years of a Site Plan or Zoning By-law Amendment planning approval (for application submitted after this section is proclaimed), shall be determined based on the D.C. in effect on the day of Site Plan or Zoning By-law Amendment application. If the development is not proceeding via these planning approvals, then the amount is determined as of the date of issuance of a building permit. As per Bill 185 this time frame was reduced from 2 years to 18 months.

On February 28, 2020, the Province released updated draft regulations related to the D.C.A. and the *Planning Act*. A summary of the changes that were to take effect upon proclamation by the Lieutenant Governor is provided below.

Changes to Eligible Services – Prior to Bill 108, the D.C.A. provided a list of ineligible services whereby municipalities could include growth related costs for any service that



was not listed. With Bill 108, the changes to the D.C.A. would now specifically list the services that are eligible for inclusion in the by-law. Furthermore, the initial list of eligible services under Bill 108 was limited to "hard services", with the "soft services" being removed from the D.C.A. These services would be considered as part of a new community benefits charge (discussed below) imposed under the *Planning Act*. As noted in the next section this list of services has been amended through Bill 197.

Mandatory 10% deduction – The amending legislation would have removed the mandatory 10% deduction for all services that remain eligible under the D.C.A.

Remaining Services to be Included in a New Community Benefits Charge (C.B.C.) Under the *Planning Act* – It was proposed that a municipality may, by by-law, impose a C.B.C. against land to pay for the capital costs of facilities, services and matters required because of development or redevelopment in the area to which the by-law applies. The C.B.C. was proposed to include formerly eligible D.C. services that are not included in the above listing, in addition to parkland dedication and bonus zoning contributions.

1.3.2 Bill 138: Plan to Build Ontario Together Act, 2019

On November 6, 2019, the Province released Bill 138 which provided further amendments to the D.C.A. and *Planning Act*. This Bill received Royal Assent on December 10, 2019, and was proclaimed which resulted in sections related to the D.C.A. (schedule 10) becoming effective on January 1, 2020. The amendments to the D.C.A. included removal of instalment payments for commercial and industrial developments that were originally included in Bill 108.

1.3.3 Bill 197: COVID-19 Economic Recovery Act, 2020

In response to the global pandemic that began affecting Ontario in early 2020, the Province released Bill 197 which provided amendments to a number of Acts, including the D.C.A. and *Planning Act*. This Bill also revised some of the proposed changes identified in Bill 108. Bill 197 was tabled on July 8, 2020, received Royal Assent on July 21, 2020, and was proclaimed on September 18, 2020. The following provides a summary of the changes.



1.3.3.1 D.C.-Related Changes

List of D.C.-Eligible Services

- As noted above, under Bill 108 some services were to be included under the D.C.A. and some would be included under the C.B.C. authority. Bill 197, however, revised this proposed change and has included all services (with some exceptions) under the D.C.A. These services are as follows:
 - Water supply services, including distribution and treatment services.
 - Wastewater services, including sewers and treatment services.
 - Storm water drainage and control services.
 - Services related to a highway.
 - Electrical power services.
 - Toronto-York subway extension.
 - Transit services.
 - Waste diversion services.
 - Policing services.
 - Fire protection services.
 - Ambulance services.
 - Library services.
 - Long-term care services.
 - Parks and recreation services, but not the acquisition of land for parks.
 - Public health services.
 - Childcare and early years services.
 - Housing services (no longer eligible as per Bill 23).
 - Provincial Offences Act services.
 - Services related to emergency preparedness.
 - Services related to airports, but only in the Regional Municipality of Waterloo.
 - Additional services as prescribed.

Classes of Services – D.C.

Pre-Bill 108/197 legislation (i.e., D.C.A., 1997) allowed for categories of services to be grouped together into a minimum of two categories (90% and 100% services).



The Act (as amended) repeals and replaces the above with the four following subsections:

- A D.C. by-law may provide for any eligible service or capital cost related to any eligible service to be included in a class, set out in the by-law.
- A class may be composed of any number or combination of services and may include parts or portions of the eligible services or parts or portions of the capital costs in respect of those services.
- A D.C. by-law may provide for a class consisting of studies in respect of any eligible service whose capital costs are described in paragraphs 5 and 6 of section 5 of the D.C.A.
- A class of service set out in the D.C. by-law is deemed to be a single service with respect to reserve funds, use of monies, and credits.

Note: An initial consideration of “class” appears to mean any group of services.

Mandatory 10% Deduction

As well, the removal of the 10% deduction for soft services under Bill 108 has been maintained.

As a result of the passage of Bill 197, and subsequent proclamation on September 18, 2020, this report has provided the D.C. calculations without the 10% mandatory deduction.

1.3.3.2 C.B.C.-Related Changes

C.B.C. Eligibility

The C.B.C. is limited to lower-tier and single-tier municipalities; upper-tier municipalities will not be allowed to impose this charge.

1.3.3.3 Combined D.C. and C.B.C. Impacts

D.C. vs. C.B.C. Capital Cost

- A C.B.C. may be imposed with respect to the services listed in subsection 2 (4) of the D.C.A. (eligible services), “provided that the capital costs that are intended



to be funded by the community benefits charge are not capital costs that are intended to be funded under a development charge by-law.”

1.3.4 Bill 213: Better for People, Smarter for Business Act, 2020

On December 8, 2020, Bill 213 received Royal Assent. One of the changes of the Bill that took effect upon Royal Assent included amending the *Ministry of Training, Colleges and Universities Act* by introducing a new section that would exempt the payment of D.C.s for developments of land intended for use by a university that receives operating funds from the Government. As a result, this mandatory exemption will be included in the D.C. by-law.

1.4 Changes to the D.C.A. - Bill 23: More Homes Built Faster Act, 2022

On November 28, 2022, Bill 23 received Royal Assent. This Bill amends a number of pieces of legislation including the Planning Act and the D.C.A (Note that a number of items from Bill 23 were revised by Bill 185, which is discussed in section 1.5). The following provides a summary of the changes to the D.C.A.:

1.4.1 Additional Residential Unit Exemption

The rules for these exemptions are now provided in the D.C.A., rather than the regulations and are summarized as follows:

- Exemption for residential units in existing rental residential buildings – For rental residential buildings with four or more residential units, the creation of the greater of one unit or 1% of the existing residential units will be exempt from a D.C.
- Exemption for additional residential units in existing and new residential buildings
 - The following developments will be exempt from a D.C.:
 - A second unit in a detached, semi-detached, or rowhouse if all buildings and ancillary structures cumulatively contain no more than one residential unit;
 - A third unit in a detached, semi-detached, or rowhouse if no buildings or ancillary structures contain any residential units; and
 - One residential unit in a building or structure ancillary to a detached, semi-detached, or rowhouse on a parcel of urban land, if the detached, semi-



detached, or rowhouse contains no more than two residential units and no other buildings or ancillary structures contain any residential units.

1.4.2 Removal of Housing as an Eligible D.C. Service

Housing services are removed as an eligible service. Municipalities with by-laws that include a charge for housing services can no longer collect for this service.

1.4.3 New Statutory Exemption for Non-Profit Housing

Non-profit housing units are exempt from D.C.s and D.C. instalment payments due after November 28, 2022.

1.4.4 New Statutory Exemptions for Affordable Units, Attainable Units, and Affordable Inclusionary Zoning Units

Affordable units, attainable units, and inclusionary zoning units (affordable) are exempt from the payment of D.C.s, as follows:

- Affordable Rental Units: Where rent is no more than 80% of the average market rent as defined by a new bulletin published by the Ministry of Municipal Affairs and Housing.
- Affordable Owned Units: Where the price of the unit is no more than 80% of the average purchase price as defined by a new bulletin published by the Ministry of Municipal Affairs and Housing.

Note: Section 1.4.13 provides further details on the Affordable Rental Unit and Affordable Owned Unit definitions, which have been modified through Bill 134.

- Attainable Units: Excludes affordable units and rental units; will be defined as prescribed development or class of development and sold to a person who is at “arm’s length” from the seller.
 - Note: for affordable and attainable units, the municipality shall enter into an agreement that ensures the unit remains affordable or attainable for 25 years.

Note: the above Affordable Owned and Rental Unit exemptions came into force as of June 1, 2024. At the time of writing, it is not known when the exemption for Attainable Units will be in force.



- Inclusionary Zoning Units: Affordable housing units required under inclusionary zoning by-laws are exempt from a D.C.

1.4.5 Historical Level of Service Extended to Previous 15-Year Period

Prior to Bill 23, the increase in need for service was limited by the average historical level of service calculated over the 10-year period preceding the preparation of the D.C. background study. This average is now extended to the historical 15-year period.

1.4.6 Revised Definition of Capital Costs

The definition of capital costs has been revised to remove studies. Furthermore, the regulations to the Act may prescribe services for which land or an interest in land will be restricted. As at the time of writing, no services have been prescribed.

1.4.7 Mandatory Phase-in of a D.C.

For all D.C. by-laws passed after January 1, 2022, the charge must be phased-in annually over the first five years the by-law is in force, as follows:

- Year 1 – 80% of the maximum charge;
- Year 2 – 85% of the maximum charge;
- Year 3 – 90% of the maximum charge;
- Year 4 – 95% of the maximum charge; and
- Year 5 to expiry – 100% of the maximum charge.

1.4.8 D.C. By-law Expiry

A D.C. by-law now expires 10 years after the day it comes into force (unless the by-law provides for an earlier expiry date). This extends the by-law's life from five years, prior to Bill 23.

1.4.9 Installment Payments

Non-profit housing development has been removed from the instalment payment section of the Act (subsection 26.1), as these units are now exempt from the payment of a D.C.



1.4.10 Rental Housing Discount

The D.C. payable for rental housing development will be reduced based on the number of bedrooms in each unit as follows:

- Three or more bedrooms – 25% reduction;
- Two bedrooms – 20% reduction; and
- All other bedroom quantities – 15% reduction.

1.4.11 Maximum Interest Rate for Instalments and Determination of Charge for Eligible Site Plan and Zoning By-law Amendment Applications

No maximum interest rate was previously prescribed. As per Bill 23, the maximum interest rate is set at the average prime rate plus 1%. This maximum interest rate provision would apply to all instalment payments and eligible site plan and zoning by-law amendment applications occurring after November 28, 2022.

1.4.12 Requirement to Allocate Funds Received

Annually, beginning in 2023, municipalities will be required to spend or allocate at least 60% of the monies in a reserve fund at the beginning of the year for water, wastewater, and services related to a highway. Other services may be prescribed by the regulation .

1.4.13 Bill 134: Affordable Homes and Good Jobs Act, 2023

The exemption for affordable residential units was included in the More Homes Built Faster Act (Bill 23), enacted by the Province on November 28, 2022. Under this legislation, affordable residential units were defined within subsection 4.1 of the D.C.A. and exemptions for D.C.s were provided in respect of this definition. While the legislation was enacted in November 2022, the ability for municipalities to implement the exemptions is based on the “Affordable Residential Units for the Purposes of the Development Charges Act, 1997 Bulletin” published by the Minister of Municipal Affairs and Housing. This bulletin informs the average market rent and purchase price to be used in determining which developments qualify as affordable residential units. This bulletin was published on April 5, 2024.

Bill 134 received Royal Assent on December 4, 2023 and provides for a modification to the affordable residential unit definition by:



- Introducing an income-based test for affordable rent and purchase price; and
- Increasing the threshold for the market test of affordable rent and purchase price.

This change provides the exemption based on the lesser of the two measures.

Moreover, the rules in subsection 4.1 of the D.C.A. are unchanged with respect to:

- The tenant and purchaser transacting the affordable unit being at arm's length;
- The intent of maintaining the affordable residential unit definition for a 25-year period, requiring an agreement with the municipality (which may be registered on title); and
- Exemptions for attainable residential units and associated rules (requiring further regulations).

The following table provides the definitions provided through Bill 134 (underlining added for emphasis).

Item	Bill 134 Definition (Current D.C.A. Definition)
Affordable residential unit rent (subsection 4.1 (2), para. 1)	The rent is no greater than <u>the lesser of</u> , <ul style="list-style-type: none"> i. the <u>income-based affordable rent</u> for the residential unit set out in the Affordable Residential Units bulletin, as identified by the Minister of Municipal Affairs and Housing in accordance with subsection (5), and ii. the <u>average market rent</u> identified for the residential unit set out in the Affordable Residential Units bulletin.
Average market rent/rent based on income (subsection 4.1 (5)) for the purposes of subsection 4.1 (2), para. 1	The Minister of Municipal Affairs and Housing shall, <ul style="list-style-type: none"> (a) determine the <u>income of a household</u> that, in the Minister's opinion, is <u>at the 60th percentile of gross annual incomes for renter households in the applicable local municipality</u>; and (b) identify the <u>rent</u> that, in the Minister's opinion, is <u>equal to 30 per cent of the income of the household</u> referred to in clause (a).
Affordable residential unit ownership (subsection 4.1 (3), para. 1)	The price of the residential unit is no greater than <u>the lesser of</u> , <ul style="list-style-type: none"> i. the <u>income-based affordable purchase price</u> for the residential unit set out in the Affordable Residential Units bulletin, as identified by the Minister of Municipal Affairs and Housing in accordance with subsection (6), and ii. <u>90 per cent of the average purchase price</u> identified for the residential unit set out in the Affordable Residential Units bulletin.



Item	Bill 134 Definition (Current D.C.A. Definition)
Average market purchase price/purchase price based on income (subsection 4.1 (6)) for the purposes of subsection 4.1 (3), para. 1	The Minister of Municipal Affairs and Housing shall, (a) determine the <u>income of a household</u> that, in the Minister's opinion, is at the <u>60th percentile of gross annual incomes for households in the applicable local municipality</u> ; and (b) identify the <u>purchase price</u> that, in the Minister's opinion, <u>would result in annual accommodation costs equal to 30 per cent of the income of the household</u> referred to in clause (a)

Note: the Affordable Unit exemption came into force on June 1, 2024.

1.5 Bill 185: Cutting Red Tape to Build More Homes Act, 2024

On April 10, 2024, the Province released Bill 185: *Cutting Red Tape to Build More Homes Act*. The Bill received Royal Assent on June 6, 2024. This Bill reversed many of the key changes that were implemented through Bill 23. The following sections provide a summary of the changes.

1.5.1 Revised Definition of Capital Costs

Bill 185 reversed the capital cost amendments of Bill 23 by reinstating studies as an eligible capital cost. The following paragraphs were added to subsection 5(3) of the D.C.A.:

5. *Costs to undertake studies in connection with any of the matters referred to in paragraphs 1 to 4.*
6. *Costs of the development charge background study required under section 10.*

1.5.2 Removal of the Mandatory Phase-in

As noted in Section 1.4.7 above, Bill 23 required the phase-in of charges imposed in a D.C. by-law over a five-year term for any by-laws passed after January 1, 2022. Bill 185 removed this mandatory phase-in. This change is effective for any D.C. by-laws passed after Bill 185 came into effect.



For site plan and zoning by-law amendment applications that were made prior to Bill 185 receiving Royal Assent, the charges payable will be the charges that were in place on the day the planning application was made (i.e., including the mandatory phase-in).

1.5.3 Process for Minor Amendments to D.C. By-laws

Section 19 of the D.C.A. requires that a municipality must follow sections 10 through 18 of the D.C.A. (with necessary modifications) when amending D.C. by-laws. Sections 10 through 18 of the D.C.A. generally require the following:

- Completion of a D.C. background study, including the requirement to post the background study 60 days prior to passage of the D.C. by-law;
- Passage of a D.C. by-law within one year of the completion of the D.C. background study;
- A public meeting, including notice requirements; and
- The ability to appeal the by-law to the Ontario Land Tribunal.

Bill 185 allows municipalities to undertake minor amendments to D.C. by-laws for the following purposes without adherence to the requirements noted above (with the exception of the notice requirements):

1. To repeal a provision of the D.C. by-law specifying the date the by-law expires or to amend the provision to extend the expiry date (subject to the 10-year limitations provided in the D.C.A.);
2. To impose D.C.s for studies, including the D.C. background study; and
3. To remove the provisions related to the mandatory phase-in of D.C.s.

Minor amendments related to items 2 and 3 noted above may be undertaken only if the D.C. by-law being amended was passed after November 28, 2022, and before Bill 185 took effect. Moreover, the amending by-law must be passed within six months of Bill 185 coming into effect.

Notice requirements for these minor amending by-laws are similar to the typical notice requirements, with the exception of the requirement to identify the last day for appealing the by-law (as these provisions do not apply).



1.5.4 Reduction of D.C. Rate Freeze Timeframe

Bill 108 (see Section 1.3.1 above) provides for the requirement to freeze the D.C.s imposed on developments subject to a site plan and/or a zoning by-law amendment application. The D.C. rate for these developments is “frozen” at the rates that were in effect at the time the site plan and/or zoning by-law amendment application was submitted (subject to applicable interest). Once the application is approved by the municipality, if the date the D.C. is payable is more than two years from the approval date, the D.C. rate freeze would no longer apply. Bill 185 reduced the two-year timeframe to 18 months.

1.5.5 Modernizing Public Notice Requirements

The D.C.A. sets out the requirements for municipalities to give notice of public meetings and of by-law passage. These requirements are prescribed in sections 9 and 10 of O. Reg. 82/98 and include giving notice in a newspaper of sufficiently general circulation in the area to which the by-law would apply. The regulatory changes modernized public notice requirements by allowing municipalities to provide notice on a municipal website if a local newspaper is not available.



Chapter 2

Current City of Port Colborne D.C. Policies



2. Current City of Port Colborne D.C. Policies

2.1 Schedule of Charges

On November 12, 2019, the City of Port Colborne passed By-law, 6733/97/19 under the D.C.A.

This by-law imposes D.C.s for residential and non-residential uses. The table below provides the rates currently in effect, as of January 1, 2024.

Table 2-1
City of Port Colborne
Current D.C. Rates
January 1, 2024

Service	Residential					Non-Residential (per sq.ft. of Gross Floor Area)
	Single & Semi Detached	Multiples	Apartments with ≥ 2 Bedrooms	Apartments with < 2 Bedrooms	Special Care/Special Dwelling Units	
City-wide Services:						
Services Related to a Highway	2,160	1,595	1,557	952	862	1.10
Fire Protection Services	155	114	112	68	62	0.08
Parks and Recreation Services	3,304	2,439	2,382	1,456	1,319	0.23
Library Services	163	120	118	72	65	0.010
Studies	356	263	256	157	143	0.17
Total City-wide Services	6,138	4,531	4,425	2,705	2,451	1.59
Urban Services:						
Wastewater Services	1,593	368	353	239	636	0.76
Water Services	3,688	1,464	1,407	950	1,472	1.75
Total Urban Services	5,281	1,832	1,760	1,189	2,108	2.51
GRAND TOTAL - RURAL AREA	6,138	4,531	4,425	2,705	2,451	1.59
GRAND TOTAL - URBAN AREA	11,419	6,363	6,185	3,894	4,559	4.10

Multiples means all dwellings other than single-detached, semi-detached and apartment unit dwellings.

2.2 Services Covered

The following services are covered under By-law 6733/97/19:

- Services Related to a Highway;
- Fire Protection Services;
- Parks and Recreation Services;
- Library Services;
- Growth Studies;



- Wastewater Services; and
- Water Services.

2.3 Timing of D.C. Calculation and Payment

Development charges shall be calculated and payable in full in money or by provision of services as may be agreed upon, or by credit granted under the Act, on the date that the first building permit is issued in relation to a building or structure on land to which a development charge applies.

2.4 Indexing

Rates shall be adjusted, without amendment to the By-law, annually on the anniversary date of the By-law (November 12), in accordance with the Statistics Canada Quarterly, Non-Residential Building Construction Price Index (Table 18-10-0276-02)¹. However, it should be noted that the current rates were not indexed since the By-law came into effect.

2.5 Redevelopment Allowance

As a result of the redevelopment of land, a building or structure existing on the same land within 12 months prior to the date of payment of D.C.s in regard to such redevelopment was, or is to be demolished, in whole or in part, or converted from one principal use to another principal use on the same land, in order to facilitate the redevelopment, the D.C.s otherwise payable with respect to such redevelopment shall be reduced by the following amounts:

- 1) in the case of a residential building or structure, or in the case of a mixed-use building or structure, the residential uses in the mixed-use building or structure, an amount calculated by multiplying the applicable D.C. under subsections 3.11 of the

¹ O. Reg. 82/98 referenced “The Statistics Canada Quarterly, Construction Price Statistics, catalogue number 62-007” as the index source. Since implementation, Statistics Canada has modified this index twice and the above-noted index is the most current. The draft by-law provided herein refers to O. Reg. 82/98 to ensure traceability should this index continue to be modified over time.



by-law by the number, according to type, of dwelling units that have been or will be demolished or converted to another principal use; and

- 2) in the case of a non-residential building or structure or, in the case of mixed-use building or structure, the non-residential uses in the mixed-use building or structure, an amount calculated by multiplying the applicable D.C.s under subsection 3.12 of the by-law by the gross floor area that has been or will be demolished or converted to another principal use;

provided that such amounts shall not exceed, in total, the amount of the D.C.s otherwise payable with respect to the redevelopment.

2.6 Exemptions

The following non-statutory exemptions are provided under By-law 6733/97/19:

- Infill Housing (as defined in the by-law);
- Non-residential farm buildings for the purpose of an agricultural use except for any building constructed to accommodate on On-Farm Business which shall be considered to be an industrial building;
- Downtown core area;
- Brownfield properties under the City of Port Colborne Brownfield Community Improvement Plan, which have an approved application and agreement under the Brownfield Rehabilitation Grant Program;
- Industrial development shall be exempt from payment of D.C.s on any square footage of gross floor area constructed over 5,000 sq.ft.;
- Partial exemption requiring the payment of only the roads and fire protection components of the charge for all residential unit types constructed within the Sherkston Secondary Plan Area; and
- Partial exemption for certain Community Improvement Plan areas based upon specific policies approved by Council.



Chapter 3

Anticipated Development in the City of Port Colborne



3. Anticipated Development in the City of Port Colborne

3.1 Requirement of the Act

The growth forecast contained in this chapter (with supplemental tables in Appendix A) provides for the anticipated development for which the City will be required to provide services over a 2024 to 2036 time horizon.

Chapter 4 provides the methodology for calculating a D.C. as per the D.C.A. Figure 4-1 presents this methodology graphically. It is noted in the first box of the schematic that in order to determine the D.C. that may be imposed, it is a requirement of subsection 5 (1) of the D.C.A. that “the anticipated amount, type and location of development, for which development charges can be imposed, must be estimated.”

3.2 Basis of Population, Household and Non-Residential Gross Floor Area Forecast

The D.C. growth forecast has been derived by Watson in consultation with the City of Port Colborne. In preparing the growth forecast, the following information sources were consulted to assess the residential and non-residential development potential for the City over the forecast period, including:

- City of Port Colborne Growth Analysis Review, Draft Report, April 2023, Dillon Consulting Ltd.;
- City of Port Colborne 2019 Development Charges Background Study, June 24, 2019, Watson & Associates Economists Ltd.;
- City of Port Colborne Official Plan, as approved by the Ontario Municipal Board on November 25, 2013, and updated September 5, 2017;
- 2011, 2016 and 2021 population, household and employment Census data;
- Historical residential building permit data over the 2014 to 2023 period;
- Residential and non-residential supply opportunities as identified by City of Port Colborne staff; and
- Discussions with City staff regarding anticipated residential and non-residential development in the City of Port Colborne.



3.3 Summary of Growth Forecast

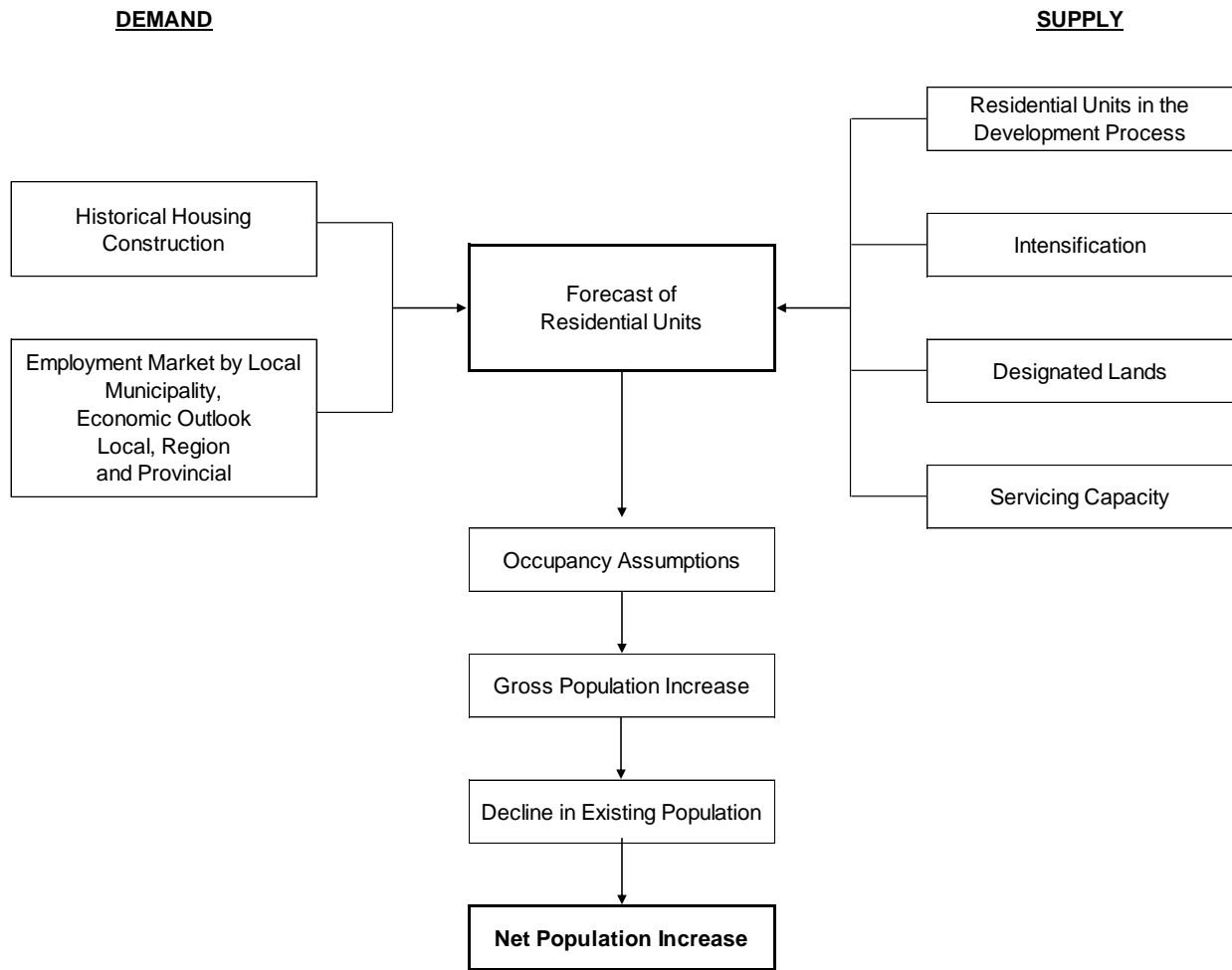
A detailed analysis of the residential and non-residential growth forecasts is provided in Appendix A and the methodology employed is illustrated in Figure 3-1. The discussion provided herein summarizes the anticipated growth for the City and describes the basis for the forecast. The results of the residential growth forecast analysis are summarized in Table 3-1 below, and Schedule 1 in Appendix A.

As identified in Table 3-1 and Appendix A – Schedule 1, population in the City of Port Colborne (excluding census undercount) is anticipated to reach approximately 24,260 by mid-2036 resulting in an increase of approximately 3,860 people. ^[1]

[1] The population figures used in the calculation of the 2024 D.C. exclude the net Census undercount, which is estimated at approximately 2.5%. Population figures presented herein have been rounded.



Figure 3-1
Population and Household Forecast Model





**Table 3-1
City of Port Colborne
Residential Growth Forecast Summary**

	Year	Population (Including Census Undercount) ^[1]	Excluding Census Undercount			Housing Units					Person Per Unit (P.P.U.): Total Population/ Total Households	
			Population	Institutional Population	Population Excluding Institutional Population	Singles & Semi-Detached	Multiple Dwellings ^[2]	Apartments ^[3]	Other	Total Households		Equivalent Institutional Households
Historical	Mid 2011	18,890	18,424	449	17,975	6,050	600	1,161	95	7,906	408	2.330
	Mid 2016	18,770	18,306	441	17,865	6,005	670	1,210	135	8,020	401	2.283
	Mid 2021	20,540	20,033	628	19,405	6,295	685	1,280	450	8,710	571	2.300
Forecast	Mid 2024	20,910	20,397	642	19,755	6,426	698	1,411	450	8,985	584	2.270
	Mid 2036	24,870	24,255	760	23,495	7,233	1,254	2,038	450	10,975	691	2.210
Incremental	Mid 2011 - Mid 2016	-120	-118	-8	-110	-45	70	49	40	114	-7	
	Mid 2016 - Mid 2021	1,770	1,727	187	1,540	290	15	70	315	690	170	
	Mid 2021 - Mid 2024	370	364	14	350	131	13	131	0	275	13	
	Mid 2024 - Mid 2036	3,960	3,858	118	3,740	807	556	627	0	1,990	107	

[1] Population includes the Census undercount estimated at approximately 2.5% and has been rounded.

[2] Includes townhouses and apartments in duplexes.

[3] Includes bachelor, 1-bedroom, and 2-bedroom+ apartment units.

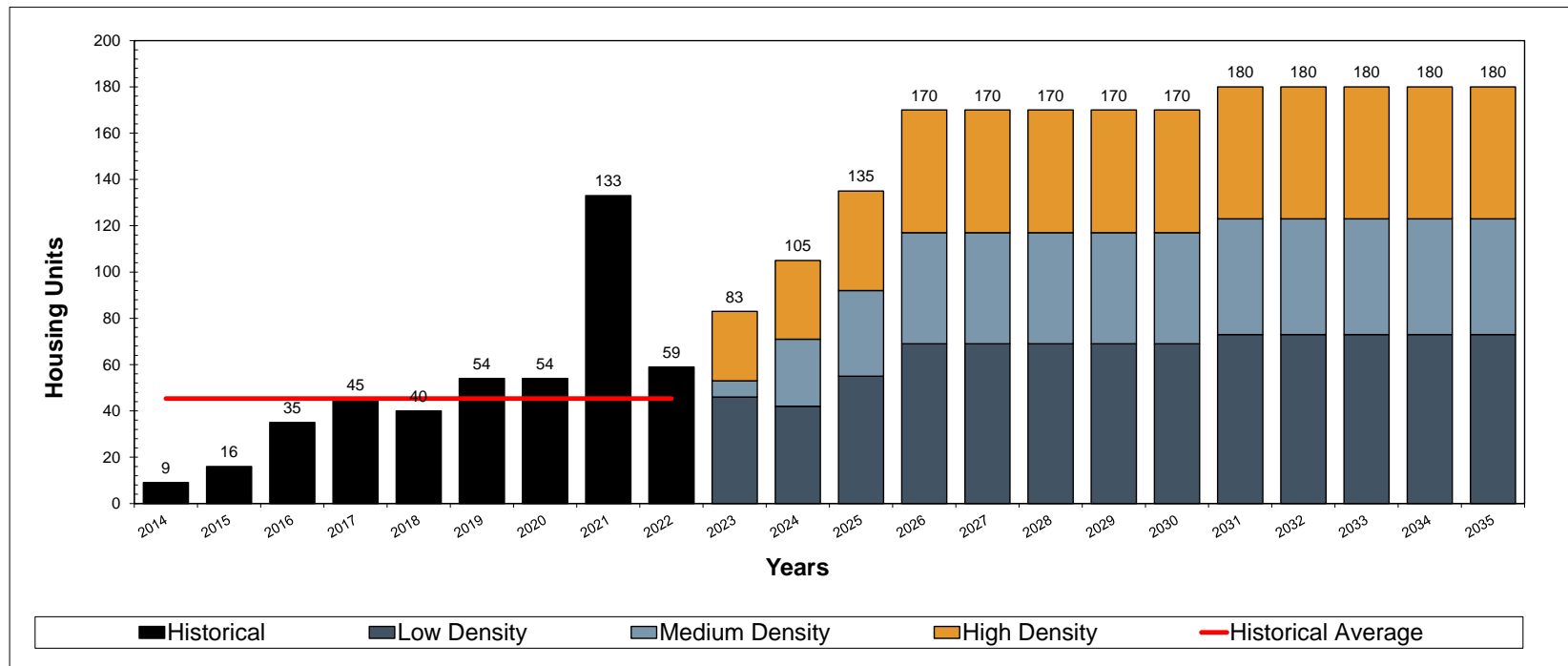
Notes:

Numbers may not add due to rounding.

Source: Derived by Watson & Associates Economists Ltd., 2024



Figure 3-2
City of Port Colborne
Annual Housing Forecast ^[1]



^[1] Growth forecast represents calendar year.
Source: Historical housing activity derived from City of Port Colborne building permit data, 2014 to 2023.



Provided below is a summary of the key assumptions and findings regarding the City of Port Colborne D.C. growth forecast:

1. Unit Mix (Appendix A – Schedules 1, and 5)

- The housing unit mix for the City was derived from a detailed review of historical development activity (as per Schedule 5), as well as active residential development applications, and discussions with City staff regarding anticipated development trends for the City of Port Colborne.
- Based on the above indicators, the 2024 to 2036 household growth forecast for the City is comprised of a unit mix of 41% low density units (single detached and semi-detached), 28% medium density (multiples except apartments) and 31% high density (bachelor, 1-bedroom and 2-bedroom apartments).

2. Geographic Location of Residential Development (Appendix A – Schedule 2)

- Schedule 2 summarizes the anticipated amount, type, and location of development by area for the City of Port Colborne
- In accordance with forecast demand and available land supply, the amount and percentage of forecast housing growth between 2024 and 2036 by development location is summarized below.

Table 3-2
City of Port Colborne
Geographic Location of Residential Development

Development Location	Amount of Housing Growth, 2024 to 2036	Percentage of Housing Growth, 2024 to 2036
Urban	1,880	95%
Rural	110	5%
City of Port Colborne	1,990	100%

Note: Figures may not sum precisely due to rounding.



3. Planning Period

- Short- and longer-term time horizons are required for the D.C. process. The D.C.A. limits the planning horizon for transit services to a 10-year planning horizon. All other services can utilize a longer planning period if the municipality has identified the growth-related capital infrastructure needs associated with the longer-term growth planning period.

4. Population in New Units (Appendix A – Schedules 3 and 4)

- The number of housing units to be constructed by 2036 in the City of Port Colborne over the forecast period is presented in Table 3-1. Over the 2024 to 2036 forecast period, the City is anticipated to average approximately 166 new housing units per year.
- Institutional population ^[1] is anticipated to increase by approximately 120 people between 2024 to 2036.
- Population in new units is derived from Schedules 3 and 4, which incorporate historical development activity, anticipated units (see unit mix discussion) and average persons per unit (P.P.U.) by dwelling type for new units.
- Schedule 6a summarizes the average P.P.U. assumed for new housing units by age and type of dwelling based on Statistics Canada 2021 custom Census data for the City of Port Colborne. Due to data limitations high density P.P.U. data was derived from the Region of Niagara which includes the City of Port Colborne, and is outlined in Schedule 6b. The total calculated P.P.U. for all density types has been adjusted accordingly to account for the P.P.U. trends which has been recently experienced in both new and older units. Forecasted 15-year average P.P.U.s by dwelling type are as follows:
 - Low density: 2.869
 - Medium density: 2.222
 - High density: 1.759

^[1] Institutional population largely includes special care facilities such as nursing home or residences for senior citizens. A P.P.U. of 1.100 depicts 1-bedroom and 2-or-more-bedroom units in collective households.



5. Existing Units and Population Change (Appendix A – Schedules 3 and 4)

- Existing households for mid-2024 are based on the 2021 Census households, plus estimated residential units constructed between mid-2021 to the beginning of the growth period, assuming a minimum six-month lag between construction and occupancy (see Schedule 3).
- The change in average occupancy levels for existing housing units is calculated in Schedules 3 through 4.^[1] The forecast population change in existing households over the 2024 to 2036 forecast period is forecast to decline by approximately 910.

6. Employment (Appendix A – Schedules 8a, 8b and 8c)

- The employment projections provided herein are largely based on the activity rate method, which is defined as the number of jobs in the City divided by the number of residents. Key employment sectors include primary, industrial, commercial/population-related, institutional, and work at home, which are considered individually below.
- 2016 employment data ^{[2],[3]} (place of work) for the City of Port Colborne is outlined in Schedule 8a. The 2016 employment base is comprised of the following sectors:
 - 125 primary (2%);
 - 535 work at home employment (10%);
 - 1,518 industrial (28%);
 - 2,053 commercial/population-related (38%); and
 - 1,175 institutional (22%).

^[1] Change in occupancy levels for existing households occurs due to aging of the population and family life cycle changes, lower fertility rates and changing economic conditions.

^[2] 2016 employment is based on Statistics Canada 2016 Place of Work Employment dataset by Watson & Associates Economists Ltd.

^[3] Statistics Canada 2021 Census place of work employment data has been reviewed. The 2021 Census employment results have not been utilized due to a significant increase in work at home employment captured due to Census enumeration occurring during the provincial COVID-19 lockdown from April 1, 2021 to June 14, 2021.



- The 2016 employment by usual place of work, including work at home, is 5,405. An additional 790 employees have been identified for the City of Port Colborne in 2016 that have no fixed place of work (N.F.P.O.W.).^[1]
- Total employment, including work at home and N.F.P.O.W. for the City of Port Colborne is anticipated to reach approximately 8,660 by mid-2036. This represents an employment increase of approximately 1,670 for the 2024 to 2036 forecast period.
- Schedule 8b, Appendix A, summarizes the employment forecast, excluding work at home employment and N.F.P.O.W. employment, which is the basis for the D.C. employment forecast. The impact on municipal services from work at home employees has already been included in the population forecast. The need for municipal services related to N.F.P.O.W. employees has largely been included in the employment forecast by usual place of work (i.e., employment and gross floor area generated from N.F.P.O.W. construction employment). Furthermore, since these employees have no fixed work address, they cannot be captured in the non-residential G.F.A. calculation. Accordingly, work at home and N.F.P.O.W. employees have been removed from the D.C.A. employment forecast and calculation.
- Total employment for the City of Port Colborne (excluding work at home and N.F.P.O.W. employment) is anticipated to reach approximately 6,480 by mid-2036. This represents an employment increase of approximately 1,170 for the 2024 to 2036 forecast period.^[2]

7. Non-Residential Sq.ft. Estimates (G.F.A.), Appendix A – Schedule 8b)

^[2] No fixed place of work is defined by Statistics Canada as "persons who do not go from home to the same workplace location at the beginning of each shift. Such persons include building and landscape contractors, travelling salespersons, independent truck drivers, etc."

^[2] G.F.A. and employment associated within special care institutional dwellings treated as residential, resulting in an institutional employment difference between Schedules 8a and 8b. Total employment growth in Schedule 8b (excluding work at home and N.F.P.O.W. employment) has been downwardly adjusted to account for institutional employment associated with special care facilities. Total employment in Schedule 8b is anticipated to reach approximately 6,420 by mid-2036.



- Square footage estimates were calculated in Schedule 8b based on the following employee density assumptions:
 - 1,400 sq.ft. per employee for industrial;
 - 510 sq.ft. per employee for commercial/population-related; and
 - 670 sq.ft. per employee for institutional employment.
- The City-wide incremental G.F.A. is anticipated to increase by 976,000 sq.ft. over the 2024 to 2036 forecast period.
- In terms of percentage growth, the 2024 to 2036 incremental G.F.A. forecast by sector is broken down as follows:
 - industrial – 61%;
 - commercial/population-related – 25%; and
 - institutional – 14%.

8. Geographic Location of Non-Residential Development (Appendix A, Schedule 8c)

- Schedule 8c summarizes the anticipated amount, type and location of non-residential development by area for the City of Port Colborne.
- The amount and percentage of forecast total non-residential growth between 2024 and 2036 by development location is summarized below.

Table 3-3
City of Port Colborne
Geographic Location of Non-Residential Development

Development Location	Amount of Non-Residential G.F.A. (sq.ft.), 2024 to 2036	Percentage of Non-Residential G.F.A., 2024 to 2036
Urban	958,800	98%
Rural	17,200	2%
City of Port Colborne	976,000	100%

Note: Figures may not sum precisely due to rounding



Chapter 4

The Approach to the Calculation of the Charge



4. The Approach to the Calculation of the Charge

4.1 Introduction

This chapter addresses the requirements of subsection 5 (1) of the D.C.A. with respect to the establishment of the need for service which underpins the D.C. calculation. These requirements are illustrated schematically in Figure 4-1.

4.2 Services Potentially Involved

Table 4-1 lists the full range of municipal services that are provided within the City.

A number of these services are not included in the list of eligible services provided in subsection 2 (4) of the D.C.A. as being ineligible for inclusion in D.C.s. These are shown as “ineligible” on Table 4-1. Two ineligible costs defined in subsection 5 (3) of the D.C.A. are “computer equipment” and “rolling stock with an estimated useful life of (less than) seven years.” In addition, local roads are covered separately under subdivision agreements and related means (as are other local services). Services that are potentially eligible for inclusion in the City’s D.C. are indicated with a “Yes.”

4.3 Increase in the Need for Service

The D.C. calculation commences with an estimate of “the increase in the need for service attributable to the anticipated development,” for each service to be covered by the by-law. There must be some form of link or attribution between the anticipated development and the estimated increase in the need for service. While the need could conceivably be expressed generally in terms of units of capacity, subsection 5 (1) 3, which requires that City Council indicate that it intends to ensure that such an increase in need will be met, suggests that a project-specific expression of need would be most appropriate.



Figure 4-1
The Process of Calculating a Development Charge under the Act that Must be Followed

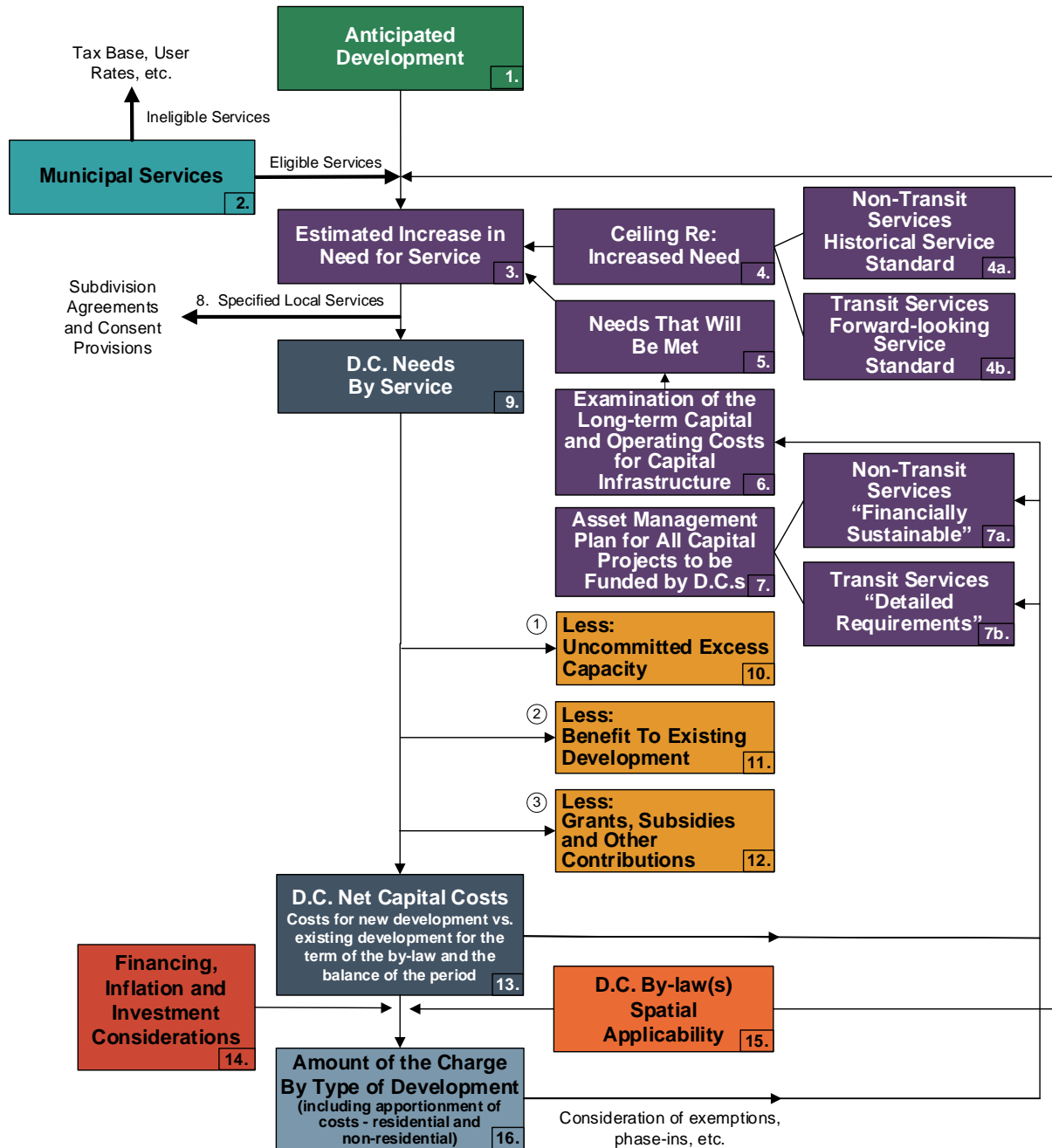




Table 4-1
Categories of Municipal Services to be Addressed as Part of the Calculation

Eligibility for Inclusion in the D.C. Calculation	Description
Yes	Municipality provides the service – service has been included in the D.C. calculation.
No	Municipality provides the service – service has not been included in the D.C. calculation.
n/a	Municipality does not provide the service.
Ineligible	Service is ineligible for inclusion in the D.C. calculation.

Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components
1. Services Related to a Highway	Yes Yes Yes No Yes Yes Yes	1.1 Arterial roads 1.2 Collector roads 1.3 Bridges, culverts and roundabouts 1.4 Local municipal roads 1.5 Traffic signals 1.6 Sidewalks and streetlights 1.7 Active transportation
2. Other Transportation Services	n/a n/a Ineligible Ineligible Yes Yes n/a n/a	2.1 Transit vehicles ^[1] & facilities 2.2 Other transit infrastructure 2.3 Municipal parking spaces - indoor 2.4 Municipal parking spaces - outdoor 2.5 Works yards 2.6 Rolling stock ¹ 2.7 Ferries 2.8 Airport
3. Stormwater Drainage and Control Services	Yes Yes No	3.1 Main channels and drainage trunks 3.2 Channel connections 3.3 Retention/detention ponds

^[1] with 7+ year useful life



Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components
4. Fire Protection Services	Yes Yes Yes	4.1 Fire stations 4.2 Fire pumpers, aerials and rescue vehicles ^[1] 4.3 Small equipment and gear
5. Park Services (i.e., Parks and Open Space)	Ineligible Yes Yes Yes Yes	5.1 Acquisition of land for parks, woodlots and E.S.A.s 5.2 Development of area municipal parks 5.3 Development of district parks 5.4 Development of municipal-wide parks 5.5 Development of special purpose parks 5.6 Parks rolling stock ^[1] and yards
6. Recreation Services	Yes Yes	6.1 Arenas, indoor pools, fitness facilities, community centres, etc. (including land) 6.2 Recreation vehicles and equipment ^[1]
7. Library Services	Yes Yes Yes	7.1 Public library space (incl. furniture and equipment) 7.2 Library vehicles ^[1] 7.3 Library materials
8. Emergency Preparedness Services	No No No	8.1 Facility space (incl. furniture and equipment) 8.2 Vehicles ^[1] 8.3 Equipment
9. Electrical Power Services	Ineligible Ineligible Ineligible	9.1 Electrical substations 9.2 Electrical distribution system 9.3 Electrical system rolling stock
10. Provision of Cultural, Entertainment and Tourism Facilities and Convention Centres	Ineligible Ineligible	10.1 Cultural space (e.g., art galleries, museums and theatres) 10.2 Tourism facilities and convention centres

^[1] with 7+ year useful life



Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components
11. Wastewater Services	n/a Yes No Yes	11.1 Treatment plants 11.2 Sewage trunks 11.3 Local systems 11.4 Vehicles and equipment ^[1]
12. Water Supply Services	n/a Yes No Yes	12.1 Treatment plants 12.2 Distribution systems 12.3 Local systems 12.4 Vehicles and equipment ^[1]
13. Waste Management Services	Ineligible Ineligible n/a n/a	13.1 Landfill collection, transfer vehicles and equipment 13.2 Landfills and other disposal facilities 13.3 Waste diversion facilities 13.4 Waste diversion vehicles and equipment ^[1]
14. Policing Services	n/a n/a n/a	14.1 Policing detachments 14.2 Policing rolling stock ^[1] 14.3 Small equipment and gear
15. Homes for the Aged	n/a n/a	15.1 Homes for the aged space 15.2 Vehicles ^[1]
16. Child Care	n/a n/a	16.1 Child-care space 16.2 Vehicles ^[1]
17. Health	n/a n/a	17.1 Health department space 17.2 Health department vehicles ^[1]
18. Social Housing	Ineligible	18.1 Social housing space
19. Provincial Offences Act (P.O.A.)	No	19.1 P.O.A. space
20. Social Services	Ineligible	20.1 Social service space
21. Ambulance	n/a n/a	21.1 Ambulance station space 21.2 Vehicles ^[1]
22. Hospital Provision	Ineligible	22.1 Hospital capital contributions
23. Provision of Headquarters for the General Administration of Municipalities and Area Municipal Boards	Ineligible Ineligible Ineligible	23.1 Office space 23.2 Office furniture 23.3 Computer equipment

^[1] with 7+ year useful life



Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components
24. Other Services	Yes	24.1 Studies in connection with acquiring buildings, rolling stock, materials and equipment, and improving land and facilities, including the D.C. background study cost
	Yes	24.2 Interest on money borrowed to pay for growth-related capital

^[1] with a 7+ year useful life

4.4 Local Service Policy

Some of the need for services generated by additional development consists of local services related to a plan of subdivision. As such, they will be required as a condition of subdivision agreements or consent conditions. The City’s detailed Local Service Policy is provided in Appendix E.

4.5 Capital Forecast

Paragraph 7 of subsection 5 (1) of the D.C.A. requires that “the capital costs necessary to provide the increased services must be estimated.” The Act goes on to require two potential cost reductions and the regulation sets out the way in which such costs are to be presented. These requirements are outlined below.

These estimates involve capital costing of the increased services discussed above. This entails costing actual projects or the provision of service units, depending on how each service has been addressed.

The capital costs include:

- a) costs to acquire land or an interest therein (including a leasehold interest);
- b) costs to improve land;
- c) costs to acquire, lease, construct or improve buildings and structures;



- d) costs to acquire, lease or improve facilities, including rolling stock (with a useful life of 7 or more years), furniture and equipment (other than computer equipment), materials acquired for library circulation, reference, or information purposes;
- e) Costs to undertake studies in connection with any of the matters referred to in paragraphs a to d;
- f) Costs of the development charge background study required under section 10; and
- g) interest on money borrowed to pay for the above-referenced costs.

In order for an increase in need for service to be included in the D.C. calculation, City Council must indicate “that it intends to ensure that such an increase in need will be met” (subsection 5 (1) 3). This can be done if the increase in service forms part of a Council-approved Official Plan, capital forecast, or similar expression of the intention of Council (O. Reg. 82/98 section 3). The capital program contained herein reflects the City’s approved and proposed capital budgets and master servicing/needs studies.

4.6 Treatment of Credits

Section 8, paragraph 5, of O. Reg. 82/98 indicates that a D.C. background study must set out “the estimated value of credits that are being carried forward relating to the service.” Subsection 17, paragraph 4, of the same regulation indicates that “the value of the credit cannot be recovered from future D.C.s,” if the credit pertains to an ineligible service. This implies that a credit for eligible services can be recovered from future D.C.s. As a result, this provision should be made in the calculation, in order to avoid a funding shortfall with respect to future service needs. There are no current outstanding credits for inclusion in the D.C. calculations.

4.7 Classes of Services

Section 7 of the D.C.A. states that a D.C. by-law may provide for any D.C. eligible service or the capital costs with respect to those services. Further, a class may be composed of any number or combination of services and may include parts or portions of each D.C. eligible service.



These provisions allow for services to be grouped together to create a class for the purposes of the D.C. by-law and D.C. reserve funds. The D.C. calculations and by-law provided herein have identified a class of service for growth studies.

4.8 Existing Reserve Funds

Section 35 of the D.C.A. states that:

“The money in a reserve fund established for a service may be spent only for capital costs determined under paragraphs 2 to 7 of subsection 5 (1).”

There is no explicit requirement under the D.C.A. calculation method set out in subsection 5 (1) to net the outstanding reserve fund balance as part of making the D.C. calculation; however, section 35 does restrict the way in which the funds are used in the future.

For services that are subject to a per capita based, service level “cap,” the reserve fund balance should be applied against the development-related costs for which the charge was imposed once the project is constructed (i.e., the needs of recent growth). This cost component is distinct from the development-related costs for the future forecast periods, which underlie the D.C. calculation herein.

The alternative would involve the City spending all reserve fund monies prior to renewing each by-law, which would not be a sound basis for capital budgeting. Thus, the City will use these reserve funds for the City’s cost share of applicable development-related projects, which are required but have not yet been undertaken, as a way of directing the funds to the benefit of the development that contributed them (rather than to future development, which will generate the need for additional facilities directly proportionate to future growth).

The City’s D.C. Reserve Fund balances by service as of December 31, 2023, are shown below:



Table 4-2
Summary of Development Charges Reserve Fund Balances
As of December 31, 2023

Service	Balance
Services Related to a Highway	\$62,075
Fire Protection Services	\$4,778
Parks and Recreation Services	\$119,749
Library Services	\$5,282
Public Works	\$134
Administration	\$9,221
Wastewater Services	\$48,508
Water Services	\$95,763
Total	\$345,509

4.9 Deductions

The D.C.A. potentially requires that four deductions be made to the increase in the need for service. These relate to:

- the level of service ceiling;
- uncommitted excess capacity;
- benefit to existing development; and
- anticipated grants, subsidies, and other contributions.

The requirements behind each of these reductions are addressed below.

4.9.1 Reduction Required by Level of Service Ceiling

This is designed to ensure that the increase in need included in section 4.3 does “not include an increase that would result in the level of service [for the additional development increment] exceeding the average level of the service provided in the municipality over the 15-year period immediately preceding the preparation of the background study” (D.C.A., subsection 5 (1) 4). O. Reg. 82/98 (section 4) goes further to indicate that “both the quantity and quality of a service shall be taken into account in determining the level of service and the average level of service.”

In many cases, this can be done by establishing a quantity measure in terms of units as floor area, land area, or road length per capita and a quality measure, in terms of the average cost of providing such units based on replacement costs, engineering



standards, or recognized performance measurement systems, depending on circumstances. When the quantity and quality factors are multiplied together, they produce a measure of the level of service which meets the requirements of the Act, i.e., cost per unit.

With respect to transit services, the changes to the Act introduced in 2015 have provided for an alternative method for calculating the service standard ceiling. Transit services must now utilize a forward-looking service standard analysis, described later in this section.

The average service level calculation sheets for each service component in the D.C. calculation are set out in Appendix B.

4.9.2 Reduction for Uncommitted Excess Capacity

Paragraph 5 of subsection 5 (1) requires a deduction from the increase in the need for service attributable to the anticipated development that can be met using the City's "excess capacity," other than excess capacity which is "committed."

"Excess capacity" is undefined, but in this case must be able to meet some or all of the increase in need for service, in order to potentially represent a deduction. The deduction of uncommitted excess capacity from the future increase in the need for service would normally occur as part of the conceptual planning and feasibility work associated with justifying and sizing new facilities, e.g., if a road widening to accommodate increased traffic is not required because sufficient excess capacity is already available, then widening would not be included as an increase in need, in the first instance.

4.9.3 Reduction for Benefit to Existing Development

Section 5 (1) 6 of the D.C.A. provides that, "The increase in the need for service must be reduced by the extent to which an increase in service to meet the increased need would benefit existing development." The general guidelines used to consider benefit to existing development included:

- the repair or unexpanded replacement of existing assets that are in need of repair;



- an increase in average service level of quantity or quality (compare water as an example);
- the elimination of a chronic servicing problem not created by growth; and
- providing services where none previously existed (generally considered for water or wastewater services).

This step involves a further reduction in the need, by the extent to which such an increase in service would benefit existing development. The level of service cap in section 4.9.1 is related but is not the identical requirement. Sanitary, storm, and water trunks are highly localized to growth areas and can be more readily allocated in this regard than other services such as services related to a highway, which do not have a fixed service area.

Where existing development has an adequate service level which will not be tangibly increased by an increase in service, no benefit would appear to be involved. For example, where expanding existing library facilities simply replicates what existing residents are receiving, they receive very limited (or no) benefit as a result. Alternatively, where a clear existing service problem is to be remedied, a deduction should be made accordingly.

In the case of services such as recreation facilities, community parks, libraries, etc., the service is typically provided on a City-wide system basis. For example, facilities of the same type may provide different services (i.e., leisure pool vs. competitive pool), different programs (i.e., hockey vs. figure skating), and different time availability for the same service (i.e., leisure skating available on Wednesdays in one arena and Thursdays in another). As a result, residents will travel to different facilities to access the services they want at the times they wish to use them, and facility location generally does not correlate directly with residence location. Even where it does, displacing users from an existing facility to a new facility frees up capacity for use by others and generally results in only a very limited benefit to existing development. Further, where an increase in demand is not met for a number of years, a negative service impact to existing development is involved for a portion of the planning period.



4.9.4 Reduction for Anticipated Grants, Subsidies and Other Contributions

This step involves reducing the capital costs necessary to provide the increased services by capital grants, subsidies, and other contributions (including direct developer contributions required due to the local service policy) made or anticipated by Council and in accordance with various rules such as the attribution between the share related to new vs. existing development. That is, some grants and contributions may not specifically be applicable to growth or where Council targets fundraising as a measure to offset impacts on taxes (O. Reg. 82/98, section 6).

4.10 Municipal-wide vs. Area Rating

This step involves determining whether all of the subject costs are to be recovered on a uniform municipal-wide basis or whether some or all are to be recovered on an area-specific basis. Under the amended D.C.A., it is now mandatory to “consider” area rating of services (providing charges for specific areas and services), however, it is not mandatory to implement area rating. Further discussion is provided in section 7.4.4 of this report.

4.11 Allocation of Development

This step involves relating the costs involved to anticipated development for each period under consideration and using allocations between residential and non-residential development and between one type of development and another, to arrive at a schedule of charges.

4.12 Asset Management

The legislation now requires that a D.C. background study must include an asset management plan (A.M.P.) (subsection 10 (2) c. 2). The A.M.P. must deal with all assets that are proposed to be funded, in whole or in part, by D.C.s. The current regulations provide very extensive and specific requirements for the A.M.P. related to transit services (as noted in the subsequent subsection); however, they are silent with respect to how the A.M.P. is to be provided for all other services. As part of any A.M.P., the examination should be consistent with the municipality’s existing assumptions,



approaches, and policies on the asset management planning. This examination has been included in Appendix F.

4.13 Transit

The D.C.A. provides for the following matters for Transit:

- The Background Study requires the following in regard to transit costs (as per subsection 8 (2) of the Regulations):
 - The calculations that were used to prepare the estimate for the planned level of service for the transit services, as mentioned in subsection 5.2 (3) of the Act.
 - i. An identification of the portion of the total estimated capital cost relating to the transit services that would benefit,
 - ii. the anticipated development over the 10-year period immediately following the preparation of the background study, or
 - iii. the anticipated development after the 10-year period immediately following the preparation of the background study.
 - An identification of the anticipated excess capacity that would exist at the end of the 10-year period immediately following the preparation of the background study.
 - An assessment of ridership forecasts for all modes of transit services proposed to be funded by the development charge over the 10-year period immediately following the preparation of the background study, categorized by development types, and whether the forecasted ridership will be from existing or planned development.
 - An assessment of the ridership capacity for all modes of transit services proposed to be funded by the development charge over the 10-year period immediately following the preparation of the background study.
- A forward-looking service standard (as per 6.1(2) of the Regulations):
 - The service is a discrete service.
 - No portion of the service that is intended to benefit anticipated development after the 10-year period immediately following the preparation of the background study may be included in the estimate.



- No portion of the service that is anticipated to exist as excess capacity at the end of the 10-year period immediately following the preparation of the background study may be included in the estimate.
- A detailed asset management strategy and reporting requirements (subsection 6.1 (3) of the Regulation) that includes lifecycle costs, action plans that will enable the assets to be sustainable, summary of how to achieve the proposed level of service, discussion on procurement measures and risk.

The City does not currently have local transit services, and in the near future does not intend to consider the implementation of any local transit services. Therefore, the above calculations and reporting requirements are not required.



Chapter 5

D.C.-Eligible Cost Analysis by Service



5. D.C.-Eligible Cost Analysis by Service

5.1 Introduction

This chapter outlines the basis for calculating eligible costs for the D.C.s to be applied on a uniform basis. In each case, the required calculation process set out in subsection 5 (1) paragraphs 2 to 7 in the D.C.A. and described in Chapter 4, was followed in determining D.C. eligible costs.

The service component is evaluated on two format sheets:

- the service standards that provide the average historical 15-year level of service calculation (see Appendix B), which “caps” the D.C. amounts (note that this is not required for water or wastewater); and
- the infrastructure cost calculation, which determines the potential D.C. recoverable cost.

The nature of the capital projects and timing identified in the Chapter reflects Council’s current intention. Over time, however, City projects and Council priorities change; accordingly, Council’s intentions may alter, and different capital projects (and timing) may be necessary to meet the need for services required by new growth.

5.2 Service Levels and 12-Year Capital Costs for Port Colborne’s D.C. Calculation

This section evaluates the development-related capital requirements for all services over a City-wide 12-year planning period from 2024 to 2036.

5.2.1 *Services Related to a Highway*

Roads and Related

The City of Port Colborne currently owns and maintains:

- 251 km of roads;
- 4 bridges;
- 26 culverts;



- 91 km of sidewalks;
- 4 traffic signals; and
- 2,153 streetlights.

This provides an average level of investment of \$36,576 per capita, resulting in a D.C.-eligible recovery amount of approximately \$141.15 million over the 12-year forecast period.

With respect to future needs, the City has identified capital projects for road works totalling approximately \$20.21 million. The capital projects identified include road urbanizations, sidewalks, and a provision for other roads related works. Of this amount, approximately \$4.99 million is deducted for the amount that benefits existing development, and \$62,075 is deducted to reflect the balance in the reserve fund. Additionally, a deduction of approximately \$10.19 million has been made to reflect the portion that benefits growth beyond the forecast period to 2036. Therefore, net growth-related capital cost included in the D.C. calculations is approximately \$4.97 million.

The residential/non-residential allocation for services related to a highway is based on the ratio of anticipated population and employment growth over the forecast period to 2036. This results in a 78% allocation to residential development and 22% allocation to non-residential development.



Table 5-1
Infrastructure Cost Included in the Development Charges Calculation
Services Related to a Highway – Roads and Related

Prj. No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 78%	Non-Residential Share 22%
	2024 to 2036										
1	Elizabeth Street Urbanization - Highway 3 to Killaly St. E (1000m)	2024-2051	2,000,000	1,008,000		992,000	600,000		392,000	305,760	86,240
2	Lorraine Road Urbanization	2024-2051	1,770,000	892,100		877,900	531,000		346,900	270,582	76,318
3	Killaly Street East Urbanization	2024-2051	3,340,000	1,683,400		1,656,600	1,002,000		654,600	510,588	144,012
4	East Side Lands Roads Infrastructure - Progress North	2026-2030	7,000,000	3,528,000		3,472,000	2,100,000		1,372,000	1,070,160	301,840
5	East Side Lands Roads Infrastructure - Progress South	2026-2030	2,520,000	1,270,100		1,249,900	756,000		493,900	385,242	108,658
6	East Side Lands Roads Infrastructure - New Road from HWY 140 to Progress Drive	2026-2030	2,520,000	1,814,400		705,600	-		705,600	550,368	155,232
7	Sidewalk - John Street (250m)	2024	62,500	-		62,500	-		62,500	48,750	13,750
8	Provision for Other Roads Related Works	2024-2036	1,000,000	-		1,000,000	-		1,000,000	780,000	220,000
	Reserve Fund Adjustment		-	-		-	62,075		(62,075)	(48,418)	(13,656)
	Total		20,212,500	10,196,000	-	10,016,500	5,051,075	-	4,965,425	3,873,032	1,092,394



Public Works (Facilities and Fleet)

The Public Works Department has 64.50 vehicles and major equipment (a portion of a vehicle is shared with Parks and Recreation) with a replacement cost totalling approximately \$10.01 million. The inventory provided over the historical 15-year period results in an average level of service of 2.90 vehicles and equipment per 1,000 population. This results in an average level of investment of \$464 per capita. Over the forecast period, the D.C.-eligible amount for vehicles and equipment is approximately \$1.79 million.

The City's Public Works service operates out of a combined 48,150 sq.ft. of facility space, providing an average level of service of 1.64 sq.ft. per capita or \$841 per capita. This level of service provides the City with a maximum D.C.-eligible amount for recovery over the forecast period of approximately \$3.25 million.

In total, the City is eligible to collect approximately \$5.04 million for public works infrastructure.

Based on the anticipated growth over the forecast period to 2036, the capital works identified include the existing Operations Centre debt (principal and discounted interest) costs, a tandem snow plow, sidewalk machine, and other additions to the City's fleet. The total gross capital cost identified is approximately \$9.36 million. Of this amount, a deduction of approximately \$4.15 million has been made to reflect the portion that benefits growth beyond the forecast period to 2036. Additionally, a deduction of \$134 has been made to account for the existing reserve fund balance. Therefore, the net growth-related capital cost included for recovery is approximately \$5.21 million.

The residential/non-residential allocation for services related to a highway – public works (facilities and fleet) is based on the ratio of anticipated population and employment growth over the forecast period. This results in a 78% allocation to residential development and 22% allocation to non-residential development.



Table 5-2
Infrastructure Cost Included in the Development Charges Calculation
Services Related to a Highway – Public Works (Facilities and Fleet)

Prj. No	Increased Service Needs Attributable to Anticipated Development 2024 to 2036	Timing (year)	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 78%	Non-Residential Share 22%
1	Operations Centre Growth-Related Debt - Principal	2024-2047	6,317,071	3,295,900		3,021,171	-		3,021,171	2,356,514	664,658
2	Operations Centre Growth-Related Debt - Discounted Interest	2024-2047	1,174,724	612,900		561,824	-		561,824	438,223	123,601
3	Tandem Snow Plow	2027	600,000	-		600,000	-		600,000	468,000	132,000
4	Sidewalk Machine	2027	300,000	-		300,000	-		300,000	234,000	66,000
5	Cube Van	2030	300,000	75,000		225,000	-		225,000	175,500	49,500
6	Pickup Truck with Plow	2030	90,000	22,500		67,500	-		67,500	52,650	14,850
7	Loader with Attachments	2030	500,000	125,000		375,000	-		375,000	292,500	82,500
8	Water Van	2030	80,000	20,000		60,000	-		60,000	46,800	13,200
	Reserve Fund Adjustment		-	-		-	134		(134)	(105)	(29)
	Total		9,361,795	4,151,300	-	5,210,495	134	-	5,210,361	4,064,082	1,146,279



5.2.2 Fire Services

The City currently operates its fire services out of Fire Station #1 (Killaly St. W) which provides a total of 21,000 sq.ft. of facility space. Over the historical 15-year period the City provided 1.11 sq.ft. of facility space per capita, which equates to an investment of \$808 per capita. Based on the anticipated growth over the forecast period, this level of service provides the City with a maximum D.C.-eligible amount for recovery of approximately \$3.12 million related to fire facility space.

The fire department has a current inventory of 10 vehicles. Over the historical 15-year period, the City has provided an average level of investment of \$347 per capita. Based on the average level of service the total D.C.-eligible amount for fire vehicles over the forecast period is approximately \$1.34 million.

The fire department utilizes fire equipment and gear with a total replacement cost of approximately \$1.25 million. Over the historical 15-year period the City provided an average level of investment of \$64 per capita. This results in a D.C.-eligible amount of approximately \$0.25 million for small equipment and gear over the forecast period to 2036.

In total, the City is eligible to collect approximately \$4.70 million for fire services.

The City has identified the need for an expansion to Station 1, a new platform truck, the East Side fire hall, and vehicles and equipment for the East Side fire hall. The total gross capital cost of these projects is estimated to be approximately \$12.66 million. Of the total gross capital cost, approximately \$6.81 million and \$2.20 million have been deducted for the amount that benefits growth outside the forecast period, and the amount that benefits existing development, respectively. Additionally, \$4,778 was deducted to account for the existing reserve fund balance. The resulting total net growth-related capital costs included in the D.C. calculations is approximately \$3.64 million.

These costs are shared between residential and non-residential growth based on the population to employment ratio over the forecast period to 2036. This results in 78% of the costs being allocated to residential development and 22% being allocated to non-residential development.



Table 5-3
Infrastructure Cost Included in the Development Charges Calculation
Fire Services

Prj. No	Increased Service Needs Attributable to Anticipated Development 2024 to 2036	Timing (year)	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 78%	Non- Residential Share 22%
1	Expansion to Station 1	2028-2034	1,000,000	-		1,000,000	-		1,000,000	780,000	220,000
2	Platform Truck	2028-2034	3,000,000	576,000		2,424,000	2,200,000		224,000	174,720	49,280
3	East Side Fire Hall	2028-2034	6,300,000	4,536,000		1,764,000	-		1,764,000	1,375,920	388,080
4	Fire truck (Engine for East Side)	2028-2034	1,250,000	900,000		350,000	-		350,000	273,000	77,000
5	Fire truck (Tanker for East Side)	2028-2034	750,000	540,000		210,000	-		210,000	163,800	46,200
6	Equipment for East Side FH	2028-2034	260,000	187,200		72,800	-		72,800	56,784	16,016
7	SCBA East Side	2028-2034	95,000	68,400		26,600	-		26,600	20,748	5,852
	Reserve Fund Adjustment		-	-		-	4,778		(4,778)	(3,727)	(1,051)
	Total		12,655,000	6,807,600	-	5,847,400	2,204,778	-	3,642,622	2,841,245	801,377



5.2.3 Parks and Recreation Services

The City currently has 222.81 acres of parkland within its jurisdiction. These parks consist of various sized neighbourhood parks, parkettes, City parks, and community parks. Over the historical 15-year period the City provided an average of 11.80 acres of parkland development per 1,000 population, or an investment of \$1,265 per capita. Over the forecast period the City would be eligible to collect approximately \$4.88 million from D.C.s for parkland development.

The City currently provides 97 parkland amenities, including various types of fields, courts, playground equipment, washrooms, pavilions and gazebos, etc. Over the historical 15-year period the City provided an average of 5.1 amenities per 1,000 population, or an average level of investment of \$969 per capita. Over the forecast period to 2036 the City would be eligible to collect approximately \$3.74 million from D.C.s for parkland amenities.

In addition to parkland development and amenities, the City currently has 24,800 linear meters of parkland trails. Over the historical 15-year period the City provided an average of 1.28 linear meters of parkland trails per capita, or an investment of \$321 per capita. Over the forecast period to 2036 the City would be eligible to collect approximately \$1.24 million from D.C.s for parkland trails.

With respect to recreation facilities, there are currently 9 facilities provided by the City consisting of community centres, the Vale Health & Wellness Centre, Sugarloaf Marina, etc. In total, these facilities provide the City with 163,297 sq.ft. of recreation facility space. Based on the inventory of space provided over the historical 15-year period (2009 to 2023), the City has provided an average of approximately 7.25 sq.ft. of space per capita or an investment of \$4,200 per capita. Over the forecast period the City would be eligible to collect approximately \$16.21 million from D.C.s for recreation facility space.

The City also maintains and operates a fleet of 54.5 vehicles and equipment (a portion of a vehicle is shared with Public Works) , which have an estimated replacement value of approximately \$3.50 million. This results in a calculated average level of service for the historical 15-year period of \$172 per capita, providing a D.C. eligible amount over the forecast period of approximately \$0.66 million.



In total, the City is eligible to collect approximately \$26.73 million for parks and recreation services.

Based on the projected growth over the 2024 to 2036 forecast period, the City has identified future capital needs totaling approximately \$45.26 million. These capital needs include various playgrounds, parkland development, sports courts and fields, and provisions for additional trails, infrastructure, vehicles, and equipment. Through a review of the proposed capital works, a deduction of approximately \$31.37 million has been made to reflect the portion of works that benefit growth beyond the forecast period to 2036, and approximately \$4.99 million has been deducted for the benefit to the existing community. Additionally, \$119,749 has been deducted to reflect the existing balance in the D.C. reserve fund. Therefore, the total net growth capital cost included in the D.C. for parks and recreation services is approximately \$8.79 million.

As the predominant users of parks and recreation tend to be residents of the City, the forecasted growth-related costs have been allocated 95% to residential development and 5% to non-residential development.



Table 5-4
Infrastructure Cost Included in the Development Charges Calculation
Parks and Recreation Services

Prj.No	Increased Service Needs Attributable to Anticipated Development 2024 to 2036	Timing (year)	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies, and Other Contributions Attributable to New Development	Total	Residential Share 95%	Non- Residential Share 5%
1	Facility Addition & Site Works, Community Space, and Baseball Diamonds	2025-2033	35,000,000	29,000,000		6,000,000	3,000,000		3,000,000	2,850,000	150,000
2	Signature Park Development and Amenities	2026-2027	1,600,000	-		1,600,000	-		1,600,000	1,520,000	80,000
3	Outdoor Structure (Ice Rink in the Winter and Tennis/Pickleball in the Summer)	2025-2033	4,000,000	1,800,000		2,200,000	1,000,000		1,200,000	1,140,000	60,000
4	Playground - Lock 8	2027	500,000	-		500,000	250,000		250,000	237,500	12,500
5	Playground - Vale	2033	500,000	500,000		-	-		-	-	-
6	Playground - North End	2025	500,000	-		500,000	-		500,000	475,000	25,000
7	Playground - East Side	2025	350,000	-		350,000	-		350,000	332,500	17,500
8	Ice Resurfacer	2025-2032	150,000	67,500		82,500	37,500		45,000	42,750	2,250
9	Basketball court	2025	60,000	-		60,000	-		60,000	57,000	3,000
10	Two Splash Pads	2027	1,000,000	-		1,000,000	700,000		300,000	285,000	15,000
11	Provision for Parks and Recreation Infrastructure, Vehicles, and Equipment	2025-2032	1,000,000	-		1,000,000	-		1,000,000	950,000	50,000
12	Provision for Additional Trails	2025-2032	600,000	-		600,000	-		600,000	570,000	30,000
	Reserve Fund Adjustment		-	-		-	119,749		(119,749)	(113,761)	(5,987)
	Total		45,260,000	31,367,500	-	13,892,500	5,107,249	-	8,785,251	8,345,989	439,263



5.2.4 Library Services

The City currently operates its library services out of 310 King St. totalling 23,116 sq.ft of space. The City also maintains collection materials including books, subscriptions, board games and puzzles, public computers, etc. valued at approximately \$2.20 million. Over the historical 15-year period the City provided an average level of investment of \$1,032 per capita for library facilities and materials. When applied over the forecast period to 2036, this average level of service translates into a D.C.-eligible amount of approximately \$3.98 million from D.C.s for library services.

With respect to capital needs to accommodate growth over the forecast period, the City has identified RFID equipment, a bookmobile, and provisions for library space, collections, and equipment. In total, the gross capital cost estimate is approximately \$1.17 million. Of this amount, \$5,282 has been deducted to account for the existing reserve fund balance. Therefore, the net growth-related capital cost included in the D.C. calculations is approximately \$1.16 million.

While library usage is predominately residential based, there is some use of the facilities by non-residential users, for the purpose of research. To acknowledge this use, the growth-related capital costs have been allocated 95% to residential development and 5% to non-residential development.



Table 5-5
Infrastructure Cost Included in the Development Charges Calculation
Library Services

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non- Residential Share
2024 to 2036									95%	5%	
1	Provision for New Library Collections and Equipment	2025-2033	150,000	-		150,000	-		150,000	142,500	7,500
2	NovelBranch and RFID equipment	2024-2025	90,000	-		90,000	-		90,000	85,500	4,500
3	Bookmobile	2024-2028	200,000	-		200,000	-		200,000	190,000	10,000
4	Provision for New Library Space	2025-2027	725,311	-		725,311	-		725,311	689,046	36,266
	Reserve Fund Adjustment		-	-		-	5,282		(5,282)	(5,018)	(264)
	Total		1,165,311	-	-	1,165,311	5,282	-	1,160,029	1,102,027	58,001



5.2.5 Growth Studies

The City has identified the need for various studies over the forecast period, including master servicing studies, a transportation master plan, D.C. studies, etc. The total capital costs of these studies are approximately \$5.62 million. For planning related studies, a deduction of \$117,500 has been applied to recognize the extent to which the studies relate to non-D.C.-eligible services. Further deductions of approximately \$3.15 million and \$9,221 have been made to recognize the benefit to the existing community, as well as the existing reserve fund balance, respectively. Therefore, the net amount of approximately \$2.34 million has been included in the D.C. calculations.

These costs are shared between residential and non-residential growth based on the population to employment ratio over the 12-year forecast period to 2036, resulting in 78% being allocated to residential development and 22% being allocated to non-residential development.



**Table 5-6
Infrastructure Cost Included in the Development Charges Calculation
Growth Studies**

Prj.No	Increased Service Needs Attributable to Anticipated Development 2024 to 2036	Timing (year)	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions (to recognize benefit to non-D.C. services)	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 78%	Non-Residential Share 22%
1	Wastewater Master Servicing Study	2024	255,000	-		255,000	127,500		127,500	99,450	28,050
2	Wastewater Master Servicing Study	2028	255,000	-		255,000	127,500		127,500	99,450	28,050
3	Flow Monitoring	2024-2036	1,200,000	-		1,200,000	900,000		300,000	234,000	66,000
4	Water Master Servicing Study	2024	150,000	-		150,000	75,000		75,000	58,500	16,500
5	Water Master Servicing Study	2029	150,000	-		150,000	75,000		75,000	58,500	16,500
6	Hydraulic Modelling	2024-2036	300,000	-		300,000	225,000		75,000	58,500	16,500
7	Outfall Investigation	2024	150,000	-		150,000	112,500		37,500	29,250	8,250
8	Flow Monitoring	2024	100,000	-		100,000	75,000		25,000	19,500	5,500
9	CCTV Data Collection	2024	200,000	-		200,000	150,000		50,000	39,000	11,000
10	City-Wide Camera Inspections	2024	350,000	-		350,000	262,500		87,500	68,250	19,250
11	Stormwater Master Servicing Study	2024	200,000	-		200,000	100,000		100,000	78,000	22,000
12	Stormwater Master Servicing Study	2029	200,000	-		200,000	100,000		100,000	78,000	22,000
13	Transportation Master Plan	2025	200,000	-		200,000	50,000		150,000	117,000	33,000
14	Transportation Master Plan	2030	200,000	-		200,000	50,000		150,000	117,000	33,000



Table 5-6 (Continued)
Infrastructure Cost Included in the Development Charges Calculation
Growth Studies

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions (to recognize benefit to non-D.C. services)	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
2024 to 2036									78%	22%	
15	Development Charges Study	2024	75,000	-		75,000	-		75,000	58,500	16,500
16	Development Charges Study Update	2026	30,000	-		30,000	-		30,000	23,400	6,600
17	Development Charges Study	2030	75,000	-		75,000	-		75,000	58,500	16,500
18	Official Plan	2024	300,000	-	30,000	270,000	135,000		135,000	105,300	29,700
19	Official Plan Update	2030	175,000	-	17,500	157,500	39,400		118,100	92,118	25,982
20	Zoning By-law	2025	150,000	-	17,500	132,500	66,300		66,200	51,636	14,564
21	Zoning By-law Update	2030	100,000	-	17,500	82,500	41,300		41,200	32,136	9,064
22	Infrastructure Needs Study	2024	250,000	-	25,000	225,000	168,800		56,200	43,836	12,364
23	Parks and Recreation Master Plan Update	2025	150,000	-		150,000	37,500		112,500	87,750	24,750
24	Fire Master Plan	2025	150,000	-		150,000	75,000		75,000	58,500	16,500
25	Long-Term Financial Plan	2026	100,000	-	10,000	90,000	75,600		14,400	11,232	3,168
26	Urban Forestry Management	2029	150,000	-		150,000	75,000		75,000	58,500	16,500
	Reserve Fund Adjustment			-		-	9,221		(9,221)	(7,192)	(2,029)
	Total		5,615,000	-	117,500	5,497,500	3,153,121	-	2,344,379	1,828,616	515,763



5.3 Service Levels and Urban 12-Year Capital Costs for the City of Port Colborne's D.C. Calculation

5.3.1 Water Services

Based on the urban serviced forecast period to 2036, a number of water projects have been identified to service developments throughout the City. For water services, the capital program identified by the City includes watermain additions, extensions, and upsizes.

The total gross capital cost for the capital projects is approximately \$55.12 million. With respect to deductions, the following adjustments have been made:

- Approximately \$13.38 million to benefit existing development;
- Approximately \$30.05 million to benefit growth beyond the forecast period to 2036; and
- \$95,763 to account for the existing reserve fund balance.

Therefore, the net growth-related capital cost of approximately \$11.59 million has been included in the D.C. calculations.

The costs for water services are shared between residential and non-residential growth based on the population to employment ratio over the urban 12-year forecast period. This results in 78% of the costs being allocated to residential development and 22% being allocated to non-residential development.



**Table 5-7
Infrastructure Cost Included in the Development Charges Calculation
Water Services**

Prj.No	Increased Service Needs Attributable to Anticipated Development 2024 to 2036	Timing (year)	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 78%	Non-Residential Share 22%
1	East Side Lands Water Infrastructure	2026-2030	23,100,000	-		23,100,000	-		23,100,000	18,018,000	5,082,000
2	W-3 - Main Street 300mm (1065m)	2030-2035	5,705,200	-		5,705,200	5,134,700		570,500	444,990	125,510
3	W-4 - Main Street East 300mm (675m)	2030-2035	1,865,100	-		1,865,100	1,193,700		671,400	523,692	147,708
4	W-5 - Highway 3 300mm (1640m - New Watermain)	2030-2035	4,182,600	-		4,182,600	-		4,182,600	3,262,428	920,172
5	W-7 - Lorraine Road 300mm (885m - New Watermain)	2035-2040	2,257,200	-		2,257,200	-		2,257,200	1,760,616	496,584
6	W-8 - Killaly Street East 300mm (1670m - New Watermain)	2030-2035	4,259,200	-		4,259,200	-		4,259,200	3,322,176	937,024
7	W-9 - Clarke Street 250mm (1320m - New Watermain)	2037	3,343,100	-		3,343,100	2,674,500		668,600	521,508	147,092
8	W-10 - King Street 250mm (845m)	2030	2,469,500	-		2,469,500	1,086,600		1,382,900	1,078,662	304,238
9	W-11 - Elm Street 250mm (710m)	2030	2,075,100	-		2,075,100	1,058,300		1,016,800	793,104	223,696
10	W-12 - Sugarloaf Street 250mm (1225m)	2030	3,102,800	-		3,102,800	2,234,000		868,800	677,664	191,136
11	W-13 - Elgin Street 300mm (440m - New Watermain)	2035-2040	1,122,300	-		1,122,300	-		1,122,300	875,394	246,906
12	W-14 - Rosemount Ave 300mm (770m - New Watermain)	2035-2040	1,636,600	-		1,636,600	-		1,636,600	1,276,548	360,052
	Post Period Adjustment			30,050,568		(30,050,568)	-		(30,050,568)	(23,439,443)	(6,611,125)
	Reserve Fund Adjustment					-	95,763		(95,763)	(74,695)	(21,068)
	Total		55,118,700	30,050,568	-	25,068,132	13,477,563	-	11,590,569	9,040,644	2,549,925



5.3.2 Wastewater Services

Based on the forecast period to 2036, a number of wastewater projects have been identified to service developments throughout the City. The capital program identified by the City includes sanitary sewer mains (additions, extensions, and upgrades), sanitary pumping stations, and an inflow and infiltration reduction program.

The total gross capital cost for the capital projects is approximately \$90.58 million. With respect to deductions, the following adjustments have been made:

- Approximately \$8.84 million to benefit existing development;
- Approximately \$58.85 million to benefit growth beyond the forecast period to 2036; and
- \$48,508 to account for the existing reserve fund balance.

Therefore, the net growth-related capital cost of \$22.84 million is being included in the D.C. calculations.

The costs for wastewater services are shared between residential and non-residential growth based on the population to employment ratio over the urban 12-year forecast period. This results in 78% of the costs being allocated to residential development and 22% being allocated to non-residential development.



Table 5-8
Infrastructure Cost Included in the Development Charges Calculation
Wastewater Services

Prj.No	Increased Service Needs Attributable to Anticipated Development 2024 to 2036	Timing (year)	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 78%	Non-Residential Share 22%
1	SS-1 - Johnston Street 450mm (235m)	2035-2040	568,700	-		568,700	415,200		153,500	119,730	33,770
2	SS-9 - Johnston Street 450mm (740m)	2035-2040	1,651,700	-		1,651,700	-		1,651,700	1,288,326	363,374
3	SS-2 - Killaly Street East 600mm (805m)	2030	2,480,800	-		2,480,800	-		2,480,800	1,935,024	545,776
4	East Side Lands Wastewater Servicing	2025-2030	26,514,600	-		26,514,600	-		26,514,600	20,681,388	5,833,212
5	SS-5 - Ost Avenue 375mm (530m)	2026	1,220,500	-		1,220,500	939,800		280,700	218,946	61,754
6	SS-8 - Sugarloaf Street 450mm (500m)	2030	1,209,000	-		1,209,000	737,500		471,500	367,770	103,730
7	FM-1 & 2a- Barrick Road 300/450mm (6060m)	2026-2027	24,000,000	-		24,000,000	-		24,000,000	18,720,000	5,280,000
8	FM-2b - Elizabeth & 2nd Concession 300mm (2400m)	2030	6,120,700	-		6,120,700	-		6,120,700	4,774,146	1,346,554
9	FM-3 - Marina Drive 150mm (650m)	2030	1,381,500	-		1,381,500	-		1,381,500	1,077,570	303,930
10	FM-4 100mm (350m)	2045-2054	595,200	-		595,200	-		595,200	464,256	130,944
11	SPS 2 - Killaly Residential Development 238mm	2030-2034	12,645,100	-		12,645,100	-		12,645,100	9,863,178	2,781,922
12	SPS 3 - Marina 20mm	2030-2034	2,125,200	-		2,125,200	-		2,125,200	1,657,656	467,544
13	SPS 4 - North West 10mm	2045-2054	1,062,700	-		1,062,700	-		1,062,700	828,906	233,794
14	Overall I&I Reduction Program	2024-2035	9,000,000	-		9,000,000	6,750,000		2,250,000	1,755,000	495,000
	Post Period Adjustment			58,847,904		(58,847,904)	-		(58,847,904)	(45,901,365)	(12,946,539)
	Reserve Fund Adjustment		-	-		-	48,508		(48,508)	(37,836)	(10,672)
	Total		90,575,700	58,847,904	-	31,727,796	8,891,008	-	22,836,788	17,812,695	5,024,093



Chapter 6

D.C. Calculation



6. D.C. Calculation

Table 6-1 calculates the proposed uniform D.C.s to be imposed on anticipated development in the City for urban services over a 12-year planning horizon (water and wastewater). Table 6-2 calculates the proposed uniform D.C.s to be imposed on anticipated development in the City for City-wide services over a 12-year planning horizon (services related to a highway, public works (facilities and fleet), fire services, parks and recreation services, library services, and growth studies).

The calculation for residential development is generated on a per capita basis and is based upon five forms of housing types (singles and semi-detached, multiples, apartments 2+ bedrooms, apartments studio and 1 bedroom, and special care/special dwelling units). The non-residential D.C. has been calculated on a per sq.ft. of G.F.A. basis for all types of non-residential development (industrial, commercial, and institutional).

The D.C.-eligible costs for each service component were developed in Chapter 5 for all City services, based on their proposed capital programs.

For the residential calculations, the total cost is divided by the “gross” (new resident) population to determine the per capita amount. The eligible-D.C. cost calculations set out in Chapter 5 are based on the net anticipated population increase (the forecast new unit population less the anticipated decline in existing units). The cost per capita is then multiplied by the average occupancy of the new units (Appendix A, Schedule 7) to calculate the charge in Table 6-1.

With respect to non-residential development, the total costs in the uniform charge allocated to non-residential development (based on need for service) have been divided by the anticipated development over the planning period to calculate a cost per sq.ft. of G.F.A.

Table 6-3 summarizes the total D.C. that is applicable for City-wide services and Table 6-4 summarizes the gross capital expenditures and sources of revenue for works to be undertaken during the life of the by-law.



Table 6-1
City of Port Colborne
Development Charge Calculation
Urban Area Services
12-Year (2024 to 2036)

SERVICE/CLASS	2024\$ D.C.-Eligible Cost		2024\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.
	\$	\$	\$	\$
1. <u>Wastewater Services</u>				
1.1 Sewers	17,812,695	5,024,093	11,453	5.24
	17,812,695	5,024,093	11,453	5.24
2. <u>Water Services</u>				
2.1 Distribution systems	9,040,644	2,549,925	5,813	2.66
	9,040,644	2,549,925	5,813	2.66
TOTAL	26,853,339	7,574,019	17,266	7.90
D.C.-Eligible Capital Cost	26,853,339	\$7,574,019		
Urban 12-Year Gross Population/GFA Growth (sq.ft.)	4,462	958,800		
Cost Per Capita/Non-Residential GFA (sq.ft.)	\$6,018.23	\$7.90		
By Residential Unit Type	P.P.U.			
Single and Semi-Detached Dwelling	2.869	\$17,266		
Multiples	2.222	\$13,373		
Apartments - 2 Bedrooms +	2.009	\$12,091		
Apartments - Bachelor and 1 Bedroom	1.328	\$7,992		
Special Care/Special Dwelling Units	1.100	\$6,620		



Table 6-2
City of Port Colborne
Development Charge Calculation
City-wide Services
12-Year (2024 to 2036)

SERVICE/CLASS	2024\$ D.C.-Eligible Cost		2024\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.
	\$	\$	\$	\$
3. <u>Services Related to a Highway</u>				
3.1 Roads and Related	3,873,032	1,092,394	2,328	1.12
	3,873,032	1,092,394	2,328	1.12
4. <u>Public Works (Facilities and Fleet)</u>				
4.1 Public Works (Facilities and Fleet)	4,064,082	1,146,279	2,444	1.17
	4,064,082	1,146,279	2,444	1.17
5. <u>Fire Protection Services</u>				
5.1 Fire facilities, vehicles & equipment	2,841,245	801,377	1,709	0.82
	2,841,245	801,377	1,709	0.82
6. <u>Parks and Recreation Services</u>				
6.1 Park development, amenities, trails, vehicles and equipment, and recreation facilities	8,345,989	439,263	5,018	0.45
	8,345,989	439,263	5,018	0.45
7. <u>Library Services</u>				
7.1 Library facilities & materials	1,102,027	58,001	663	0.06
	1,102,027	58,001	663	0.06
8. <u>Growth Studies</u>				
8.1 Growth Studies	1,828,616	515,763	1,101	0.53
	1,828,616	515,763	1,101	0.53
TOTAL	22,054,991	4,053,077	13,263	4.15
D.C.-Eligible Capital Cost	\$22,054,991	\$4,053,077		
12-Year Gross Population/GFA Growth (sq.ft.)	4,771	976,000		
Cost Per Capita/Non-Residential GFA (sq.ft.)	\$4,622.72	\$4.15		
By Residential Unit Type	P.P.U.			
Single and Semi-Detached Dwelling	2.869	\$13,263		
Multiples	2.222	\$10,272		
Apartments - 2 Bedrooms +	2.009	\$9,287		
Apartments - Bachelor and 1 Bedroom	1.328	\$6,139		
Special Care/Special Dwelling Units	1.100	\$5,085		



Table 6-3
City of Port Colborne
Development Charge Calculation
Total All Services

	2024\$ D.C.-Eligible Cost		2024\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.
	\$	\$	\$	\$
Urban-wide Services 12 Year	26,853,339	7,574,019	17,266	7.90
Municipal-wide Services 12 Year	22,054,991	4,053,077	13,263	4.15
TOTAL	48,908,330	11,627,096	30,529	12.05



Table 6-4
City of Port Colborne
Gross Expenditure and Sources of Revenue Summary for Costs to be Incurred over the
Life of the By-law

Service/Class	Total Gross Cost	Sources of Financing					
		Tax Base or Other Non-D.C. Source			Post D.C. Period Benefit	D.C. Reserve Fund	
		Other Deductions	Benefit to Existing	Other Funding		Residential	Non-Residential
1. Wastewater Services							
1.1 Sewers	85,879,218	-	7,813,664	-	-	60,891,133	17,174,422
2. Water Services							
2.1 Distribution systems	43,557,080	-	9,441,620	-	-	26,610,059	7,505,401
3. Services Related to a Highway							
3.1 Roads and Related	15,475,119	-	3,617,786	-	7,892,321	3,092,709	872,303
4. Public Works (Facilities and Fleet)							
4.1 Public Works (Facilities and Fleet)	5,127,302	-	-	-	1,941,978	2,484,553	700,771
5. Fire Protection Services							
5.1 Fire facilities, vehicles & equipment	12,655,000	-	2,200,000	-	6,807,600	2,844,972	802,428
6. Parks and Recreation Services							
6.1 Park development, amenities, trails, vehicles and equipment, and recreation facilities	45,260,000	-	4,987,500	-	31,367,500	8,459,750	445,250
7. Library Services							
7.1 Library facilities & materials	1,165,311	-	-	-	-	1,107,046	58,266
8. Growth Studies							
8.1 Growth Studies	5,115,000	82,500	2,848,800	-	-	1,703,286	480,414
Total Expenditures & Revenues	\$214,234,031	\$82,500	\$30,909,369	\$0	\$48,009,400	\$107,193,507	\$28,039,255



Chapter 7

D.C. Policy Recommendations and D.C. By-law Rules



7. D.C. Policy Recommendations and D.C. By-law Rules

7.1 Introduction

Subsection 5 (1) 9 states that rules must be developed:

“to determine if a development charge is payable in any particular case and to determine the amount of the charge, subject to the limitations set out in subsection (6).”

Paragraph 10 of the section goes on to state that the rules may provide for exemptions, phasing in and/or indexing of D.C.s.

Subsection 5 (6) establishes the following restrictions on the rules:

- the total of all D.C.s that would be imposed on anticipated development must not exceed the capital costs determined under subsection 5 (1) 2-7 for all services involved;
- if the rules expressly identify a type of development, they must not provide for it to pay D.C.s that exceed the capital costs that arise from the increase in the need for service for that type of development; however, this requirement does not relate to any particular development; and
- if the rules provide for a type of development to have a lower D.C. than is allowed, the rules for determining D.C.s may not provide for any resulting shortfall to be made up via other development.

With respect to “the rules,” section 6 states that a D.C. by-law must expressly address the matters referred to above re subsection 5 (1) paragraphs 9 and 10, as well as how the rules apply to the redevelopment of land.

The rules provided are based on the City’s existing policies; with some modifications and consideration for the changes to the D.C.A. resulting from Bills 108, 197, 213, 23, and 185.



7.2 D.C. By-law Structure

It is recommended that:

- the City uses a uniform City-wide D.C. calculation for all City-wide services;
- D.C.s for water and wastewater be imposed on the urban serviced areas of the City; and
- one D.C. by-law be used for all services.

7.3 D.C. By-law Rules

The following subsections set out the recommended rules governing the calculation, payment and collection of D.C.s in accordance with section 6 of the D.C.A.

It is recommended that the following sections provide the basis for the D.C.s.:

7.3.1 Payment in any Particular Case

In accordance with the D.C.A., subsection 2 (2), a D.C. be calculated, payable, and collected where the development requires one or more of the following:

- “(a) the passing of a zoning by-law or of an amendment to a zoning by-law under section 34 of the Planning Act;
- (b) the approval of a minor variance under section 45 of the Planning Act;
- (c) a conveyance of land to which a by-law passed under subsection 50 (7) of the Planning Act applies;
- (d) the approval of a plan of subdivision under section 51 of the Planning Act;
- (e) a consent under section 53 of the Planning Act;
- (f) the approval of a description under section 9 of the Condominium Act, 1998; or
- (g) the issuing of a permit under the Building Code Act, 1992 in relation to a building or structure.”



7.3.2 Determination of the Amount of the Charge

The following conventions be adopted:

- 1) Costs allocated to residential uses will be assigned to different types of residential units based on the average occupancy for each housing type constructed during the previous decade. Costs allocated to non-residential uses will be assigned based on the number of square feet of G.F.A. constructed for eligible uses (i.e., industrial, commercial, and institutional).
- 2) Costs allocated to residential and non-residential uses are based upon a number of conventions, as may be suited to each municipal circumstance, e.g.
 - for parks and recreation services and library services, a 5% non-residential attribution has been made to recognize use by the non-residential sector; and
 - for services related to a highway – roads and related, public works (facilities and fleet), fire protection services, growth studies, water services, and wastewater services a 78% residential/22% non-residential attribution has been made based on a population vs. employment growth ratio over the 12-year (2024 to 2036) forecast period.

7.3.3 Application to Redevelopment of Land (Demolition and Conversion)

If a development involves the demolition of and replacement of a building or structure on the same site, or the conversion from one principal use to another, the developer shall be allowed a credit equivalent to:

- 1) the number of dwelling units demolished/converted multiplied by the applicable residential D.C. in place at the time the D.C. is payable; and/or
- 2) the gross floor area of the building demolished/converted multiplied by the current non-residential D.C. in place at the time the D.C. is payable.

The demolition credit is allowed only if the land was improved by occupied structures and if the demolition permit related to the site was issued less than 12 months prior to the issuance of a building permit. The credit can, in no case, exceed the amount of D.C.s that would otherwise be payable.



7.3.4 Exemptions (full or partial)

Statutory exemptions include the following:

- Partial exemption for industrial building additions of up to and including 50% of the existing G.F.A. (defined in O. Reg. 82/98, section 1) of the building; for industrial building additions that exceed 50% of the existing G.F.A., only the portion of the addition in excess of 50% is subject to D.C.s (subsection 4 (3) of the D.C.A.);
- Full exemption for buildings or structures owned by and used for the purposes of any municipality, local board, or Board of Education;
- Full exemption for additional residential development within or ancillary to existing buildings: development that results only in the enlargement of an existing dwelling unit, or that results only in the creation of up to two additional dwelling units (based on limits set out in subsection 2 (3.2) of the Act);
- Full exemption for additional residential development within or ancillary to new dwellings: development that includes the creation of up to two additional dwelling units (based on limits set out in subsection 2 (3.3) of the Act);
- Full exemption for the creation of the greater of one residential unit or 1% of the existing residential units in an existing rental residential building;
- Full exemption for a university in Ontario that receives direct, regular, and ongoing operating funding from the Government of Ontario;
- Full exemption for affordable units;
- Full exemption for attainable units, (in effect on a day to be named by proclamation of the Lieutenant Governor);
- Full exemption for affordable inclusionary zoning units;
- Full exemption for non-profit housing developments; and
- Partial exemption through a discount for rental housing units based on bedroom size as prescribed (i.e., three or more bedrooms - 25% discount, two bedrooms - 20% discount, and all others - 15% discount).

Non-statutory exemptions included in the draft by-law for Council's consideration:

- Non-residential farm buildings for the purpose of an agricultural use except for any building constructed to accommodate on On-Farm Business which shall be considered to be an industrial building; and



- Industrial development shall be exempt from payment of D.C.s on any square footage of gross floor area constructed over 5,000 sq.ft.; and
- Partial exemption for certain Community Improvement Plan areas based upon specific policies approved by Council.

7.3.5 Timing of Collection

The D.C.s for all services and classes are payable upon issuance of a building permit for each dwelling unit, building, or structure, subject to early or late payment agreements entered into by the City and an owner under s. 27 of the D.C.A.

Rental housing and institutional developments will pay D.C.s in 6 equal annual payments commencing at occupancy.

Moreover, the D.C. amount for all developments occurring within eighteen months of a Site Plan or Zoning By-law Amendment planning approval (for applications submitted after January 1, 2020), shall be determined based on the D.C. in effect on the day the applicable Site Plan or Zoning By-law Amendment application was submitted (as a complete application).

Instalment payments and payments determined at the time of Site Plan or Zoning By-law Amendment application are subject to annual interest charges. The maximum interest rate the City can impose is the average prime rate plus 1%.

7.3.6 The Applicable Areas

The charges developed herein provide for varying charges within the City, as follows:

- All City-wide Services – the full residential and non-residential charge will be imposed on all lands within the City; and
- Water and Wastewater – the full residential and non-residential charge will be imposed on the urban service areas of the City.



7.3.7 Indexing

Rates shall be adjusted, without amendment to the By-law, annually on the anniversary date of the By-law in accordance with the Statistics Canada Quarterly, Non-Residential Building Construction Price Index (Table 18-10-0276-02)¹.

7.4 Other D.C. By-law Provisions

It is recommended that:

7.4.1 Categories of Services for Reserve Fund and Credit Purposes

The City's D.C. collections are currently reserved in eight (8) separate reserve funds: Roads, Water, Wastewater, Fire, Public Works, Administration, Parks and Recreation, and Library.

It is recommended that the City rename the Administration reserve fund to "Growth Studies".

Appendix D outlines the reserve fund policies that the City is required to follow as per the D.C.A.

7.4.2 By-law In-force Date

A by-law under the D.C.A. comes into force on the day after which the by-law is passed by Council.

7.4.3 Minimum Interest Rate Paid on Refunds and Charged for Inter-Reserve Fund Borrowing

The minimum interest rate is the Bank of Canada rate on the day on which the by-law comes into force (as per section 11 of O. Reg. 82/98).

¹ O. Reg. 82/98 referenced "The Statistics Canada Quarterly, Construction Price Statistics, catalogue number 62-007" as the index source. Since implementation, Statistics Canada has modified this index twice and the above-noted index is the most current. The draft by-law provided herein refers to O. Reg. 82/98 to ensure traceability should this index continue to be modified over time.



7.4.4 Area Rating

The D.C.A. required that Council must consider the use of area specific charges:

1. Section 2 (9) of the D.C.A. now requires a municipality to implement area-specific D.C.s for either specific services which are prescribed and/or for specific municipalities which are to be regulated (note that at this time, no municipalities or services are prescribed by the regulations).
2. Section 10 (2) c.1 of the D.C.A. requires that “the development charges background study shall include consideration of the use of more than one development charge by-law to reflect different needs for services in different areas.”

In regard to the first item, there are no services or specific municipalities identified in the regulations which must be area rated. The second item requires Council to consider the use of area rating.

Currently the City’s by-law provides for area-rating for water and wastewater services, while all other services are to be recovered on a uniform, City-wide basis. There have been several reasons why area-rating has not been imposed on these services, including:

1. All City services, with the exception of water and wastewater, require that the average 15-year service standard be calculated. This average service standard multiplied by growth in the City, establishes an upper ceiling on the amount of funds that can be collected from all developing landowners. Section 4 (4) of O. Reg. 82/98 provides that “if a development charge by-law applies to a part of the municipality, the level of service and average level of service cannot exceed that which would be determined if the by-law applied to the whole municipality.” Put in layman terms, the average service standard multiplied by the growth within the specific area would establish an area-specific ceiling which would significantly reduce the total revenue recoverable for the City hence potentially resulting in D.C. revenue shortfalls and impacts on property taxes.
2. Expanding on item 1, attempting to impose an area charge potentially causes equity issues in transitioning from a City-wide approach to an area-specific approach. For example, if all services were now built (and funded) within Area A



(which is 75% built out) and this was funded with some revenues from Areas B and C, moving to an area-rating approach would see Area A contribute no funds to the costs of services in Areas B and C. The D.C.s would be lower in Area A (as all services are now funded) and higher in Areas B and C. As well, funding shortfalls may then potentially encourage the municipality to provide less services to Areas B and C due to reduced revenue.

3. Many services provided (roads, parks and recreation facilities, etc.) are not restricted to one specific area and are often used by all residents. For example, arenas located in different parts of the City will be used by residents from all areas depending on the programming of the facility (i.e., a public skate is available each night, but at a different arena; hence usage of any one facility at any given time is based on programming availability).

For the reasons noted above, it is recommended that Council calculate the charges on a uniform City-wide basis for all services except for water and wastewater, which are to be calculated on an urban area-specific basis.

7.5 Other Recommendations

It is recommended that Council:

“Whenever appropriate, request that grants, subsidies and other contributions be clearly designated by the donor as being to the benefit of existing development or new development, as applicable;”

“Adopt the assumptions contained herein as an ‘anticipation’ with respect to capital grants, subsidies and other contributions;”

“Continue the D.C. approach to calculate the charges on a uniform City-wide basis for all non-water and wastewater services, and on an urban-area basis for water and wastewater services;”

“Approve the capital project listing set out in Chapter 5 of the D.C.s Background Study dated August 23, 2024, subject to further annual review during the capital budget process;”

“Approve the D.C.s Background Study dated August 23, 2024;”



“Determine that no further public meeting is required;” and
“Approve the D.C. By-law as set out in Appendix G”.



Chapter 8

By-law Implementation



8. By-law Implementation

8.1 Public Consultation Process

8.1.1 Introduction

This chapter addresses the mandatory, formal public consultation process (section 8.1.2), as well as the optional, informal consultation process (section 8.1.3). The latter is designed to seek the co-operation and participation of those involved, in order to produce the most suitable policy. Section 8.2 addresses the anticipated impact of the D.C. on development from a generic viewpoint.

8.1.2 Public Meeting of Council

Section 12 of the D.C.A. indicates that before passing a D.C. by-law, Council must hold at least one public meeting, giving at least 20 clear days' notice thereof, in accordance with the Regulation. Council must also ensure that the proposed by-law and background report are made available to the public at least two weeks prior to the (first) meeting.

Any person who attends such a meeting may make representations related to the proposed by-law.

If a proposed by-law is changed following such a meeting, Council must determine whether a further meeting (under this section) is necessary (i.e., if the proposed by-law which is proposed for adoption has been changed in any respect, Council should formally consider whether an additional public meeting is required, incorporating this determination as part of the final by-law or associated resolution. It is noted that Council's decision, once made, is final and not subject to review by a Court or the Ontario Land Tribunal (OLT) (formerly the Local Planning Appeal Tribunal (LPAT)).

8.1.3 Other Consultation Activity

There are three broad groupings of the public who are generally the most concerned with municipal D.C. policy:

1. The first grouping is the residential development community, consisting of land developers and builders, who are typically responsible for generating the majority



of the D.C. revenues. Others, such as realtors, are directly impacted by D.C. policy. They are, therefore, potentially interested in all aspects of the charge, particularly the quantum by unit type, projects to be funded by the D.C. and the timing thereof, and municipal policy with respect to development agreements, D.C. credits and front-ending requirements.

2. The second public grouping embraces the public at large and includes taxpayer coalition groups and others interested in public policy.
3. The third grouping is the industrial/commercial/institutional development sector, consisting of land developers and major owners or organizations with significant construction plans, such as hotels, entertainment complexes, shopping centres, offices, industrial buildings, and institutions. Also involved are organizations such as Industry Associations, the Chamber of Commerce, the Board of Trade, and the Economic Development Agencies, who are all potentially interested in municipal D.C. policy. Their primary concern is frequently with the quantum of the charge, G.F.A. exclusions such as basements, mechanical or indoor parking areas, or exemptions and phase-in or capping provisions in order to moderate the impact.

8.2 Anticipated Impact of the Charge on Development

The establishment of sound D.C. policy often requires the achievement of an acceptable balance between two competing realities. The first is that high non-residential D.C.s can, to some degree, represent a barrier to increased economic activity and sustained industrial/commercial growth, particularly for capital intensive uses. Also, in many cases, increased residential D.C.s can ultimately be expected to be recovered via housing prices and can impact project feasibility in some cases (e.g., rental apartments).

On the other hand, D.C.s or other municipal capital funding sources need to be obtained in order to help ensure that the necessary infrastructure and amenities are installed. The timely installation of such works is a key initiative in providing adequate service levels and in facilitating strong economic growth, investment, and wealth generation.



8.3 Implementation Requirements

8.3.1 Introduction

Once the City has calculated the charge, prepared the complete background study, carried out the public process and passed a new by-law, the emphasis shifts to implementation matters. These include notices, potential appeals and complaints, credits, front-ending agreements, subdivision agreement conditions and finally the collection of revenues and funding of projects.

The sections that follow present an overview of the requirements in each case.

8.3.2 Notice of Passage

In accordance with section 13 of the D.C.A., when a D.C. by-law is passed, the City Clerk shall give written notice of the passing and of the last day for appealing the by-law (the day that is 40 days after the day it was passed). Such notice must be given no later than 20 days after the day the by-law is passed (i.e., as of the day of newspaper publication or the mailing of the notice).

Section 10 of O. Reg. 82/98 further defines the notice requirements which are summarized as follows:

- notice may be given by publication in a newspaper which is (in the Clerk's opinion) of sufficient circulation to give the public reasonable notice, or by personal service, fax, or mail to every owner of land in the area to which the by-law relates, or by posting on the municipality's website if, in the clerk's opinion, a newspaper as described above does not exist;
- subsection 10 (4) lists the persons/organizations who must be given notice; and
- subsection 10 (5) lists the eight items that the notice must cover.

8.3.3 By-law Pamphlet

In addition to the "notice" information, the City must prepare a "pamphlet" explaining each D.C. by-law in force, setting out:

- a description of the general purpose of the D.C.s;



- the “rules” for determining if a charge is payable in a particular case and for determining the amount of the charge;
- the services to which the D.C.s relate; and
- a description of the general purpose of the Treasurer’s statement and where it may be received by the public.

Where a by-law is not appealed to the OLT, the pamphlet must be readied within 60 days after the by-law comes into force. Later dates apply to appealed by-laws.

The City must give one copy of the most recent pamphlet without charge, to any person who requests one.

8.3.4 Appeals

Sections 13 to 19 of the D.C.A. set out the requirements relative to making and processing a D.C. by-law appeal and OLT hearing in response to an appeal. Any person or organization may appeal a D.C. by-law to the OLT by filing a notice of appeal with the City Clerk, setting out the objection to the by-law and the reasons supporting the objection. This must be done by the last day for appealing the by-law, which is 40 days after the by-law is passed.

The City is conducting a public consultation process in order to address the issues that come forward as part of that process, thereby avoiding or reducing the need for an appeal to be made.

8.3.5 Complaints

A person required to pay a D.C., or his agent, may complain to the City Council imposing the charge that:

- the amount of the charge was incorrectly determined;
- the reduction to be used against the D.C. was incorrectly determined; or
- there was an error in the application of the D.C.

Sections 20 to 25 of the D.C.A. set out the requirements that exist, including the fact that a complaint may not be made later than 90 days after a D.C. (or any part of it) is payable. A complainant may appeal the decision of City Council to the OLT.



8.3.6 Credits

Sections 38 to 41 of the D.C.A. set out a number of credit requirements, which apply where a municipality agrees to allow a person to perform work in the future that relates to a service in the D.C. by-law.

These credits would be used to reduce the amount of D.C.s to be paid. The value of the credit is limited to the reasonable cost of the work which does not exceed the average level of service. The credit applies only to the service to which the work relates unless the municipality agrees to expand the credit to other services for which a D.C. is payable.

8.3.7 Front-Ending Agreements

The City and one or more landowners may enter into a front-ending agreement that provides for the costs of a project that will benefit an area in the City to which the D.C. by-law applies. Such an agreement can provide for the costs to be borne by one or more parties to the agreement who are, in turn, reimbursed in future by persons who develop land defined in the agreement.

Part III of the D.C.A. (sections 44 to 58) addresses front-ending agreements and removes some of the obstacles to their use which were contained in the *Development Charges Act*, 1989. Accordingly, the City assesses whether this mechanism is appropriate for its use, as part of funding projects prior to City funds being available.

8.3.8 Severance and Subdivision Agreement Conditions

Section 59 of the D.C.A. prevents a municipality from imposing directly or indirectly, a charge related to development or a requirement to construct a service related to development, by way of a condition or agreement under section 51 or section 53 of the *Planning Act*, except for:

- “local services, related to a plan of subdivision or within the area to which the plan relates, to be installed or paid for by the owner as a condition of approval under section 51 of the *Planning Act*,” and
- “local services to be installed or paid for by the owner as a condition of approval under section 53 of the *Planning Act*.”



It is also noted that subsection 59 (4) of the D.C.A. requires that the municipal approval authority for a draft plan of subdivision under subsection 51 (31) of the *Planning Act*, use its power to impose conditions to ensure that the first purchaser of newly subdivided land is informed of all the D.C.s related to the development, at the time the land is transferred.

In this regard, if the municipality in question is a commenting agency, in order to comply with subsection 59 (4) of the D.C.A. it would need to provide to the approval authority information regarding the applicable municipal D.C.s related to the site.

If the City is an approval authority for the purposes of section 51 of the *Planning Act*, it would be responsible to ensure that it collects information from all entities that can impose a D.C.

The most effective way to ensure that purchasers are aware of this condition would be to require it as a provision in a registered subdivision agreement, so that any purchaser of the property would be aware of the charges at the time the title was searched prior to closing a transaction conveying the lands.



Appendices



Appendix A

Background Information on Residential and Non- Residential Growth Forecast



Schedule 1 City of Port Colborne Residential Growth Forecast Summary

Year	Population (Including Census Undercount) ^[1]	Excluding Census Undercount			Housing Units						Person Per Unit (P.P.U.): Total Population/ Total Households	
		Population	Institutional Population	Population Excluding Institutional Population	Singles & Semi-Detached	Multiple Dwellings ^[2]	Apartments ^[3]	Other	Total Households	Equivalent Institutional Households		
Historical	Mid 2011	18,890	18,424	449	17,975	6,050	600	1,161	95	7,906	408	2.330
	Mid 2016	18,770	18,306	441	17,865	6,005	670	1,210	135	8,020	401	2.283
	Mid 2021	20,540	20,033	628	19,405	6,295	685	1,280	450	8,710	571	2.300
Forecast	Mid 2024	20,910	20,397	642	19,755	6,426	698	1,411	450	8,985	584	2.270
	Mid 2036	24,870	24,255	760	23,495	7,233	1,254	2,038	450	10,975	691	2.210
Incremental	Mid 2011 - Mid 2016	-120	-118	-8	-110	-45	70	49	40	114	-7	
	Mid 2016 - Mid 2021	1,770	1,727	187	1,540	290	15	70	315	690	170	
	Mid 2021 - Mid 2024	370	364	14	350	131	13	131	0	275	13	
	Mid 2024 - Mid 2036	3,960	3,858	118	3,740	807	556	627	0	1,990	107	

^[1] Population includes the Census undercount estimated at approximately 2.5% and has been rounded.

^[2] Includes townhouses and apartments in duplexes.

^[3] Includes bachelor, 1-bedroom, and 2-bedroom+ apartment units.

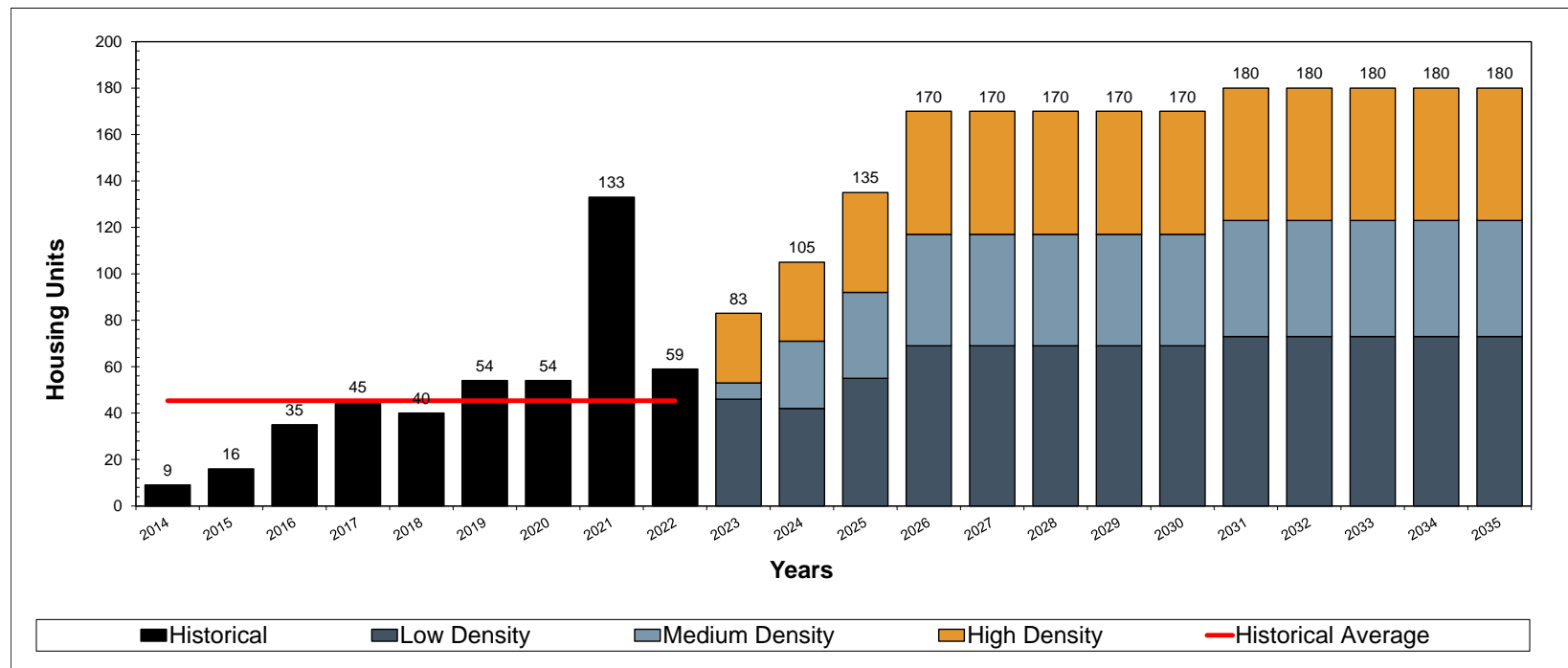
Notes:

Numbers may not add due to rounding.

Source: Derived by Watson & Associates Economists Ltd.



Figure 1
City of Port Colborne
Annual Housing Forecast [1]



[1] Growth forecast represents calendar year.

Source: Historical housing activity derived from City of Port Colborne building permit data, 2014 to 2023.



Schedule 2
City of Port Colborne
Estimate of the Anticipated Amount, Type and Location of
Residential Development for Which Development Charges can be Imposed

Development Location	Timing	Single & Semi-Detached	Multiples ^[1]	Apartments ^[2]	Total Residential Units	Gross Population In New Units	Existing Unit Population Change	Net Population Increase, Excluding Institutional	Institutional Population	Net Population Including Institutional
Urban	2024 - 2036	699	556	627	1,882	4,344	-502	3,842	118	3,960
Rural	2024 - 2036	108	0	0	108	310	-411	-101	0	-101
City of Port Colborne	2024 - 2036	807	556	627	1,990	4,653	-913	3,741	118	3,859

^[1] Includes townhouses and apartments in duplexes.

^[2] Includes bachelor, 1-bedroom, and 2-bedroom+ apartment units.

Source: Derived by Watson & Associates Economists Ltd.



Schedule 3
City of Port Colborne
Current Year Growth Forecast
Mid-2021 to Mid-2024

		Population
Mid 2021 Population		20,033
Occupants of New Housing Units, Mid 2021 to Mid 2024	<i>Units (2)</i>	275
	<i>multiplied by P.P.U. (3)</i>	2,214
	<i>gross population increase</i>	609
Occupants of New Equivalent Institutional Units, Mid 2021 to Mid 2024	<i>Units</i>	13
	<i>multiplied by P.P.U. (3)</i>	1,100
	<i>gross population increase</i>	14
Decline in Housing Unit Occupancy, Mid 2021 to Mid 2024	<i>Units (4)</i>	8,710
	<i>multiplied by P.P.U. decline rate (5)</i>	-0.030
	<i>total decline in population</i>	-259
Population Estimate to Mid 2024		20,397
<i>Net Population Increase, Mid 2021 to Mid 2024</i>		364

- (1) 2021 population based on Statistics Canada Census unadjusted for Census undercount.
- (2) Estimated residential units constructed, Mid-2021 to the beginning of the growth period assuming a six-month lag between construction and occupancy.
- (3) Average number of persons per unit (P.P.U.) is assumed to be:

Structural Type	Persons Per Unit ¹ (P.P.U.)	% Distribution of Estimated Units ²	Weighted Persons Per Unit Average
<i>Singles & Semi Detached</i>	2.677	48%	1.275
<i>Multiples (6)</i>	2.159	5%	0.102
<i>Apartments (7)</i>	1.755	48%	0.836
Total		100%	2.214

¹ Based on 2021 Census custom database

² Based on Building permit/completion activity

- (4) 2021 households taken from Statistics Canada Census.
- (5) Decline occurs due to aging of the population and family life cycle changes, lower fertility rates and changing economic conditions.
- (6) Includes townhouses and apartments in duplexes.
- (7) Includes bachelor, 1-bedroom and 2-bedroom+ apartments.

Note: Numbers may not add to totals due to rounding.



Schedule 4
City of Port Colborne
12-Year Growth Forecast
Mid-2024 to Mid-2036

		Population
Mid 2024 Population		20,397
Occupants of New Housing Units, Mid 2024 to Mid 2036	<i>Units (2)</i>	1,990
	<i>multiplied by P.P.U. (3)</i>	2,338
	<i>gross population increase</i>	4,653
Occupants of New Equivalent Institutional Units, Mid 2024 to Mid 2036	<i>Units</i>	107
	<i>multiplied by P.P.U. (3)</i>	1,100
	<i>gross population increase</i>	118
Decline in Housing Unit Occupancy, Mid 2024 to Mid 2036	<i>Units (4)</i>	8,985
	<i>multiplied by P.P.U. decline rate (5)</i>	-0.102
	<i>total decline in population</i>	-913
Population Estimate to Mid 2036		24,255
<i>Net Population Increase, Mid 2024 to Mid 2036</i>		3,858

(1) Mid 2024 Population based on:

2021 Population (20,033) + Mid 2021 to Mid 2024 estimated housing units to beginning of forecast period (275 x 2.214 = 609) + (13 x 1.1 = 14) + (8,710 x -0.03 = -259) = 20,397

(2) Based upon forecast building permits/completions assuming a lag between construction and occupancy.

(3) Average number of persons per unit (P.P.U.) is assumed to be:

Structural Type	Persons Per Unit ¹ (P.P.U.)	% Distribution of Estimated Units ²	Weighted Persons Per Unit Average
<i>Singles & Semi Detached</i>	2.869	41%	1.164
<i>Multiples (6)</i>	2.222	28%	0.621
<i>Apartments (7)</i>	1.759	32%	0.554
<i>one bedroom or less</i>	1.328		
<i>two bedrooms or more</i>	2.009		
Total		100%	2.338

¹ Persons per unit based on Statistics Canada Custom 2021 Census database.

² Forecast unit mix based upon historical trends and housing units in the development process.

(4) Mid 2024 households based upon 2021 Census (8,710 units) + Mid 2021 to Mid 2024 unit estimate (275 units) = 8,985 units.

(5) Decline occurs due to aging of the population and family life cycle changes, lower fertility rates and changing economic conditions.

(6) Includes townhouses and apartments in duplexes.

(7) Includes bachelor, 1-bedroom and 2-bedroom+ apartments.

Note: Numbers may not add to totals due to rounding.



Schedule 5
City of Port Colborne
Historical Residential Building Permits
Years 2014 to 2023

Year	Residential Building Permits			
	Singles & Semi Detached	Multiples ^[1]	Apartments ^[2]	Total
2014	9	0	0	9
2015	8	8	0	16
2016	31	0	4	35
2017	45	0	0	45
2018	26	2	12	40
Sub-total	119	10	16	145
Average (2014 - 2018)	24	2	3	29
% Breakdown	82.1%	6.9%	11.0%	100.0%
2019	34	4	16	54
2020	30	0	24	54
2021	34	0	99	133
2022	51	6	2	59
2023	0	0	0	0
Sub-total	149	10	141	300
Average (2019 - 2023)	30	2	28	60
% Breakdown	49.7%	3.3%	47.0%	100.0%
2014 - 2023				
Total	268	20	157	445
Average	27	2	16	45
% Breakdown	60.2%	4.5%	35.3%	100.0%

^[1] Includes townhouses and apartments in duplexes.

^[2] Includes bachelor, 1-bedroom, and 2-bedroom+ apartment units.

Source: Historical housing activity derived from City of Port Colborne building permit data, by Watson & Associates Economists Ltd.



Schedule 6a
City of Port Colborne
Person Per Unit by Age and Type of Dwelling
(2021 Census)

Age of Dwelling	Singles and Semi-Detached						15 Year Average	15 Year Average Adjusted ^[1]
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total		
1-5	-	-	1.917	2.824	-	2.677		
6-10	-	-	-	-	-	-		
11-15	-	-	-	3.150	-	3.308	2.993	2.869
16-20	-	-	-	2.500	-	2.545		
20-25	-	-	-	3.150	-	3.080		
25-35	-	-	-	2.900	-	2.567		
35+	-	1.682	1.886	2.432	3.462	2.332		
Total	0.200	1.833	1.891	2.484	3.823	2.390		

Age of Dwelling	All Density Types					
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total
1-5	-	-	1.882	2.842	-	2.548
6-10	-	-	-	-	-	2.786
11-15	-	-	-	2.958	-	3.000
16-20	-	-	1.933	2.565	-	2.341
20-25	-	-	-	2.962	-	2.650
25-35	-	-	2.071	2.900	-	2.381
35+	-	1.196	1.795	2.477	3.313	2.180
Total	-	1.216	1.829	2.521	3.526	2.230

[1] Adjusted based on historical trends.

Note: Does not include Statistics Canada data classified as "Other."

P.P.U. Not calculated for samples less than or equal to 50 dwelling units and does not include institutional population.



Schedule 6b
Region of Niagara
Person Per Unit by Age and Type of Dwelling
(2021 Census)

Age of Dwelling	Multiples ^[1]						15 Year Average	15 Year Average Adjusted ^[3]
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total		
1-5	-	1.407	1.796	2.633	-	2.159		
6-10	-	1.889	1.768	2.502	-	2.210		
11-15	-	1.294	1.798	2.665	-	2.235	2.201	2.222
16-20	-	1.385	1.742	2.364	-	2.107		
20-25	-	1.667	1.675	2.408	-	2.061		
25-35	-	1.364	1.882	2.683	-	2.365		
35+	0.813	1.267	1.836	2.687	3.670	2.260		
Total	0.771	1.331	1.802	2.621	3.847	2.226		

Age of Dwelling	Apartments ^[2]						15 Year Average	15 Year Average Adjusted ^[3]
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total		
1-5	-	1.291	1.688	2.600	-	1.755		
6-10	-	1.200	1.763	2.033	-	1.603		
11-15	-	1.500	1.823	3.000	-	1.797	1.718	1.759
16-20	-	1.246	1.922	2.130	-	1.701		
20-25	-	1.266	2.028	2.412	-	1.745		
25-35	-	1.226	1.773	3.043	-	1.602		
35+	1.017	1.192	1.749	2.447	2.545	1.575		
Total	1.037	1.207	1.764	2.463	2.778	1.599		

Age of Dwelling	All Density Types					
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total
1-5	2.692	1.378	1.881	2.987	4.086	2.634
6-10	-	1.356	1.846	2.840	4.441	2.639
11-15	-	1.463	1.839	2.923	4.133	2.727
16-20	-	1.378	1.834	2.849	4.106	2.669
20-25	-	1.367	1.851	2.777	3.748	2.558
25-35	-	1.283	1.814	2.789	3.922	2.481
35+	1.295	1.246	1.799	2.579	3.721	2.311
Total	1.504	1.270	1.812	2.661	3.846	2.396

[1] Includes townhomes and apartments in duplexes.

[2] Includes bachelor, 1 bedroom and 2 bedroom+ apartments.

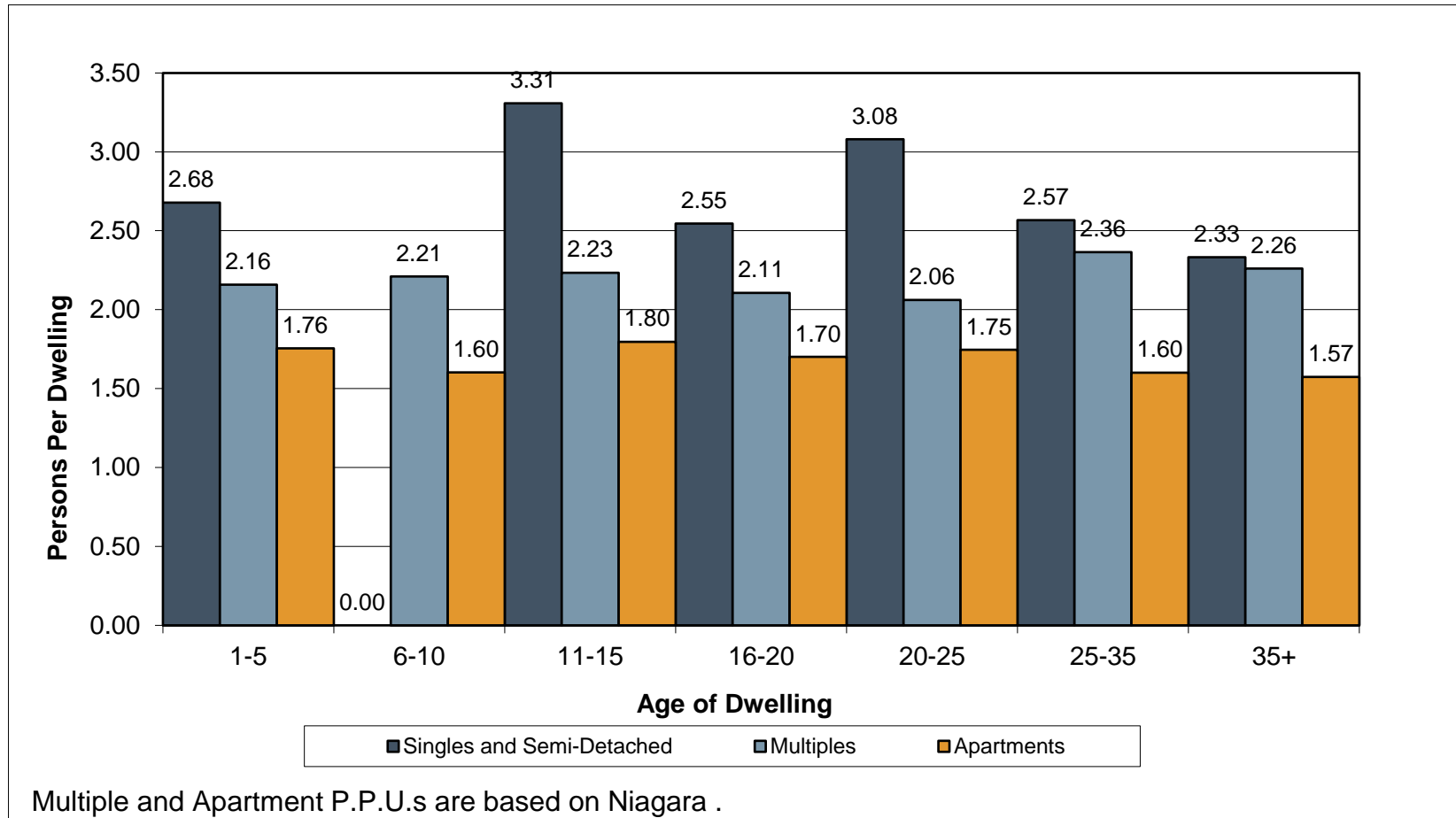
[3] Adjusted based on historical trends.

Note: Does not include Statistics Canada data classified as "Other."

P.P.U. Not calculated for samples less than or equal to 50 dwelling units and does not include institutional population.



Schedule 7
City of Port Colborne
Person Per Unit Structural Type and Age of Dwelling
(2021 Census)





Schedule 8a City of Port Colborne Employment Forecast, 2024 to 2036

Period	Population	Activity Rate								Employment								Employment Total (Excluding Work at Home and N.F.P.O.W.)
		Primary	Work at Home	Industrial	Commercial/ Population Related	Institutional	Total	N.F.P.O.W. ^[1]	Total Including N.F.P.O.W.	Primary	Work at Home	Industrial	Commercial/ Population Related	Institutional	Total	N.F.P.O.W. ^[1]	Total Employment (Including N.F.P.O.W.)	
Mid 2011	18,424	0.008	0.015	0.083	0.118	0.065	0.288	0.030	0.318	140	270	1,530	2,165	1,200	5,305	561	5,866	5,035
Mid 2016	18,306	0.007	0.029	0.083	0.112	0.064	0.295	0.043	0.339	125	535	1,518	2,053	1,175	5,405	793	6,198	4,870
Mid 2024	20,397	0.006	0.038	0.088	0.106	0.060	0.298	0.045	0.343	123	774	1,790	2,169	1,230	6,086	911	6,997	5,312
Mid 2036	24,255	0.005	0.044	0.091	0.109	0.061	0.311	0.046	0.357	123	1,066	2,213	2,655	1,487	7,544	1,120	8,664	6,478
Incremental Change																		
Mid 2011 - Mid 2016	-118	-0.001	0.015	0.000	-0.005	-0.001	0.007	0.013	0.020	-15	265	-13	-113	-25	100	232	332	-165
Mid 2016 - Mid 2024	2,091	-0.001	0.009	0.005	-0.006	-0.004	0.003	0.001	0.004	-2	239	272	117	55	681	118	799	442
Mid 2024 - Mid 2036	3,858	-0.001	0.006	0.004	0.003	0.001	0.013	0.002	0.014	0	292	424	486	257	1,458	209	1,667	1,166
Annual Average																		
Mid 2011 - Mid 2016	-24	0.000	0.003	0.000	-0.001	0.000	0.001	0.003	0.004	-3	53	-3	-23	-5	20	46	66	-33
Mid 2016 - Mid 2024	261	0.000	0.001	0.001	-0.001	0.000	0.000	0.000	0.001	0	30	34	15	7	85	15	100	55
Mid 2024 - Mid 2036	322	0.000	0.001	0.000	0.000	0.000	0.001	0.000	0.001	0	24	35	40	21	122	17	139	97

^[1] Statistics Canada defines no fixed place of work (N.F.P.O.W.) employees as "persons who do not go from home to the same workplace location at the beginning of each shift. Such persons include building and landscape contractors, travelling salespersons, independent truck drivers, etc."

Note: Statistics Canada 2021 Census place of work employment data has been reviewed. The 2021 Census employment results have not been utilized due to a significant increase in work at home employment captured due to Census enumeration occurring during the provincial COVID-19 lockdown from April 1, 2021 to June 14, 2021.

Source: Watson & Associates Economists Ltd.



Schedule 8b
City of Port Colborne
Employment and Gross Floor Area (G.F.A.) Forecast, 2024 to 2036

Period	Population	Employment					Gross Floor Area in Square Feet (Estimated) ^[1]			
		Primary	Industrial	Commercial/ Population Related	Institutional ^[2]	Total	Industrial	Commercial/ Population Related	Institutional ^[2]	Total
Mid 2011	18,424	140	1,530	2,165	1,200	5,035				
Mid 2016	18,306	125	1,518	2,053	1,175	4,870				
Mid 2024	20,397	123	1,790	2,169	1,230	5,312				
Mid 2036	24,255	123	2,213	2,655	1,432	6,423				
Incremental Change										
Mid 2011 - Mid 2016	-118	-15	-13	-113	-25	-165				
Mid 2016 - Mid 2024	2,091	-2	272	117	55	442				
Mid 2024 - Mid 2036	3,858	0	424	486	202	1,111	592,900	247,700	135,400	976,000
Annual Average										
Mid 2011 - Mid 2016	-24	-3	-3	-23	-5	-33				
Mid 2016 - Mid 2024	261	0	34	15	7	55				
Mid 2024 - Mid 2036	322	0	35	40	17	93	49,408	20,642	11,283	81,333

^[1] Square Foot Per Employee Assumptions

Industrial	1,400
Commercial/Population-Related	510
Institutional	670

^[2] Forecast institutional employment and gross floor area has been adjusted downward to account for employment associated with special care units.

*Reflects Mid-2024 to Mid-2036 forecast period.

Note: Numbers may not add up precisely due to rounding.

Source: Watson & Associates Economists Ltd.



Schedule 8c
City of Port Colborne
Estimate of the Anticipated Amount, Type and Location of
Non-Residential Development for Which Development Charges Can Be Imposed

Development Location	Timing	Industrial G.F.A. S.F. ^[1]	Commercial G.F.A. S.F. ^[1]	Institutional G.F.A. S.F. ^{[1],[2]}	Total Non-Residential G.F.A. S.F.	Employment Increase ^[3]
Urban	2024 - 2036	580,300	243,100	135,400	958,800	1,093
Rural	2024 - 2036	12,600	4,600	-	17,200	18
City of Port Colborne	2024 - 2036	592,900	247,700	135,400	976,000	1,111

^[1] Square Foot Per Employee Assumptions

Industrial	1,400
Commercial/Population-Related	510
Institutional	670

^[2] Forecast institutional employment and gross floor area has been adjusted downward to account for employment associated with special care units.

^[3] Employment Increase does not include No Fixed Place of Work.

*Reflects Mid-2024 to Mid-2036 forecast period.

Note: Numbers may not add up precisely due to rounding.

Source: Watson & Associates Economists Ltd.



Schedule 9
City of Port Colborne
Employment Categories by Major Employment Sector

NAICS	Employment by industry	Comments
	<u>Primary Industry Employment</u>	
11	<i>Agriculture, forestry, fishing and hunting</i>	Categories which relate to local land-based resources
21	<i>Mining and oil and gas extraction</i>	
	<u>Industrial and Other Employment</u>	
22	<i>Utilities</i>	Categories which relate primarily to industrial land supply and demand
23	<i>Construction</i>	
31-33	<i>Manufacturing</i>	
41	<i>Wholesale trade</i>	
48-49	<i>Transportation and warehousing</i>	
56	<i>Administrative and support</i>	
	<u>Population Related Employment</u>	
44-45	<i>Retail trade</i>	Categories which relate primarily to population growth within the municipality
51	<i>Information and cultural industries</i>	
52	<i>Finance and insurance</i>	
53	<i>Real estate and rental and leasing</i>	
54	<i>Professional, scientific and technical services</i>	
55	<i>Management of companies and enterprises</i>	
56	<i>Administrative and support</i>	
71	<i>Arts, entertainment and recreation</i>	
72	<i>Accommodation and food services</i>	
81	<i>Other services (except public administration)</i>	
	<u>Institutional</u>	
61	<i>Educational services</i>	
62	<i>Health care and social assistance</i>	
91	<i>Public administration</i>	

Note: Employment is classified by North American Industry Classification System (NAICS) Code.
Source: Watson & Associates Economists Ltd., 2024.



Appendix B

Level of Service



Appendix B: Level of Service

SUMMARY OF SERVICE STANDARDS AS PER DEVELOPMENT CHARGES ACT, 1997, AS AMENDED							
Service Category	Sub-Component	15 Year Average Service Standard					Maximum Ceiling LOS
		Cost (per capita)		Quantity (per capita)	Quality (per capita)		
Service Related to a Highway	Services Related to a Highway - Roads	\$33,529.27	0.0133	km of roadways	2,520,998	per km	129,389,453
	Services Related to a Highway - Bridges, Culverts & Structures	\$1,072.40	0.0016	Number of Bridges, Culverts & Structures	670,250	per item	4,138,392
	Services Related to a Highway - Sidewalks and Active Transportation	\$1,196.20	0.0048	km of sidewalks and active transportation	249,208	per km	4,616,136
	Services Related to a Highway - Traffic Signals & Streetlights	\$778.13	0.1139	No. of Traffic Signals	6,832	per signal	3,002,804
Public Works	Public Works - Facilities	\$841.40	1.6367	sq.ft. of building area	514	per sq.ft.	3,246,963
	Public Works - Vehicles & Equipment	\$463.95	0.0029	No. of vehicles and equipment	159,983	per vehicle	1,790,383
Fire Protection	Fire Protection Services - Facilities	\$807.52	1.1092	sq.ft. of building area	728	per sq.ft.	3,116,220
	Fire Protection Services - Vehicles & Equipment	\$346.92	0.0005	No. of vehicles	693,840	per vehicle	1,338,764
	Fire Protection Services - Small Equipment and Gear	\$63.92	0.0163	No. of equipment and gear	3,921	per item	246,667
Parks & Recreation	Parkland Development	\$1,264.85	0.0118	Acres of Parkland	107,191	per acre	4,881,056
	Parkland Amenities	\$968.99	0.0051	No. of parkland amenities	189,998	per amenity	3,739,332
	Parkland Trails	\$320.83	1.2833	Linear Metres of Paths and Trails	250	per linear m	1,238,083
	Recreation Facilities	\$4,200.42	7.2463	sq.ft. of building area	580	per sq.ft.	16,209,421
	Parks & Recreation Vehicles and Equipment	\$171.80	0.0026	No. of vehicles and equipment	66,077	per vehicle	662,976
Library	Library Services - Facilities	\$905.98	1.2210	sq.ft. of building area	742	per sq.ft.	3,496,177
	Library Services - Collection Materials	\$126.40	3.1231	No. of library collection items	40	per collection item	487,778



**City of Port Colborne
Service Standard Calculation Sheet**

Service: Services Related to a Highway - Roads
Unit Measure: km of roadways

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024 Value (\$/km)
Roads - Arterial	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	\$2,800,000
Roads - Other	171	171	171	171	171	171	171	171	171	171	171	171	171	171	171	\$2,400,000
Total	251	251	251	251	251	251	251	251	251	251	251	251	251	251	251	

Population	18,545	18,493	18,424	18,392	18,392	18,357	18,325	18,306	18,630	18,988	19,315	19,677	20,032	20,216	20,287
Per Capita Standard	0.0135	0.0136	0.0136	0.0137	0.0137	0.0137	0.0137	0.0137	0.0135	0.0132	0.0130	0.0128	0.0125	0.0124	0.0124

15 Year Average	2009 to 2023
Quantity Standard	0.0133
Quality Standard	\$2,520,998
Service Standard	\$33,529

D.C. Amount (before deductions)	12 Year
Forecast Population	3,859
\$ per Capita	\$33,529
Eligible Amount	\$129,389,453



**City of Port Colborne
Service Standard Calculation Sheet**

Service: Services Related to a Highway - Bridges, Culverts & Structures
Unit Measure: Number of Bridges, Culverts & Structures

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024 Value (\$/item)
Bridges	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	1,240,000
Culverts	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	590,000
Total	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	

Population	18,545	18,493	18,424	18,392	18,392	18,357	18,325	18,306	18,630	18,988	19,315	19,677	20,032	20,216	20,287
Per Capita Standard	0.0016	0.0016	0.0016	0.0016	0.0016	0.0016	0.0016	0.0016	0.0016	0.0016	0.0016	0.0015	0.0015	0.0015	0.0015

15 Year Average	2009 to 2023
Quantity Standard	0.0016
Quality Standard	\$670,250
Service Standard	\$1,072

D.C. Amount (before deductions)	12 Year
Forecast Population	3,859
\$ per Capita	\$1,072
Eligible Amount	\$4,138,392



**City of Port Colborne
Service Standard Calculation Sheet**

Service: Services Related to a Highway - Sidewalks and Active Transportation
Unit Measure: km of sidewalks and active transportation

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024 Value (\$/km)
Sidewalks	91	91	91	91	91	91	91	91	91	91	91	91	91	91	91	\$250,000
Total	91	91	91	91	91	91	91	91	91	91	91	91	91	91	91	

Population	18,545	18,493	18,424	18,392	18,392	18,357	18,325	18,306	18,630	18,988	19,315	19,677	20,032	20,216	20,287
Per Capita Standard	0.0049	0.0049	0.0049	0.0049	0.0049	0.0049	0.0049	0.0049	0.0049	0.0048	0.0047	0.0046	0.0045	0.0045	0.0045

15 Year Average	2009 to 2023
Quantity Standard	0.0048
Quality Standard	\$249,208
Service Standard	\$1,196

D.C. Amount (before deductions)	12 Year
Forecast Population	3,859
\$ per Capita	\$1,196
Eligible Amount	\$4,616,136



**City of Port Colborne
Service Standard Calculation Sheet**

Service: Services Related to a Highway - Traffic Signals & Streetlights
Unit Measure: No. of Traffic Signals

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024 Value (\$/item)
Traffic Signaled Intersections	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	\$130,000
Streetlights	2,153	2,153	2,153	2,153	2,153	2,153	2,153	2,153	2,153	2,153	2,153	2,153	2,153	2,153	2,153	\$6,600
Total	2,157	2,157	2,157	2,157	2,157	2,157	2,157	2,157	2,157	2,157	2,157	2,157	2,157	2,157	2,157	

Population	18,545	18,493	18,424	18,392	18,392	18,357	18,325	18,306	18,630	18,988	19,315	19,677	20,032	20,216	20,287
Per Capita Standard	0.1163	0.1166	0.1171	0.1173	0.1173	0.1175	0.1177	0.1178	0.1158	0.1136	0.1117	0.1096	0.1077	0.1067	0.1063

15 Year Average	2009 to 2023
Quantity Standard	0.1139
Quality Standard	\$6,832
Service Standard	\$778

D.C. Amount (before deductions)	12 Year
Forecast Population	3,859
\$ per Capita	\$778
Eligible Amount	\$3,002,804



**City of Port Colborne
Service Standard Calculation Sheet**

Class of Service: Public Works - Facilities
Unit Measure: sq.ft. of building area

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
Offices/Garages/Storage	6,304	6,304	6,304	6,304	6,304	6,304	6,304	6,304	-	-	-	-	-	-	-	\$227	\$272
Flammable Storage Building	120	120	120	120	120	120	120	120	-	-	-	-	-	-	-	\$175	\$215
Sand/Salt Dome	4,200	4,200	4,200	4,200	4,200	4,200	4,200	4,200	-	-	-	-	-	-	-	\$175	\$215
Storage Warehouse	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	-	-	-	-	-	-	-	\$175	\$215
Trailer 12x32	-	-	-	384	384	384	384	384	-	-	-	-	-	-	-	\$175	\$215
Operations Centre	-	-	-	-	-	-	-	-	36,000	36,000	36,000	36,000	36,000	36,000	36,000	\$600	\$750
Storage Containers (6)	-	-	-	-	-	-	-	-	1,200	1,200	1,200	1,200	1,200	1,200	1,200	\$25	\$116
Car Wash Bay	-	-	-	-	-	-	-	-	1,600	1,600	1,600	1,600	1,600	1,600	1,600	\$300	\$420
Salt Dome	-	-	-	-	-	-	-	-	9,350	9,350	9,350	9,350	9,350	9,350	9,350	\$175	\$282
Total	16,624	16,624	16,624	17,008	17,008	17,008	17,008	17,008	48,150	48,150	48,150	48,150	48,150	48,150	48,150		

Population	18,545	18,493	18,424	18,392	18,392	18,357	18,325	18,306	18,630	18,988	19,315	19,677	20,032	20,216	20,287
Per Capita Standard	0.8964	0.8989	0.9023	0.9247	0.9247	0.9265	0.9281	0.9291	2.5845	2.5358	2.4929	2.4470	2.4037	2.3818	2.3734

15 Year Average	2009 to 2023
Quantity Standard	1.6367
Quality Standard	\$514
Service Standard	\$841

D.C. Amount (before deductions)	12 Year
Forecast Population	3,859
\$ per Capita	\$841
Eligible Amount	\$3,246,963



**City of Port Colborne
Service Standard Calculation Sheet**

Class of Service: Public Works - Vehicles & Equipment
Unit Measure: No. of vehicles and equipment

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024 Value (\$/Vehicle)
Chipper	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$75,000
Dump Truck	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	\$450,000
Line Painter	0.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.5	0.5	0.5	0.5	0.5	\$12,700
Loader	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	\$450,000
Pickup (F150 or 1500)	11.0	11.0	8.0	8.0	11.0	9.0	11.0	10.0	10.0	9.0	8.0	9.0	9.0	9.0	10.0	\$57,000
Pickup (F250 and above)(2 with plow and sander)	3.0	3.0	4.0	4.0	5.0	4.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	8.0	\$85,000
Roller	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$65,000
SUV	2.0	2.0	2.0	2.0	2.0	2.0	3.0	4.0	4.0	6.0	6.0	7.0	7.0	7.0	7.0	\$63,800
Ford Ranger	-	-	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$50,900
Tractor (45-60 Hp) with rotary cutter (1)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	\$75,000
Trailer	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	3.0	3.0	3.0	3.0	\$16,000
Vacuum Street Sweeper	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	\$415,000
Van (Upfitted)	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	4.0	6.0	6.0	5.0	5.0	5.0	5.0	\$125,000
Small Van	2.0	2.0	2.0	2.0	2.0	2.0	3.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	\$75,000
Large Cube Van	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$450,000
Zero Turn	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	\$41,000
Air Compressor (Facilities)	-	-	-	-	-	-	-	-	-	-	-	1.0	1.0	1.0	1.0	\$15,000
CAT Hydraulic Hammer (Water)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$55,000
Hoe Pack (Water)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$75,000
Valve Turner Truck (water)	-	-	-	-	-	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$250,000



**City of Port Colborne
Service Standard Calculation Sheet**

Class of Service: Public Works - Vehicles & Equipment
Unit Measure: No. of vehicles and equipment

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024 Value (\$/Vehicle)
Sweeper (loader attachment)	-	-	-	-	-	-	-	-	-	-	1.0	1.0	1.0	1.0	1.0	\$47,000
Snow Blower (Loader Mounted)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$165,000
Sidewalk Tractor (Wille and Attachments)	-	-	-	-	-	-	-	-	-	-	1.0	1.0	1.0	1.0	1.0	\$275,000
Excavator (Drains) with attachments)	-	-	-	-	-	-	-	-	-	-	1.0	1.0	1.0	1.0	1.0	\$575,000
Hot box	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0	\$75,000
Back hoe	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	\$240,000
Grader	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	-	1.0	1.0	1.0	1.0	1.0	\$650,000
Total	47.50	49.00	48.00	47.00	53.00	51.00	58.00	56.00	59.00	61.00	60.50	60.50	60.50	60.50	64.50	

Population	18,545	18,493	18,424	18,392	18,392	18,357	18,325	18,306	18,630	18,988	19,315	19,677	20,032	20,216	20,287
Per Capita Standard	0.0026	0.0026	0.0026	0.0026	0.0029	0.0028	0.0032	0.0031	0.0032	0.0032	0.0031	0.0031	0.0030	0.0030	0.0032

15 Year Average	2009 to 2023
Quantity Standard	0.0029
Quality Standard	\$159,983
Service Standard	\$464

D.C. Amount (before deductions)	12 Year
Forecast Population	3,859
\$ per Capita	\$464
Eligible Amount	\$1,790,383



**City of Port Colborne
Service Standard Calculation Sheet**

Service: Fire Protection Services - Facilities
Unit Measure: sq.ft. of building area

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
Fire Station #1 (Killaly St W)	21,000	21,000	21,000	21,000	21,000	21,000	21,000	21,000	21,000	21,000	21,000	21,000	21,000	21,000	21,000	\$600	\$728
Total	21,000	21,000	21,000	21,000	21,000	21,000	21,000	21,000	21,000	21,000	21,000	21,000	21,000	21,000	21,000		

Population	18,545	18,493	18,424	18,392	18,392	18,357	18,325	18,306	18,630	18,988	19,315	19,677	20,032	20,216	20,287
Per Capita Standard	1.1324	1.1356	1.1398	1.1418	1.1418	1.1440	1.1460	1.1472	1.1272	1.1060	1.0872	1.0672	1.0483	1.0388	1.0351

15 Year Average	2009 to 2023
Quantity Standard	1.1092
Quality Standard	\$728
Service Standard	\$808

D.C. Amount (before deductions)	12 Year
Forecast Population	3,859
\$ per Capita	\$808
Eligible Amount	\$3,116,220



**City of Port Colborne
Service Standard Calculation Sheet**

Service: Fire Protection Services - Vehicles & Equipment
Unit Measure: No. of vehicles

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024 Value (\$/Vehicle)
Engine No. 1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$1,250,000
Engine No. 2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$1,250,000
Engine No. 3	1	1	1	1	-	-	-	-	-	-	-	-	-	-	-	\$1,250,000
Ladder No. 1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$2,200,000
Tanker No. 1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$750,000
Command No. 1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$65,000
Command No. 2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$65,000
Squad No. 1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$65,000
Fire Prevention Officer Vehicle (Car 3)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$65,000
Rescue Vehicle	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	\$700,000
Hazmat Trailer	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$7,500
Total	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	

Population	18,545	18,493	18,424	18,392	18,392	18,357	18,325	18,306	18,630	18,988	19,315	19,677	20,032	20,216	20,287
Per Capita Standard	0.0005	0.0005	0.0005	0.0005	0.0005	0.0005	0.0005	0.0005	0.0005	0.0005	0.0005	0.0005	0.0005	0.0005	0.0005

15 Year Average	2009 to 2023
Quantity Standard	0.0005
Quality Standard	\$693,840
Service Standard	\$347

D.C. Amount (before deductions)	12 Year
Forecast Population	3,859
\$ per Capita	\$347
Eligible Amount	\$1,338,764



**City of Port Colborne
Service Standard Calculation Sheet**

Service: Fire Protection Services - Small Equipment and Gear
Unit Measure: No. of equipment and gear

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024 Value (\$/item)
# of Equipped Firefighters	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	\$7,000
Rescue Equipment - Auto Extrication	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	\$18,750
Dry Suits	-	-	-	-	-	-	-	-	-	-	-	-	10	10	10	\$2,200
Mustangs	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	\$3,000
Inflatable Boat and Accessories	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$25,000
Self-contained Breathing Apparatus	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	\$9,500
Portable Radios	24	26	26	26	26	26	26	26	26	26	26	26	26	26	26	\$1,500
Pagers and chargers	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	\$600
Base Station - Communication	3	3	3	3	3	3	3	4	4	4	4	4	4	4	4	\$20,000
Spare Bottles	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	\$1,500
Face Pieces	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	\$450
Compressor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$90,000
Hoses	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$71,000
Gas detection	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	\$1,650
Public Defibs	-	-	-	-	-	-	16	16	16	16	16	16	16	16	16	\$1,500
Nozzles	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	\$1,500
Total	295	297	297	297	297	297	313	314	314	314	314	314	324	324	324	

Population	18,545	18,493	18,424	18,392	18,392	18,357	18,325	18,306	18,630	18,988	19,315	19,677	20,032	20,216	20,287
Per Capita Standard	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02

15 Year Average	2009 to 2023
Quantity Standard	0.0163
Quality Standard	\$3,921
Service Standard	\$64

D.C. Amount (before deductions)	12 Year
Forecast Population	3,859
\$ per Capita	\$64
Eligible Amount	\$246,667



**City of Port Colborne
Service Standard Calculation Sheet**

Service: Parkland Development
Unit Measure: Acres of Parkland

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024 Value (\$/Acre)
Neighbourhood Park (with Tot Lot)																
Chestnut Park	2.33	2.33	2.33	2.33	2.33	2.33	2.33	2.33	2.33	2.33	2.33	2.33	2.33	2.33	-	\$100,000
Dewitt Carter Playground	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	\$75,000
East Village Community Park / Victoria Playground	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	\$75,000
Hawthorne Heights Park	2.07	2.07	2.07	2.07	2.07	2.07	2.07	2.07	2.07	2.07	2.07	2.07	2.07	2.07	2.07	\$100,000
Humberstone Shoe Park	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	\$100,000
Jacob E. Barrick Park	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25	\$75,000
Johnston Street Playground	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	\$75,000
Library Park	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	\$75,000
Oxford Boulevard Park	2.99	2.99	2.99	2.99	2.99	2.99	2.99	2.99	2.99	2.99	2.99	2.99	2.99	2.99	2.99	\$100,000
Reservoir Park	5.47	5.47	5.47	5.47	5.47	5.47	5.47	5.47	5.47	5.47	5.47	5.47	5.47	5.47	5.47	\$100,000
Sunset Park	5.03	5.03	5.03	5.03	5.03	5.03	5.03	5.03	5.03	5.03	5.03	5.03	5.03	5.03	5.03	\$100,000
Westdale Park	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	\$75,000
Neighbourhood Park																
Maple Park	1.96	1.96	1.96	1.96	1.96	1.96	1.96	1.96	1.96	1.96	1.96	1.96	1.96	1.96	1.96	\$100,000
Parkette																
Chippawa Park	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	\$75,000
Derek Point Memorial Garden	9.79	9.79	9.79	9.79	9.79	9.79	9.79	9.79	9.79	9.79	9.79	9.79	9.79	9.79	9.79	\$75,000
Harry Dayboll / Oakwood Park	2.38	2.38	2.38	2.38	2.38	2.38	2.38	2.38	2.38	2.38	2.38	2.38	2.38	2.38	2.38	\$75,000
Helen Kinnear Memorial Park	1.78	1.78	1.78	1.78	1.78	1.78	1.78	1.78	1.78	1.78	1.78	1.78	1.78	1.78	1.78	\$75,000
Humberstone Cenotaph Park	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	\$75,000
King George Memorial Park	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	\$75,000
Seaway Park	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	\$75,000
City Park (with Tot Lot)																
H.H. Knoll Lakeview Park	21.63	21.63	21.63	21.63	21.63	21.63	21.63	21.63	21.63	21.63	21.63	21.63	21.63	21.63	21.63	\$125,000
Lock 8 Gateway Park	8.80	8.80	8.80	8.80	8.80	8.80	8.80	8.80	8.80	8.80	8.80	8.80	8.80	8.80	8.80	\$125,000
Nickel Beach	18.52	18.52	18.52	18.52	18.52	18.52	18.52	18.52	18.52	18.52	18.52	18.52	18.52	18.52	18.52	\$100,000
Thomas A. Lannan	45.21	57.21	57.21	57.21	57.21	57.21	57.21	57.21	57.21	57.21	57.21	57.21	57.21	57.21	57.21	\$125,000



**City of Port Colborne
Service Standard Calculation Sheet**

Service: Parkland Development
Unit Measure: Acres of Parkland

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024 Value (\$/Acre)
Community Park (with Tot Lot)																
Humberstone Centennial Park	44.03	44.03	44.03	44.03	44.03	44.03	44.03	44.03	44.03	44.03	44.03	44.03	44.03	44.03	44.03	\$100,000
Rose Shymansky Memorial Park	3.61	3.61	3.61	3.61	3.61	3.61	3.61	3.61	3.61	3.61	3.61	3.61	3.61	3.61	3.61	\$75,000
Vimy Park / Melissa's & John Daly Playground	3.23	3.23	3.23	3.23	3.23	3.23	3.23	3.23	3.23	3.23	3.23	3.23	3.23	3.23	3.23	\$100,000
Community Park																
Humberstone Centennial Park Beach	3.17	3.17	3.17	3.17	3.17	3.17	3.17	3.17	3.17	3.17	3.17	3.17	3.17	3.17	3.17	\$100,000
Lockview Park	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	\$100,000
Port Colborne Lions Field	4.81	4.81	4.81	4.81	4.81	4.81	4.81	4.81	4.81	4.81	4.81	4.81	4.81	4.81	4.81	\$100,000
Port Colborne Tennis Club	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	\$100,000
Port Colborne Westside / Rotary Complex	9.04	9.04	9.04	9.04	9.04	9.04	9.04	9.04	9.04	9.04	9.04	9.04	9.04	9.04	9.04	\$100,000
Julia Yager (Bethel) Community Centre	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	\$100,000
Sherkston Community Centre	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	\$100,000
Total	213.14	225.14	225.14	225.14	225.14	225.14	225.14	225.14	225.14	225.14	225.14	225.14	225.14	225.14	222.81	

Population	18,545	18,493	18,424	18,392	18,392	18,357	18,325	18,306	18,630	18,988	19,315	19,677	20,032	20,216	20,287
Per Capita Standard	0.0115	0.0122	0.0122	0.0122	0.0122	0.0123	0.0123	0.0123	0.0121	0.0119	0.0117	0.0114	0.0112	0.0111	0.0110

15 Year Average	2009 to 2023
Quantity Standard	0.0118
Quality Standard	\$107,191
Service Standard	\$1,265

D.C. Amount (before deductions)	12 Year
Forecast Population	3,859
\$ per Capita	\$1,265
Eligible Amount	\$4,881,056



**City of Port Colborne
Service Standard Calculation Sheet**

Service: Parkland Amenities
Unit Measure: No. of parkland amenities

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024 Value (\$/item)
Lions Field Washrooms/Canteen	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$429,300
Nickel Beach Washrooms	1	1	1	1	1	1	1	1	1	1	1	1	1	1	-	\$134,100
Washroom Trailer	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	\$350,000
Nickel Beach Storage	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$26,900
Centennial Washrooms	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$134,100
Centennial Picnic Pavilion	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	\$63,200
H. H. Knoll Lakeview Park Washrooms	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$185,100
Lakeview Bandstand	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$139,400
Lakeview Pavilion	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$47,300
Lakeview Gazebos	4	4	4	4	4	4	4	4	4	4	4	4	4	4	3	\$4,600
Lock 8 Washrooms	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$141,500
Lock 8 Picnic Shelter	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$93,200
Lock 8 Fountain	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$900,000
Lock 8 Lighthouse	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$150,000
H. H. Knoll Lakeview Park Spray Pad	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$415,000
Ball Diamonds - Lit	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	\$288,800
Ball Diamonds - Unlit	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	\$115,600
Batting Cage	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$60,000
Basketball Courts	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	\$60,000
Tennis Courts	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	\$80,100
Park Shelter - Kinnear	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	\$26,700
Soccer Pitch - Lit	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	\$370,100
Soccer Pitch - Unlit	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	\$222,700



**City of Port Colborne
Service Standard Calculation Sheet**

Service: Parkland Amenities
Unit Measure: No. of parkland amenities

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024 Value (\$/item)
Skate Park at Lock 8	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	\$1,402,200
Office/Shop/Equipment Storage	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$800,500
Bleachers	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	\$80,000
Equestrian Corral	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$150,000
Small Playground	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	\$250,000
Medium Playground	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	\$350,000
Large Playground	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	\$500,000
Adult Fitness Equipment	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$100,000
Total	95	94	95	96	97	97	97	97	97	97	97	97	97	97	97	

Population	18,545	18,493	18,424	18,392	18,392	18,357	18,325	18,306	18,630	18,988	19,315	19,677	20,032	20,216	20,287
Per Capita Standard	0.0051	0.0051	0.0052	0.0052	0.0053	0.0053	0.0053	0.0053	0.0052	0.0051	0.0050	0.0049	0.0048	0.0048	0.0048

15 Year Average	2009 to 2023
Quantity Standard	0.0051
Quality Standard	\$189,998
Service Standard	\$969

D.C. Amount (before deductions)	12 Year
Forecast Population	3,859
\$ per Capita	\$969
Eligible Amount	\$3,739,332



**City of Port Colborne
Service Standard Calculation Sheet**

Service: Parkland Trails
Unit Measure: Linear Metres of Paths and Trails

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024 Value (\$/ Linear Metre)
Multi Use Trail (to Welland)	10,500	10,500	10,500	10,500	10,500	10,500	10,500	10,500	10,500	10,500	10,500	10,500	10,500	10,500	10,500	\$250
Multi Use Trail (to Fort Erie)	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	\$250
H.H. Knoll	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,100	\$250
Lock 8	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	\$250
T. A. Lannan Sports Complex	-	-	-	-	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	\$250
Elizabeth Street	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	\$250
Total	23,200	23,200	23,200	23,200	24,700	24,700	24,700	24,700	24,700	24,700	24,700	24,700	24,700	24,700	24,800	

Population	18,545	18,493	18,424	18,392	18,392	18,357	18,325	18,306	18,630	18,988	19,315	19,677	20,032	20,216	20,287
Per Capita Standard	1.2510	1.2545	1.2592	1.2614	1.3430	1.3455	1.3479	1.3493	1.3258	1.3008	1.2788	1.2553	1.2330	1.2218	1.2225

15 Year Average	2009 to 2023
Quantity Standard	1.2833
Quality Standard	\$250
Service Standard	\$321

D.C. Amount (before deductions)	12 Year
Forecast Population	3,859
\$ per Capita	\$321
Eligible Amount	\$1,238,083



**City of Port Colborne
Service Standard Calculation Sheet**

Service: Recreation Facilities
Unit Measure: sq.ft. of building area

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.	
Westside Arena and Complex	28,200	28,200	28,200	28,200	-	-	-	-	-	-	-	-	-	-	-	\$600	\$683	
Teeder Kennedy Youth Arena	26,500	26,500	-	-	-	-	-	-	-	-	-	-	-	-	-	\$600	\$683	
Centennial Pool	9,925	9,925	9,925	9,925	-	-	-	-	-	-	-	-	-	-	-	\$200	\$242	
Humberstone Community Hall	1,650	1,650	1,650	1,650	1,650	1,650	1,650	1,650	1,650	1,650	1,650	1,650	1,650	1,650	1,650	\$600	\$675	
Sherkston Community Centre	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	\$600	\$675	
Julia Yager Educational and Recreation Centre	5,100	5,100	5,100	5,100	5,100	5,100	5,100	5,100	5,100	5,100	5,100	5,100	5,100	5,100	5,100	\$700	\$776	
P.C. Tennis Club	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	\$500	\$571	
Sugarloaf Marina	8,847	8,847	8,847	8,847	8,847	8,847	8,847	8,847	8,847	8,847	8,847	8,847	8,847	8,847	8,847	\$600	\$671	
Harbourmaster Building	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	\$450	\$508	
Vale Health & Wellness Centre	-	-	-	-	140,000	140,000	140,000	140,000	140,000	140,000	140,000	140,000	140,000	140,000	140,000	140,000	\$500	\$557
Operations Centre - Recreation Portion	-	-	-	-	-	-	-	-	2,000	2,000	2,000	2,000	2,000	2,000	2,000	\$600	\$683	
Operations Centre Greenhouse	-	-	-	-	-	-	-	-	1,400	1,400	1,400	1,400	1,400	1,400	1,400	\$175	\$215	
Total	84,522	84,522	58,022	58,022	159,897	159,897	159,897	159,897	163,297	163,297	163,297	163,297	163,297	163,297	163,297			

Population	18,545	18,493	18,424	18,392	18,392	18,357	18,325	18,306	18,630	18,988	19,315	19,677	20,032	20,216	20,287
Per Capita Standard	4.5577	4.5705	3.1493	3.1547	8.6938	8.7104	8.7256	8.7347	8.7653	8.6000	8.4544	8.2989	8.1518	8.0776	8.0493

15 Year Average	2009 to 2023
Quantity Standard	7.2463
Quality Standard	\$580
Service Standard	\$4,200

D.C. Amount (before deductions)	12 Year
Forecast Population	3,859
\$ per Capita	\$4,200
Eligible Amount	\$16,209,421



**City of Port Colborne
Service Standard Calculation Sheet**

Service: Parks & Recreation Vehicles and Equipment
Unit Measure: No. of vehicles and equipment

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024 Value (\$/Vehicle)
Beach Rake	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	\$65,000
Boat	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$15,000
Chipper	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$75,000
Excavator (Mini X)	-	-	-	-	-	-	-	-	-	-	1.0	1.0	1.0	1.0	1.0	\$75,000
Line Painter	0.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.5	0.5	0.5	0.5	0.5	\$12,700
Travel Lift	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$400,000
Hydraulic Trailer Lift	-	-	-	-	-	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$57,000
Pickup (F150 or 1500)	8.0	8.0	9.0	8.0	8.0	7.0	7.0	6.0	6.0	6.0	6.0	4.0	3.0	3.0	4.0	\$57,000
Pickup (F250 or 2500 and above)	3.0	3.0	3.0	3.0	3.0	4.0	5.0	5.0	4.0	7.0	7.0	8.0	8.0	9.0	8.0	\$85,000
RTV	2.0	2.0	3.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	\$37,000
Telehandler	-	-	-	-	-	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$314,000
Top Dresser (Turf Spreader)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$18,000
Tractor (15-45 Hp)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	\$49,000
Tractor (45-60 Hp)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	3.0	3.0	3.0	3.0	\$75,000
Trailer	5.0	5.0	8.0	10.0	10.0	11.0	11.0	12.0	12.0	12.0	14.0	13.0	12.0	12.0	12.0	\$16,000
Van (Upfitted)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	\$125,000
Van (Small)	3.0	3.0	3.0	4.0	3.0	3.0	1.0	1.0	1.0	-	-	-	-	-	-	\$125,000
Weed Harvester	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$102,800
Zamboni	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	\$175,000
Zero Turn	2.0	2.0	2.0	2.0	2.0	4.0	4.0	4.0	4.0	4.0	6.0	6.0	6.0	6.0	6.0	\$41,000
Sander/Salter (Box Insert)	-	-	-	-	-	-	-	-	-	1.0	1.0	1.0	1.0	1.0	1.0	\$21,000
Water Real	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$18,000
Total	37.5	38.0	43.0	46.0	45.0	50.0	50.0	50.0	50.0	53.0	57.5	55.5	53.5	54.5	54.5	

Population	18,545	18,493	18,424	18,392	18,392	18,357	18,325	18,306	18,630	18,988	19,315	19,677	20,032	20,216	20,287
Per Capita Standard	0.0020	0.0021	0.0023	0.0025	0.0024	0.0027	0.0027	0.0027	0.0027	0.0028	0.0030	0.0028	0.0027	0.0027	0.0027

15 Year Average	2009 to 2023
Quantity Standard	0.0026
Quality Standard	\$66,077
Service Standard	\$172

D.C. Amount (before deductions)	12 Year
Forecast Population	3,859
\$ per Capita	\$172
Eligible Amount	\$662,976



**City of Port Colborne
Service Standard Calculation Sheet**

Service: Library Services - Facilities
Unit Measure: sq.ft. of building area

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
Library (310 King Street)	23,116	23,116	23,116	23,116	23,116	23,116	23,116	23,116	23,116	23,116	23,116	23,116	23,116	23,116	23,116	\$600	\$742
Total	23,116	23,116	23,116	23,116	23,116	23,116	23,116	23,116	23,116	23,116	23,116	23,116	23,116	23,116	23,116		

Population	18,545	18,493	18,424	18,392	18,392	18,357	18,325	18,306	18,630	18,988	19,315	19,677	20,032	20,216	20,287
Per Capita Standard	1.2465	1.2500	1.2547	1.2569	1.2569	1.2592	1.2614	1.2628	1.2408	1.2174	1.1968	1.1748	1.1540	1.1435	1.1394

15 Year Average	2009 to 2023
Quantity Standard	1.2210
Quality Standard	\$742
Service Standard	\$906

D.C. Amount (before deductions)	12 Year
Forecast Population	3,859
\$ per Capita	\$906
Eligible Amount	\$3,496,177



**City of Port Colborne
Service Standard Calculation Sheet**

Service: Library Services - Collection Materials
Unit Measure: No. of library collection items

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024 Value (\$/item)
Books	57,589	57,037	56,484	55,932	55,379	64,309	65,903	59,230	52,931	39,915	38,433	39,591	39,152	39,354	40,862	\$35
Print Serials Subscriptions (Newspapers/Periodicals)	59	59	59	59	59	50	50	48	50	50	50	29	20	16	16	\$161
Compact Discs	1,598	1,599	1,601	1,602	1,603	1,595	1,666	1,572	1,703	920	975	944	774	773	773	\$23
Talking Books	317	467	616	766	915	951	1,088	972	1,067	1,045	1,109	1,127	1,206	1,214	1,228	\$59
Video Tapes	834	641	449	256	63	42	33	-	-	-	-	-	-	-	-	\$47
Microfilm	764	784	804	823	843	847	863	883	895	907	923	930	954	962	999	\$200
DVDs	1,818	2,549	3,280	4,010	4,741	5,130	5,470	5,268	5,342	4,965	5,452	4,746	5,141	5,308	5,507	\$32
OverDrive (eBooks, digital magazines, audiobooks, video)	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	\$82,800
Novelist	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	\$19,500
Ancestry.ca	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	\$8,250
Freegal	-	-	-	-	1	1	-	-	-	-	-	-	-	-	-	\$71,100
Flipster Digital Magazine - Platform	-	-	-	-	-	1	1	1	1	1	-	-	-	-	-	\$59,850
Hoopla - streaming video	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1	\$90,000
TumbleBooks	-	-	-	-	-	-	-	-	1	1	1	1	-	-	-	\$18,000
Universal Class	-	-	-	-	-	-	-	-	-	-	1	1	1	1	1	\$20,250
RB Digital - ebooks, videos, emagazines	-	-	-	-	-	-	-	-	-	-	-	1	1	-	-	\$3,130
E-Readers	-	-	-	-	7	7	7	7	7	-	-	-	-	-	-	\$270
Chromebook	-	-	-	-	5	5	5	5	5	5	5	5	5	5	5	\$492



**City of Port Colborne
Service Standard Calculation Sheet**

Service: Library Services - Collection Materials
Unit Measure: No. of library collection items

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024 Value (\$/item)
Music MakerSpace Instruments	-	-	-	-	-	-	-	-	-	6	6	6	6	6	6	\$469
Video Games	-	-	-	-	-	-	-	-	-	-	-	69	124	148	173	\$80
Board games and puzzles	-	-	-	-	-	-	-	-	-	-	-	-	70	75	92	\$28
Library of Things - Non-Traditional Items	-	-	-	-	-	-	-	-	-	-	58	65	73	90	97	\$500
Library of Things - Technology	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	\$650
Public Computers	15	17	17	17	17	17	15	15	15	19	20	20	17	17	13	\$1,000
Total	62,994	63,152	63,308	63,467	63,636	72,958	75,104	68,004	62,020	47,837	47,036	47,538	47,548	47,973	49,779	

Population	18,545	18,493	18,424	18,392	18,392	18,357	18,325	18,306	18,630	18,988	19,315	19,677	20,032	20,216	20,287
Per Capita Standard	3.40	3.41	3.44	3.45	3.46	3.97	4.10	3.71	3.33	2.52	2.44	2.42	2.37	2.37	2.45

15 Year Average	2009 to 2023
Quantity Standard	3.1231
Quality Standard	\$40
Service Standard	\$126

D.C. Amount (before deductions)	12 Year
Forecast Population	3,859
\$ per Capita	\$126
Eligible Amount	\$487,778



Appendix C

Long-Term Capital and Operating Cost Examination



Appendix C: Long-Term Capital and Operating Cost Examination

City of Port Colborne

Annual Capital and Operating Cost Impact

As a requirement of the *Development Charges Act, 1997*, as amended, under subsection 10 (2) (c), an analysis must be undertaken to assess the long-term capital and operating cost impacts for the capital infrastructure projects identified within the development charge. As part of this analysis, it was deemed necessary to isolate the incremental operating expenditures directly associated with these capital projects, factor in cost savings attributable to economies of scale or cost sharing where applicable and prorate the cost on a per unit basis (i.e., sq.ft. of building space, per vehicle, etc.). This was undertaken through a review of the City's approved 2022 Financial Information Return (F.I.R.).

In addition to the operational impacts, over time the initial capital projects will require replacement. This replacement of capital is often referred to as lifecycle cost. By definition, lifecycle costs are all the costs which are incurred during the life of a physical asset, from the time its acquisition is first considered, to the time it is taken out of service for disposal or redeployment. The method selected for lifecycle costing is the sinking fund method which provides that money will be contributed annually and invested, so that those funds will grow over time to equal the amount required for future replacement. The following factors were utilized to calculate the annual replacement cost of the capital projects (annual contribution = factor X capital asset cost) and are based on an annual growth rate of 2% (net of inflation) over the average useful life of the asset:



Table C-1
City of Port Colborne
Lifecycle Cost Factors and Average Useful Lives

Asset	Lifecycle Cost Factors	
	Average Useful Life	Factor
Water and Wastewater Infrastructure	80	0.005160705
Facilities	50	0.01182321
Services Related to a Highway	50	0.01182321
Parkland Development	40	0.016555748
Vehicles	15	0.057825472
Small Equipment & Gear	10	0.091326528
Library Materials	10	0.091326528

Table C-2 depicts the annual operating impact resulting from the proposed gross capital projects at the time they are all in place. It is important to note that, while City program expenditures will increase with growth in population, the costs associated with the new infrastructure (i.e., facilities) would be delayed until the time these works are in place.



Table C-2
City of Port Colborne
Operating and Capital Expenditure Impacts for Future Capital Expenditures

SERVICE/CLASS OF SERVICE	ANNUAL LIFECYCLE EXPENDITURES	ANNUAL OPERATING EXPENDITURES	TOTAL ANNUAL EXPENDITURES
Wastewater Services	4,633,155	653,441	5,286,596
Water Services	2,414,895	125,608	2,540,503
Services Related to a Highway	825,192	13,762	838,954
Public Works (Facilities and Fleet)	264,151	97,818	361,969
Fire Protection Services	620,664	318,829	939,493
Parks and Recreation Services	2,273,109	379,092	2,652,201
Library Services	92,304	9,307	101,611
Total	11,123,470	1,597,856	12,721,326



Appendix D

D.C. Reserve Fund Policy



Appendix D: D.C. Reserve Fund Policy

D.1 Legislative Requirements

The *Development Charges Act, 1997*, as amended (D.C.A.) requires development charge (D.C.) collections (and associated interest) to be placed in separate reserve funds. Sections 33 through 36 of the D.C.A. provide the following regarding reserve fund establishment and use:

- A municipality shall establish a reserve fund for each service to which the D.C. by-law relates; subsection 7 (1), however, allows services to be grouped into categories of services for reserve fund (and credit) purposes and for classes of services to be established.
- The municipality shall pay each D.C. it collects into a reserve fund or funds to which the charge relates.
- The money in a reserve fund shall be spent only for the “capital costs” determined through the legislated calculation process (as per subsection 5 (1) 2 to 8).
- Money may be borrowed from the fund but must be paid back with interest (O. Reg. 82/98, subsection 11 (1) defines this as Bank of Canada rate either on the day the by-law comes into force or, if specified in the by-law, the first business day of each quarter).
- D.C. reserve funds may not be consolidated with other municipal reserve funds for investment purposes and may only be used as an interim financing source for capital undertakings for which D.C.s may be spent (section 37).

Annually, the Treasurer of the municipality is required to provide Council with a financial statement related to the D.C. by-law(s) and reserve funds. This statement must be made available to the public and may be requested to be forwarded to the Minister of Municipal Affairs and Housing.

Subsection 43 (2) and O. Reg. 82/98 prescribe the information that must be included in the Treasurer’s statement, as follows:

- opening balance;
- closing balance;



- description of each service and/or service category for which the reserve fund was established (including a list of services within a service category);
- transactions for the year (e.g. collections, draws) including each asset's capital costs to be funded from the D.C. reserve fund and the manner for funding the capital costs not funded under the D.C. by-law (i.e. non-D.C. recoverable cost share and post-period D.C. recoverable cost share);
- for projects financed by D.C.s, the amount spent on the project from the D.C. reserve fund and the amount and source of any other monies spent on the project;
- amounts borrowed, purpose of the borrowing, and interest accrued during previous year;
- amount and source of money used by the municipality to repay municipal obligations to the D.C. reserve fund;
- list of credits by service or service category (outstanding at the beginning of the year, given in the year, and outstanding at the end of the year by the holder);
- for credits granted under section 14 of the previous D.C.A., a schedule identifying the value of credits recognized by the municipality, the service to which it applies and the source of funding used to finance the credit; and
- a statement as to compliance with subsection 59 (1) of the D.C.A., whereby the municipality shall not impose, directly or indirectly, a charge related to a development or a requirement to construct a service related to development, except as permitted by the D.C.A. or another Act.

Recent changes arising from Bill 109 (More Homes for Everyone Act, 2022) provide that the Council shall make the statement available to the public by posting the statement on the website or, if there is no such website, in the municipal office. In addition, Bill 109 introduced the following requirements which shall be included in the treasurer's statement.

- For each service for which a development charge is collected during the year
 - whether, as of the end of the year, the municipality expects to incur the amount of capital costs that were estimated, in the relevant development charge background study, to be incurred during the term of the applicable development charge by-law, and
 - if the answer to subparagraph i is no, the amount the municipality now expects to incur and a statement as to why this amount is expected;



- For any service for which a development charge was collected during the year but in respect of which no money from a reserve fund was spent during the year, a statement as to why there was no spending during the year.

Additionally, as per subsection 35(3) of the D.C.A.:

35(3) If a service is prescribed for the purposes of this subsection, beginning in the first calendar year that commences after the service is prescribed and in each calendar year thereafter, a municipality shall spend or allocate at least 60 per cent of the monies that are in a reserve fund for the prescribed service at the beginning of the year.

The services currently prescribed are water, wastewater, and services related to a highway. Therefore, as of 2023, a municipality shall spend or allocate at least 60 percent of the monies in the reserve fund at the beginning of the year. There are generally two (2) ways in which a municipality may approach this requirement:

- a) Include a schedule are part of the annual treasurer’s statement; or
- b) Incorporate the information into the annual budgeting process.

Based upon the above, Figure 1 and Attachments 1 and 2, set out the format for which annual reporting to Council should be provided. Attachment 3 provides for the schedule for allocating reserve fund balances to projects.

D.2 D.C. Reserve Fund Application

Section 35 of the D.C.A. states that:

“The money in a reserve fund established for a service may be spent only for capital costs determined under paragraphs 2 to 7 of subsection 5(1).”

This provision clearly establishes that reserve funds collected for a specific service are only to be used for that service, or to be used as a source of interim financing of capital undertakings for which a D.C. may be spent.



Figure D-1
City of Port Colborne
Annual Treasurer's Statement of Development Charge Reserve Funds

Description	Services to which the Development Charge Relates								Total
	Services Related to a Highway	Public Works (Facilities and Fleet)	Water Services	Wastewater Services	Parks and Recreation Services	Fire Protection Services	Library Services	Growth Studies	
Opening Balance, January 1, _____									0
Plus:									
Development Charge Collections									0
Accrued Interest									0
Repayment of Monies Borrowed from Fund and Associated Interest ¹									0
Sub-Total	0	0	0	0	0	0	0	0	0
Less:									
Amount Transferred to Capital (or Other) Funds ²									0
Amounts Refunded									0
Amounts Loaned to Other D.C. Service Category for Interim Financing									0
Credits ³									0
Sub-Total	0	0	0	0	0	0	0	0	0
Closing Balance, December 31, _____	0	0	0	0	0	0	0	0	0

¹ Source of funds used to repay the D.C. reserve fund

² See Attachment 1 for details

³ See Attachment 2 for details

The Municipality is compliant with s.s. 59.1 (1) of the *Development Charges Act*, whereby charges are not directly or indirectly imposed on development nor has a requirement to construct a service related to development been imposed, except as permitted by the *Development Charges Act* or another Act.



Figure D-2a
City of Port Colborne
Attachment 1
Annual Treasurer's Statement of Development Charge Reserve Funds
Amount Transferred to Capital (or Other) Funds – Capital Fund Transactions

Capital Fund Transactions	Gross Capital Cost	D.C. Recoverable Cost Share					Non-D.C. Recoverable Cost Share				
		D.C. Forecast Period			Post D.C. Forecast Period						
		D.C. Reserve Fund Draw	D.C. Debt Financing	Grants, Subsidies Other Contributions	Post-Period Benefit/ Capacity Interim Financing	Grants, Subsidies Other Contributions	Other Reserve/Reserve Fund Draws	Tax Supported Operating Fund Contributions	Rate Supported Operating Fund Contributions	Debt Financing	Grants, Subsidies Other Contributions
Services Related to a Highway											
Capital Cost A											
Capital Cost B											
Capital Cost C											
Sub-Total - Services Related to Highways	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Water Services											
Capital Cost D											
Capital Cost E											
Capital Cost F											
Sub-Total - Water	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Wastewater Services											
Capital Cost G											
Capital Cost H											
Capital Cost I											
Sub-Total - Wastewater	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



Figure D-2b
City of Port Colborne
Attachment 1
Annual Treasurer's Statement of Development Charge Reserve Funds
Amount Transferred to Capital (or Other) Funds – Operating Fund Transactions

Operating Fund Transactions	Annual Debt Repayment Amount	D.C. Reserve Fund Draw		Post D.C. Forecast Period			Non-D.C. Recoverable Cost Share		
		Principal	Interest	Principal	Interest	Source	Principal	Interest	Source
<u>Services Related to a Highway</u>									
Capital Cost J									
Capital Cost K									
Capital Cost L									
Sub-Total - Services Related to a Highway	\$0	\$0	\$0	\$0	\$0		\$0	\$0	
<u>Water Services</u>									
Capital Cost M									
Capital Cost N									
Capital Cost O									
Sub-Total - Water	\$0	\$0	\$0	\$0	\$0		\$0	\$0	
<u>Wastewater Services</u>									
Capital Cost P									
Capital Cost Q									
Capital Cost R									
Sub-Total - Wastewater	\$0	\$0	\$0	\$0	\$0		\$0	\$0	



Figure D-3
City of Port Colborne
Attachment 2
Annual Treasurer's Statement of Development Charge Reserve Funds
Statement of Credit Holder Transactions

Credit Holder	Applicable D.C. Reserve Fund	Credit Balance Outstanding Beginning of Year _____	Additional Credits Granted During Year	Credits Used by Holder During Year	Credit Balance Outstanding End of Year _____
Credit Holder A					
Credit Holder B					
Credit Holder C					
Credit Holder D					
Credit Holder E					
Credit Holder F					



Figure D-4
City of Port Colborne
Attachment 3
Annual Treasurer's Statement of Development Charge Reserve Funds
Statement of Reserve Fund Balance Allocations

Attachment 1
City of Port Colborne
Statement of Reserve Fund Balance Allocations

Service:	Water
Balance in Reserve Fund at Beginning of Year:	
60% of Balance to be Allocated (at a minimum):	

Projects to Which Funds Will be Allocated

Project Description	Project Number	Total Growth-related Capital Cost Remaining to be Funded	Share of Growth-related Cost Allocated to Date	Share of Growth-related Cost Allocated - Current Year
Total		\$0	\$0	\$0

Service:	Wastewater
Balance in Reserve Fund at Beginning of Year:	
60% of Balance to be Allocated (at a minimum):	

Projects to Which Funds Will be Allocated

Project Description	Project Number	Total Growth-related Capital Cost Remaining to be Funded	Share of Growth-related Cost Allocated to Date	Share of Growth-related Cost Allocated - Current Year
Total		\$0	\$0	\$0

Service:	Services Related to a Highway
Balance in Reserve Fund at Beginning of Year:	
60% of Balance to be Allocated (at a minimum):	

Projects to Which Funds Will be Allocated

Project Description	Project Number	Total Growth-related Capital Cost Remaining to be Funded	Share of Growth-related Cost Allocated to Date	Share of Growth-related Cost Allocated - Current Year
Total		\$0	\$0	\$0



Appendix E

Local Service Policy



Appendix E: Local Service Policy

City of Port Colborne

General Policy Guidelines on Development Charge and Local Service Funding

This Appendix sets out the municipality's General Policy Guidelines on Development Charges (D.C.) and local service funding for Services Related to a Highway, Stormwater Management, Parkland Development, and Underground Linear Services. The guidelines outline, in general terms, the size and nature of engineered infrastructure that is included in the study as a development charge project, versus infrastructure that is considered as a local service, to be emplaced separately by landowners, pursuant to a development agreement.

The following policy guidelines are general principles by which staff will be guided in considering development applications. However, each application will be considered, in the context of these policy guidelines as subsection 59 (2) of the Development Charges Act, 1997 (D.C.A.) on its own merits having regard to, among other factors, the nature, type and location of the development and any existing and proposed development in the surrounding area, as well as the location and type of services required and their relationship to the proposed development and to existing and proposed development in the area.

Services Related to a Highway

A highway and services related to a highway are intended for the transportation of people and goods via many different modes including, but not limited to passenger automobiles, commercial vehicles, transit vehicles, bicycles and pedestrians. The highway shall consist of all land and associated infrastructure built to support (or service) this movement of people and goods regardless of the mode of transportation employed.

The associated infrastructure to achieve this concept shall include, but is not limited to: road pavement structure and curbs; grade separation/bridge structures (for any vehicles, railways and/or pedestrians); grading, drainage and retaining wall features; culvert structures; stormwater drainage systems; utilities; traffic control systems;



signage; gateway features; street furniture; active transportation facilities (e.g. sidewalks, bike lanes, multi-use trails which interconnect the transportation network, etc.); transit lanes & lay-bys; roadway illumination systems; boulevard and median surfaces (e.g. sod & topsoil, paving, etc.); street trees and landscaping; parking lanes & lay-bys; (excluding on-street parking in the downtown) and driveway entrances; noise attenuation systems; railings and safety barriers.

1. Arterial and Collector Roads (including Structures)

- New Collector Roads internal to a development are direct developer responsibility.
- New, widened, extended or upgraded, Arterial and Collector Roads external to a development are considered to be development charge projects.
- New Collector Roads external to a development, but primarily acting as a connection serving a development, are a direct developer responsibility.
- All other roads are considered to be the developer's responsibility.

2. Traffic Control Systems, Signals and Intersection Improvements

- On new arterial roads and arterial road improvements unrelated to a specific development: included as part of road costing funded through D.C.'s.
- On non-arterial roads, or for any private site entrances or entrances to specific development: direct developer responsibility under s.59 of D.C.A. (as a local service).
- On arterial or collector road intersections with Regional roads: Region's responsibility or in certain circumstances, may be a direct developer responsibility
- Intersection improvements, new or modified signalization, signal timing & optimization plans, area traffic studies for highways attributed to growth and unrelated to a specific development: included in D.C. calculation as permitted under s.5(1) of the D.C.A.

3. Streetlights

- Streetlights on new arterial roads an arterial road improvements: considered part of the complete street and included as part of the road costing funded through



D.C.'s or in exceptional circumstances, may be direct developer responsibility through local service provisions (s.59 of D.C.A.).

- Streetlights on non-arterial roads internal to development: considered part of the complete street and included as a direct developer responsibility under s. 59 of the D.C.A. (as a local service).
- Streetlights on non-arterial roads external to development, needed to support a specific development or required to link with the area to which the plan relates: considered part of the complete street and included as a direct developer responsibility under s. 59 of the D.C.A. (as a local service).

4. Transportation Related Pedestrian and Cycling Facilities

- Sidewalks, multi-use trails, cycle tracks, and bike lanes, inclusive of all required infrastructure, located within arterial roads, Regional roads and provincial highway corridors: considered part of the complete street and included in D.C.'s, or, in exceptional circumstances, may be direct developer responsibility through local service provisions (s.59 of D.C.A.).
- Sidewalks, multi-use trails, cycle tracks, and bike lanes, inclusive of all required infrastructure, located within or linking to non-arterial road corridors internal to development: considered part of the complete street and is a direct developer responsibility through local service provisions (s.59 of D.C.A.).
- Other sidewalks, multi-use trails, cycle tracks, and bike lanes, inclusive of all required infrastructure, located within non-arterial road corridors external to development and needed to support a specific development or required to link with the area to which the plan relates: direct developer responsibility under s.59 of D.C.A. (as a local service).
- Multi-use trails (not associated with a road), inclusive of all land and required infrastructure, that go beyond the function of a (parkland) recreational trail and form part of the municipality's active transportation network for cycling and/or walking: included in D.C.'s

5. Transit Lanes and Lay-bys

- Transit lanes and lay-bys located within municipal arterial and regional road corridors: considered part of the complete street and included in D.C.'s



- Transit lanes and lay-bys located within non-arterial road corridors internal to development: considered part of the complete street and direct developer responsibility under s. 59 of the D.C.A. (as a local service).
- Transit lanes and lay-bys located within non-arterial road corridors external to development and needed to support a specific development or required to link with the area to which the plan relates: direct developer responsibility under s. 59 of the D.C.A. (as a local service).

6. Transit Bus Stops and Amenities

- Transit bus stops and amenities internal to development: direct developer responsibility under s.59 of D.C.A. (as a local service).
- Transit bus stops and amenities on arterial roads: included in Municipality's Transit D.C.'s consistent with D.C.A., s.5(1).

LAND ACQUISITION FOR ROADS

7. Road Allowances

- Land acquisition for Arterial or Collector Roads, to the widths required according to the approved engineering standards, is primarily provided by dedications under the Planning Act. In areas where limited or no development is anticipated, and direct dedication is unlikely, the land acquisition is considered to be part of the capital cost of the related development charge project

8. Grade Separations

- Land acquisition for Grade Separations (beyond normal dedication requirements) is considered to be part of the capital cost of the related development charge project.

The detailed engineering requirements of the above items are governed by the approved detailed engineering standards for the City.

PARKLAND DEVELOPMENT

9. Recreational Trails



- Recreational trails (Multi-use trails) that do not form part of the municipality's active transportation network, and their associated infrastructure (landscaping, bridges, trail surface, etc.), is included in area municipal parkland D.C.'s.

10. Parkland

- Parkland Development for Community Parks, District Parks, Neighbourhood Parks and Village Squares: direct developer responsibility to provide at base condition, as defined in the Municipality's Parks Standards, as a local service provision.
- Program facilities, amenities, and furniture, within parkland: are included in D.C.s.

11. Landscape Buffer Blocks, Features, Cul-de-sac Islands, Berms, Grade Transition Areas, Walkway Connections to Adjacent Arterial Roads, Open Space, Etc.

- The cost of developing all landscape buffer blocks, landscape features, cul-de-sac islands, berms, grade transition areas, walkway connections to adjacent arterial roads, open space and other remnant pieces of land conveyed to the municipality shall be a direct developer responsibility as a local service. Such costs include but are not limited to:
- pre-grading, sodding or seeding, supply and installation of amended topsoil, (to the Municipality's required depth), landscape features, perimeter fencing and amenities and all planting.
- Perimeter fencing to the Municipal standard located on the public property side of the property line adjacent land uses (such as but limited to arterial roads) as directed by the Municipality.

WATER

12. Watermains

- Watermains internal to the development are considered to be a local service unless the City requests a watermain be oversized, in which case the oversizing is a development charge project.



- External watermains of any size required by a development to connect to an existing local trunk main are considered to be the developer's local service responsibility.
- Watermains of any size required to connect a development charge eligible pumping station or reservoir to the supply network are considered to be development charge projects.
- Providing new underground services or upgrading existing underground services external to the development if the services are required to service the development, and if the pipe sizes do not exceed 300mm, are considered to be the developer's local service responsibility.

13. Booster Stations and Reservoirs

- New or expanded water booster pumping stations and reservoir projects servicing two or more developments are considered to be development charge projects. All others are the responsibility of the developer.
- All other new or expanded water booster pumping stations and reservoir projects that do not qualify as above are the responsibility of the developer.
- The detailed engineering requirements of the above items are governed by the approved detailed engineering standards for the City.

WASTEWATER

14. Sanitary Sewers

- Sanitary Sewers internal to the development are considered to be a local service, unless the City requests a sewer be oversized, in which case the oversizing is a development charge project.
- Sanitary Sewers of any size required by a development to connect to an existing local trunk main are considered to be the developer's responsibility.
- Sanitary Sewers of any size required to connect a pumping station or treatment plant to the collection network are considered to be development charge projects.
- Providing new underground services or upgrading existing underground services external to the development if the services are required to service the development, and if the pipe sizes do not exceed 300mm, are considered to be the developer's local service responsibility.



15. Pumping Stations

- New or expanded pumping stations internal or external to a development, that are fed by sanitary sewers which qualify as a development charge project are also considered to be development charge projects.
- New or expanded pumping stations fed by sanitary sewers that do not qualify as a development charge project are the responsibility of the developer.
- The above pipe sizes in section 15(iv) govern, unless the hydraulic conditions of a particular development require a different pipe size, in which case the minimum pipe size determined by such hydraulic conditions shall be the developer's responsibility.

LAND ACQUISITION FOR WATER AND WASTEWATER WORKS

16. Booster Stations and Reservoirs

- Where required, land acquisition for Booster Stations and Reservoirs which are development charge projects, to the size required by the design of the facility, is to be provided by the developer as part of the development approval process. The market value of the land is considered to be part of the capital cost of the related development charge project.

17. Pumping Stations

- Where required, land acquisition for Pumping Stations which are development charges projects, to the size required by the design of the facility, is to be provided by the developer as part of the development approval process. The market value of the land is considered to be part of the capital cost of the related development charge project.
- The detailed engineering requirements of the above items are governed by the approved detailed engineering standards for the City.

STORMWATER MANAGEMENT

18. Stormwater

- Over-sizing cost of stormwater facilities capacity, excluding land, to accommodate runoff from new, widened, extended or upgraded municipal arterial



roads that are funded as a development charges project: included as part of road costing funded through D.C.'s.

- Erosion works, inclusive of all restoration requirements, related to a development application: direct developer responsibility under s. 59 of the D.C.A. (as a local service).
- Monitoring works: included in D.C.'s consistent with the D.C.A., s.5(1).
- Storm sewer systems and drainage works that are required for a specific development, either internal or external to the area to which the plan relates: direct developer responsibility under s. 59 of the D.C.A. (as a local service).



Appendix F

Asset Management Plan



Appendix F: Asset Management Plan

The recent changes to the Development Charges Act, 1997, as amended (D.C.A.) (new subsection 10 (2) (c.2)) require that the background study must include an asset management plan (A.M.P.) related to new infrastructure. Section 10 (3) of the D.C.A. provides:

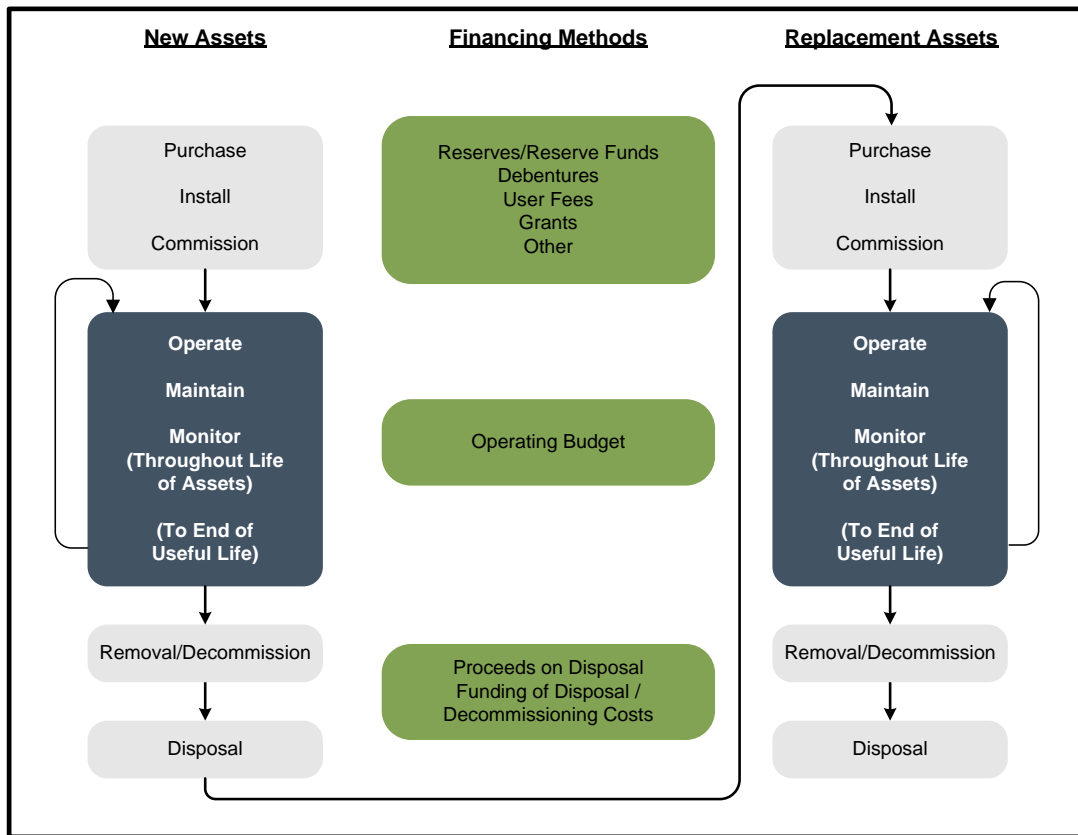
“The asset management plan shall,

- (a) deal with all assets whose capital costs are proposed to be funded under the development charge by-law;
- (b) demonstrate that all the assets mentioned in clause (a) are financially sustainable over their full life cycle;
- (c) contain any other information that is prescribed; and
- (d) be prepared in the prescribed manner.”

In regard to the above, section 8 of the regulations was amended to include subsections (2), (3), and (4) which set out specific detailed requirements for transit (only). For all services except transit, there are no prescribed requirements at this time, thus requiring the municipality to define the approach to include in the background study.

At a broad level, the A.M.P. provides for the long-term investment in an asset over its entire useful life along with the funding. The schematic below identifies the costs for an asset throughout its entire lifecycle. For growth-related works, the majority of capital costs will be funded by the D.C. Non-growth-related expenditures will then be funded from non-D.C. revenues as noted below. During the useful life of the asset, there will be minor maintenance costs to extend the life of the asset along with additional program-related expenditures to provide the full services to the residents. At the end of the life of the asset, it will be replaced by non-D.C. financing sources.

It should be noted that with the recent passing of the *Infrastructure for Jobs and Prosperity Act* (I.J.P.A.) municipalities are now required to complete A.M.P.s, based on certain criteria, which are to be completed by 2022 for core municipal services and 2024 for all other services. The amendments to the D.C.A. do not require municipalities to complete these A.M.P.s (required under I.J.P.A.) for the D.C. background study, rather the D.C.A. requires that the D.C. background study include information to show the assets to be funded by the D.C. are sustainable over their full lifecycle.



In 2012, the Province developed Building Together: Guide for municipal asset management plans which outlines the key elements for an A.M.P., as follows:

State of local infrastructure: asset types, quantities, age, condition, financial accounting valuation and replacement cost valuation.

Desired levels of service: defines levels of service through performance measures and discusses any external trends or issues that may affect expected levels of service or the municipality's ability to meet them (for example, new accessibility standards, climate change impacts).

Asset management strategy: the asset management strategy is the set of planned actions that will seek to generate the desired levels of service in a sustainable way, while managing risk, at the lowest lifecycle cost.

Financing strategy: having a financial plan is critical for putting an A.M.P. into action. By having a strong financial plan, municipalities can also demonstrate that they have



made a concerted effort to integrate the A.M.P. with financial planning and municipal budgeting and are making full use of all available infrastructure financing tools.

Commensurate with the above, the City prepared an A.M.P. in 2022 for its existing assets; however, it did not take into account future growth-related assets for all services included in the D.C. calculations. As a result, the asset management requirement for the D.C. must be undertaken in the absence of this information.

In recognition to the schematic above, the following table (presented in 2024 \$) has been developed to provide the annualized expenditures and revenues associated with new growth. Note that the D.C.A. does not require an analysis of the non-D.C. capital needs or their associated operating costs so these are omitted from the table below. As well, as all capital costs included in the D.C.-eligible capital costs are not included in the City's A.M.P., the present infrastructure gap and associated funding plan have not been considered at this time. Hence the following does not represent a fiscal impact assessment (including future tax/rate increases) but provides insight into the potential affordability of the new assets:

1. The non-D.C. recoverable portion of the projects that will require financing from municipal financial resources (i.e., taxation, rates, fees, etc.). This amount has been presented on an annual debt charge amount based on 20-year financing.
2. Lifecycle costs for the 2024 D.C. capital works have been presented based on a sinking fund basis. The assets have been considered over their estimated useful lives.
3. Incremental operating costs for the D.C. services (only) have been included.
4. The resultant total annualized expenditures are approximately \$24.82 million.
5. Consideration was given to the potential new taxation and user fee revenues which will be generated as a result of new growth. These revenues will be available to finance the expenditures above. The new operating revenues are approximately \$7.33 million. This amount, totalled with the existing operating revenues of approximately \$49.59 million, provides annual revenues of approximately \$56.92 million by the end of the period.



6. In consideration of the above, the capital plan is deemed to be financially sustainable.

City of Port Colborne
Asset Management – Future Expenditures and Associated Revenues
2024\$

Asset Management - Future Expenditures and Associated Revenues	2036 (Total)
Expenditures (Annualized)	
Annual Debt Payment on Non-Growth Related Capital ¹	2,531,271
Annual Debt Payment on Post Period Capital ²	9,564,382
Lifecycle:	
Annual Lifecycle - Municipal-wide Services	11,123,470
Incremental Operating Costs (for D.C. Services)	1,597,856
Total Expenditures	24,816,979
Revenue (Annualized)	
Total Existing Revenue ³	\$49,593,916
Incremental Tax and Non-Tax Revenue (User Fees, Fines, Licences, etc.)	\$7,328,280
Total Revenues	\$56,922,196

¹ Non-Growth Related component of Projects

² Interim Debt Financing for Post Period Benefit

³ As per Sch. 10 of FIR



Appendix G

Proposed D.C. By-Law



Appendix G: Proposed D.C. By-law

By-law Number _____

- of -

The Corporation of the City of Port Colborne

Being a by-law of the Corporation of the City of Port Colborne with respect to development charges.

WHEREAS section 2(1) of the *Development Charges Act, 1997* (hereinafter called "the Act") enables the Council of a municipality to pass by-laws for the imposition of development charges against land located in the municipality for increased capital costs required because of the need for services arising from development in the area to which the by-law applies;

AND WHEREAS the Council of the Corporation of the City of Port Colborne (hereinafter called "the Council"), at its public meeting of September 24, 2024, approved a report dated August 23, 2024 entitled "City of Port Colborne, 2024 Development Charge Background Study", which report was prepared by Watson & Associates Economists Ltd.;

AND WHEREAS the Council has given Notice in accordance with Section 12 of the *Development Charges Act, 1997* of its development charge proposal and held a public meeting on September 24, 2024;

AND WHEREAS the Council has heard all persons who applied to be heard in objection to, or in support of, the development charge proposal at such public meeting;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF PORT COLBORNE HEREBY enacts as follows:

1. **In this by-law,**

DEFINITIONS



“Act” means the Development Charges Act, as amended, or any successor thereof;

“accessory use” means where used to describe a use, building, or structure that the use, building or structure is naturally and normally incidental, subordinate in purpose of floor area or both, and exclusively devoted to a principal use, building or structure;

“affordable residential unit” means a Dwelling Unit that meets the criteria set out in subsection 4.1 of the Act.

“agricultural use” means use or intended use for bona fide farming purposes:

- a) including (but not limited to):
 - i) cultivation of crops whether on open land or in greenhouses, including (but not limited to) fruit, vegetables, grains, field crops, sod trees, shrubs, flowers, and ornamental plants;
 - ii) raising of animals, including (but not limited to) cattle, horses, pigs, poultry, livestock, fish; and
 - iii) animal husbandry, dairying, equestrian activities, horticultural, fallowing, pasturing, and market gardening;
- b) but excluding:
 - i) winery activities;
 - ii) retail sales activities; and
 - iii) cannabis production facilities.

“apartment unit” means any residential unit within a building containing three or more dwelling units where access to each residential unit is obtained through a common entrance or entrances from the street level and the residential units are connected by an interior corridor, and includes a stacked townhouse;

“attainable residential unit” means a Dwelling Unit that meets the criteria set out in subsection 4.1 of the Act.



“back-to-back townhouse dwelling” means a building containing more than two dwelling units separated vertically by a common wall, including a rear common wall, that do not have rear yards;

“bedroom” means a habitable room larger than seven square metres, including a den, study or other similar area, but does not include a bathroom, living room, dining room or kitchen;

“benefiting area” means an area defined by map, plan or legal description in a front-ending agreement as an area that will receive a benefit from the construction of a service;

“board of education” has the same meaning as set out in the Education Act, R.S.O. 1990, Chap. E.2, as amended, or any successor thereof;

“Building Code Act” means the Building Code Act, S.O. 1992, as amended, or any successor thereof;

“cannabis” means a cannabis plant, including the phytocannabinoids produced by or found in such a plant regardless of whether that part has been processed or not and any substance or mixture of substances that contains or has in it and part of such a plant and any substance that is identical to a phytocannabinoid produced by or found in such a plant regardless of how the substance was obtained. Marijuana shall have the same definition.

“cannabis production facility” means a facility structure for the cultivation, processing, packaging and shipping where cannabis is produced by a federally licensed producer and can be for the production of medical or recreational cannabis.

“capital cost” shall have the same meaning as described in Section 5 of the *Development Charges Act, 1997*, as amended.

“City” means the Corporation of the City of Port Colborne;

“class” means a grouping of services combined to create a single service for the purposes of this By-law and as provided in Section 7 of the *Development Charges Act*.



“commercial” means any use of land, structures or buildings for the purposes of buying or selling commodities and services, but does not include industrial or agricultural uses, and does not include hotels, motels, motor inns and boarding, lodging and rooming houses;

“Council” means the Council of the City;

“development” means the construction, erection or placing of one or more buildings or structures on land or the making of an addition or alteration to a building or structure that has the effect of increasing the size of usability thereof, and includes redevelopment;

“development charge” means a charge imposed with respect to this by-law;

“dwelling unit” means any part of a building or structure used, designed or intended to be used as a domestic establishment in which one or more persons may sleep and are provided with culinary and sanitary facilities for their exclusive use;

“existing” means the number, use and size that existed as of the date this by-law passed;

“farm building” means that part of a bona fide farming operation encompassing barns, silos and other ancillary development to an agricultural use, but excluding a residential use;

“gross floor area” means:

(1) in the case of a residential building or structure, the total area of all floors above grade of a dwelling unit measured between the outside surfaces of exterior walls or between the outside surfaces of exterior walls and the centre line of part walls dividing the dwelling unit from any other dwelling unit or other portion of a building; and

(2) in the case of a non-residential building or structure, or in the case of a mixed-use building or structure in respect of the non-residential portion thereof, the total area of all building floors above or below grade measured between the outside surfaces of the exterior walls, or between the outside



surfaces of exterior walls and the centre line of party walls dividing a non-residential use and a residential use, except for:

- (1) a room or enclosed area within the building or structure above or below that is used exclusively for the accommodation of heating, cooling, ventilating, electrical, mechanical or telecommunications equipment that service the building;
- (2) loading facilities above or below grade; and
- (3) a part of the building or structure below grade that is used for the parking or motor vehicles or for storage and other accessory use;

“industrial” means lands, buildings or structures used or designed or intended for use for manufacturing, processing, fabricating or assembly or raw goods, warehousing or bulk storage of goods, and includes office uses and the sale of commodities to the general public where such uses are accessory to an industrial use, but does not include the sale of commodities to the general public through a warehouse club;

“institutional development” means development of a building or structure that meets the criteria set out in section 11.1(2) of O.Reg. 82/98 to the Act;

“interest rate” means the annual rate of interest as set out in section 26.3 of the Act;

“Local Board” means a school board, public utility, commission, transportation commission, public library board, board of park management, local board of health, board of commissioners of police, planning board, or any other board, commission, committee, body or local authority established or exercising any power or authority under any general or special Act with respect to any of the affairs or purposes, including school purposes, of the City of Port Colborne or any part of parts thereof;

“local services” means those services, facilities or things which are under the jurisdiction of the City and are related to a plan of subdivision or within the area to



which the plan relates in respect of the lands under Sections 41, 51 or 53 of the Planning Act, R.S.O. 1990, Chap. P.13, as amended, or any successor thereof;

“multiple dwellings” means all dwellings other than single-detached, semi-detached and apartment unit dwellings;

“non-profit housing development” means Development of a building or structure that meets the criteria set out in section 4.2 of the Act.

“non-residential use” means a building or structure of any kind whatsoever used, designed or intended to be used for other than a residential use;

“Official Plan” means the Official Plan adopted for the City, as amended and approved;

“owner” means the owner of land or a person who has made application for an approval for the development of land upon which a development charge is imposed;

“park model trailer” means is a recreational unit that meets the following criteria:

- (i) It is built on a single chassis mounted on wheels;
- (ii) It is designed to facilitate relocation from time to time;
- (iii) It is designed as living quarters for seasonal camping and may be connected to those utilities necessary for operation of installed fixtures and appliances; and
- (iv) It has a gross floor area, including lofts, not exceeding 50m² (538ft²) when in the set-up mode, and has a width greater than 2.6m (8.5ft) in the transit mode.

“place of worship” means that part of a building or structure that is exempt from taxation as a place of worship under the Assessment Act, R.S.O. 1990, Chap. A.31, as amended, or any successor thereof;

“rate” means the interest rate established weekly by the Bank of Canada based on Treasury Bills having a term of 91 days;



“regulation” means any regulation made pursuant to the Act;

“rental housing” means development of a building or structure with four or more dwelling units all of which are intended for use as rented residential premises;

“residential dwelling” means a building, occupied or capable of being occupied as a home, residence or sleeping place by one or more persons, containing one or more dwelling units but not including motels, hotels, tents, truck campers, tourist trailers, mobile camper trailers or boarding, lodging or rooming houses;

“residential use” means the use of a building or structure or portion thereof for one or more dwelling units. This also includes a dwelling unit on land that is used for an agricultural use;

“row dwelling” means a building containing three or more attached dwelling units in a single row, each of which dwelling unit has an independent entrance from the outside and is vertically separated from any abutting dwelling unit;

“semi-detached dwelling” means a dwelling unit in a residential building consisting of two dwelling units having one vertical wall or one horizontal wall, but not other parts, attached or another dwelling unit where the residential units are not connected by an interior corridor;

“service” means a service designated in Schedule “A” to this by-law, and
“services” shall have a corresponding meaning;

“servicing agreement” means an agreement between a landowner and the City relative to the provision of municipal service to specified land within the City;

“single detached dwelling unit” means a residential building consisting of one dwelling unit and not attached to another structure;

“special care facilities” means lands, buildings or structures used or designed or intended for uses for the purpose of providing supervision, nursing care or medical treatment, which do not comprise dwelling units, that are licensed, approved or supervised under any special or general statute, and excludes the special care/special dwelling portions of the building;



“special care/special dwelling” includes a park model trailer, and the residential portion of special care facilities containing rooms or suites of rooms designed or intended to be used for sleeping and living accommodation that have a common entrance from street level:

- i. Where the occupants have the right to use in common, halls, stairs, yards, common rooms and accessory buildings;
- ii. Which may or may not have exclusive sanitary and/or culinary facilities;
- iii. That is designed to accommodate persons with specific needs, including, but not limited to, independent permanent living arrangements; and
- iv. Where support services such as meal preparation, grocery shopping, laundry, housekeeping, nursing, respite care and attendant services may be provided at various levels.

“stacked townhouse dwelling” means a building containing two or more dwelling units where each dwelling unit is separated horizontally and/or vertically from another dwelling unit by a common wall or floor.

2. DESIGNATION OF SERVICES

2.1 The categories of services for which development charges are imposed under this by-law are as follows:

- (1) Services Related to a Highway;
- (2) Public Works (Facilities and Fleet);
- (3) Fire Protection Services;
- (4) Parks and Recreation Services;
- (5) Library Services;
- (6) Growth Studies;
- (7) Wastewater Services; and



(8) Water Services.

2.2 The components of the services designated in Section 2.1 are described in Schedule A.

3. APPLICATION OF BY-LAW RULES

3.1. Development charges shall be payable in the amounts set out in this by-law where:

(1) the lands are located in the area described in Section 3.2; and

(2) the development of the lands requires any of the approvals set out in Subsection 3.4(1).

Area to Which By-law Applies

3.2. Subject to Section 3.3, this by-law applies to all lands in the City of Port Colborne whether or not the land or use thereof is exempt from taxation under s.13 or the Assessment Act.

3.3 Notwithstanding Clause 3.2 above, this by-law shall not apply to lands that are owned by and used for the purposes of:

(1) the City or a local board thereof;

(2) a board of education;

(3) the Corporation of the Region of Niagara or a local board thereof; or

(4) Land vested in or leased to a university that receives regular and ongoing operating funds from the government for the purposes of post-secondary education is exempt from development charges imposed under the Development Charges Act, 1997 if the development in respect of which development charges would otherwise be payable is intended to be occupied and used by the university.

Approvals for Development



- 3.4 (1) Development charges shall be imposed on all lands, buildings or structures that are developed for residential or non-residential uses if the development requires:
- (1) the passing of a zoning by-law or of an amendment to a zoning by-law under Section 34 of the Planning Act;
 - (2) the approval of a minor variance under Section 45 of the Planning Act;
 - (3) a conveyance of land to which a by-law passed under subsection 50(7) of the Planning Act applies;
 - (4) the approval of a plan of subdivision under Section 51 of the Planning Act;
 - (5) a consent under Section 53 of the Planning Act;
 - (6) the approval of a description under Section 50 of the Condominium Act, R.S.O. 1990, Chap. C.26, as amended, or any successor thereof; or
 - (7) the issuing of a permit under the Building Code Act in relation to a building or structure.
- (2) No more than one development charge for each service designated in Subsection 2.1 shall be imposed upon any lands, buildings or structure to which this by-law applies even though two or more of the actions described in Subsection 3.4(1) are required before the lands, buildings or structures can be developed.
- (3) Despite Subsection 3.4(2), if two or more of the actions described in Subsection 3.4(1) occur at different times, additional development charges shall be imposed if the subsequent action has the effect of increasing the need for services.

Exemptions

- 3.5 Notwithstanding the provisions of this by-law, development charges shall not be imposed with respect to:
- (1) an enlargement to an existing dwelling unit;



(2) the creation of additional dwelling units equal to the greater of one or 1% of the existing dwelling units in an existing residential rental building containing four or more dwelling units or prescribed ancillary structure to the existing residential building;

3.6 Notwithstanding the provisions of this By-law, development charges shall not be imposed with respect to the creation of any of the following in existing houses:

- a) A second residential unit in an existing detached house, semi-detached house or rowhouse on a parcel of land on which residential use, other than ancillary residential use, is permitted, if all buildings and structures ancillary to the existing detached house, semi-detached house or rowhouse cumulatively contain no more than one residential unit.
- b) A third residential unit in an existing detached house, semi-detached house or rowhouse on a parcel of land on which residential use, other than ancillary residential use, is permitted, if no building or structure ancillary to the existing detached house, semi-detached house or rowhouse contains any residential units.
- c) One residential unit in a building or structure ancillary to an existing detached house, semi-detached house or rowhouse on a parcel of urban residential land, if the existing detached house, semi-detached house or rowhouse contains no more than two residential units and no other building or structure ancillary to the existing detached house, semi-detached house or rowhouse contains any residential units.

3.7 Notwithstanding the provisions of this By-law, development charges shall not be imposed with respect to the creation of any of the following in new residential buildings:

- a) A second residential unit in a new detached house, semi-detached house or rowhouse on a parcel of land on which residential use, other than ancillary residential use, is permitted, if all buildings and structures ancillary to the new detached house, semi-detached house or rowhouse cumulatively will contain no more than one residential unit
- b) A third residential unit in a new detached house, semi-detached house or rowhouse on a parcel of land on which residential use, other than ancillary residential use, is permitted, if no building or structure ancillary to the new detached house, semi-detached house or rowhouse contains any residential units



- c) One residential unit in a building or structure ancillary to a new detached house, semi-detached house or rowhouse on a parcel of urban residential land, if the new detached house, semi-detached house or rowhouse contains no more than two residential units and no other building or structure ancillary to the new detached house, semi-detached house or rowhouse contains any residential units

3.8 Notwithstanding the provisions of this By-law, development charges shall not be imposed with respect to non-profit residential development;

3.9 Notwithstanding the provisions of this By-law, development charges shall not be imposed with respect to affordable residential units required pursuant to section 34 and 16(4) of the Planning Act (Inclusionary Zoning);

3.10 Notwithstanding subsections 3.2 and 3.4, the following shall be exempt from Development Charges as per Section 4.1 of the Act:

- i. Affordable Residential Units:
 - i. Affordable Residential Owned Units;
 - ii. Affordable Residential Rental Units;
- ii. Attainable Residential Units.

3.11 Notwithstanding any other provision of this By-law, the Development Charges payable for Residential Developments, where the Dwelling Units are intended as Rental Housing, will be reduced based on the number of bedrooms in each Dwelling Unit in accordance with section 26.2(1.1) of the Development Charges Act, as follows:

- i Three (3) or more Bedrooms – 25% reduction;
- ii Two (2) Bedrooms – 20% reduction; and
- iii Fewer than two (2) Bedrooms – 15% reduction.

3.12 Exemption for Industrial Development:

3.12.1 Notwithstanding any other provision of this by-law, no development charge is payable with respect to an enlargement of the gross floor area of an existing industrial building where the gross floor area is enlarged by 50 percent or less.



3.12.2 If a development includes the enlargement of the gross floor area of an existing industrial building, the amount of the development charge that is payable in respect of the enlargement is determined in accordance with the following:

(i) Subject to subsection 3.12.2 (iii), if the gross floor area is enlarged by 50 per cent or less of the lesser of:

(A) the gross floor area of the existing industrial building, or

(B) the gross floor area of the existing industrial building before the first enlargement for which:

(i) an exemption from the payment of development charges was granted, or

(ii) a lesser development charge than would otherwise be payable under this by-law, or predecessor thereof, was paid, pursuant to Section 4 of the Act and this subsection, the amount of the development charge in respect of the enlargement is zero;

(ii) Subject to subsection 3.12.2 (iii), if the gross floor area is enlarged by more than 50 per cent or less of the lesser of:

(A) the gross floor area of the existing industrial building, or

(B) the gross floor area of the existing industrial building before the first enlargement for which:

(i) an exemption from the payment of development charges was granted, or

(ii) a lesser development charge than would otherwise be payable under this by-law, or predecessor thereof, was paid, pursuant to Section 4 of the Act and this subsection, the amount of the development charge in respect of the enlargement is the amount of the development charge that would otherwise be payable multiplied by the fraction determined as follows:



(A) determine the amount by which the enlargement exceeds 50 per cent of the gross floor area before the first enlargement, and

(B) divide the amount determined under subsection (A) by the amount of the enlargement

(iii) For the purposes of calculating the extent to which the gross floor area of an existing industrial building is enlarged in subsection 3.12.2 (ii), the cumulative gross floor area of any previous enlargements for which:

(A) An exemption from the payment of development charges was granted, or

(B) A lesser development charge than would otherwise be payable under this by-law, or predecessor thereof, was paid, pursuant to Section 4 of the Act and this subsection, shall be added to the calculation of the gross floor area of the proposed enlargement.

(iv) For the purposes of this subsection, the enlargement must not be attached to the existing industrial building by means only of a tunnel, bridge, passageway, canopy, shared below grade connection, such as a service tunnel, foundation, footing or parking facility.

3.13 For the purpose of Section 3.12 herein, “existing industrial building” is used as defined in the Regulation made pursuant to the Act.

3.14 Other Exemptions:

Notwithstanding the provision of this by-law, development charges shall not be imposed with respect to:

(1) Non-residential farm buildings for the purpose of an agricultural use except for any building constructed to accommodate an On-Farm Business which shall be considered to be an industrial building;

(2) Industrial development shall be exempt from payment of development charges on any square footage of gross floor area constructed over 5,000 square feet; and



(3) Partial exemption for certain Community Improvement Plan areas based upon specific policies approved by Council.

Amount of Charges

Residential

3.15 The development charges set out in Schedule B shall be imposed on residential uses of lands, buildings or structures, including a dwelling unit accessory to a non-residential use and, in the case of a mixed use building or structure, on the residential uses in the mixed use building or structure, according to the type of residential unit, and calculated with respect to each of the services according to the type of residential use.

Non-Residential

3.16 The development charges described in Schedule B to this by-law shall be imposed on non-residential uses of lands, buildings or structures, and, in the case of a mixed use building or structure, on the non-residential uses in the mixed use building or structure, and calculated with respect to each of the services according to the total floor area of the non-residential use.

Reduction of Development Charges for Redevelopment

3.17 Despite any other provisions of this by-law, where, as a result of the redevelopment of land, a building or structure existing on the same land within 12 months prior to the date of payment of development charges in regard to such redevelopment was, or is to be demolished, in whole or in part, or converted from one principal use to another principal use on the same land, in order to facilitate the redevelopment, the development charges otherwise payable with respect to such redevelopment shall be reduced by the following amounts:

(1) in the case of a residential building or structure, or in the case of a mixed-use building or structure, the residential uses in the mixed-use building or structure, an amount calculated by multiplying the applicable development charge under Subsection 3.15 by the number, according to type, of dwelling units that have been demolished or will be demolished or converted to another principal use; and



(2) in the case of a non-residential building or structure or, in the case of mixed-use building or structure, the non-residential uses in the mixed use building or structure, an amount calculated by multiplying the applicable development charges under Subsection 3.16, by the gross floor area that has been or will be demolished or converted to another principal use; provided that such amounts shall not exceed, in total, the amount of the development charges otherwise payable with respect to the redevelopment.

Timing of Payment of Development Charges

- 3.18 Development charges imposed under this by-law are calculated, payable, and collected upon issuance of a building permit with respect to each dwelling unit, building or structure.
- 3.19 Notwithstanding subsection 3.18, development charges for rental housing and institutional developments are due and payable in 6 installments commencing with the first installment payable on the date of first occupancy certificate issued, and each subsequent installment, including interest, payable on the anniversary date each year thereafter.
- 3.20 Where the development of land results from the approval of a site plan or zoning by-law amendment application received on or after January 1, 2020, and the approval of the application occurred within 18 months of building permit issuance, the development charges under section 3 of this by-law shall be calculated on the rates set out in Schedule "B" on the date of the receipt of a complete planning application, including interest. Where both planning applications apply development charges under section 3 of this by-law shall be calculated on the rates payable on the anniversary date each year thereafter, set out in Schedule "B" on the date of the later planning application, including interest (calculated in accordance with section 26.3 of the Act).
- 3.21 Despite Section 3.18 and 3.19, Council from time to time, and at any time, may enter into agreements providing for all or any part of a development charge to be paid before or after it would otherwise be payable, in accordance with Section 27 of the Act.



4. PAYMENT BY SERVICES

- 4.1 Despite the payment required under Subsections 3.15 and 3.16, Council may, by agreement, give a credit towards a development charge in exchange for work that relates to a service to which a development charge relates under this by-law

5. INDEXING

- 5.1 Development charges imposed pursuant to this by-law shall be adjusted annually, without amendment to this by-law, on the anniversary date of the by-law, in accordance with the prescribed index in the Act.

6. SCHEDULES

- 6.1 The following schedules shall form part of this by-law:

Schedule A - Components of Services Designated in Section 2.1

Schedule B - Schedule of Development Charges

Schedule C1 - Map of East Waterfront Community Improvement Plan

Schedule C2 - Map of Downtown Community Improvement Plan

Schedule C3 - Map of Olde Humberstone Community Improvement Plan

7. CONFLICTS

- 7.1 Where the City and an owner or former owner have entered into an agreement with respect to land within the area to which this by-law applies, and a conflict exists between the provisions of this by-law and such agreement, the provisions of the agreement shall prevail to the extent that there is a conflict.

- 7.2 Notwithstanding Section 7.1, where a development which is the subject of an agreement to which Section 7.1 applies, is subsequently the subject of one or more of the actions described in Subsection 3.4(1), an additional development charge in respect of the development permitted by the action shall be calculated, payable and collected in accordance with the provisions of this by-law if the development has the effect of increasing the need for services, unless such agreement provides otherwise.



8. SEVERABILITY

8.1 If, for any reason, any provision of this by-law is held to be invalid, it is hereby declared to be the intention of Council that all of the remainder of this by-law shall continue in full force and effect until repealed, re-enacted, amended or modified.

9. DATE BY-LAW IN FORCE

9.1 This by-law shall come into effect at 12:01 AM on October 23, 2024.

10. DATE BY-LAW EXPIRES

10.1 This by-law shall expire at 12:01 AM on October 23, 2034 unless it is repealed by Council at an earlier date.

11. EXISTING BY-LAW REPEALED

11.1 By-law No. 6733/97/19 is hereby repealed as of the date and time of this by-law coming into effect.

12. SHORT TITLE

This by-law may be cited as the "Port Colborne City-wide Development Charge Bylaw."

READ a first and second time, this 22 day of October, 2024.

READ a third time and finally passed in Council, this 22 day of October, 2024.

**THE CORPORATION OF THE CITY OF PORT
COLBORNE**

Mayor

Clerk



BY-LAW NUMBER _____

SCHEDULE "A"

DESIGNATED MUNICIPAL SERVICE UNDER THIS BY-LAW

City-Wide Services

Services Related to a Highway

Roads

Bridges, Culverts & Structures

Sidewalks and Active Transportation

Traffic Signals & Streetlights

Public Works Facilities and Fleet

Public Works Facilities

Public Works Vehicles & Equipment

Fire Protection Services

Fire Facilities

Fire Vehicles & Equipment

Small Equipment and Gear

Parks & Recreation Services

Parkland Development

Parkland Amenities

Parkland Trails

Recreation Facilities

Parks & Recreation Vehicles and Equipment

Library Services

Library Facilities

Library Collection Materials

Growth Studies

Urban Area Services

Wastewater Services

Water Services



SCHEDULE "B"

TO BY-LAW _____ OF CITY OF PORT COLBORNE

SCHEDULE OF DEVELOPMENT CHARGES

Service/Class of Service	RESIDENTIAL					NON-RESIDENTIAL
	Single and Semi-Detached Dwelling	Multiples	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Special Care/Special Dwelling Units	(per sq.ft. of Gross Floor Area)
Municipal Wide Services/Class of Service:						
Services Related to a Highway	2,328	1,803	1,630	1,078	893	1.12
Public Works (Facilities and Fleet)	2,444	1,893	1,711	1,131	937	1.17
Fire Protection Services	1,709	1,324	1,197	791	655	0.82
Parks and Recreation Services	5,018	3,886	3,514	2,323	1,924	0.45
Library Services	663	513	464	307	254	0.06
Growth Studies	1,101	853	771	510	422	0.53
Total Municipal Wide Services/Class of Service	13,263	10,272	9,287	6,140	5,085	4.15
Urban Services						
Wastewater Services	11,453	8,870	8,020	5,301	4,391	5.24
Water Services	5,813	4,502	4,071	2,691	2,229	2.66
Total Urban Services	17,266	13,372	12,091	7,992	6,620	7.90
GRAND TOTAL RURAL AREA	13,263	10,272	9,287	6,140	5,085	4.15
GRAND TOTAL URBAN AREA	30,529	23,644	21,378	14,132	11,705	12.05



SCHEDULE "C1"

MAP OF EAST WATERFRONT COMMUNITY IMPROVEMENT PLAN





SCHEDULE "C2"

MAP OF DOWNTOWN COMMUNITY IMPROVEMENT PLAN





SCHEDULE "C3"

MAP OF OLDE HUMBERSTONE COMMUNITY IMPROVEMENT PLAN

