



# Development Charges Background Study

Municipality of Chatham-Kent

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June 9, 2022

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## List of Acronyms and Abbreviations

Acronym	Full Description of Acronym
A.M.P.	Asset management plan
CANSIM	Canadian Socio-Economic Information Management System (Statistics Canada)
D.C.	Development charge
D.C.A.	<i>Development Charges Act, 1997</i> , 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
OLT	Ontario Land Tribunal
O.M.B.	Ontario Municipal Board
O.P.A.	Official Plan Amendment
O. Reg.	Ontario Regulation
P.O.A.	<i>Provincial Offences Act</i>
P.P.U.	Persons per unit
S.D.E.	Single detached equivalent
S.D.U.	Single detached unit
sq.ft.	square foot/feet
sq.m	square metre/metres



# Executive Summary



# Executive Summary

1. The report provided herein represents the Development Charges (D.C.) Background Study for the Municipality of Chatham-Kent 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 Act;
  - Chapter 2 – Summary of the residential and non-residential growth forecasts for the Municipality;
  - Chapter 3 – Approach to calculating the D.C.;
  - Chapter 4 – Review of historical service standards and identification of future capital requirements to service growth and related deductions and allocations;
  - Chapter 5 – Calculation of the D.C.s;
  - Chapter 6 – D.C. policy recommendations and rules; and
  - Chapter 7 – 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 3; a simplified summary is provided below.
  - a) Identify amount, type and location of growth.
  - b) Identify servicing needs to accommodate growth.
  - c) Identify capital costs to provide services to meet the needs.
  - d) Deduct:
    - Grants, subsidies and other contributions;
    - Benefit to existing development;
    - Amounts in excess of 10-year historical service calculation;
    - D.C. reserve funds (where applicable);
  - e) Net costs are then allocated between residential and non-residential benefit.





- f) Net costs divided by growth to provide the D.C.
- 3. The D.C. process needs to address a number of items that were established through the *Smart Growth for Our Communities Act, 2015* (Bill 73). These items have been incorporated throughout the report and in the draft by-law, as necessary. These items include:
  - a) Area-rating: Council must consider the use of area-specific charges.
  - b) Asset Management Plan for New Infrastructure: The D.C. background study must include an asset management plan (A.M.P.) that deals with all assets proposed to be funded, in whole or in part, by D.C.s. The A.M.P. must show that the assets are financially sustainable over their full lifecycle.
  - c) 60-day Circulation Period: The D.C. background study must be released to the public at least 60-days prior to passage of the D.C. by-law.
  - d) Timing of Collection of Development Charges: The D.C.A. now requires D.C.s to be collected at the time of the first building permit.
- 4. Further changes to the D.C.A. were introduced through four bills passed in the Ontario legislature: Bill 108, Bill 138, Bill 197, and Bill 213. The following provides a brief summary of the proposed changes.

Bill 108: More Homes, More Choice: Ontario's Housing Supply Action Plan

In May 2019, the Province introduced Bill 108, *More Homes, More Choice Act, 2019* which would make changes to the current D.C. legislation. The Bill was passed and given Royal Assent on June 6, 2019. While the legislation has been passed, much of the detailed changes were to be implemented by Regulation, however, these changes were not implemented (subject to Bill 197 discussed later). The following items are currently in effect:

- a) Effective January 1, 2020, rental housing and institutional developments shall pay D.C.s in six (6) equal annual payments commencing at first occupancy. Non-profit housing developments shall pay D.C.s in 21 equal annual payments. Interest may be charged on the instalments, and any unpaid amounts inclusive of interest payable shall be added to the property tax roll and collected in the same manner as taxes.





- b) Effective January 1, 2020, the D.C. amount for all developments occurring within two years of a Site Plan or Zoning By-law Amendment planning approval (for applications made after January 1, 2020), shall be determined based on the D.C. by-law in effect on the day of Site Plan or Zoning By-law Amendment application.

#### 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. With respect to the D.C.A., this Bill removed instalment payments for commercial and industrial developments that were originally identified in Bill 108.

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

In March 2020, Canada was impacted by the COVID-19 global pandemic. As a result, the economy was put into a state of emergency in an effort to slow the spread of the virus. In response, the Province tabled legislation on July 8, 2020 which amended a number of Acts, including the D.C.A. and the *Planning Act*. With Bill 197, many changes proposed in Bill 108 have now been revised. With respect to the above noted changes from Bill 108, the following changes are provided in Bill 197:

- **Eligible Services:** The list of eligible services for the D.C. has now been expanded to include most services eligible under the D.C.A. prior to Bill 108.
- **Mandatory 10% Deduction:** The mandatory 10% deduction is removed (consistent with Bill 108). This applies to all D.C.-eligible services.
- **Community Benefits Charges:** a lower or single-tier municipality may, by by-law impose a C.B.C. to pay for the capital costs for formerly-eligible D.C. services in addition to parkland dedication and bonus zoning contributions. A C.B.C. strategy has not been examined as part of this study process.



### 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.

These changes to the D.C.A. were proclaimed on September 18, 2020 and are further discussed in section 1.3 of this report.

5. The growth forecast (Chapter 2) on which the Municipal-wide D.C. is based, projects the following population, housing, and non-residential floor area for the 10-year (2022 to 2031) and 20-year (2022 to 2041) periods.

Measure	10 Year 2022-2031	20 Year 2022-2041
(Net) Population Increase	7,374	11,420
Residential Unit Increase	3,524	5,695
Non-Residential Gross Floor Area Increase (sq.ft.)	2,639,400	3,924,700

6. The Municipality is undertaking a D.C. public process and anticipates passing a new by-law for eligible services. The mandatory public meeting has been set for July 11, 2022 with adoption of the by-law anticipated for August 8, 2022.
7. The Municipality does not currently impose a D.C. for municipal-wide services (Note: water and wastewater D.C.s are imposed within the Municipality through the Chatham-Kent Public Utilities Commission). This report has undertaken a calculation of charges based on future identified needs (presented in Schedule ES-1 for residential and non-residential). Charges have been provided on a Municipal-wide basis for all services. The corresponding single detached unit charge is \$17,316. The non-residential charge is \$7.34 per sq.ft. of building area. These rates are submitted to Council for its consideration.
8. 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 5-4. A summary of these costs is provided below:

Total gross expenditures planned over the next five years	\$37,847,965
Less:	
Benefit to existing development	\$8,213,414
Post planning period benefit	\$3,273,667
Ineligible re: Level of Service	\$117,200
Grants, subsidies and other contributions	-
<b>Net costs to be recovered from development charges</b>	<b>\$26,243,684</b>

This suggests that for the non-D.C. cost over the five-year D.C. by-law (benefit to existing development, and grants, subsidies and other contributions), \$8.33 million (or an annual amount of \$1.67 million) will need to be contributed from taxes, rates, or other sources. With respect to the post period benefit amount of \$3.27 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 Municipality plans to spend \$37.85 million over the next five years, of which \$26.24 million (69%) is recoverable from D.C.s. Of this net amount, \$20.68 million is recoverable from residential development and \$5.56 million from non-residential development. It is noted also that any exemptions or reductions in the charges would reduce this recovery further.

9. 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 a 20-year forecast:

- Services Related to a Highway;
- Fire Protection Services; and
- Policing Services.

All other services are calculated based on a 10-year forecast. These include:

- Parks and Recreation Services;
- Library Services;
- Ambulance Services; and



- Waste Diversion Services.

In addition, a class of service has been established for Growth Studies which are calculated based on a Municipal-wide 10-year forecast.

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-1**  
**Schedule of Development Charges**

Service/Class of Service	Residential						Non-Residential (per sq.ft. of gross floor area)	
	Single and Semi-Detached Dwelling	Multiples	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Special Care/Special Dwelling Units	Bunk houses (per bed)	Commercial / Institutional	Greenhouses
<b>Municipal Wide Services/Class of Service:</b>								
Services Related to a Highway	12,576	9,239	9,879	5,103	4,994	1,249	6.64	0.26
Fire Protection Services	516	379	405	209	205	51	0.27	0.01
Policing Services	29	21	23	12	12	3	0.02	0.00
Parks and Recreation Services	3,126	2,297	2,456	1,268	1,241	310	0.20	0.01
Library Services	618	454	485	251	245	61	0.04	0.00
Growth Studies	316	232	248	128	125	31	0.16	0.01
Ambulance	74	54	58	30	29	7	0.01	0.00
Waste Diversion	61	45	48	25	24	6	0.00	0.00
<b>Total Municipal Wide Services/Class of Services</b>	<b>17,316</b>	<b>12,721</b>	<b>13,602</b>	<b>7,026</b>	<b>6,875</b>	<b>1,718</b>	<b>7.34</b>	<b>0.28</b>



# Report



# Chapter 1

## Introduction





# 1. Introduction

## 1.1 Purpose of this Document

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This background study has been prepared pursuant to the requirements of the *Development Charges Act, 1997*, as amended, (D.C.A.) (section 10) and, accordingly, recommends development charges (D.C.s) and policies for the Municipality of Chatham-Kent.

The Municipality retained Watson & Associates Economists Ltd. (Watson), to undertake the D.C. study process throughout 2021 and 2022. Watson worked with Municipal 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 Municipality's D.C. background study, as summarized in Chapter 3. It also addresses the requirement for "rules" (contained in Chapter 6) 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 3), and the growth anticipated within the Municipality (Chapter 2), to make the exercise understandable to those who are involved.

Finally, it addresses post-adoption implementation requirements (Chapter 7) 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 July 11, 2022. 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 Municipality'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 June 9, 2022.

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 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 Municipality of Chatham-Kent

Schedule of Study Milestone	Dates
1. Data collection, staff review, engineering work, D.C. calculations and policy work	Summer 2021 to Spring 2022
2. Public meeting advertisement placed in newspaper(s)	June 8, 2022
3. Background study and proposed by-law available to public	June 9, 2022
4. Public meeting of Council	July 11, 2022
5. Council considers adoption of background study and passage of by-law	August 8, 2022
6. Newspaper notice given of by-law passage	By 20 days after passage
7. Last day for by-law appeal	40 days after passage
8. Municipality 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

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### 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 proposes 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. Non-profit housing developments will pay D.C.s in 21 equal annual payments. Interest may be charged on the instalments, and any unpaid amounts may be added to the property and collected as taxes.
- 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 the earlier of the date of issuance of a building permit.

On February 28, 2020, the Province released updated draft regulations related to the D.C.A. and the *Planning Act*. A summary of these changes 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 remove 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 is 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 release 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**

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.
- Child care and early years services.
- Housing services.
- *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.

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

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

### 10-Year Planning Horizon

The 10-year planning horizon has been removed for all services except transit.

### *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. O. Reg. 509/20 was filed on September 18, 2020. This regulation provides for the following:

- A maximum rate will be set as a percentage of the market value of the land the day before building permit issuance. The maximum rate is set at 4%. The C.B.C. may only be imposed on developing or redeveloping buildings which have a minimum height of five stories and contain no less than 10 residential units
- Bill 197 states that before passing a C.B.C. by-law, the municipality shall prepare a C.B.C. strategy that (a) identifies the facilities, services, and matters that will be funded with C.B.C.s; and (b) complies with any prescribed requirements.



- Only one C.B.C. by-law may be in effect in a local municipality at a time.

Furthermore, 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.”

Currently, the Municipality is not undertaking a C.B.C. process.

#### **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.





# Chapter 2

## Anticipated Development in the Municipality of Chatham- Kent



## 2. Anticipated Development in the Municipality of Chatham-Kent

### 2.1 Requirement of the Act

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The growth forecast contained in this chapter (with supplemental tables in Appendix A) provides for the anticipated development for which the Municipality of Chatham-Kent will be required to provide services over a 10-year (2022 to 2032) and a longer-term (2022 to 2041) time horizon.

Chapter 3 provides the methodology for calculating a D.C. as per the D.C.A. Figure 3-1 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.”

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

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

- Municipality of Chatham-Kent 2021 Municipal Comprehensive Review, Watson & Associates Economists Ltd.;
- 2006, 2011, 2016 and 2021 population and household Census data;
- 2006, 2011 and 2016 employment Census data;
- Historical residential building permit data over the 2012 to 2021 period;
- Residential and non-residential supply opportunities as identified by Municipality of Chatham-Kent staff; and
- Discussions with Municipal staff regarding anticipated residential and non-residential development in the Municipality of Chatham-Kent.

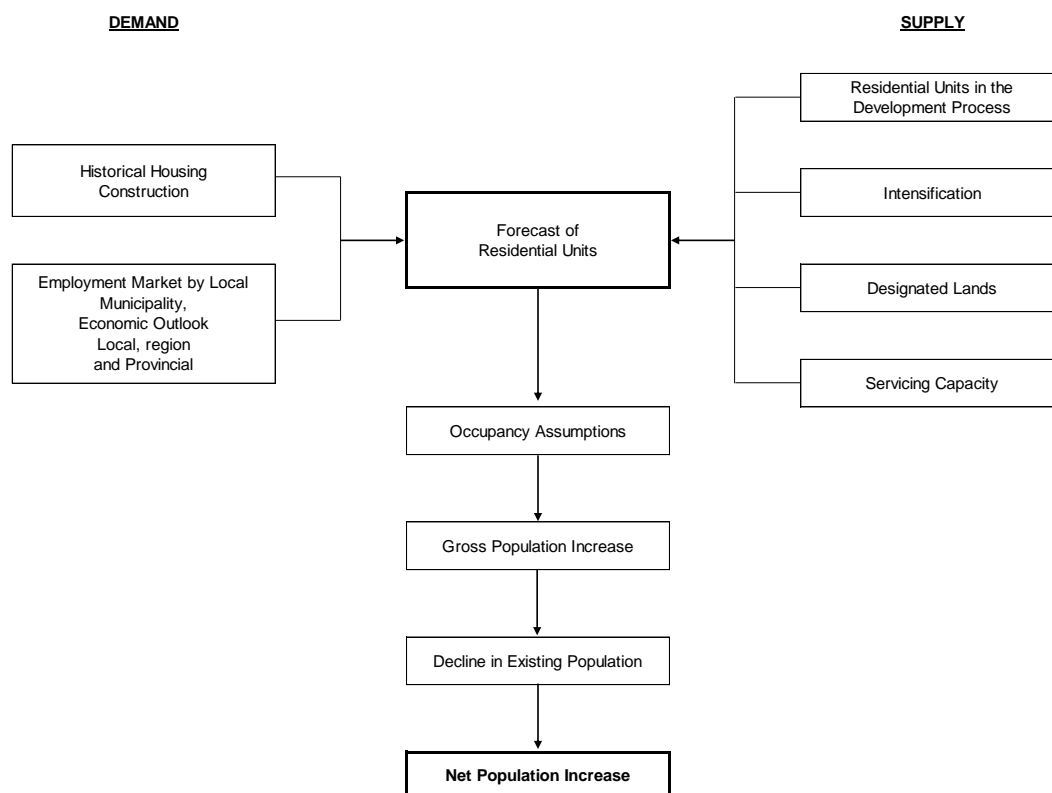


## 2.3 Summary of Growth Forecast

A detailed analysis of the residential and non-residential growth forecasts is provided in Appendix A and the methodology employed is illustrated in Figure 2-1. The discussion provided herein summarizes the anticipated growth for the Municipality and describes the basis for the forecast. The results of the residential growth forecast analysis are summarized in Table 2-1 below, and Schedule 1 in Appendix A.

As identified in Table 2-1 and Appendix A – Schedule 1, population in the Municipality of Chatham-Kent is anticipated to reach approximately 113,350 by mid-2032, and 117,400 by mid-2041, resulting in an increase of 7,370 and 11,420 persons, respectively, over the 10-year and longer-term forecast periods.<sup>[1]</sup>

Figure 2-1  
Household Formation-based Population and Household Projection Model



<sup>[1]</sup> The population figures used in the calculation of the 2022 D.C. exclude the net Census undercount, which is estimated at approximately 2.7%.



**Table 2-1**  
**Municipality of Chatham-Kent**  
**Residential Growth Forecast Summary**

	Year	Population (Including Census Undercount) <sup>[1]</sup>	Excluding Census Undercount			Housing Units						Persons Per Unit (P.P.U.): Total Population/ Total Households
			Population	Institutional Population	Population Excluding Institutional Population	Singles & Semi- Detached	Multiple Dwellings <sup>[2]</sup>	Apartments <sup>[3]</sup>	Other	Total Households	Equivalent Institutional Households	
Historical	Mid 2011	106,674	104,075	1,995	102,080	34,276	2,139	6,280	297	42,992	1,814	2.421
	Mid 2016	104,771	102,042	2,262	99,780	34,410	2,185	6,280	295	43,170	2,056	2.364
	Mid 2021	107,133	104,316	2,312	102,004	35,025	2,280	6,630	255	44,190	2,102	2.361
Forecast	Mid 2022	108,840	105,976	2,330	103,646	35,392	2,325	7,003	255	44,975	2,118	2.356
	Mid 2032	116,410	113,350	2,453	110,897	37,846	2,789	7,608	255	48,499	2,230	2.337
	Mid 2041	120,570	117,397	2,602	114,795	39,190	3,159	8,065	255	50,670	2,365	2.317
Incremental	Mid 2011 - Mid 2016	-1,903	-2,033	267	-2,300	134	46	0	-2	178	242	
	Mid 2016 - Mid 2021	2,362	2,274	50	2,224	615	95	350	-40	1,020	46	
	Mid 2021 - Mid 2022	1,707	1,660	18	1,642	367	45	373	0	785	16	
	Mid 2022 - Mid 2032	7,570	7,374	123	7,251	2,454	464	605	0	3,524	112	
	Mid 2022 - Mid 2041	11,730	11,421	272	11,149	3,798	834	1,062	0	5,695	247	

<sup>[1]</sup> Census undercount estimated at approximately 2.7%.

<sup>[2]</sup> Includes townhouses and apartments in duplexes.

<sup>[3]</sup> Includes bachelor, 1-bedroom, and 2-bedroom+ apartment units.

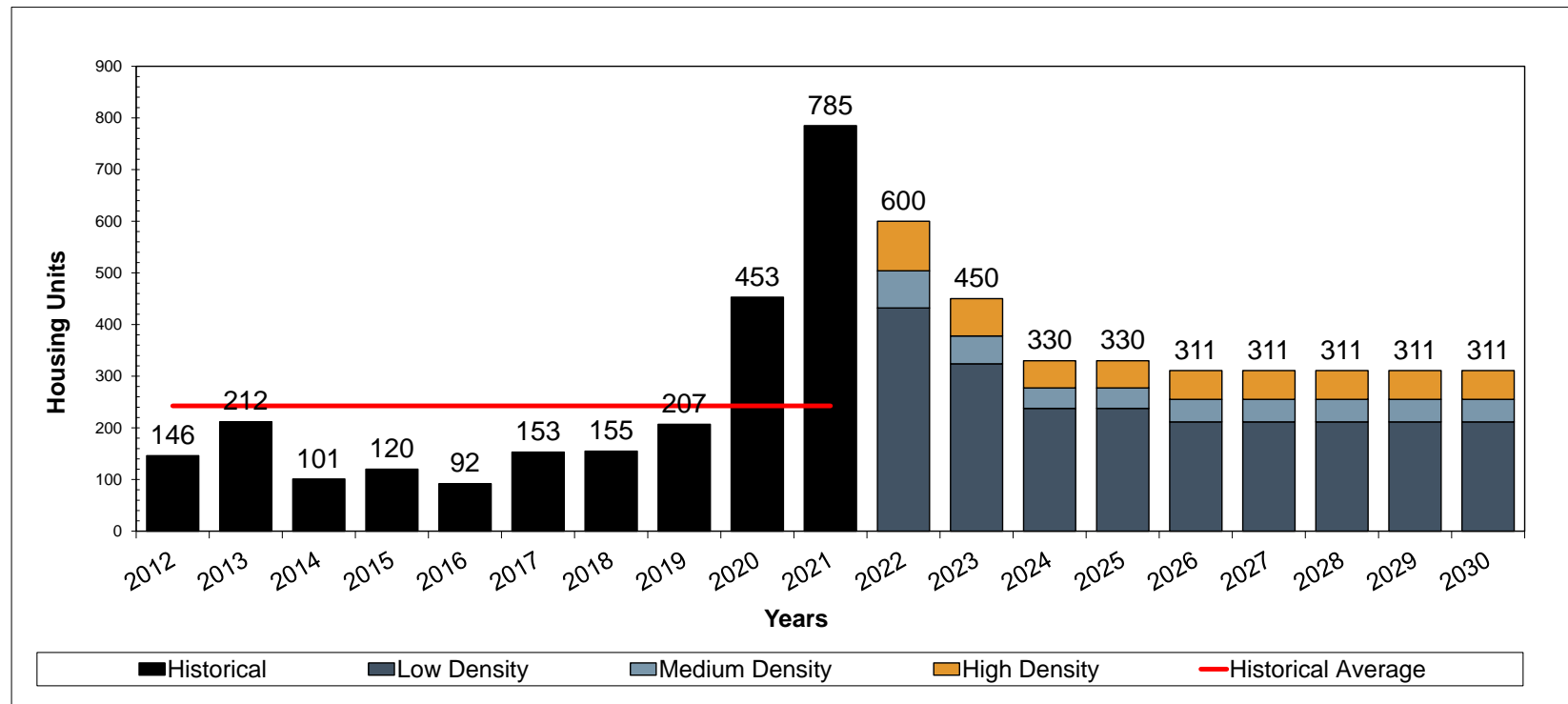
Note<sup>1</sup>: Population including the Census undercount has been rounded.

Note<sup>2</sup>: Numbers may not add due to rounding.

Source: Derived from Municipality of Chatham-Kent 2021 Municipal Comprehensive Review, by Watson & Associates Economists Ltd.



Figure 2-2  
Municipality of Chatham-Kent  
Annual Housing Forecast<sup>[1]</sup>



<sup>[1]</sup> Growth forecast represents calendar year.

Source: Historical housing activity derived from Municipality of Chatham-Kent building permit data, by Watson & Associates Economists Ltd.



## 1. Unit Mix (Appendix A – Schedules 1 and 6)

- The housing unit mix for the Municipality was derived from a detailed review of historical development activity (as per Schedule 6), as well as active residential development applications and discussions with Municipal staff regarding anticipated development trends for the Municipality of Chatham-Kent.
- Based on the above indicators, the 2022 to 2041 household growth forecast for the Municipality is comprised of a unit mix of 67.7% low density units (single detached and semi-detached), 14.7% medium density (multiples except apartments) and 18.7% high density (bachelor, 1-bedroom and 2-bedroom apartments).

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

- Schedule 2 summarizes the anticipated amount, type, and location of development by servicing area for the Municipality of Chatham-Kent.
- In accordance with forecast demand and available land supply, the amount and percentage of forecast housing growth between 2022 and 2041 by development location is summarized below.

Development Location	Amount of Housing Growth, 2022 to 2041	Percentage of Housing Growth, 2022 to 2041
<b>Total Primary Urban Centres</b>	<b>5,340</b>	<b>94%</b>
Blenheim	300	5%
Chatham	3,700	65%
Dresden	210	4%
Ridgetown	120	2%
Tilbury	210	4%
Wallaceburg	430	8%
Wheatley	360	6%
<b>Total Secondary Urban Centres</b>	<b>130</b>	<b>2%</b>
Rural	230	4%
<b>Total</b>	<b>5,700</b>	<b>100%</b>

Note: Figures may not add 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 3,4 and 5)

- The number of housing units to be constructed by 2041 in the Municipality of Chatham-Kent over the forecast period is presented in Table 2-1. Over the 2022 to 2041 forecast period, the Municipality is anticipated to average approximately 300 new housing units per year.
- Institutional population<sup>[1]</sup> is anticipated to increase by approximately 270 people between 2022 to 2041.
- Population in new units is derived from Schedules 3 to 5, 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 7 summarizes the average P.P.U. assumed for new housing units by age and type of dwelling based on Statistics Canada 2016 custom Census data for the Municipality of Chatham-Kent. 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. Forecast 25-year average P.P.U.s by dwelling type are as follows:
  - Low density: 2.770
  - Medium density: 2.035
  - High density: 1.725

---

<sup>[1]</sup> 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, 4, and 5)

- Existing households for mid-2022 are based on the 2021 Census households, plus estimated residential units constructed between mid-2021 to the beginning of the growth period, assuming a six-month lag between construction and occupancy (see Schedule 3).
- The decline in average occupancy levels for existing housing units is calculated in Schedules 3 and 4, by aging the existing population over the forecast period. The forecast population decline in existing households over the 2022 to 2041 forecast period is approximately 2,900.

## 6. Employment (Appendix A – Schedules 9a, 9b and 9c)

- The employment projections provided herein are largely based on the activity rate method, which is defined as the number of jobs in the Municipality 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<sup>[1]</sup> (place of work) for the Municipality of Chatham-Kent is outlined in Schedule 9a. The 2016 employment base is comprised of the following sectors:
  - 1,905 primary (5%);
  - 3,420 work at home employment (9%);
  - 10,585 industrial (27%);
  - 13,635 commercial/population-related (34%); and
  - 9,985 institutional (25%).
- The 2016 employment by usual place of work, including work at home, is 39,530.
- Total employment, including work at home for the Municipality is anticipated to reach approximately 43,510 by mid-2032 and 45,300 by mid-2041. This represents an employment increase of approximately 3,530 for the 2022 to 2031 forecast period, and 5,320 for the 2022 to 2041 forecast period.

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<sup>[1]</sup> 2016 employment is based on Statistics Canada 2016 Place of Work Employment dataset by Watson & Associates Economists Ltd.



- Schedule 9b, Appendix A, summarizes the employment forecast, excluding work at home 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. Accordingly, work at home employees have been removed from the D.C.A. employment forecast and calculation.
- Total employment for the Municipality (excluding work at employment) is anticipated to reach approximately 39,470 by mid-2032 and 41,010 by mid-2041. This represents an employment increase of approximately 3,160 for the 2022 to 2031 forecast period and 4,700 for the 2022 to 2041 forecast period.<sup>[1]</sup>

#### 7. Non-Residential Sq.ft. Estimates (G.F.A.), Appendix A – Schedule 9b)

- Square footage estimates were calculated in Schedule 9b based on the following employee density assumptions:
  - 3,500 sq.ft. per employee for primary;
  - 1,100 sq.ft. per employee for industrial;
  - 400 sq.ft. per employee for commercial/population-related; and
  - 689 sq.ft. per employee for institutional employment.
- The Municipality-wide incremental Gross Floor Area (G.F.A.) is anticipated to increase by 2.6 million sq.ft. over the 2022 to 2031 forecast period and 3.8 million over the 2022 to 2041 forecast period.
- In terms of percentage growth, the 2022 to 2041 incremental G.F.A. forecast by sector is broken down as follows:
  - primary – 21%;
  - industrial – 40%;
  - commercial/population-related – 21%; and
  - institutional – 18%.

---

<sup>[1]</sup> G.F.A. and employment associated within special care institutional dwellings treated as residential, resulting in an institutional employment difference between Schedules 9a and 9b. Total employment growth in Schedule 9b (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 9b is anticipated to reach approximately 39,400 by mid-2032 and 40,870 by mid-2041.



## 8. Geography of Non-Residential Development (Appendix A, Schedule 9c)

- Schedule 9c summarizes the anticipated amount, type, and location of non-residential development by area for the Municipality of Chatham-Kent.
- The amount and percentage of forecast total non-residential growth between 2022 and 2041 by development location is summarized below.

Development Location	Amount of Non-Residential G.F.A. (sq.ft.), 2022 to 2041	Percentage of Non-Residential G.F.A., 2022 to 2041
<b>Total Primary Urban Centres</b>	<b>2.7 million</b>	<b>71%</b>
Blenheim	170,200	5%
Chatham	1.7 million	46%
Dresden	101,100	3%
Ridgetown	116,500	3%
Tilbury	228,900	6%
Wallaceburg	193,400	5%
Wheatley	127,900	3%
<b>Total Secondary Urban Centres</b>	<b>78,800</b>	<b>2%</b>
Rural	1.0 million	27%
<b>Total</b>	<b>3.8 million</b>	<b>100%</b>

Note: Figures may not add precisely due to rounding.



# Chapter 3

## The Approach to the Calculation of the Charge



## 3. The Approach to the Calculation of the Charge

### 3.1 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 3-1.

### 3.2 Services Potentially Involved

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Table 3-1 lists the full range of municipal services that are provided within the Municipality.

A number of these services are defined 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 3-1. 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 Municipality’s D.C. are indicated with a “Yes.”

### 3.3 Increase in the Need for Service

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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 Municipal 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 3-1  
The Process of Calculating a Development Charge under the Act  
that must be followed

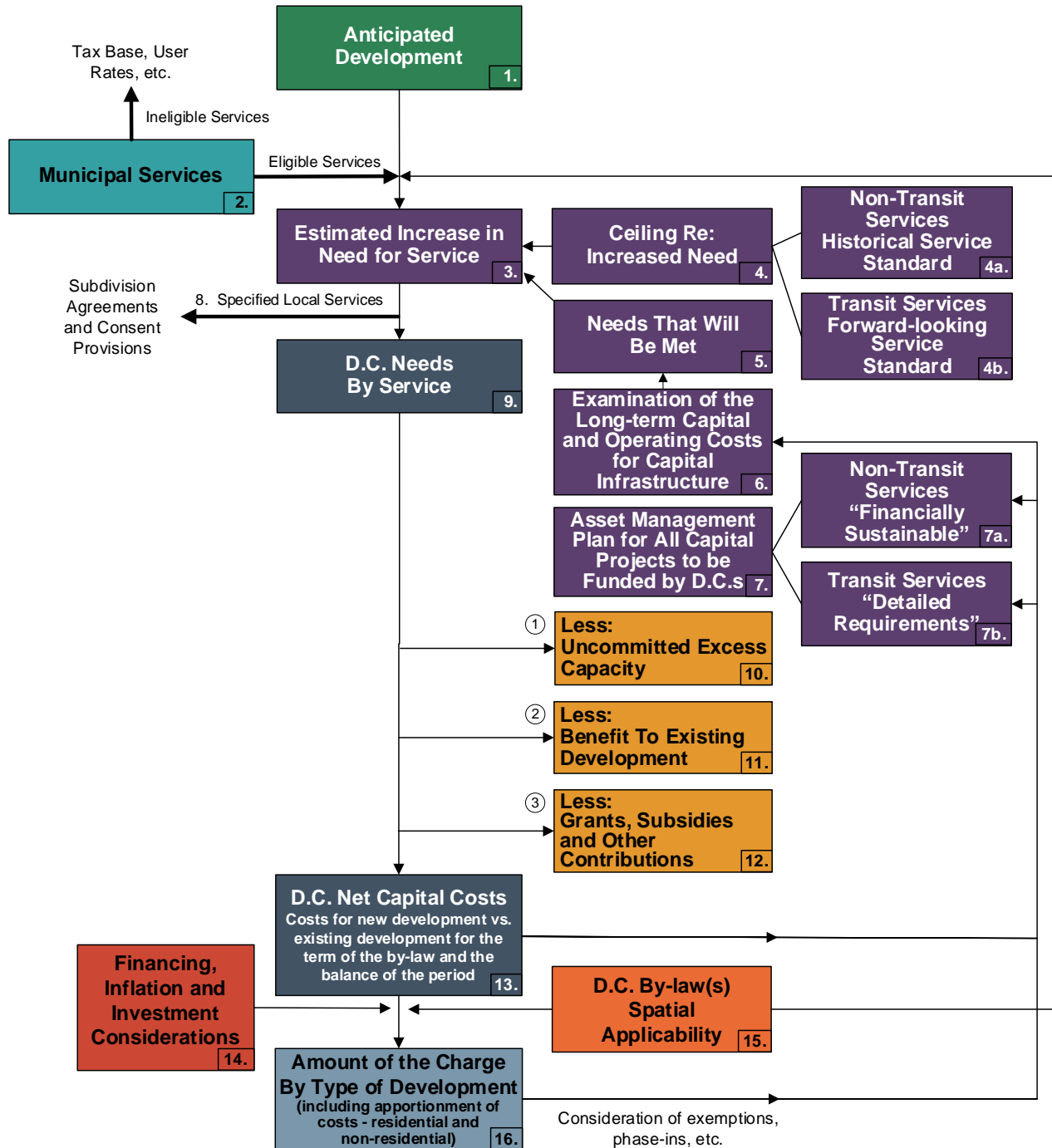




Table 3-1  
Categories of Municipal Services to be Addressed as Part of the Calculation

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	Maximum Potential D.C. Recovery %
1. Services Related to a Highway	Yes	1.1 Arterial roads	100
	Yes	1.2 Collector roads	100
	Yes	1.3 Bridges, culverts and roundabouts	100
	No	1.4 Local municipal roads	0
	Yes	1.5 Traffic signals	100
	Yes	1.6 Sidewalks and streetlights	100
	Yes	1.7 Active transportation	100
2. Other Transportation Services	No	2.1 Transit vehicles <sup>[1]</sup> & facilities	100
	No	2.2 Other transit infrastructure	100
	Ineligible	2.3 Municipal parking spaces - indoor	0
	Ineligible	2.4 Municipal parking spaces - outdoor	0
	Yes	2.5 Works yards	100
	Yes	2.6 Rolling stock <sup>[1]</sup>	100
	n/a	2.7 Ferries	100
	No	2.8 Airport	100
3. Stormwater Drainage and Control Services	No	3.1 Main channels and drainage trunks	100
	No	3.2 Channel connections	100
	No	3.3 Retention/detention ponds	100

<sup>1</sup> with 7+ year lifetime





Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components	Maximum Potential D.C. Recovery %
4. Fire Protection Services	Yes	4.1 Fire stations	100
	Yes	4.2 Fire pumpers, aerials and rescue vehicles <sup>[1]</sup>	100
	Yes	4.3 Small equipment and gear	100
5. Parks and Recreation Services	Ineligible	5.1 Acquisition of land for parks, woodlots and E.S.A.s	0
	Yes	5.2 Development of area municipal parks	100
	Yes	5.3 Development of district parks	100
	Yes	5.4 Development of municipal-wide parks	100
	Yes	5.5 Development of special purpose parks	100
	Yes	5.6 Parks rolling stock <sup>[1]</sup> and yards	100
	Yes	5.7 Arenas, indoor pools, fitness facilities, community centres, etc. (including land)	100
	Yes	5.8 Recreation vehicles and equipment <sup>[1]</sup>	100
6. Library Services	Yes	6.1 Public library space (incl. furniture and equipment)	100
	n/a	6.2 Library vehicles <sup>[1]</sup>	100
	Yes	6.3 Library materials	100
7. Emergency Preparedness Services	No	7.1 Facility space (incl. furniture and equipment)	100
	No	7.2 Vehicles <sup>[1]</sup>	100
	No	7.3 Equipment	100
8. Provision of Cultural, Entertainment and Tourism Facilities and Convention Centres	Ineligible	8.1 Cultural space (e.g., art galleries, museums and theatres)	0
	Ineligible	8.2 Tourism facilities and convention centres	0

<sup>1</sup>with 7+ year lifetime



Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components	Maximum Potential D.C. Recovery %
9. Wastewater Services	Yes	9.1 Treatment plants	100
	Yes	9.2 Sewage trunks	100
	n/a	9.3 Local systems	0
	Yes	9.4 Vehicles and equipment <sup>[1]</sup>	100
10. Water Supply Services	Yes	10.1 Treatment plants	100
	Yes	10.2 Distribution systems	100
	n/a	10.3 Local systems	0
	Yes	10.4 Vehicles and equipment <sup>[1]</sup>	100
11. Waste Management Services	Ineligible	11.1 Landfill collection, transfer vehicles and equipment	0
	Ineligible	11.2 Landfills and other disposal facilities	0
	Yes	11.3 Waste diversion facilities	100
	Yes	11.4 Waste diversion vehicles and equipment <sup>[1]</sup>	100
12. Policing Services	Yes	12.1 Policing detachments	100
	Yes	12.2 Policing rolling stock <sup>[1]</sup>	100
	Yes	12.3 Small equipment and gear	100
13. Long-term Care	No	13.1 Long-term care space	100
	No	13.2 Vehicles <sup>[1]</sup>	100
14. Child Care and Early Years	No	14.1 Child care space	100
	No	14.2 Vehicles <sup>[1]</sup>	100
15. Public Health	No	15.1 Health department space	100
	No	15.2 Health department vehicles <sup>[1]</sup>	100
16. Housing Services	No	16.1 Housing services space	100
	No	16.2 Vehicles <sup>[1]</sup>	100
17. Provincial Offences Act (P.O.A.)	No	17.1 P.O.A. space	100
18. Social Services	Ineligible	18.1 Social service space	0
19. Ambulance	Yes	19.1 Ambulance station space	100
	Yes	19.2 Vehicles <sup>[1]</sup>	100
	Yes	19.3 Equipment and gear	100

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<sup>1</sup> with 7+ year lifetime



Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components	Maximum Potential D.C. Recovery %
20. Hospital Provision	Ineligible	20.1 Hospital capital contributions	0
21. Provision of Headquarters for the General Administration of Municipalities and Area Municipal Boards	Ineligible Ineligible Ineligible	21.1 Office space 21.2 Office furniture 21.3 Computer equipment	0 0 0
22. Other Services	Yes	22.1 Studies in connection with acquiring buildings, rolling stock, materials and equipment, and improving land <sup>[1]</sup> and facilities, including the D.C. background study cost	0-100
	No	22.2 Interest on money borrowed to pay for growth-related capital	0-100

<sup>[1]</sup> same percentage as service component to which it pertains

### 3.4 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 Municipality's Local Service Policy is provided in Appendix E.

### 3.5 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) interest on money borrowed to pay for the above-referenced costs;
- f) costs to undertake studies in connection with the above-referenced matters; and
- g) costs of the D.C. background study.

In order for an increase in need for service to be included in the D.C. calculation, Municipal 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 Municipality’s approved and proposed capital budgets and master servicing/needs studies.

## 3.6 Treatment of Credits

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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 outstanding credit obligations to be included in the D.C. calculations.

### 3.7 Classes of Services

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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. Furthermore, a class may be composed of any number or combination of services and may include parts or portions of each D.C.-eligible service. With respect to growth-related studies, section 7 (3) of the D.C.A. states that:

“For greater certainty, a development charge by-law may provide for a class consisting of studies in respect of any service listed in subsection 2 (4) whose capital costs are described in paragraphs 5 and 6 of subsection 5 (3).”

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 includes a class for growth studies. This class is comprised of the following services:

- Growth Studies
  - Services Related to a Highway;
  - Fire Protection Services;
  - Policing Services;
  - Ambulance Services;
  - Library Services;
  - Parks and Recreation Services; and
  - Waste Diversion Services.

### 3.8 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 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 next 10-year period, which underlie the D.C. calculation herein.

The alternative would involve the Municipality spending all reserve fund monies prior to renewing each by-law, which would not be a sound basis for capital budgeting. Thus, the Municipality will use these reserve funds for the Municipality’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).

Since the Municipality does not currently have a D.C. by-law for municipal-wide services, no adjustments for reserve fund balances are required.

### 3.9 Deductions

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The D.C.A. potentially requires that five 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;
- anticipated grants, subsidies, and other contributions; and
- costs related to services that are ineligible as per the D.C.A.

The requirements behind each of these reductions are addressed below.



### **3.9.1 Reduction Required by Level of Service Ceiling**

This is designed to ensure that the increase in need included in section 3.3 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 10-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 as a result of Bill 73 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.

### **3.9.2 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 Municipality’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.

### **3.9.3 *Reduction for Benefit to Existing Development***

Subsection 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 subsection 3.9.1 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. On the other hand, 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 Municipal-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. Furthermore, 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.

### **3.9.4 *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).

## **3.10 Municipal-wide vs. Area Rating**

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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 subsection 6.4.4.

## **3.11 Allocation of Development**

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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.



## 3.12 Asset Management

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The legislation 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.

## 3.13 Transit

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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 transit services, as mentioned in subsection 5.2 (3) of the Act.
  - An identification of the portion of the total estimated capital cost relating to the transit services that would benefit,
    - i. the anticipated development over the 10-year period immediately following the preparation of the background study, or
    - ii. 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 D.C. over the 10-year period immediately following the preparation of the background study, categorized by development types, and whether the forecast 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 subsection 6.1 (2) of the regulations) requires the following:
  - 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 very 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, a summary of how to achieve the proposed level of service, discussion on procurement measures and risk are required.

The Municipality has not included transit as part of the D.C. calculations. Therefore, the above calculation and reporting requirements are not required.



# Chapter 4

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



## 4. D.C.-Eligible Cost Analysis by Service

### 4.1 Introduction

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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 3 was followed in determining D.C.-eligible costs.

Each service component is evaluated on two format sheets: the average historical 10-year level of service calculation (see Appendix B), which “caps” the D.C. amounts; 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, Municipal 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.

### 4.2 Service Levels and 10-Year Capital Costs for D.C. Calculation

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This section evaluates the development-related capital requirements for parks and recreation services, library services, ambulance services, waste diversion services, and growth studies over a 10-year planning period.

#### 4.2.1 *Parks and Recreation Services*

The Municipality currently provides a variety of parks and recreation-related assets to service the community. These assets are summarized as follows:

- 625 acres of parkland (consisting of various sized parkettes, neighbourhood parks, etc.);
- 395 kilometres of park trails (paved and gravel pathways, parkland pathways, water trails, etc.);
- 745 amenities including items such as skateboard parks, baseball diamonds, tennis courts, picnic shelters, etc.;



- 73 parks and recreation vehicles and equipment (tractor mowers, ice resurfacers, etc.); and
- Approximately 454,000 sq.ft. of recreation facility space (arenas, youth centres, community centres, etc.).

In total, the Municipality's parks and recreation service has provided a 10-year historical level of service that equates to an investment of \$2,904 per capita. This level of investment provides the Municipality with a D.C.-eligible amount of \$21.41 million towards future parks and recreation capital.

Based on the projected growth over the 10-year forecast period, the Municipality has identified \$11,212,000 in future growth capital costs for Parks & Recreation. The projects identified include neighbourhood and parkette development, along with the associated park amenities, as well as a pedestrian bridge at the Keil Trail North. A deduction of \$772,000 has been made to account for the benefit to growth beyond the forecast period. Therefore, the net growth-related capital cost for parks and recreation services is \$10,440,000 and is being included in the D.C. calculations.

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



Table 4-1  
Infrastructure Cost Included in the Development Charges Calculation  
Parks and Recreation Services

Prj.No	Increased Service Needs Attributable to Anticipated Development	Acres	Timing (year)	Gross Capital Cost Estimate (2022\$)	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%
	2022-2031											
1	<b>Neighbourhood Park Development</b>											
	Summerset Place	1.85	2022	152,000	-		152,000	-		152,000	144,400	7,600
	Arrowhead Lane	2.00	2022	164,000	-		164,000	-		164,000	155,800	8,200
	Tweedsuir Avenue West	2.84	2024-2025	233,000	-		233,000	-		233,000	221,350	11,650
	Nazarene Road	2.97	2025	243,000	-		243,000	-		243,000	230,850	12,150
	Middle Line	2.97	2025	243,000	-		243,000	-		243,000	230,850	12,150
	Forhan Street	1.85	2025	152,000	-		152,000	-		152,000	144,400	7,600
	239 Michner Road	5.93	2026	486,000	-		486,000	-		486,000	461,700	24,300
	1st Concession Line	6.18	2030	507,000	-		507,000	-		507,000	481,650	25,350
	Bear Line/ Gregory	2.10	2031+	172,000	172,000		-	-		-	-	-
2	Neighbourhood Park Amenities		2022-2031	5,400,000	600,000		4,800,000	-		4,800,000	4,560,000	240,000
3	<b>Parkette Development</b>											
	Little Street South	1.24	2022	148,000	-		148,000	-		148,000	140,600	7,400
	Camden Street	0.84	2023	101,000	-		101,000	-		101,000	95,950	5,050
	18 Fancy Court	1.24	2024	148,000	-		148,000	-		148,000	140,600	7,400
	Wallace Street	1.24	2025	148,000	-		148,000	-		148,000	140,600	7,400
	Camden Street	1.24	2026	148,000	-		148,000	-		148,000	140,600	7,400
	Cecile Street South	1.24	2026	148,000	-		148,000	-		148,000	140,600	7,400
4	Parkette Amenities		2022-2031	2,400,000	-		2,400,000	-		2,400,000	2,280,000	120,000
5	Keil Trail North - Pedestrian Bridge		2023	219,000	-		219,000	-		219,000	208,050	10,950
	<b>Total</b>			<b>11,212,000</b>	<b>772,000</b>	<b>-</b>	<b>10,440,000</b>	<b>-</b>	<b>-</b>	<b>10,440,000</b>	<b>9,918,000</b>	<b>522,000</b>



### **4.2.2 Library Services**

The Municipality currently operates its library services out of twelve locations providing a total of 49,429 sq.ft. in library space. Over the past 10 years, the average level of service was 0.48 sq.ft. of space per capita which equates to an investment of \$160 per capita. Based on the historical service standards, the Municipality would be eligible to collect a total of \$1,177,554 from D.C.s for library facilities over the 10-year forecast period.

To service the community, the library maintains an inventory of collection materials totaling approximately 242,000 items. These include books, periodicals, audio visual materials, electronic resources as well as subscriptions, all of which have a total value of approximately \$10.94 million. Over the past 10 years, the average level of service was 2.99 collection items per capita which equates to an investment of \$123 per capita. Based on this service standard, the Municipality would be eligible to collect \$907,002 from D.C.s for library collection items (over the 10-year period).

Therefore, the total D.C.-eligible amount for library services is approximately \$2.08 million.

The Municipality has identified future capital projects related to an expansion to the Chatham library and additional collection items. The gross cost of the projects totals \$3.3 million. Adjustments of \$1.24 million have been made to recognize the benefit to future development outside of the 10-year planning horizon. Therefore, the net growth-related cost of \$2.06 million has been included in the D.C. calculations.

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 of the growth-related capital costs have been allocated 95% residential and 5% non-residential.





Table 4-2  
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 (2022\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contribution s Attributable to New Development	Total	Residential Share	Non- Residential Share
	2022-2031									95%	5%
1	Provision for Additional Collection Materials	2022-2026	500,000	187,500		312,500	-		312,500	296,875	15,625
2	Chatham Library Expansion	2022-2026	2,800,000	1,050,000		1,750,000	-		1,750,000	1,662,500	87,500
	<b>Total</b>		<b>3,300,000</b>	<b>1,237,500</b>	<b>-</b>	<b>2,062,500</b>	<b>-</b>	<b>-</b>	<b>2,062,500</b>	<b>1,959,375</b>	<b>103,125</b>



### **4.2.3 Growth Studies**

The D.C.A. permits the inclusion of studies undertaken to facilitate the completion of the Municipality's capital works program. As discussed in section 3.7, these studies have been allocated as a class of services based on each service to which the study relates.

For planning related studies (i.e., Official Plan updates, secondary plans, etc.), a deduction of 10% has been applied to recognize the extent to which the studies relate to non-D.C.-eligible services. All planning studies have been allocated to the class of services in the following manner:

- Services Related to a Highway – 50%;
- Waste Diversion – 5%;
- Policing Services – 10%;
- Fire Protection Services – 10%;
- Ambulance Services – 10%;
- Library Services – 5%; and
- Parks and Recreation – 10%.

In addition, the capital costs of D.C. studies have been allocated across the different services based on the proportion of the total net growth-related capital costs. The following provides a breakdown of the allocation of D.C. study updates to each service:

- Services Related to a Highway – 83.9%;
- Waste Diversion – < 1%;
- Policing Services – < 1%;
- Fire Protection Services – 3.5%;
- Ambulance Services – < 1%;
- Library Services – 2%; and
- Parks and Recreation Services – 10%.

The remainder of the growth studies identified are as follows:

- Parks & Recreation Master Plan;
- Emergency Medical Services Study;
- Fire Master Plans;



- Library Strategic Plan and Update; and
- Transportation Master Plan.

The cost of these studies is \$2,047,000, of which \$464,100 is attributable to existing benefit and \$35,000 is attributable to growth beyond the forecast period. A deduction of \$117,200 has been made to recognize the portion of planning studies related to D.C.-ineligible services. The net growth-related capital cost of \$1,430,700 has been included in the D.C. calculation.

These costs have been allocated 70% residential and 30% non-residential based on the incremental growth in population to employment for the 10-year forecast period.



**Table 4-3**  
**Infrastructure Cost Included in the Development Charges Calculation**  
**Growth Studies**

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Service to Which Project Relates	Gross Capital Cost Estimate (2022\$)	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 70%	Non-Residential Share 30%
	2022-2031											
1	<b>Wallaceburg Secondary Plan</b>											
1a	Wallaceburg Secondary Plan	2022	Services Related to a Highway	41,000	-	4,100	36,900	-		36,900	25,830	11,070
1b	Wallaceburg Secondary Plan	2022	Waste Diversion Services	4,100	-	410	3,690	-		3,690	2,583	1,107
1c	Wallaceburg Secondary Plan	2022	Policing Services	8,200	-	820	7,380	-		7,380	5,166	2,214
1d	Wallaceburg Secondary Plan	2022	Fire Protection Services	8,200	-	820	7,380	-		7,380	5,166	2,214
1e	Wallaceburg Secondary Plan	2022	Ambulance Services	8,200	-	820	7,380	-		7,380	5,166	2,214
1f	Wallaceburg Secondary Plan	2022	Library Services	4,100	-	410	3,690	-		3,690	2,583	1,107
1g	Wallaceburg Secondary Plan	2022	Parks and Recreation Services	8,200	-	820	7,380	-		7,380	5,166	2,214
	<b>Sub-total Wallaceburg Secondary Plan</b>			<b>82,000</b>	-	<b>8,200</b>	<b>73,800</b>	-	-	<b>73,800</b>	<b>51,660</b>	<b>22,140</b>
2	<b>Southwest Chatham Servicing Study</b>				-		-	-		-	-	-
2a	Southwest Chatham Servicing Study	2022	Services Related to a Highway	275,000	-	27,500	247,500	-		247,500	173,250	74,250
2b	Southwest Chatham Servicing Study	2022	Waste Diversion Services	27,500	-	2,750	24,750	-		24,750	17,325	7,425
2c	Southwest Chatham Servicing Study	2022	Policing Services	55,000	-	5,500	49,500	-		49,500	34,650	14,850
2d	Southwest Chatham Servicing Study	2022	Fire Protection Services	55,000	-	5,500	49,500	-		49,500	34,650	14,850
2e	Southwest Chatham Servicing Study	2022	Ambulance Services	55,000	-	5,500	49,500	-		49,500	34,650	14,850
2f	Southwest Chatham Servicing Study	2022	Library Services	27,500	-	2,750	24,750	-		24,750	17,325	7,425
2g	Southwest Chatham Servicing Study	2022	Parks and Recreation Services	55,000	-	5,500	49,500	-		49,500	34,650	14,850
	<b>Sub-total Chatham Servicing Study</b>			<b>550,000</b>	-	<b>55,000</b>	<b>495,000</b>	-	-	<b>495,000</b>	<b>346,500</b>	<b>148,500</b>



Table 4-3 (Cont'd)

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Service to Which Project Relates	Gross Capital Cost Estimate (2022\$)	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 70%	Non-Residential Share 30%
	2022-2031											
3	<b>South Wheatley Servicing Study</b>											
3a	South Wheatley Secondary Plan	2022	Services Related to a Highway	135,000	-	13,500	121,500	-		121,500	85,050	36,450
3b	South Wheatley Secondary Plan	2022	Waste Diversion Services	13,500	-	1,350	12,150	-		12,150	8,505	3,645
3c	South Wheatley Secondary Plan	2022	Policing Services	27,000	-	2,700	24,300	-		24,300	17,010	7,290
3d	South Wheatley Secondary Plan	2022	Fire Protection Services	27,000	-	2,700	24,300	-		24,300	17,010	7,290
3e	South Wheatley Secondary Plan	2022	Ambulance Services	27,000	-	2,700	24,300	-		24,300	17,010	7,290
3f	South Wheatley Secondary Plan	2022	Library Services	13,500	-	1,350	12,150	-		12,150	8,505	3,645
3g	South Wheatley Secondary Plan	2022	Parks and Recreation Services	27,000	-	2,700	24,300	-		24,300	17,010	7,290
	<b>Sub-total South Wheatley Secondary Plan</b>			<b>270,000</b>	<b>-</b>	<b>27,000</b>	<b>243,000</b>	<b>-</b>	<b>-</b>	<b>243,000</b>	<b>170,100</b>	<b>72,900</b>
4	<b>Official Plan Review (New O.P.)</b>											
4a	Official Plan Review (New O.P.)	2022-2023	Services Related to a Highway	135,000	-	13,500	121,500	33,800		87,700	61,390	26,310
4b	Official Plan Review (New O.P.)	2022-2023	Waste Diversion Services	13,500	-	1,350	12,150	3,400		8,750	6,125	2,625
4c	Official Plan Review (New O.P.)	2022-2023	Policing Services	27,000	-	2,700	24,300	6,800		17,500	12,250	5,250
4d	Official Plan Review (New O.P.)	2022-2023	Fire Protection Services	27,000	-	2,700	24,300	6,800		17,500	12,250	5,250
4e	Official Plan Review (New O.P.)	2022-2023	Ambulance Services	27,000	-	2,700	24,300	6,800		17,500	12,250	5,250
4f	Official Plan Review (New O.P.)	2022-2023	Library Services	13,500	-	1,350	12,150	3,400		8,750	6,125	2,625
4g	Official Plan Review (New O.P.)	2022-2023	Parks and Recreation Services	27,000	-	2,700	24,300	6,800		17,500	12,250	5,250
	<b>Sub-total Official Plan Review</b>			<b>270,000</b>	<b>-</b>	<b>27,000</b>	<b>243,000</b>	<b>67,800</b>	<b>-</b>	<b>175,200</b>	<b>122,640</b>	<b>52,560</b>



Table 4-3 (Cont'd)

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Service to Which Project Relates	Gross Capital Cost Estimate (2022\$)	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 70%	Non-Residential Share 30%
	2022-2031											
5	<b>Development Charges Study</b>											
5a	Development Charges Study	2022	Services Related to a Highway	41,938	-		41,938	-		41,938	29,356	12,581
5b	Development Charges Study	2022	Waste Diversion Services	97	-		97	-		97	68	29
5c	Development Charges Study	2022	Policing Services	100	-		100	-		100	70	30
5d	Development Charges Study	2022	Fire Protection Services	1,763	-		1,763	-		1,763	1,234	529
5e	Development Charges Study	2022	Ambulance Services	124	-		124	-		124	87	37
5f	Development Charges Study	2022	Library Services	986	-		986	-		986	690	296
5g	Development Charges Study	2022	Parks and Recreation Services	4,992	-		4,992	-		4,992	3,494	1,498
	<b>Sub-total Development Charges Study</b>			<b>50,000</b>	-	-	<b>50,000</b>	-	-	<b>50,000</b>	<b>35,000</b>	<b>15,000</b>
					-		-	-		-	-	-
6	<b>Development Charges Study</b>											
6a	Development Charges Study	2026	Services Related to a Highway	41,938	-		41,938	-		41,938	29,356	12,581
6b	Development Charges Study	2026	Waste Diversion Services	97	-		97	-		97	68	29
6c	Development Charges Study	2026	Policing Services	100	-		100	-		100	70	30
6d	Development Charges Study	2026	Fire Protection Services	1,763	-		1,763	-		1,763	1,234	529
6e	Development Charges Study	2026	Ambulance Services	124	-		124	-		124	87	37
6f	Development Charges Study	2026	Library Services	986	-		986	-		986	690	296
6g	Development Charges Study	2026	Parks and Recreation Services	4,992	-		4,992	-		4,992	3,494	1,498
	<b>Sub-total Development Charges Study</b>			<b>50,000</b>	-	-	<b>50,000</b>	-	-	<b>50,000</b>	<b>35,000</b>	<b>15,000</b>



Table 4-3 (Cont'd)

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Service to Which Project Relates	Gross Capital Cost Estimate (2022\$)	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 70%	Non-Residential Share 30%
	2022-2031											
7	Parks & Recreation Master Plan	2025	Parks and Recreation Services	110,000	-		110,000	55,000		55,000	38,500	16,500
8	EMS Study	2022-2030	Ambulance Services	22,000	-		22,000	19,800		2,200	1,540	660
9	Fire Master Plan	2022	Fire Protection Services	140,000	-		140,000	70,000		70,000	49,000	21,000
10	Fire Master Plan	2031	Fire Protection Services	140,000	35,000		105,000	70,000		35,000	24,500	10,500
11	Library Strategic Plan	2022	Library Services	110,000	-		110,000	55,000		55,000	38,500	16,500
12	Library Strategic Plan Update	2027	Library Services	33,000	-		33,000	16,500		16,500	11,550	4,950
13	Transportation Master Plan	2030	Services Related to a Highway	220,000	-		220,000	110,000		110,000	77,000	33,000
					-		-	-		-	-	-
	<b>Total</b>			<b>2,047,000</b>	<b>35,000</b>	<b>117,200</b>	<b>1,894,800</b>	<b>464,100</b>	<b>-</b>	<b>1,430,700</b>	<b>1,001,490</b>	<b>429,210</b>



#### **4.2.4 Ambulance Services**

The Municipality currently operates its ambulance services out of six locations providing a total of 21,087 sq.ft. Over the past 10 years, the average level of service was 0.20 sq.ft. of space per capita which equates to an investment of \$56 per capita. Based on the historical service standards, the Municipality would be eligible to collect a total of \$409,478 from D.C.s for ambulance facilities over the 10-year forecast period.

The Municipality has 18 ambulance vehicles currently in service, consisting of single cot ambulances, emergency response units, pickup truck, mobile trailer, and a Para Unit. A variety of equipment is also provided such as defibrillators, stair chairs, simulators and equipment bags. Over the past 10 years, the average level of service was 0.23 vehicles and equipment per 1,000 population which equates to an investment of \$37 per capita. Based on this service standard, the Municipality would be eligible to collect approximately \$269,372 from D.C.s for ambulance vehicles and equipment (over the 10-year period).

In total, the Municipality is eligible to collect \$678,850 for ambulance services.

The Municipality has identified the need for an additional ambulance and equipment with a capital cost of \$260,000. This amount has been included in the D.C. calculations.

While ambulance services are predominantly residential-based, there is some use of the service by non-residential users. To acknowledge this use, the growth-related capital costs have been allocated 90% residential and 10% non-residential.





Table 4-4  
Infrastructure Cost Included in the Development Charges Calculation  
Ambulance Services

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2022\$)	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
	2022-2031									90%	10%
1	Additional Ambulance and Equipment	2022-2031	260,000	-		260,000	-		260,000	234,000	26,000
	<b>Total</b>		<b>260,000</b>	<b>-</b>	<b>-</b>	<b>260,000</b>	<b>-</b>	<b>-</b>	<b>260,000</b>	<b>234,000</b>	<b>26,000</b>



#### **4.2.5 Waste Diversion Services**

For waste diversion services, the Municipality currently operates out of 20,800 sq.ft. of Transfer Stations. Of this amount, 7,844 sq.ft. is considered eligible waste diversion space (based on 37.7% of diverted tonnage). Over the past 10 years, the average level of service was 76.20 sq.ft. of space per 1,000 population which equates to an investment of \$8 per capita. Based on the service standard over the past 10 years, the Municipality would be eligible to collect a total of \$60,319 through D.C.s.

With respect to vehicles and equipment, the Municipality has an inventory of eligible waste diversion equipment totaling 17 items. These items include compactors, lift trucks, roll off trucks, site trailers, etc., all of which have a total eligible value of approximately \$4.2 million. Over the past 10 years, the average level of service was 0.2 items per 1,000 population which equates to an investment of \$41 per capita. Based on this service standard, the Municipality would be eligible to collect \$300,417 from D.C.s for waste diversion equipment (over the 10-year forecast period).

The Municipality also provides a variety of rolling toters, blue boxes, and black boxes. The total value of these items is \$769,000. The average level of service is 1 item per capita which translates to an investment of \$7 per capita. The Municipality could collect \$55,084 from D.C.s for these items.

In total, the Municipality could collect \$415,820 from D.C.s for waste diversion services.

Based on the projected growth over the 10-year forecast period (2022 to 2031), the Municipality identified the need for additional blue and black boxes, as well as additional rolling toters, with a total gross cost of \$203,000. This amount has been included in the D.C. calculation.

Based on the tonnage information provided by the Municipality, the waste diversion costs have been allocated 95% residential and 5% non-residential.



Table 4-5  
Infrastructure Cost Included in the Development Charges Calculation  
Waste Diversion Services

Prj.No	Increased Service Needs Attributable to Anticipated Development  2022-2031	Timing (year)	Gross Capital Cost Estimate (2022\$)	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	Additional Blue & Black Boxes	2022-2031	82,000	-		82,000	-		82,000	77,900	4,100
2	Additional Rolling Toters	2022-2031	121,000	-		121,000	-		121,000	114,950	6,050
	<b>Total</b>		<b>203,000</b>	<b>-</b>	<b>-</b>	<b>203,000</b>	<b>-</b>	<b>-</b>	<b>203,000</b>	<b>192,850</b>	<b>10,150</b>



## 4.3 Service Levels and 20-Year Capital Costs for Chatham-Kent's D.C. Calculation

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This section evaluates the development-related capital requirements for those services with 20-year capital costs.

### 4.3.1 *Services Related to a Highway*

#### 4.3.1.1 *Roads and Related Infrastructure*

Chatham-Kent owns and maintains 2,241 lane km of roadways, as well as 433 km of sidewalks and 132 traffic signals and on-street infrastructure. This provides an average level of investment of \$18,516 per capita, resulting in a D.C.-eligible recovery amount of \$211.46 million over the 20-year forecast period.

With respect to future needs, the Municipality's roads capital program is based on the 2020 Transportation Master Plan undertaken by BT Engineering. The capital program contained within the TMP was reviewed by municipal staff and was provided for inclusion into the D.C. calculations. The proposed capital program has a gross cost of \$229.79 million. The capital projects include various works related to adding capacity to the highway system including road improvements/expansions, intersection improvements and additional active transportation corridors.

To assess the growth-related share of the capital projects, the assumptions outlined in Table 4-6 have been utilized with respect to the growth versus non-growth (benefit to existing) allocation:



**Table 4-6**  
**Description of Growth Criteria for Road-Related Works**

Criteria	Description	Growth %
<b>Roads:</b>		
Upgrade Surface Treated (2-lane) to Asphalt (2-lane)	Road reconstruction and urbanization projects typically serve to improve safety, operation, bring roadway section to urban cross-section and increase the roads capacity (e.g., the addition of a centre left-turn lane). Capacity gains result from improvements in alignment, lane reconfiguration, pavement structure improvements, and in some cases, road damage caused by heavy construction traffic.	50%
Upgrade Existing Rural (2-lane) to Urban Collector (2-lane)		50%
Upgrade Existing Rural (2-lane) to Urban Arterial (2-lane)		60%
Upgrade Existing Collector (2-lane) to Urban Arterial (3-lane)		65%
Upgrade Existing Rural (2-lane) to Urban Arterial (3-lane)	Roads are widened to increase capacity to help accommodate growth. In cases where a road is widened, but not reconstructed, the existing lanes are resurfaced, intersections are improved and traffic signals and other right-of-way features may be upgraded as part of the widening. A larger the widening requirement typically results in a higher growth percentage as it may be directly linked to accomodating new growth-related traffic.	70%
Upgrade Existing Rural (2-lane) to Urban Collector (4-lane)		75%
Upgrade Existing Rural (2-lane) to Urban Arterial (4-lane)		80%
Highway By-pass	A highway by-pass is to provide a new route to alleviate traffic from other roads. The by-pass can accommodate new development as well as provide a benefit to the existing community.	75%
New Road	No deduction for BTE community as new road links are built to increase capacity needed to serve growth.	100%
<b>Other Infrastructure:</b>		
Intersection Improvements - T Intersections to Full Traffic Control (Signals or Roundabout)	Intersection improvements typically upgrade existing infrastructure to improve the management and flow of traffic. These works typically benefit both new development and the existing community as the current infrastructure is replaced with upgraded versions to support larger traffic volumes. T-Intersections are common on local and collector roads and do not typically require upgrading to full traffic control. Signage and sightline improvements are typically required.	50%
Intersection Improvements - 2 and 4 Way Stops to Full Traffic Control (Signals or Roundabout)	Intersection improvements typically upgrade existing infrastructure to improve the management and flow of traffic. These works typically benefit both new development and the existing community as the current infrastructure is replaced with upgraded versions to support larger traffic volumes. 2 and 4 way stop Intersections are typically upgraded to include full traffic control either by way of signals or a roundabout. Works and costs associated with these types of upgrades are generally higher to account for drainage improvements, electrical configurations, geometric realignments, widenings, curb and sidewalk modifications and to account for accessibility standards (AODA).	90%
Trail Upgrades	Similar to roads, trail upgrades could be the result of improvements to alignment, reconfiguration, or other structural improvements that would benefit both new growth and the existing community	50%
New Trail	New trails, depending on the location, will benefit both new development as well as the existing community.	80%

The above growth percentages were allocated to each capital project based on the nature of the works. As a result, a deduction for benefit to existing development of \$78.50 million has been made. In addition, a further deduction of \$63.58 million has been made to recognize the works that will benefit development outside the forecast period. Therefore, the net D.C.-eligible amount of \$87.71 million has been included in the calculations.

These costs have been allocated 71% residential and 29% non-residential based on the incremental growth in population to employment for the 20-year forecast period.



**Table 4-7**  
**Infrastructure Cost Included in the Development Charges Calculation**  
**Services Related to a Highway – Roads and Related Infrastructure**

Prj.No	Increased Service Needs Attributable to Anticipated Development	Existing Condition of Road (i.e. number of lanes, asphalt, etc.)	Scope of Capital Project	Timing (year)	Gross Capital Cost Estimate (2022\$)	Post Period Benefit (Growth-Related)	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 71%	Non-Residential Share 29%
	2022-2041												
1	Tilbury Stormwater Master Plan Projects		New trunk sewers, ponds etc. required for development	2021-2041	11,000,000	2,750,000		8,250,000	-		8,250,000	5,857,500	2,392,500
2	Howard Road Upgrade - TMP	Surface treated, 2 lane rural cross section	Asphalt 2 lane urban collector cross section	2022-2023	2,000,000	-		2,000,000	1,000,000		1,000,000	710,000	290,000
3	Hitchcock Road Upgrade - TMP	Surface treated, 2 lane rural cross section	Asphalt 2 lane urban collector cross section	2022-2023	880,000	-		880,000	440,000		440,000	312,400	127,600
4	Park Ave. W. Upgrade - TMP	Asphalt, 2 lane rural cross section	Asphalt 4 lane urban arterial cross section	2022-2024	4,400,000	-		4,400,000	1,100,000		3,300,000	2,343,000	957,000
5	Middleton Line Upgrade - TMP	Surface treated, 2 lane rural cross section	Asphalt 2 lane urban collector cross section	2022-2027	880,000	110,000		770,000	440,000		330,000	234,300	95,700
6	Harbour Road Upgrade - TMP	Surface treated, 2 lane rural cross section	Asphalt 2 lane urban collector cross section	2022-2027	550,000	68,800		481,200	275,000		206,200	146,402	59,798
7	Given Road Upgrade - TMP	Asphalt, 2 lane rural cross section	Asphalt 2 lane urban collector cross section	2022-2027	220,000	-		220,000	110,000		110,000	78,100	31,900
8	1st Concession Line Upgrade - TMP	Surface treated, 2 lane rural cross section	Asphalt 2 lane urban collector cross section	2022-2027	2,000,000	250,000		1,750,000	1,000,000		750,000	532,500	217,500
9	McLean St. Extension - TMP	No road	Extend asphalt 2 lane urban collector incl. underground infrastructure	2022-2027	1,100,000	275,000		825,000	-		825,000	585,750	239,250
10	Western Link	N/A	New highway by-pass from 401 to Hwy. 40 on the west end of Chatham complete with new river crossing and 4-lane arterial cross section	2033-2041	77,000,000	43,312,500		33,687,500	19,250,000		14,437,500	10,250,625	4,186,875
11	Baldoon Road Reconstruction - TMP	Asphalt, 2 lane rural cross section	Asphalt 2 lane urban arterial cross section	2022-2028	3,100,000	-		3,100,000	1,240,000		1,860,000	1,320,600	539,400
12	Seventh Line Relocation	Asphalt, 2 lane rural cross section	Asphalt 2 lane urban collector cross section in a new location away from Hwy. 401	2023-2025	2,200,000	-		2,200,000	880,000		1,320,000	937,200	382,800
13	Transit Loading Zones	N/A	Off-set transit bay/loading zones in various locations	2022-2028	270,000	-		270,000	-		270,000	191,700	78,300
14	Park Ave. E. - Sass/Creek Improvements	2-way stop	full traffic control (traffic signals or roundabout)	2023-2025	880,000	-		880,000	88,000		792,000	562,320	229,680
15	Lacroix and Tweedsmuir Improvements	4 way stop	full traffic control (traffic signals or roundabout)	2024-2026	770,000	-		770,000	77,000		693,000	492,030	200,970
16	Grand Ave. W. and Bear Line Improvements	T-intersection	full traffic control (traffic signals or roundabout)	2025-2028	330,000	-		330,000	165,000		165,000	117,150	47,850
17	Lyon Ave. Extension	No road	Extend asphalt 2 lane urban collector incl. underground infrastructure	2027-2031	480,000	-		480,000	-		480,000	340,800	139,200
18	Park Ave E. - Maple Leaf to Seimans	Asphalt, 2 lane rural cross section	Asphalt 2 lane urban collector cross section	2027-2032	1,000,000	-		1,000,000	500,000		500,000	355,000	145,000
19	Grand Ave. E. - Keil to Bear Line	Asphalt, 2 lane rural cross section	Asphalt 2 lane urban arterial cross section	2032-2041	5,400,000	810,000		4,590,000	2,160,000		2,430,000	1,725,300	704,700
20	Sandys - Grand to McNaughton	Asphalt, 2 lane urban collector cross section	Asphalt, 3 lane urban arterial cross section	2032-2041	5,400,000	877,500		4,522,500	1,890,000		2,632,500	1,869,075	763,425
21	Keil - McNaughton to Riverview	Asphalt, 2 lane rural cross section	Asphalt, 3 lane urban arterial cross section	2032-2041	6,400,000	1,120,000		5,280,000	1,920,000		3,360,000	2,385,600	974,400
22	Indian Creek - Keil to Bloomfield	Surface treated, 2 lane rural cross section	Asphalt 2 lane urban arterial cross section	2027-2032	6,500,000	-		6,500,000	2,600,000		3,900,000	2,769,000	1,131,000
23	Tweedsmuir - Bloomfield to Keil	Surface treated, 2 lane rural cross section	Asphalt 2 lane urban collector cross section	2027-2032	4,700,000	-		4,700,000	2,350,000		2,350,000	1,668,500	681,500
24	McNaughton - Sandys to Keil	Asphalt, 2 lane urban collector cross section	Asphalt, 3 lane urban arterial cross section	2032-2041	6,300,000	1,023,800		5,276,200	2,205,000		3,071,200	2,180,552	890,648
25	Gregory - Orangewood to Bear	Asphalt, 2 lane rural cross section	Asphalt 2 lane urban collector cross section	2027-2032	9,100,000	-		9,100,000	4,550,000		4,550,000	3,230,500	1,319,500
26	Taylor Trail - Creekview to Gregory	Asphalt, 2 lane rural cross section	Asphalt 2 lane urban collector cross section	2032-2041	2,500,000	312,500		2,187,500	1,250,000		937,500	665,625	271,875
27	Landings Pass - Gregory to Hudson	Asphalt, 2 lane rural cross section	Asphalt 2 lane urban collector cross section	2032-2041	2,600,000	325,000		2,275,000	1,300,000		975,000	692,250	282,750
28	Delaware - to Gregory Dr.	Asphalt, 2 lane rural cross section	Asphalt 2 lane urban collector cross section	2032-2041	4,200,000	525,000		3,675,000	2,100,000		1,575,000	1,118,250	456,750
29	Keil Trail - Somerset to Gregory	N/A	Extend asphalt 2 lane urban collector incl. underground infrastructure	2027-2032	2,500,000	-		2,500,000	-		2,500,000	1,775,000	725,000
30	Keil Trail - Gregory to Pioneer	N/A	Extend asphalt 2 lane urban collector incl. underground infrastructure	2032-2041	4,900,000	1,225,000		3,675,000	-		3,675,000	2,609,250	1,065,750
31	Fairview - Creek to Communication	Asphalt, 2 lane rural cross section	Asphalt 2 lane urban collector cross section	2032-2041	6,700,000	837,500		5,862,500	3,350,000		2,512,500	1,783,875	728,625



Table 4-7 (Cont'd)

Prj.No	Increased Service Needs Attributable to Anticipated Development	Existing Condition of Road (i.e. number of lanes, asphalt, etc.)	Scope of Capital Project	Timing (year)	Gross Capital Cost Estimate (2022\$)	Post Period Benefit (Growth-Related)	Other Deductions	Net Capital Cost	Benefit to Existing Development	Less:	Potential D.C. Recoverable Cost		
										Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 71%	Non-Residential Share 29%
	2022-2041												
32	Creek Road - Park to Indian Creek	Asphalt, 2 lane rural cross section	Asphalt 2 lane urban collector cross section	2032-2041	4,900,000	612,500		4,287,500	2,450,000		1,837,500	1,304,625	532,875
33	Main St. Mitchells Bay	Asphalt, 2 lane rural cross section	Asphalt 2 lane urban collector cross section	2032-2041	3,700,000	925,000		2,775,000	1,850,000		925,000	656,750	268,250
34	Coutts Line - Montpetit to Jeannette's Crk	Asphalt, 2 lane rural cross section	Asphalt 2 lane urban collector cross section	2032-2041	7,700,000	962,500		6,737,500	3,850,000		2,887,500	2,050,125	837,375
35	Jeannette's Creek - Coutts to 401	Asphalt, 2 lane rural cross section	Asphalt 2 lane urban collector cross section	2027-2032	4,000,000	-		4,000,000	2,000,000		2,000,000	1,420,000	580,000
36	Base Line Wallaceburg to Murray St.	Asphalt, 2 lane rural cross section	Asphalt 2 lane urban arterial cross section	2032-2041	15,100,000	3,775,000		11,325,000	7,550,000		3,775,000	2,680,250	1,094,750
37	Drovers Dr. - Erie to Klondyke	Surface treated, 2 lane rural cross section	Asphalt 2 lane urban collector cross section	2032-2041	710,000	177,500		532,500	355,000		177,500	126,025	51,475
38	Klondyke - Talbot Trail to Drovers	Surface treated, 2 lane rural cross section	Asphalt 2 lane urban collector cross section	2032-2041	4,700,000	1,175,000		3,525,000	2,350,000		1,175,000	834,250	340,750
39	Middleton Lone - West of Harbour	Surface treated, 2 lane rural cross section	Asphalt 2 lane urban collector cross section	2032-2041	3,600,000	900,000		2,700,000	1,800,000		900,000	639,000	261,000
40	Marlborough St. S./Talbot St. Improvements	Asphalt, 2 lane urban collector cross section	Asphalt, 3 lane urban arterial cross section	2032-2041	550,000	192,500		357,500	165,000		192,500	136,675	55,825
41	Gosnell Line to Milton Lane	Surface treated, 2 lane rural cross section	Asphalt 2 lane urban collector cross section	2032-2041	1,400,000	175,000		1,225,000	700,000		525,000	372,750	152,250
42	Grand Ave. Van Alan Ave. Improvements	2-way stop	full traffic control (traffic signals or roundabout)	2027-2032	110,000	-		110,000	11,000		99,000	70,290	28,710
43	Mink Line to Harwich Road to Allison Line	Surface treated, 2 lane rural cross section	Asphalt 2 lane urban arterial cross section (new truck route)	2022-2027	3,600,000	540,000		3,060,000	1,440,000		1,620,000	1,150,200	469,800
44	Dufferin Ave. Road Diet	Asphalt, 4 lane urban arterial cross section	Asphalt, 3 lane urban arterial cross section	2022-2027	440,000	-		440,000	440,000		-	-	-
45	Murray St. - Reaume to Base Line	Asphalt, 2 lane urban collector cross section	Asphalt, 3 lane urban arterial cross section	2022-2027	220,000	-		220,000	77,000		143,000	101,530	41,470
46	Mud Creek Trail - Tweedsmuir to Indian Crk	Gravel trail	Asphalt Trail	2022-2027	410,000	-		410,000	205,000		205,000	145,550	59,450
47	Indian Crk Trail - Lacroix to Queen	Gravel trail	Asphalt Trail	2022-2027	70,000	-		70,000	35,000		35,000	24,850	10,150
48	MUP on CASO Corridor	Gravel trail	Asphalt Trail	2022-2032	5,500	-		5,500	2,800		2,700	1,917	783
49	MUP south of Chatham to CASO Corridor	Gravel trail	Asphalt Trail	2027-2032	8,800	-		8,800	4,400		4,400	3,124	1,276
50	Indian Crk to Creek Road Trail	Gravel trail	Asphalt Trail	2022-2027	3,300	-		3,300	1,700		1,600	1,136	464
51	Bear Line Trail - Grand River to McNaughton	N/A	Asphalt Trail	2022-2027	28,500	-		28,500	5,700		22,800	16,188	6,612
52	Gregory Dr. Trail - Victoria to St. Clair	N/A	Asphalt Trail	2027-2032	21,900	-		21,900	4,400		17,500	12,425	5,075
53	St. Clair St. Trail - Gregory to Pioneer	N/A	Asphalt Trail (MUP) with large watercourse crossing	2032-2041	540,000	108,000		432,000	108,000		324,000	230,040	93,960
54	Waterfront Trail Improvements	N/A	New signage and trail delineation	2022-2027	5,500	1,400		4,100	-		4,100	2,911	1,189
55	Reaume Ave. Trail	Gravel trail	Asphalt Trail	2022-2027	1,100	100		1,000	600		400	284	116
56	Gillard St. Trail	Gravel trail	Asphalt Trail	2022-2027	100,000	12,500		87,500	50,000		37,500	26,625	10,875
57	Base Line Trail to Dufferin Ave.	Gravel trail	Asphalt Trail	2032-2041	5,500	1,400		4,100	2,800		1,300	923	377
58	Dauw Route	N/A	New signage and trail delineation	2022-2027	2,200	600		1,600	-		1,600	1,136	464
59	Conversion of old CSX and CN Rail Corridors to Trails	Old Rail Line	Asphalt Trail	2032-2041	1,600,000	200,000		1,400,000	800,000		600,000	426,000	174,000
	<b>Total</b>				<b>229,792,300</b>	<b>63,581,600</b>	<b>-</b>	<b>166,210,700</b>	<b>78,498,400</b>	<b>-</b>	<b>87,712,300</b>	<b>62,275,733</b>	<b>25,436,567</b>



#### *4.3.1.2 Public Works Facilities, Fleet & Equipment*

The Municipality operates its public works department out of a number of facilities which provide for 223,925 sq.ft. of space. The Municipality's historical service standard provides an average level of service of 2.27 sq.ft. per capita or an average investment of \$380 per capita. This provides the Municipality with a D.C.-eligible amount of \$4.34 million for future D.C. funding over the 20-year forecast period.

The Municipality's public works fleet inventory, which currently includes 259 vehicles and equipment items, provides an average level of 2.50 items per 1,000 population. This level of service equates to an average level of investment of \$374 per capita, which provides the Municipality with \$4.27 million over the forecast period.

In total, the Municipality is eligible to collect \$8.61 million for public works.

Based on the projected growth over the next 20-years, the Municipality has identified the need for new vehicles and equipment, a new salt storage facility, and a provision for additional facility space. The estimated costs of these capital works total \$2.13 million and has been included in the D.C. calculation.

These costs have been allocated 71% residential and 29% non-residential based on the incremental growth in population to employment for the 20-year forecast period.





**Table 4-8**  
**Infrastructure Cost Included in the Development Charges Calculation**  
**Services Related to a Highway – Public Works**

Prj.No	Increased Service Needs Attributable to Anticipated Development  2022-2041	Timing (year)	Gross Capital Cost Estimate (2022\$)	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 71%	Non-Residential Share 29%
1	New Salt Storage - Kent Centre	2022	650,000	-		650,000	-		650,000	461,500	188,500
2	New Dual Axle Truck with Snow Plow - Chatham	2028	228,000	-		228,000	-		228,000	161,880	66,120
3	Street Sweeper	2028	416,000	-		416,000	-		416,000	295,360	120,640
4	Provision for Additional Facility Space	2022-2041	650,000	-		650,000	-		650,000	461,500	188,500
5	Pick-up Truck	2029	49,000	-		49,000	-		49,000	34,790	14,210
6	Sidewalk Plow	2030	132,000	-		132,000	-		132,000	93,720	38,280
	<b>Total</b>		<b>2,125,000</b>	<b>-</b>	<b>-</b>	<b>2,125,000</b>	<b>-</b>	<b>-</b>	<b>2,125,000</b>	<b>1,508,750</b>	<b>616,250</b>



### **4.3.2 Policing Services**

The Chatham-Kent Police Service currently operates from 10 locations, which total 68,797 sq.ft. Over the past 10-years, the Municipality has provided an average level of service of 0.66 sq.ft. per capita which equates to an investment of \$167 per capita. This level of service provides the Municipality with a maximum D.C.-eligible amount for recovery of \$1.91 million over the 20-year forecast period.

In addition to facilities, the police service currently maintains an inventory of vehicles, equipment, and gear with an approximate value of \$8.56 million. These items provide a combined level of service totalling \$82 per capita, which equates to a D.C.-eligible amount of \$936,555.

The total D.C.-eligible amount for policing is \$2.84 million.

To service growth over the 20-year forecast period, Municipal staff have identified the need for additional vehicles and equipment at a cost of \$209,000. As these are entirely growth-related, this capital cost has been included in the calculations.

The costs for the policing service are shared 71%/29% between residential and non-residential, based on the population to employment ratio over the 20-year forecast period.



Table 4-9  
Infrastructure Cost Included in the Development Charges Calculation  
Policing Services

Prj.No	Increased Service Needs Attributable to Anticipated Development  2022-2041	Timing (year)	Gross Capital Cost Estimate (2022\$)	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 71%	Non-Residential Share 29%
1	Additional Equipment (10)	2022-2031	66,000	-		66,000	-		66,000	46,860	19,140
2	Vehicle (2)	2022-2031	143,000	-		143,000	-		143,000	101,530	41,470
	<b>Total</b>		<b>209,000</b>	<b>-</b>	<b>-</b>	<b>209,000</b>	<b>-</b>	<b>-</b>	<b>209,000</b>	<b>148,390</b>	<b>60,610</b>



### **4.3.3 Fire Protection Services**

Chatham-Kent currently operates its fire services out of nineteen fire halls, totalling 96,179 sq.ft. of facility space. Over the historical 10-year period, the per capita average level of service was 0.93 sq.ft. which equates to an investment of \$275 per capita. This level of service provides the Municipality with a maximum D.C.-eligible amount of \$3.14 million for recovery over the forecast period.

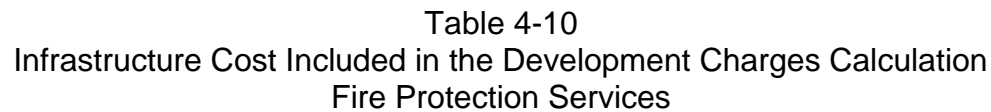
The Fire Department has a current inventory of 84 vehicles. These include pumpers, aerials, tankers, boats, etc. The historical 10-year level of service equates to a level of investment of \$475 per capita which translates into a D.C.-eligible amount of \$5.43 million.

In addition to the vehicles, the fire department utilizes an assortment of equipment (i.e. protective gear, SCBA equipment, thermal imaging cameras, hydraulic equipment, etc.) with a total value of \$13 million. This results in a calculated average level of service for the historical 10-year period of \$123 per capita, providing for a D.C.-eligible amount over the forecast period of \$1.41 million for equipment and gear

Based on the above, the maximum D.C.-eligible amount for recovery over the 20-year forecast period for fire services is \$9.97 million.

To service the forecast population, the Municipality has identified several projects for inclusion into the D.C. These include an additional pumper and aerial, and provisions for additional facility space and other various equipment. The gross capital cost for these projects is \$3.69 million and has been included in the calculations.

These costs are shared between residential and non-residential based on the population to employment ratio over the forecast period, resulting in 71% being allocated to residential development and 29% being allocated to non-residential development.



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# Chapter 5

## D.C. Calculation



## 5. D.C. Calculation

Table 5-1 calculates the proposed uniform D.C. to be imposed on anticipated development in the Municipality for Municipal-wide services over a 20-year planning horizon. Table 5-2 calculates the proposed uniform D.C. to be imposed on anticipated development in the Municipality for Municipal-wide services over a 10-year planning horizon.

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 bachelor 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 4 for all Municipal services, based on their proposed capital programs.

### **Residential**

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 5) to calculate the charge in Tables 5-1 and 5-2.

With respect to Bunk Houses (per bed basis), the D.C. is calculated on 25% of the special care/special dwelling unit charge to maintain the Council motion that was passed for the water and wastewater D.C. on March 25, 2019. Based on this percentage, the municipal-wide D.C.s for bunk houses is \$1,718 per bed.

### **Non-Residential**

For 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.



With respect to greenhouse developments, the current practice through the water and wastewater D.C. by-law is to impose a D.C. based on 7.7% of the non-residential charge, which originates from a policy that was implemented in 2004 (and continued for all subsequent D.C. by-laws). Through discussions with municipal staff, it is suggested that the municipal-wide D.C.s for greenhouse developments be reduced by an additional 50% to incentivise growth in this sector. Therefore, the D.C.s for greenhouses will be 3.85% ( $7.7\% \times 50\%$ ) of the non-residential charge. Based on this percentage, the municipal-wide D.C.s for greenhouses is \$0.28 per sq.ft.

Table 5-3 summarizes the total D.C. that is applicable for municipal-wide services and Table 5-4 summarizes the gross capital expenditures and sources of revenue for works to be undertaken during the five-year life of the by-law.





Table 5-1  
Municipality of Chatham-Kent  
Development Charge Calculation  
Municipal-wide Services and Classes of Services  
2022-2041

SERVICE/CLASS	2022\$ D.C.-Eligible Cost		2022\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.
1. <u>Services Related to a Highway</u>	\$	\$	\$	\$
1.1 Roads and Related	62,275,733	25,436,567	12,279	6.48
1.2 Public Works (Facilities and Fleet)	1,508,750	616,250	297	0.16
	63,784,483	26,052,817	12,576	6.64
2. <u>Fire Protection Services</u>				
2.1 Fire facilities, vehicles & equipment	2,618,054	1,069,346	516	0.27
3. <u>Policing Services</u>				
3.1 Facilities, vehicles and equipment, small equipment and gear	148,390	60,610	29	0.02
<b>TOTAL</b>	<b>66,550,927</b>	<b>\$27,182,773</b>	<b>13,121</b>	<b>6.93</b>
D.C.-Eligible Capital Cost	\$66,550,927	\$27,182,773		
20-Year Gross Population/GFA Growth (sq.ft.)	14,050	3,924,700		
<b>Cost Per Capita/Non-Residential GFA (sq.ft.)</b>	<b>\$4,736.72</b>	<b>\$6.93</b>		
<b>By Residential Unit Type</b>	<b>P.P.U.</b>			
Single and Semi-Detached Dwelling	2.770	\$13,121		
Multiples	2.035	\$9,639		
Apartments - 2 Bedrooms +	2.176	\$10,307		
Apartments - Bachelor and 1 Bedroom	1.124	\$5,324		
Special Care/Special Dwelling Units	1.100	\$5,210		



Table 5-2  
Municipality of Chatham-Kent  
Development Charge Calculation  
Municipal-wide Services and Classes of Services  
2022-2031

SERVICE/CLASS	2022\$ D.C.-Eligible Cost		2022\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.
<b>4. <u>Parks and Recreation Services</u></b>	\$	\$	\$	\$
4.1 Park development, amenities, trails and recreation facilities	9,918,000	522,000	3,126	0.20
<b>5. <u>Library Services</u></b>				
5.1 Library facilities, materials and vehicles	1,959,375	103,125	618	0.04
<b>6. <u>Growth Studies</u></b>				
6.1 Services Related to a Highway	481,233	206,243	152	0.08
6.2 Waste Diversion Services	34,674	14,860	11	0.01
6.3 Policing Services	69,216	29,664	22	0.01
6.4 Fire Protection Services	145,044	62,162	46	0.02
6.5 Ambulance Services	70,790	30,339	22	0.01
6.6 Library Services	85,969	36,844	27	0.01
6.7 Parks and Recreation Services	114,564	49,099	36	0.02
	1,001,490	429,210	316	0.16
<b>7. <u>Ambulance</u></b>				
7.1 Ambulance facilities, vehicles and equipment	234,000	26,000	74	0.01
<b>8. <u>Waste Diversion</u></b>				
8.1 Waste diversion facilities, vehicles, equipment and other	192,850	10,150	61	-
<b>TOTAL</b>	<b>13,305,715</b>	<b>\$1,090,485</b>	<b>4,195</b>	<b>\$0.41</b>
D.C.-Eligible Capital Cost	\$13,305,715	\$1,090,485		
10-Year Gross Population/GFA Growth (sq.ft.)	8,786	2,639,400		
<b>Cost Per Capita/Non-Residential GFA (sq.ft.)</b>	<b>\$1,514.42</b>	<b>\$0.41</b>		
<b><u>By Residential Unit Type</u></b>	<b><u>P.P.U.</u></b>			
Single and Semi-Detached Dwelling	2.770	\$4,195		
Apartments - 2 Bedrooms +	2.176	\$3,295		
Apartments - Bachelor and 1 Bedroom	1.124	\$1,702		
Multiples	2.035	\$3,082		
Special Care/Special Dwelling Units	1.100	\$1,666		



Table 5-3  
Municipality of Chatham-Kent  
Development Charge Calculation  
Total all Services and Classes of Services

	2022\$ D.C.-Eligible Cost		2022\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.
	\$	\$	\$	\$
Municipal-wide Services/Classes 20 Year	66,550,927	27,182,773	13,121	6.93
Municipal-wide Services/Classes 10 Year	13,305,715	1,090,485	4,195	0.41
<b>TOTAL</b>	<b>79,856,642</b>	<b>28,273,258</b>	<b>17,316</b>	<b>7.34</b>



**Table 5-4**  
**Municipality of Chatham-Kent**  
**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. Services Related to a Highway							
1.1 Roads and Related	24,480,393	0	7,954,614	0	1,736,167	10,500,624	4,288,987
1.2 Public Works (Facilities and Fleet)	812,500	0	0	0	0	576,875	235,625
2. Fire Protection Services							
2.1 Fire facilities, vehicles & equipment	641,850	0	0	0	0	455,714	186,137
3. Policing Services							
3.1 Facilities, vehicles and equipment, small equipment and gear	104,500	0	0	0	0	74,195	30,305
4. Parks and Recreation Services							
4.1 Park development, amenities, trails and recreation facilities	6,633,000	0	0	0	300,000	6,016,350	316,650
5. Library Services							
5.1 Library facilities, materials and vehicles	3,300,000	0	0	0	1,237,500	1,959,375	103,125
6. Growth Studies							
6.1 Services Related to a Highway	669,876	58,600	33,800	0	0	404,233	173,243
6.2 Waste Diversion Services	58,794	5,860	3,400	0	0	34,674	14,860
6.3 Policing Services	117,400	11,720	6,800	0	0	69,216	29,664
6.4 Fire Protection Services	260,726	11,720	76,800	0	0	120,544	51,662
6.5 Ambulance Services	129,671	11,720	17,800	0	0	70,106	30,045
6.6 Library Services	170,572	5,860	58,400	0	0	74,419	31,894
6.7 Parks and Recreation Services	237,183	11,720	61,800	0	0	114,564	49,099
7. Ambulance							
7.1 Ambulance facilities, vehicles and equipment	130,000	0	0	0	0	117,000	13,000
8. Waste Diversion							
8.1 Waste diversion facilities, vehicles, equipment and other	101,500	0	0	0	0	96,425	5,075
<b>Total Expenditures &amp; Revenues</b>	<b>\$37,847,965</b>	<b>\$117,200</b>	<b>\$8,213,414</b>	<b>\$0</b>	<b>\$3,273,667</b>	<b>\$20,684,314</b>	<b>\$5,559,371</b>



# Chapter 6

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



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

### 6.1 Introduction

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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 Municipality’s existing policies, with consideration for the changes to the D.C.A. resulting from Bills 108, 197 and 213. There are items under consideration at this time, however, and these may be refined prior to adoption of the by-law.



## 6.2 D.C. By-law Structure

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**It is recommended that:**

- classes of services be established for growth studies;
- the Municipality uses a uniform Municipal-wide D.C. calculation for all municipal services (contained within this report); and
- one municipal D.C. by-law be used for all services (except water and wastewater) and classes of services referenced above.

## 6.3 D.C. By-law Rules

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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.:**

### 6.3.1 *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.”



### **6.3.2 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 amount 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 growth studies, the costs have been based on a population vs. employment growth ratio (70%/30%) for residential and non-residential, respectively) over the 10-year forecast period;
  - for parks and recreation, library services, and waste diversion services, a 5% non-residential attribution has been made to recognize use by the non-residential sector;
  - for ambulance services, a 90% residential/10% non-residential allocation has been made over the 10-year forecast period; and
  - for services related to a highway, public works, fire protection services, and policing services, a 71% residential/29% non-residential attribution has been made based on a population vs. employment growth ratio over the 20-year forecast period.

### **6.3.3 Application to Redevelopment of Land (Demolition and Conversion)**

Where, as a result of the redevelopment of land, a building or structure existing on the same land within 60 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) the number of dwelling units demolished/converted multiplied by the relevant D.C.s when the D.C.s are calculated with respect to the redevelopment;





- 2) the G.F.A. of the building demolished/converted multiplied by the relevant D.C.s when the D.C.s are calculated with respect to the redevelopment.

The credit can, in no case, exceed the amount of D.C.s that would otherwise be payable.

### **6.3.4 Exemptions (full or partial)**

#### **a) Statutory exemptions:**

- 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.);
- Chatham-Kent municipal facilities, or a local board thereof;
- A board as defined in subsection 1 (1) of the *Education Act*;
- residential development in 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 prescribed limits set out in section 2 of O. Reg. 82/98);
- residential development in new dwellings: development that includes the creation of up to two detached dwelling units (based on prescribed limits set out in section 2 of O. Reg. 82/98); and
- 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. 2020, c. 34, Sched. 10, s. 1.

#### **b) Non-statutory exemptions for Council's Consideration:**

- lands, buildings or structures used or to be used for a place of worship or for the purposes of a cemetery or burial ground exempt from taxation under the Assessment Act;



- a college or university and student accommodation related directly to the college and/or university;
- Industrial development;
- Public hospitals;
- Children's Treatment Centre of Chatham-Kent;
- Chatham-Kent Municipal Airport;
- Affordable Housing Unit;
- Non-profit housing;
- Farm buildings, excluding on-farm bunk houses and greenhouses; and
- Rental Housing with fifty (50) or more Dwelling Units – 50% D.C. reduction.

### **6.3.5 Phasing in**

No provisions for phasing in the D.C. are provided in the D.C. by-law.

### **6.3.6 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 Municipality and an owner under section 27 of the D.C.A.

Rental housing and institutional developments will pay D.C.s in six equal annual payments commencing at occupancy. Non-profit housing developments will pay D.C.s in 21 equal annual payments commencing at occupancy. Moreover, the D.C. amount for all developments occurring within two years 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 of the applicable Site Plan or Zoning By-law Amendment application.

Instalment payments and payments determined at the time of Site Plan or Zoning By-law Amendment application are subject to annual interest charges calculated based on the Municipality's D.C. Interest Rate Policy, as may be amended from time to time.



### **6.3.7 Indexing**

Indexing of the D.C.s shall be implemented on a mandatory basis annually commencing on January 1, 2023 and each January 1<sup>st</sup> thereafter, in accordance with the Statistics Canada Quarterly, Non-Residential Building Construction Price Index (Table 18-10-0135-01)<sup>[1]</sup> for the most recent year-over-year period.

### **6.3.8 The Applicable Areas**

The charges developed herein provide charges applicable to all development in the Municipality.

## **6.4 Other D.C. By-law Provisions**

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It is recommended that:

### **6.4.1 Categories of Services for Reserve Fund and Credit Purposes**

It is recommended that the Municipality create new reserve funds for: parks and recreation services, library services, growth studies, ambulance services, waste diversion services, services related to a highway, policing services, and fire protection services.

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

### **6.4.2 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.

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<sup>[1]</sup> 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.

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### **6.4.3 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).

### **6.4.4 Area Rating**

As noted earlier, Bill 73 has introduced two new sections where Council must consider the use of area specific charges:

1. Subsection 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. Subsection 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.

It is recommended that all Municipal services be recovered on a uniform, Municipal-wide basis. There have been several reasons why area-specific charges have not been imposed:

1. All Municipal services, with the exception of water, wastewater, and stormwater, require that the average 10-year service standard be calculated. This average service standard, multiplied by growth in the Municipality, establishes an upper ceiling on the amount of funds that can be collected from all developing landowners. Subsection 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 Municipality, hence potentially resulting in D.C. revenue shortfalls and impacts on property taxes.

2. Extending on item 1, attempting to impose an area charge potentially causes equity issues in transitioning from a Municipal-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, recreation facilities, library) are not restricted to one specific area and are often used by all residents. For example, arenas located in different parts of the Municipality 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 Municipal-wide basis for all services/classes of services.

## 6.5 Other Recommendations

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### **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;”

“Establish classes of services for growth studies;”



“Adopt the D.C. approach to calculate the services on a uniform Municipal-wide basis;”

“Approve the capital project listing set out in Chapter 4 of the D.C.s Background Study dated June 9, 2022, subject to further annual review during the capital budget process;”

“Approve the D.C.s Background Study dated June 9, 2022, as amended (if applicable);”

“Determine that no further public meeting is required;” and

“Approve the D.C. By-law as set out in Appendix G.”



# Chapter 7

## By-law Implementation



## 7. By-law Implementation

### 7.1 Public Consultation Process

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#### **7.1.1 Introduction**

This chapter addresses the mandatory, formal public consultation process (subsection 7.1.2), as well as the optional, informal consultation process (subsection 7.1.3). The latter is designed to seek the co-operation and participation of those involved, in order to produce the most suitable policy. Subsection 7.1.4 addresses the anticipated impact of the D.C. on development from a generic viewpoint.

#### **7.1.2 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) and Ontario Municipal Board (OMB)).

#### **7.1.3 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.

## **7.2 Anticipated Impact of the Charge on Development**

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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 higher 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.



## 7.3 Implementation Requirements

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### 7.3.1 *Introduction*

Once the Municipality 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 overview the requirements in each case.

### 7.3.2 *Notice of Passage*

In accordance with section 13 of the D.C.A., when a D.C. by-law is passed, the Municipal 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;
- 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.

### 7.3.3 *By-law Pamphlet*

In addition to the "notice" information, the Municipality 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 Municipality must give one copy of the most recent pamphlet without charge to any person who requests one.

### **7.3.4 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 Municipal 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 Municipality is carrying out 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.

### **7.3.5 Complaints**

A person required to pay a D.C., or his agent, may complain to the Municipality’s 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 Municipality’s Council to the OLT.



### **7.3.6 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.

### **7.3.7 Front-Ending Agreements**

The Municipality and one or more landowners may enter into a front-ending agreement that provides for the costs of a project which will benefit an area in the Municipality 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 D.C.A., 1989. Accordingly, the Municipality assesses whether this mechanism is appropriate for its use, as part of funding projects prior to Municipality funds being available.

### **7.3.8 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 Municipality D.C.s related to the site.

If the Municipality 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 Municipality of Chatham-Kent Residential Growth Forecast Summary

	Year	Population (Including Census Undercount) <sup>[1]</sup>	Excluding Census Undercount			Housing Units						Persons Per Unit (P.P.U.): Total Population/ Total Households
			Population	Institutional Population	Population Excluding Institutional Population	Singles & Semi- Detached	Multiple Dwellings <sup>[2]</sup>	Apartments <sup>[3]</sup>	Other	Total Households	Equivalent Institutional Households	
Historical	Mid 2011	106,674	104,075	1,995	102,080	34,276	2,139	6,280	297	42,992	1,814	2.421
	Mid 2016	104,771	102,042	2,262	99,780	34,410	2,185	6,280	295	43,170	2,056	2.364
	Mid 2021	107,133	104,316	2,312	102,004	35,025	2,280	6,630	255	44,190	2,102	2.361
Forecast	Mid 2022	108,840	105,976	2,330	103,646	35,392	2,325	7,003	255	44,975	2,118	2.356
	Mid 2032	116,410	113,350	2,453	110,897	37,846	2,789	7,608	255	48,499	2,230	2.337
	Mid 2041	120,570	117,397	2,602	114,795	39,190	3,159	8,065	255	50,670	2,365	2.317
Incremental	Mid 2011 - Mid 2016	-1,903	-2,033	267	-2,300	134	46	0	-2	178	242	
	Mid 2016 - Mid 2021	2,362	2,274	50	2,224	615	95	350	-40	1,020	46	
	Mid 2021 - Mid 2022	1,707	1,660	18	1,642	367	45	373	0	785	16	
	Mid 2022 - Mid 2032	7,570	7,374	123	7,251	2,454	464	605	0	3,524	112	
	Mid 2022 - Mid 2041	11,730	11,421	272	11,149	3,798	834	1,062	0	5,695	247	

<sup>[1]</sup> Census undercount estimated at approximately 2.7%.

<sup>[2]</sup> Includes townhouses and apartments in duplexes.

<sup>[3]</sup> Includes bachelor, 1-bedroom, and 2-bedroom+ apartment units.

Note<sup>1</sup>: Population including the Census undercount has been rounded.

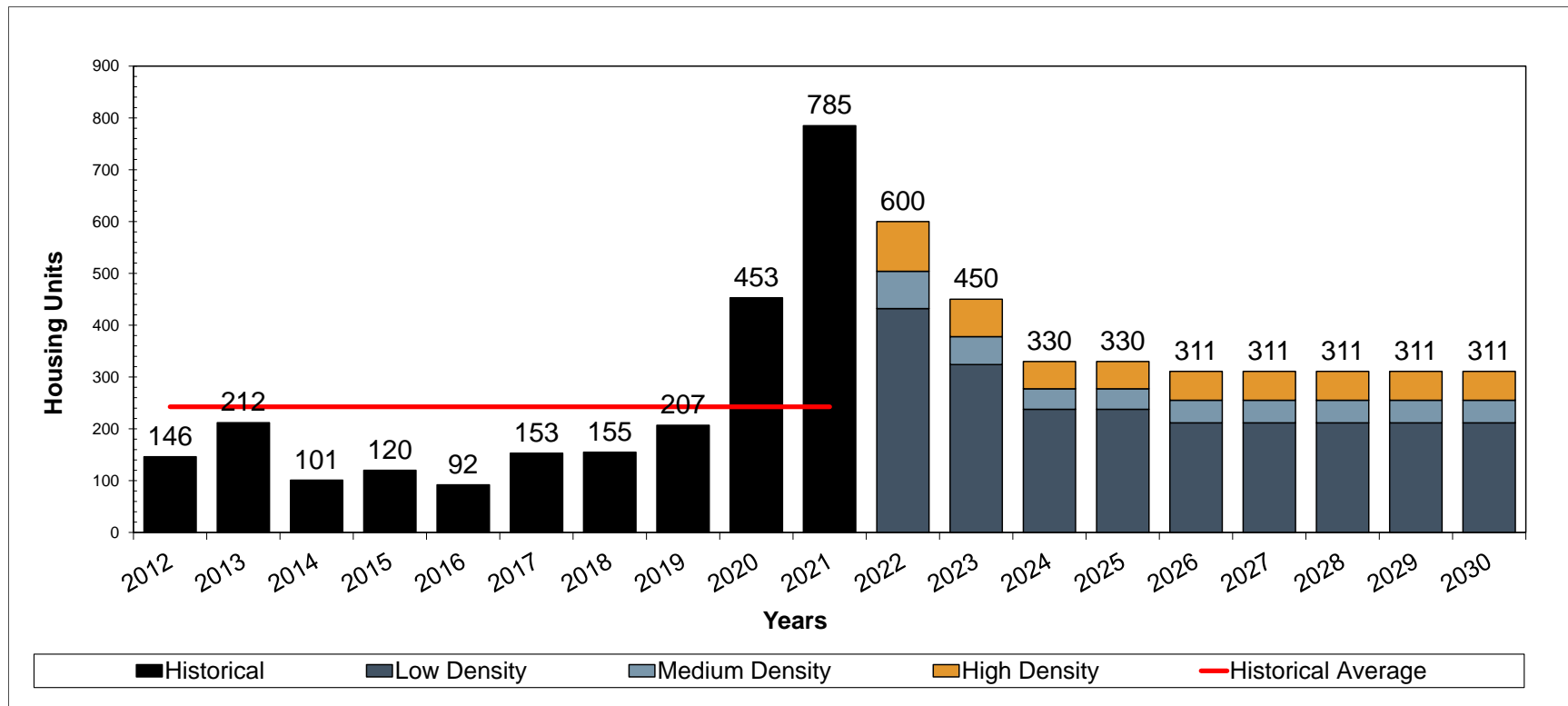
Note<sup>2</sup>: Numbers may not add due to rounding.

Source: Derived from Municipality of Chatham-Kent 2021 Municipal Comprehensive Review, by Watson & Associates Economists Ltd.





Figure A-1  
Municipality of Chatham-Kent  
Annual Housing Forecast<sup>[1]</sup>



<sup>[1]</sup> Growth forecast represents calendar year.

Source: Historical housing activity derived from Municipality of Chatham-Kent building permit data, 2012-2021.



Schedule 2  
Municipality of Chatham-Kent  
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 <sup>[1]</sup>	Apartments <sup>[2]</sup>	Total Residential Units	Gross Population In New Units	Existing Unit Population Change	Net Population Increase, Excluding Institutional	Institutional Population	Net Population Including Institutional
Total Primary Urban Centres	2022 - 2032	2,222	464	605	3,292	8,143	(1,092)	7,051	120	7,171
	2022 - 2041	3,439	834	1,062	5,336	13,055	(2,064)	10,991	266	11,257
Blenheim	2022 - 2032	160	30	0	190	503	(66)	438	7	445
	2022 - 2041	247	54	0	301	794	(124)	670	16	686
Chatham	2022 - 2032	1,590	237	464	2,292	5,688	(670)	5,019	85	5,104
	2022 - 2041	2,461	426	815	3,702	9,090	(1,266)	7,824	189	8,013
Dresden	2022 - 2032	106	25	0	131	343	(38)	306	5	311
	2022 - 2041	163	45	0	208	544	(71)	473	11	484
Ridgetown	2022 - 2032	11	33	27	71	143	(47)	96	2	98
	2022 - 2041	17	58	48	123	248	(89)	159	4	163
Tilbury	2022 - 2032	44	56	23	123	275	(72)	203	3	206
	2022 - 2041	68	100	40	209	463	(137)	326	8	334
Wallaceburg	2022 - 2032	140	33	91	263	610	(153)	457	8	465
	2022 - 2041	217	58	159	434	993	(290)	704	17	721
Wheatley	2022 - 2032	172	51	0	223	580	(46)	533	9	543
	2022 - 2041	266	92	0	358	923	(87)	836	20	856
Total Secondary Urban Centres	2022 - 2032	85	0	0	85	235	(56)	179	3	182
	2022 - 2041	131	0	0	131	364	(106)	257	6	263
Rural	2022 - 2032	147	0	0	147	408	(387)	21	0	21
	2022 - 2041	228	0	0	228	631	(731)	(100)	0	(100)
Municipality of Chatham-Kent	2022 - 2032	2,454	464	605	3,524	8,786	(1,535)	7,251	123	7,374
	2022 - 2041	3,798	834	1,062	5,695	14,050	(2,901)	11,148	272	11,420

<sup>[1]</sup> Includes townhouses and apartments in duplexes.

<sup>[2]</sup> Includes bachelor, 1-bedroom, and 2-bedroom+ apartment units.

Source: Derived from Municipality of Chatham-Kent 2021 Municipal Comprehensive Review, by Watson & Associates Economists Ltd.



### Schedule 3 Municipality of Chatham-Kent Current Year Growth Forecast Mid-2021 to Mid-2022

		Population
Mid 2021 Population		104,316
Occupants of New Housing Units, Mid 2021 to Mid 2022	<i>Units (2)</i>	785
	<i>multiplied by P.P.U. (3)</i>	2,176
	<i>gross population increase</i>	1,708
Occupants of New Equivalent Institutional Units, Mid 2021 to Mid 2022	<i>Units</i>	16
	<i>multiplied by P.P.U. (3)</i>	1,100
	<i>gross population increase</i>	17
Decline in Housing Unit Occupancy, Mid 2021 to Mid 2022	<i>Units (4)</i>	44,190
	<i>multiplied by P.P.U. decline rate (5)</i>	-0.001
	<i>total decline in population</i>	-65
Population Estimate to Mid 2022		105,976
Net Population Increase, Mid 2021 to Mid 2022		1,660

(1) 2016 population based on Statistics Canada Census unadjusted for Census undercount.

(2) Estimated residential units constructed, Mid-2016 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 <sup>1</sup> (P.P.U.)	% Distribution of Estimated Units <sup>2</sup>	Weighted Persons Per Unit Average
<i>Singles &amp; Semi Detached</i>	3.009	47%	1.407
<i>Multiples (6)</i>	1.818	6%	0.104
<i>Apartments (7)</i>	1.400	48%	0.665
Total		100%	2.176

<sup>1</sup> Based on 2016 Census custom database

<sup>2</sup> Based on Building permit/completion activity

(4) 2016 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**  
**Municipality of Chatham-Kent**  
**2031 Growth Forecast**  
**Mid-2022 to Mid-2032**

		Population
Mid 2022 Population		105,976
Occupants of New Housing Units, Mid 2022 to Mid 2032	Units (2)	3,524
	multiplied by P.P.U. (3)	2,493
	gross population increase	8,786
Occupants of New Equivalent Institutional Units, Mid 2022 to Mid 2032	Units	112
	multiplied by P.P.U. (3)	1,100
	gross population increase	123
Decline in Housing Unit Occupancy, Mid 2022 to Mid 2032	Units (4)	44,975
	multiplied by P.P.U. decline rate (5)	-0.034
	total decline in population	-1,535
Population Estimate to Mid 2032		113,350
Net Population Increase, Mid 2022 to Mid 2032		7,374

(1) Mid 2022 Population based on:

2021 Population (104,316) + Mid 2021 to Mid 2022 estimated housing units to beginning of forecast period (785 x 2.176 = 1,708) + (16 x 1.1 = 17) + (44,190 x -0.001 = -65) = 105,976

(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 <sup>1</sup> (P.P.U.)	% Distribution of Estimated Units <sup>2</sup>	Weighted Persons Per Unit Average
<i>Singles &amp; Semi Detached</i>	2.770	70%	1.929
<i>Multiples (6)</i>	2.035	13%	0.268
<i>Apartments (7)</i>	1.725	17%	0.296
<i>one bedroom or less</i>	1.124		
<i>two bedrooms or more</i>	2.176		
Total		100%	2.493

<sup>1</sup> Persons per unit based on adjusted Statistics Canada Custom 2016 Census database.

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

(4) Mid 2022 households based upon 2021 Census (44,190 units) + Mid 2021 to Mid 2022 unit estimate (785 units) = 44,975 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 Municipality of Chatham-Kent Long-Term Growth Forecast Mid-2022 to Mid-2041

			Population
Mid 2022 Population			105,976
Occupants of New Housing Units, Mid 2022 to Mid 2041	Units (2)	5,695	
	multiplied by P.P.U. (3)	2.467	
	gross population increase	14,050	14,050
Occupants of New Equivalent Institutional Units, Mid 2022 to Mid 2041	Units	247	
	multiplied by P.P.U. (3)	1.100	
	gross population increase	272	272
Decline in Housing Unit Occupancy, Mid 2022 to Mid 2041	Units (4)	44,975	
	multiplied by P.P.U. decline rate (5)	-0.064	
	total decline in population	-2,901	-2,901
Population Estimate to Mid 2041			117,397
Net Population Increase, Mid 2022 to Mid 2041			11,421

(1) Mid 2022 Population based on:

2021 Population (104,316) + Mid 2021 to Mid 2022 estimated housing units to beginning of forecast period (785 x 2.176 = 1,708) + (16 x 1.1 = 17) + (44,190 x -0.001 = -65) = 105,976

(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 <sup>1</sup> (P.P.U.)	% Distribution of Estimated Units <sup>2</sup>	Weighted Persons Per Unit Average
<i>Singles &amp; Semi Detached</i>	2.770	66.7%	1.847
<i>Multiples (6)</i>	2.035	14.7%	0.298
<i>Apartments (7)</i>	1.725	18.7%	0.322
<i>one bedroom or less</i> 1.124			
<i>two bedrooms or more</i> 2.176			
Total		100%	2.467

<sup>1</sup> Persons per unit based on Statistics Canada Custom 2016 Census database.

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

(4) Mid 2022 households based upon 2021 Census (44,190 units) + Mid 2021 to Mid 2022 unit estimate (785 units) = 44,975 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 6  
Municipality of Chatham-Kent  
Historical Residential Building Permits  
Years 2012 to 2021

Year	Residential Building Permits			
	Singles & Semi Detached	Multiples <sup>[1]</sup>	Apartments <sup>[2]</sup>	Total
2012	118	15	13	146
2013	113	19	80	212
2014	92	9	0	101
2015	108	7	5	120
2016	69	23	0	92
Sub-total	500	73	98	671
<b>Average (2012 - 2016)</b>	<b>100</b>	<b>15</b>	<b>20</b>	<b>134</b>
% Breakdown	74.5%	10.9%	14.6%	100.0%
2017	101	10	42	153
2018	93	4	58	155
2019	141	29	37	207
2020	211	29	213	453
2021	367	45	373	785
Sub-total	913	117	723	1,753
<b>Average (2017 - 2021)</b>	<b>183</b>	<b>23</b>	<b>145</b>	<b>351</b>
% Breakdown	52.1%	6.7%	41.2%	100.0%
2012 - 2021				
Total	1,413	190	821	2,424
<b>Average</b>	<b>141</b>	<b>19</b>	<b>82</b>	<b>242</b>
% Breakdown	58.3%	7.8%	33.9%	100.0%

<sup>[1]</sup> Includes townhouses and apartments in duplexes.

<sup>[2]</sup> Includes bachelor, 1-bedroom, and 2-bedroom+ apartment units.

Source: Source: Historical housing activity derived from Statistics Canada building permit data for the Municipality of Chatham-Kent, 2012-2021.



Schedule 7  
Municipality of Chatham-Kent  
Person Per Unit by Age and Type of Dwelling  
(2016 Census)

Age of Dwelling	Singles and Semi-Detached						25 Year Average	25 Year Average Adjusted <sup>[3]</sup>
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total		
1-5	-	-	1.684	3.159	4.455	3.009		
6-10	-	-	1.960	2.934	3.722	2.815		
11-15	-	-	1.971	2.801	4.250	2.789		
16-20	-	-	1.923	2.721	3.409	2.662		
20-25	-	-	1.914	2.912	3.947	2.819	2.819	2.770
25-35	-	-	1.802	2.641	3.923	2.564		
35+	-	1.386	1.768	2.539	3.645	2.378		
Total	-	1.381	1.786	2.602	3.739	2.458		

Age of Dwelling	Multiples <sup>[1]</sup>						25 Year Average	25 Year Average Adjusted <sup>[3]</sup>
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total		
1-5	-	-	-	-	-	1.818		
6-10	-	-	-	-	-	1.857		
11-15	-	-	1.789	2.462	-	1.970		
16-20	-	-	1.875	3.000	-	2.480		
20-25	-	-	2.040	-	-	2.256	2.076	2.035
25-35	-	-	1.943	3.115	-	2.483		
35+	-	1.275	1.733	2.826	-	2.075		
Total	-	1.452	1.804	2.873	-	2.149		

Age of Dwelling	Apartments <sup>[2]</sup>						25 Year Average	25 Year Average Adjusted <sup>[3]</sup>
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total		
1-5	-	-	-	-	-	-		
6-10	-	-	-	-	-	-		
11-15	-	-	-	-	-	1.400		
16-20	-	1.091	1.882	-	-	1.944		
20-25	-	1.179	1.808	-	-	1.683	1.676	1.725
25-35	-	1.113	1.525	3.800	-	1.542		
35+	-	1.127	1.697	2.862	-	1.583		
Total	-	1.135	1.682	3.007	-	1.591		

Age of Dwelling	All Density Types						25 Year Average	25 Year Average Adjusted <sup>[3]</sup>
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total		
1-5	-	-	1.633	3.165	4.455	2.841		
6-10	-	-	1.778	2.901	3.722	2.738		
11-15	-	1.250	1.902	2.787	4.250	2.599		
16-20	-	1.200	1.959	2.751	3.409	2.563		
20-25	-	1.231	1.929	2.902	3.900	2.574		
25-35	-	1.117	1.739	2.697	3.778	2.329		
35+	-	1.191	1.750	2.553	3.552	2.244		
Total	-	1.188	1.766	2.617	3.663	2.312		

<sup>[1]</sup> Includes townhouses and apartments in duplexes.

<sup>[2]</sup> Includes bachelor, 1-bedroom and 2-bedroom+ apartments.

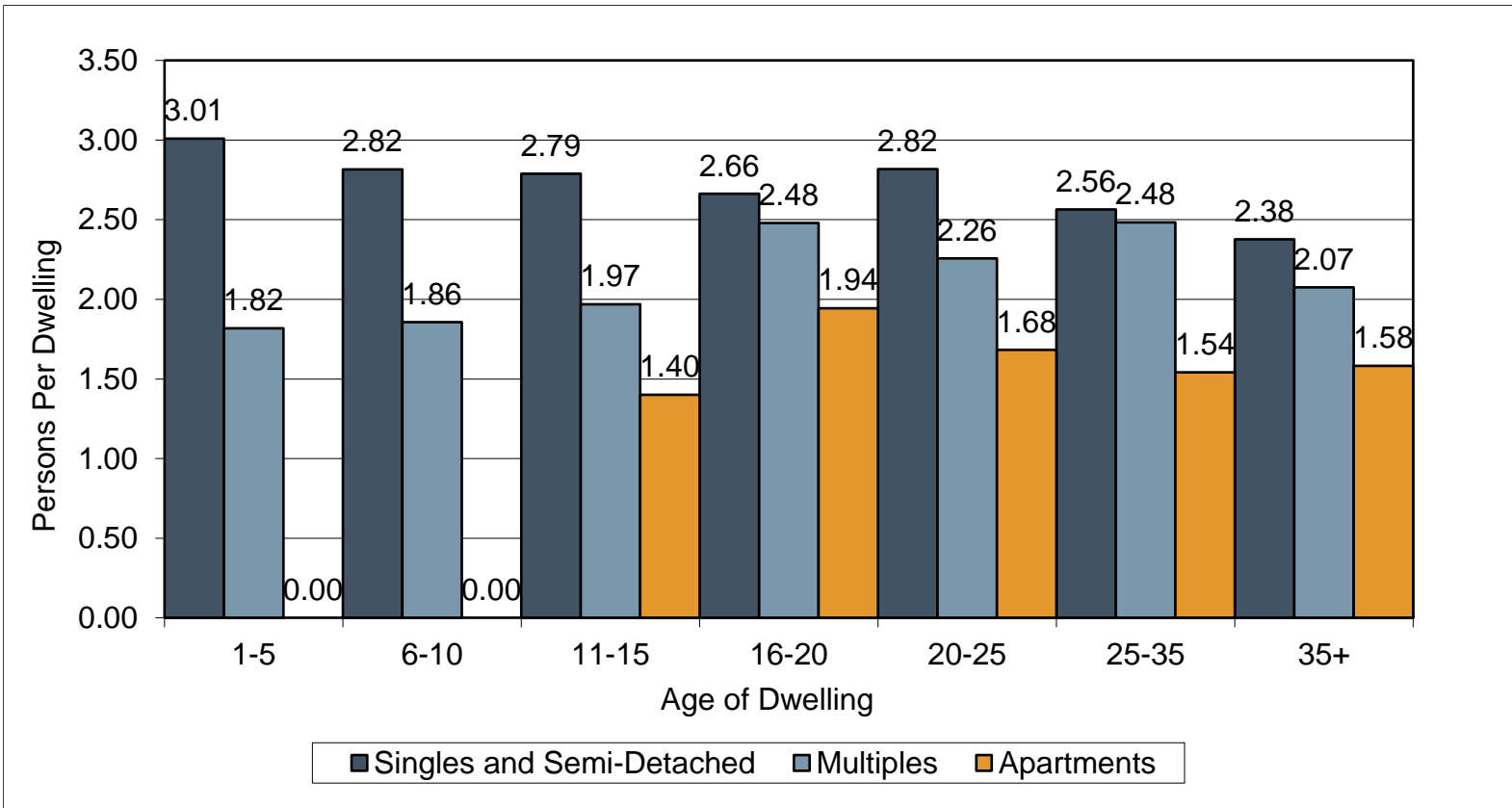
<sup>[3]</sup> Adjusted based on 2001 to 2016 historical trends.

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 8  
Municipality of Chatham-Kent  
Person Per Unit Structural Type and Age of Dwelling  
(2016 Census)







# Schedule 9a Municipality of Chatham-Kent Employment Forecast, 2022 to 2041

Period	Population	Activity Rate						Employment						Employment
		Primary	Work at Home	Industrial	Commercial/ Population Related	Institutional	Total	Primary	Work at Home	Industrial	Commercial/ Population Related	Institutional	Total	Total (Excluding Work at Home)
Mid 2006	108,589	0.017	0.038	0.162	0.150	0.081	0.448	1,900	4,105	17,613	16,243	8,790	48,650	44,545
Mid 2011	104,075	0.015	0.034	0.102	0.136	0.091	0.379	1,565	3,510	10,665	14,205	9,480	39,425	35,915
Mid 2016	102,042	0.019	0.034	0.104	0.134	0.098	0.387	1,905	3,420	10,585	13,635	9,985	39,530	36,110
Mid 2022	105,976	0.019	0.035	0.102	0.126	0.096	0.377	1,969	3,672	10,830	13,320	10,185	39,976	36,304
Mid 2032	113,350	0.019	0.036	0.104	0.129	0.096	0.384	2,119	4,041	11,772	14,669	10,906	43,507	39,466
Mid 2041	117,397	0.019	0.037	0.104	0.130	0.096	0.386	2,193	4,293	12,207	15,312	11,295	45,300	41,007
Incremental Change														
Mid 2006 - Mid 2011	-4,514	-0.002	-0.004	-0.060	-0.013	0.010	-0.069	-335	-595	-6,948	-2,038	690	-9,225	-8,630
Mid 2011 - Mid 2016	-2,033	0.0036	-0.0002	0.0013	-0.0029	0.0068	0.0086	340	-90	-80	-570	505	105	195
Mid 2016 - Mid 2022	3,934	-0.0001	0.0011	-0.0015	-0.0079	-0.0017	-0.0102	64	252	245	-315	200	446	194
Mid 2022 - Mid 2032	7,374	0.0001	0.0010	0.0017	0.0037	0.0001	0.0066	150	369	942	1,349	721	3,531	3,162
Mid 2022 - Mid 2041	11,421	0.0001	0.0019	0.0018	0.0047	0.0001	0.0087	224	621	1,377	1,992	1,110	5,324	4,703
Annual Average														
Mid 2006 - Mid 2011	-903	-0.00049	-0.00082	-0.01194	-0.00262	0.00203	-0.01384	-67	-119	-1,390	-408	138	-1,845	-1,726
Mid 2011 - Mid 2016	-407	0.0007	0.0000	0.0003	-0.0006	0.0014	0.0017	68	-18	-16	-114	101	21	39
Mid 2016 - Mid 2022	656	0.0000	0.0002	-0.0003	-0.0013	-0.0003	-0.0017	11	42	41	-53	33	74	32
Mid 2022 - Mid 2032	737	0.00001	0.00010	0.00017	0.00037	0.00001	0.00066	15	37	94	135	72	353	316
Mid 2022 - Mid 2041	601	0.0000	0.0001	0.0001	0.0002	0.0000	0.0005	11	33	72	105	58	280	248

Source: Derived from Municipality of Chatham-Kent 2021 Municipal Comprehensive Review, by Watson & Associates Economists Ltd.



**Schedule 9b**  
**Municipality of Chatham-Kent**  
**Employment and Gross Floor Area (G.F.A.) Forecast, 2022 to 2041**

Period	Population	Employment					Gross Floor Area in Square Feet (Estimated) <sup>[1]</sup>				
		Primary <sup>[2]</sup>	Industrial	Commercial/ Population Related	Institutional <sup>[3]</sup>	Total	Primary	Industrial	Commercial/ Population Related	Institutional	Total
Mid 2006	108,589	1,900	17,613	16,243	8,790	44,545					
Mid 2011	104,075	1,565	10,665	14,205	9,480	35,915					
Mid 2016	102,042	1,905	10,585	13,635	9,985	36,110					
Mid 2022	105,976	1,969	10,830	13,320	10,177	36,296					
Mid 2032	113,350	2,119	11,772	14,669	10,841	39,401	7,416,500	12,949,200	5,867,600	8,068,800	34,302,100
Mid 2041	117,397	2,193	12,207	15,312	11,160	40,872	7,675,500	13,427,700	6,124,800	8,275,400	35,503,400
<b>Incremental Change</b>											
Mid 2006 - Mid 2011	-4,514	-335	-6,948	-2,038	690	-8,630					
Mid 2011 - Mid 2016	-2,033	340	-80	-570	505	195					
Mid 2016 - Mid 2022	3,934	64	245	-315	192	186					
Mid 2022 - Mid 2032	7,374	150	942	1,349	664	3,105	525,000	1,036,200	539,600	470,200	2,571,000
Mid 2022 - Mid 2041	11,421	224	1,377	1,992	983	4,576	784,000	1,514,700	796,800	676,800	3,772,300
<b>Annual Average</b>											
Mid 2006 - Mid 2011	-903	-67	-1,390	-408	138	-1,726					
Mid 2011 - Mid 2016	-407	68	-16	-114	101	39					
Mid 2016 - Mid 2022	656	11	41	-53	32	31					
Mid 2022 - Mid 2032	737	15	94	135	66	311	52,500	103,620	53,960	47,020	257,100
Mid 2022 - Mid 2041	601	12	72	105	52	241	41,263	79,721	41,937	35,621	198,542

<sup>[1]</sup> Square Foot Per Employee Assumptions

Primary School	3,500
Industrial	1,500
Commercial/Population-Related	550
Institutional	689

<sup>[2]</sup> Primary industry includes bona-fide farming, non-bona-fide farming, and cannabis growing operation related employment.

<sup>[3]</sup> Forecast institutional employment and gross floor area has been adjusted downward to account for employment associated with special care units.

Note: Numbers may not add precisely due to rounding.

Source: Watson & Associates Economists Ltd.



**Schedule 9c**  
**Municipality of Chatham-Kent**  
**Estimate of the Anticipated Amount, Type and Location of**  
**Non-Residential Development for Which Development Charges can be Imposed**

Development Location	Timing	Primary <sup>[1], [2]</sup>	Industrial G.F.A. S.F. <sup>[1]</sup>	Commercial G.F.A. S.F. <sup>[1]</sup>	Institutional G.F.A. S.F. <sup>[1], [3]</sup>	Total Non-Residential G.F.A. S.F.	Employment Increase <sup>[4]</sup>
Total Primary Urban Centres	2022 - 2032	-	917,000	486,600	430,400	1,834,000	2,658
	2022 - 2041	-	1,339,600	722,300	620,600	2,682,500	3,925
Blenheim	2022 - 2032	-	62,200	28,900	25,200	116,300	164
	2022 - 2041	-	90,900	42,900	36,400	170,200	243
Chatham	2022 - 2032	-	591,600	281,700	307,100	1,180,400	1,676
	2022 - 2041	-	864,000	438,900	441,600	1,744,500	2,524
Dresden	2022 - 2032	-	31,100	20,000	17,500	68,600	103
	2022 - 2041	-	45,400	30,100	25,600	101,100	154
Ridgetown	2022 - 2032	-	56,000	18,900	6,800	81,700	108
	2022 - 2041	-	81,800	24,600	10,100	116,500	151
Tilbury	2022 - 2032	-	103,600	46,000	12,800	162,400	227
	2022 - 2041	-	151,500	58,300	19,100	228,900	311
Wallaceburg	2022 - 2032	-	51,800	56,400	30,800	139,000	232
	2022 - 2041	-	75,700	74,700	43,000	193,400	318
Wheatley	2022 - 2032	-	20,700	34,700	30,200	85,600	148
	2022 - 2041	-	30,300	52,800	44,800	127,900	225
Total Secondary Urban Centres	2022 - 2032	-	25,900	19,400	10,600	55,900	87
	2022 - 2041	-	38,800	25,400	14,600	78,800	120
Rural	2022 - 2032	525,000	93,300	33,600	29,200	681,100	360
	2022 - 2041	784,000	136,300	49,100	41,700	1,011,100	531
Municipality of Chatham-Kent	2022 - 2032	525,000	1,036,200	539,600	470,200	2,571,000	3,105
	2022 - 2041	784,000	1,514,700	796,800	676,800	3,772,300	4,576

<sup>[1]</sup> Square Foot Per Employee Assumptions

Primary School	3,500
Industrial	1,500
Commercial/Population-Related	400
Institutional	689

<sup>[2]</sup> Primary industry includes bona-fide farming, non-bona-fide farming, and cannabis growing operation related employment.

<sup>[3]</sup> Forecast institutional employment and gross floor area has been adjusted downward to account for employment associated with special care units.

Note: Numbers may not add precisely due to rounding.

Source: Watson & Associates Economists Ltd.



Schedule 9  
Municipality of Chatham-Kent  
Employment to Population Ratio by Major Employment Sector, 2006 to 2016

NAICS		Year			Change		Comments
		2006	2011	2016	06-11	11-16	
Employment by industry							Categories which relate to local land-based resources
<u>Primary Industry Employment</u>							
11	Agriculture, forestry, fishing and hunting	3,535	3,090	3,195	-445	105	
21	Mining and oil and gas extraction	95	90	110	-5	20	
Sub-total		3,630	3,180	3,305	-450	125	Categories which relate primarily to industrial land supply and demand
<u>Industrial and Other Employment</u>							
22	Utilities	905	1,135	1,085	230	-50	
23	Construction	1,175	1,270	1,235	95	-35	
31-33	Manufacturing	10,835	4,920	5,085	-5,915	165	
41	Wholesale trade	1,945	1,515	1,470	-430	-45	
48-49	Transportation and warehousing	2,185	1,430	1,500	-755	70	
56	Administrative and support	1,225	895	798	-330	-98	
Sub-total		18,270	11,165	11,173	-7,105	8	Categories which relate primarily to population growth within the municipality
<u>Population Related Employment</u>							
44-45	Retail trade	6,040	5,495	5,085	-545	-410	
51	Information and cultural industries	525	515	680	-10	165	
52	Finance and insurance	1,245	1,010	1,020	-235	10	
53	Real estate and rental and leasing	630	635	445	5	-190	
54	Professional, scientific and technical services	1,110	1,235	1,270	125	35	
55	Management of companies and enterprises	40	0	30	-40	30	
56	Administrative and support	1,225	895	798	-330	-98	
71	Arts, entertainment and recreation	830	565	565	-265	0	
72	Accommodation and food services	3,195	2,865	2,995	-330	130	
81	Other services (except public administration)	2,675	2,045	1,860	-630	-185	
Sub-total		17,515	15,260	14,748	-2,255	-513	
<u>Institutional</u>							
61	Educational services	2,580	2,665	2,575	85	-90	
62	Health care and social assistance	4,925	5,310	5,680	385	370	
91	Public administration	1,730	1,845	2,050	115	205	
Sub-total		9,235	9,820	10,305	585	485	
Total Employment		48,650	39,425	39,530	-9,225	105	
Population		108,589	104,075	102,042	-4,514	-2,033	
<u>Employment to Population Ratio</u>							
Industrial and Other Employment		0.17	0.11	0.11	-0.06	0.00	
Population Related Employment		0.16	0.15	0.14	-0.01	0.00	
Institutional Employment		0.09	0.09	0.10	0.01	0.01	
Primary Industry Employment		0.03	0.03	0.03	0.00	0.00	
Total		0.45	0.38	0.39	-0.07	0.01	

Note: 2006-2016 employment figures are classified by the North American Industry Classification System (NAICS) Code.

Source: Statistics Canada Employment by Place of Work.



# 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	10 Year Average Service Standard					Maximum Ceiling LOS
		Cost (per capita)	Quantity (per capita)		Quality (per capita)		
Services Related to a Highway	Services Related to a Highway - Roads	\$17,894.40	0.0217	Lane km of roadways	824,627	per km	204,354,048
	Services Related to a Highway - Sidewalks and Active Transportation	\$496.40	0.0041	km of sidewalks and active transportation	121,073	per km	5,668,888
	Services Related to a Highway - Traffic Signals & Streetlights	\$125.60	0.0012	No. of Traffic Signals	104,667	per signal	1,434,352
	Public Works - Facilities	\$379.82	2.2682	sq.ft. of building area	167	per sq.ft.	4,337,544
	Public Works - Vehicles & Equipment	\$374.16	0.0025	No. of vehicles and equipment	149,664	per vehicle	4,272,907
Fire Protection	Fire Protection Services - Facilities	\$275.01	0.9340	sq.ft. of building area	294	per sq.ft.	3,140,614
	Fire Protection Services - Vehicles & Equipment	\$475.13	0.0008	No. of vehicles	593,913	per vehicle	5,425,985
	Fire Protection Services - Small Equipment and Gear	\$123.07	0.0469	No. of equipment and gear	2,624	per item	1,405,459
Policing	Policing Services - Facilities	\$167.10	0.6579	sq.ft. of building area	254	per sq.ft.	1,908,282
	Policing Services - Vehicles	\$41.93	0.0007	No. of vehicles and equipment	59,900	per vehicle	478,841
	Policing Services - Small Equipment and Gear	\$40.08	0.0042	No. of equipment and gear	9,543	per item	457,714
Parks & Recreation	Parkland Development	\$481.88	0.0061	Acres of Parkland	78,997	per acre	3,553,383
	Parkland Amenities	\$820.98	0.0072	No. of parkland amenities	114,025	per amenity	6,053,907
	Parkland Trails	\$318.77	0.0037	Kilometres of Paths and Trails	86,154	per linear m	2,350,610
	Recreation Facilities	\$1,254.09	4.4404	sq.ft. of building area	282	per sq.ft.	9,247,660
	Parks & Recreation Vehicles and Equipment	\$28.27	0.0007	No. of vehicles and equipment	40,386	per vehicle	208,463
Library	Library Services - Facilities	\$159.69	0.4800	sq.ft. of building area	333	per sq.ft.	1,177,554
	Library Services - Collection Materials	\$123.00	2.9936	No. of library collection items	41	per collection item	907,002
Ambulance	Ambulance Facilities	\$55.53	0.2048	sq.ft. of building area	271	per sq.ft.	409,478
	Ambulance Vehicles	\$36.53	0.0023	No. of vehicles and equipment	15,883	per vehicle	269,372
Waste Diversion	Waste Diversion - Facilities	\$8.18	0.0762	sq.ft. of building area	107	per sq.ft.	60,319
	Waste Diversion - Vehicles & Equipment	\$40.74	0.0002	No. of vehicles and equipment	203,700	per vehicle	300,417
	Waste Diversion - Other	\$7.47	1.0002	No. of items	7	per item	55,084



**Municipality of Chatham-Kent  
Service Standard Calculation Sheet**

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

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Value (\$/Lane km)
Hot-Mix Asphalt Roads	2,205.4	2,205.4	2,205.4	2,205.4	2,205.4	2,214.4	2,214.4	2,214.4	2,214.4	2,214.4	\$832,000
BST (Bituminous Surface Treatment) Roads	26.9	26.9	26.9	26.9	26.9	26.3	26.3	26.3	26.3	26.3	\$152,000
<b>Total</b>	<b>2,232</b>	<b>2,232</b>	<b>2,232</b>	<b>2,232</b>	<b>2,232</b>	<b>2,241</b>	<b>2,241</b>	<b>2,241</b>	<b>2,241</b>	<b>2,241</b>	

Population	103,627	103,246	102,981	102,484	102,043	102,244	102,577	102,897	103,378	104,316
Per Capita Standard	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02

10 Year Average	2012-2021
Quantity Standard	0.0217
Quality Standard	\$824,627
Service Standard	\$17,894

D.C. Amount (before deductions)	2022-2041
Forecast Population	11,420
\$ per Capita	\$17,894
Eligible Amount	\$204,354,048



**Municipality of Chatham-Kent  
Service Standard Calculation Sheet**

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

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Value (\$/km)
Sidewalks (concrete)	390	396	402	408	414	422	426	430	433	433	\$123,000
<b>Total</b>	<b>390</b>	<b>396</b>	<b>402</b>	<b>408</b>	<b>414</b>	<b>422</b>	<b>426</b>	<b>430</b>	<b>433</b>	<b>433</b>	

Population	103,627	103,246	102,981	102,484	102,043	102,244	102,577	102,897	103,378	104,316
Per Capita Standard	0.0038	0.0038	0.0039	0.0040	0.0041	0.0041	0.0042	0.0042	0.0042	0.0042

10 Year Average	2012-2021
Quantity Standard	0.0041
Quality Standard	\$121,073
Service Standard	\$496

D.C. Amount (before deductions)	2022-2041
Forecast Population	11,420
\$ per Capita	\$496
Eligible Amount	\$5,668,888





**Municipality of Chatham-Kent  
Service Standard Calculation Sheet**

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

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Value (\$/item)
Beacon (Overhead)	13	13	14	14	14	15	15	15	15	15	\$12,400
Beacon (Warning/Stop Sign)	23	23	23	23	23	23	24	24	24	24	\$4,600
Pedestrian Crosswalks (PXO-A)	-	-	-	-	-	-	2	3	4	4	\$36,500
Pedestrian Crosswalks (PXO-B)	-	-	-	-	-	-	2	3	5	5	\$52,100
Pedestrian Crosswalks (PXO-C)	4	4	4	4	4	4	1	1	1	1	\$49,300
Pedestrian Signal (Intersection)	8	8	8	8	8	8	10	10	10	10	\$66,400
Pedestrian Signal (Mid-Block)	6	6	7	7	7	7	7	7	7	7	\$66,400
Traffic Signal	64	64	64	64	64	64	66	66	66	66	\$175,000
<b>Total</b>	<b>118</b>	<b>118</b>	<b>120</b>	<b>120</b>	<b>120</b>	<b>121</b>	<b>127</b>	<b>129</b>	<b>132</b>	<b>132</b>	

Population	103,627	103,246	102,981	102,484	102,043	102,244	102,577	102,897	103,378	104,316
Per Capita Standard	0.0011	0.0011	0.0012	0.0012	0.0012	0.0012	0.0012	0.0013	0.0013	0.0013

10 Year Average	2012-2021
Quantity Standard	0.0012
Quality Standard	\$104,667
Service Standard	\$126

D.C. Amount (before deductions)	2022-2041
Forecast Population	11,420
\$ per Capita	\$126
Eligible Amount	\$1,434,352



**Municipality of Chatham-Kent  
Service Standard Calculation Sheet**

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

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
<b>Services Related to a Highway</b>												
Blenheim Storage Garage/Work Centre & Salt Shed (386 Chatham St S, Blenheim)	2,194	2,194	2,194	2,194	2,194	2,194	2,194	2,194	2,194	2,194	\$140	\$169
Bothwell Equipment Depot (376 Walnut St. E, Bothwell)	3,767	3,767	3,767	3,767	3,767	3,767	3,767	3,767	3,767	3,767	\$140	\$169
Chatham Garage/Salt Shed (25 Creek Rd, Chatham (540 Park Ave E))	20,099	20,099	20,099	20,099	20,099	20,099	20,099	20,099	20,099	20,099	\$140	\$162
Chatham TW Works Garage, Storage & Salt Shed (10137 Greenvale Line)	14,940	14,940	15,750	15,750	15,750	15,750	15,750	15,750	15,750	15,750	\$140	\$169
Dover Equip.Depot Storage & Sand/Salt Sheds (25302 Big Pointe Rd, Grande Pointe)	11,940	11,940	11,940	11,940	11,940	11,940	11,940	11,940	11,940	11,940	\$140	\$169
Harwich Equipment Storage Building (21633 Communications Rd)	3,247	3,247	3,247	3,247	3,247	3,247	3,247	3,247	3,247	3,247	\$140	\$169
Harwich Garage & Equipment (10805 Pinehurst Line)	5,119	5,119	5,119	5,119	5,119	5,119	5,119	5,119	5,119	5,119	\$140	\$169
Ridgetown Municipal Garage, Storage & Salt Shed (13337 Reeders Line)	14,569	14,569	14,569	14,569	14,569	14,569	14,569	14,569	14,569	16,629	\$140	\$169
Thamesville Equipment Depot, Storage & Salt Shed (13235 Evergreen Line)	11,990	11,990	11,990	11,990	11,990	11,990	11,990	11,990	11,990	11,990	\$140	\$169
Ridgetown Equipment Storage Building (289 Queen St./Highgate)	7,151	7,151	7,151	7,151	7,151	7,151	7,151	7,151	7,151	7,151	\$140	\$169
Kent County Garage and Salt Sheds (21659 Communication Road, @401)	13,347	13,347	13,347	13,347	13,347	13,347	13,347	13,347	13,347	13,347	\$140	\$169
Raleigh Works Depot, Storage & Salt Shed (21000 A D Shadd Rd.)	13,371	13,371	13,371	13,371	13,371	13,371	13,371	13,371	13,371	13,371	\$140	\$169
Ridgetown Equipment Storage Depot (96 Erie Street North, Ridgetown)	8,200	8,200	8,200	8,200	8,200	8,200	8,200	8,200	8,200	8,200	\$140	\$169
Equipment Depot (4388 Talbot Trail, Port Alma)	4,467	4,467	4,467	4,467	4,467	4,467	4,467	4,467	4,467	4,467	\$140	\$169
Thamesville Works Garage/Storage (Victoria Rd. S.)	2,131	2,131	2,131	2,131	2,131	2,131	2,131	2,131	2,131	2,131	\$140	\$169
Tilbury Equipment Depot, Storage & Slat Shed (4 Tower Street, Tilbury)	6,568	6,568	6,568	6,568	6,568	6,568	6,568	6,568	6,568	6,568	\$140	\$169
Tilbury Garages/Equipment Depot (4394 Middle Line, Merlin)	9,213	9,213	9,213	9,213	9,213	9,213	9,213	9,213	9,213	9,213	\$140	\$169
Tilbury Offices (21462 Coatsworth Rd.)	5,218	5,218	5,218	5,218	5,218	5,218	5,218	5,218	5,218	5,218	\$140	\$169
Wallaceburg Municipal Garage, Storage, Salt Shed (600 Gillard)	15,146	15,146	15,146	15,146	15,146	15,146	15,146	15,146	15,146	15,146	\$140	\$169
Wallaceburg Storage Garage and Salt Shed (105 Arnold St.)	16,348	16,348	16,348	16,348	16,348	16,348	16,348	16,348	-	-	\$140	\$169
Wheatley Equipment Depot (153 La Marsh Street, Wheatley)	2,045	2,045	2,045	2,045	2,045	2,045	2,045	2,045	2,045	2,045	\$140	\$169
<b>Parks &amp; Recreation Services</b>												
Chatham Garage/Salt Shed (25 Creek Rd, Chatham (540 Park Ave E))	11,255	11,255	11,255	11,255	11,255	11,255	11,255	11,255	11,255	11,255	\$140	\$162



**Municipality of Chatham-Kent  
Service Standard Calculation Sheet**

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

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
<b>Water Services</b>												
Blenheim Storage Garage/Work Centre & Salt Shed (386 Chatham St S, Blenheim)	4,388	4,388	4,388	4,388	4,388	4,388	4,388	4,388	4,388	4,388	\$140	\$169
Chatham Garage/Salt Shed (25 Creek Rd, Chatham (540 Park Ave E))	10,049	10,049	10,049	10,049	10,049	10,049	10,049	10,049	10,049	10,049	\$140	\$162
Chatham TW Works Garage, Storage & Salt Shed (10137 Greenvally Line)	830	830	875	875	875	875	875	875	875	875	\$140	\$169
Thamesville Equipment Depot, Storage & Salt Shed (13235 Evergreen Line)	666	666	666	666	666	666	666	666	666	666	\$140	\$169
Wallaceburg Municipal Garage, Storage, Salt Shed (600 Gillard)	1,893	1,893	1,893	1,893	1,893	1,893	1,893	1,893	1,893	1,893	\$140	\$169
<b>Wastewater Services</b>												
Blenheim Storage Garage/Work Centre & Salt Shed (386 Chatham St S, Blenheim)	4,388	4,388	4,388	4,388	4,388	4,388	4,388	4,388	4,388	4,388	\$140	\$169
Chatham Garage/Salt Shed (25 Creek Rd, Chatham (540 Park Ave E))	10,049	10,049	10,049	10,049	10,049	10,049	10,049	10,049	10,049	10,049	\$140	\$162
Chatham TW Works Garage, Storage & Salt Shed (10137 Greenvally Line)	830	830	875	875	875	875	875	875	875	875	\$140	\$169
Wallaceburg Municipal Garage, Storage, Salt Shed (600 Gillard)	1,893	1,893	1,893	1,893	1,893	1,893	1,893	1,893	1,893	1,893	\$140	\$169
<b>Total</b>	<b>237,313</b>	<b>237,313</b>	<b>238,213</b>	<b>238,213</b>	<b>238,213</b>	<b>238,213</b>	<b>238,213</b>	<b>221,865</b>	<b>223,925</b>	<b>223,925</b>		

Population	103,627	103,246	102,981	102,484	102,043	102,244	102,577	102,897	103,378	104,316
Per Capita Standard	2.2901	2.2985	2.3132	2.3244	2.3344	2.3298	2.3223	2.1562	2.1661	2.1466

10 Year Average	2012-2021
Quantity Standard	2.2682
Quality Standard	\$167
Service Standard	\$380

D.C. Amount (before deductions)	2022-2041
Forecast Population	11,420
\$ per Capita	\$380
Eligible Amount	\$4,337,544



**Municipality of Chatham-Kent  
Service Standard Calculation Sheet**

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

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Value (\$/Vehicle)
<b>Services Related to a Highway</b>											
Asphalt Rollers - ARDouble	3	3	2	2	2	2	2	2	2	2	\$46,000
Bucket Trucks	1	1	1	1	1	1	1	1	1	1	\$307,000
Backhoes	8.50	8.50	8.50	8.50	8.50	8.50	8.50	8.50	8.50	8.50	\$145,000
Brush Chippers	8	8	8	8	8	8	8	8	8	8	\$94,300
Mid-Size Cars	3	3	3	3	3	3	3	3	3	3	\$27,100
Dump Trucks - DP3BOX	5	3	4	3	3	3	2	1	1	1	\$75,100
Dump Trucks - DP3BOXAWD/with snow equip.	14	7	15	15	16	17	19	18	21	21	\$168,000
Dump Trucks - DP3BOXAWD	4	3	3	3	3	3	1	1	1	1	\$83,000
Dump Trucks - DP7BOX (With Snow Equipment)	1	1	1	1	1	1	1	1	1	1	\$228,000
Dump Trucks - DP8BOX	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	\$249,000
Dump Trucks - DP8TNDM 10	15	15	15	15	15	15	15	15	16	16	\$373,000
Dump Trucks - DP8ONEWAY	1	1	1	1	1	1	-	-	-	-	\$201,000
Dump Trucks - DP8TWOWAY	11	11	12	12	12	2	1	-	-	-	\$307,000
Dump Trucks - DP8UBODY	15	9	11		17	23	22	22	22	22	\$201,000
Fork Lifts	3	3	3	3	3	3	3	3	3	3	\$25,400
Loaders (FRLDOV2CU)	3	3	3	3	7	7	7	7	7	7	\$201,000
Loaders (FRLDOV2CU)	3	3	3	3	-	-	-	-	-	-	\$201,000
Graders (GRADAOV200)	19	19	19	19	19	19	20	20	20	20	\$445,000
Graders (GRADEA150)	2	2	2	2	2	2	1	1	1	1	\$445,000
Lawn Tractors	1	1	1	1	1	1	1	1	1	1	\$17,100
Leaf Vacuums	3	3	3	3	3	3	3	3	3	3	\$94,300
Mowers	38	38	38	38	38	38	38	38	37	37	\$17,500
Natural Gas Appliances	6	6	6	6	6	6	6	6	6	6	\$17,500
Pickups (Crew)	1.00	1.00	1.00	1.00	1.00	1.00	1.50	1.50	2.00	2.00	\$49,000
Pickups (Full)	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.50	10.50	\$35,300
Pumping Stations	14	14	14	14	14	14	14	14	14	14	\$54,400
Service Vehicles (Open Body)	3	3	3	3	3	3	3	3	3	3	\$115,000
Sewer Flushers/Vactors	1	1	1	1	1	1	1	1	1	1	\$636,000



**Municipality of Chatham-Kent  
Service Standard Calculation Sheet**

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

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Value (\$/Vehicle)
Street Sweepers	5	5	5	5	4	4	4	4	4	4	\$416,000
Stump Cutter	1	-	-	-	-	-	-	-	-	-	\$58,700
Tractors - 28 to 37 HP	2	2	2	2	2	2	2	2	2	2	\$42,700
Tractors - 38 to 45 HP	1	1	1	1	-	-	-	-	-	-	\$57,000
Tractors - 46 to 55 HP	4	2	2	2	-	-	-	-	-	-	\$71,200
Tractors - 56 to 60 HP	2	2	2	2	2	-	-	-	-	-	\$71,200
Tractors - 60 to 75 HP	4	4	4	4	4	4	2	2	2	2	\$99,700
Tractors - over 75 HP	10	10	10	9	9	7	7	6	2	2	\$99,700
Tractors - to 27 HP	2	2	2	2	2	2	2	2	2	2	\$29,600
Tractor - Loader	1	1	1	1	1	1	1	1	1	1	\$201,000
Trailers - CONSPACE	0.5	0.5	0.5	0.5	1.5	1.5	1.5	1.5	1.5	1.5	\$17,500
Trailers - UTFLT15	1	1	1	1	1	1	1	1	1	1	\$7,700
Trailers - UTPOLSING	1	1	1	-	-	-	-	-	1	1	\$7,700
Trailers - UTSINGLE	4	4	3	3	3	2	2	1	1	1	\$7,700
Trailers - UTSINGLETILT	1	1	1	1	1	1	1	1	1	1	\$7,700
Trailers - UTTAND20									6	6	\$14,200
Trailers - UTTR19	5	5	3	3	3	3	3	3	3	3	\$28,500
Articulated Tractor (Trackless)	-	-	-	-	4	4	4	4	4	4	\$132,000
Shoulder De-Burners	-	-	-	-	-	1	1	1	3	3	\$14,200
<b>Water Services</b>											
Backhoes	4.25	4.25	4.25	4.25	4.25	4.25	4.25	4.25	4.25	4.25	\$145,000
Dump Trucks - DP8BOX	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	\$249,000
Pickups (Crew)	0.50	0.50	0.50	0.50	0.50	0.50	0.75	0.75	1.00	1.00	\$49,300
Pickups (Full)	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.25	5.25	\$35,300
Service Vehicles (Open Body)	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	\$115,000
Sewer Flushers/Vactors	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	\$636,000
Trailers - CONSPACE	0.25	0.25	0.25	0.25	0.75	0.75	0.75	0.75	0.75	0.75	\$17,500



**Municipality of Chatham-Kent  
Service Standard Calculation Sheet**

Service: Public Works - Vehicles & Equipment

Unit Measure: No. of vehicles and equipment

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Value (\$/Vehicle)
<b>Wastewater Services</b>											
Backhoes	4.25	4.25	4.25	4.25	4.25	4.25	4.25	4.25	4.25	4.25	\$145,000
Dump Trucks - DP8BOX	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	\$249,000
Pickups (Crew)	0.50	0.50	0.50	0.50	0.50	0.50	0.75	0.75	1.00	1.00	\$49,300
Pickups (Full)	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.25	5.25	\$35,300
Service Vehicles (Open Body)	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	\$115,000
Sewer Flushers/Vactors	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	\$636,000
Trailers - CONSPACE	0.25	0.25	0.25	0.25	0.75	0.75	0.75	0.75	0.75	0.75	\$17,500
<b>Total</b>	<b>270</b>	<b>251</b>	<b>259</b>	<b>245</b>	<b>266</b>	<b>259</b>	<b>254</b>	<b>249</b>	<b>259</b>	<b>259</b>	

Population	103,627	103,246	102,981	102,484	102,043	102,244	102,577	102,897	103,378	104,316
Per Capita Standard	0.0026	0.0024	0.0025	0.0024	0.0026	0.0025	0.0025	0.0024	0.0025	0.0025

10 Year Average	2012-2021
Quantity Standard	0.0025
Quality Standard	\$149,664
Service Standard	\$374

D.C. Amount (before deductions)	2022-2041
Forecast Population	11,420
\$ per Capita	\$374
Eligible Amount	\$4,272,907



**Municipality of Chatham-Kent  
Service Standard Calculation Sheet**

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

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
Fire Station 1 - Chatham	12,883	12,883	12,883	12,883	12,883	12,883	12,883	12,883	12,883	12,883	\$320	\$377
Fire Station 2 - Chatham	3,796	3,796	3,796	3,796	3,796	3,796	3,796	3,796	3,796	3,796	\$220	\$261
Fire Station 3 - Wallaceburg	5,376	5,376	5,376	5,376	5,376	5,376	5,376	5,376	5,376	5,376	\$320	\$377
Fire Station 4 - Dover	6,812	6,812	6,812	6,812	6,812	6,812	6,812	6,812	6,812	6,812	\$170	\$204
Fire Station 5 - Tupperville (Chatham North)	3,621	3,621	3,621	3,621	3,621	3,621	3,621	3,621	3,621	3,621	\$220	\$261
Fire Station 6 - Dresden	6,741	6,741	6,741	6,741	6,741	6,741	6,741	6,741	6,741	6,741	\$320	\$377
Fire Station 7 - Chatham South	3,975	3,975	3,975	3,975	3,975	3,975	3,975	3,975	3,975	3,975	\$170	\$204
Fire Station 8 - Thamesville	5,452	5,452	5,452	5,452	5,452	5,452	5,452	5,452	5,452	5,452	\$220	\$261
Fire Station 9 - Bothwell	3,168	3,168	3,168	3,168	3,168	3,168	3,168	3,168	3,168	3,168	\$170	\$204
Fire Station 10 - Orford	3,920	3,920	3,920	3,920	3,920	3,920	3,920	3,920	3,920	3,920	\$170	\$204
Fire Station 11 - Ridgetown	4,860	4,860	4,860	4,860	4,860	4,860	4,860	4,860	4,860	4,860	\$320	\$377
Fire Station 12 - Harwich North	3,569	3,569	3,569	3,569	3,569	3,569	3,569	3,569	3,569	3,569	\$170	\$204
Fire Station 14 - Erieau	2,660	2,660	2,660	2,660	2,660	2,660	2,660	2,660	2,660	2,660	\$220	\$261
Fire Station 15 - Raleigh North	3,825	3,825	3,825	3,825	3,825	3,825	3,825	3,825	3,825	3,825	\$170	\$204
Fire Station 16 - Raleigh South	3,744	3,744	3,744	3,744	3,744	3,744	3,744	3,744	3,744	3,744	\$170	\$204
Fire Station 17 - Merlin	3,532	3,532	3,532	3,532	3,532	3,532	3,532	3,532	3,532	3,532	\$170	\$204
Fire Station 18 - Blenheim	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	\$320	\$377
Fire Station 19 - Tilbury	7,865	7,865	7,865	7,865	7,865	7,865	7,865	7,865	7,865	7,865	\$320	\$377
Fire Station 20 - Wheatley	4,380	4,380	4,380	4,380	4,380	4,380	4,380	4,380	4,380	4,380	\$220	\$261
<b>Total</b>	<b>96,179</b>	<b>96,179</b>	<b>96,179</b>	<b>96,179</b>	<b>96,179</b>	<b>96,179</b>	<b>96,179</b>	<b>96,179</b>	<b>96,179</b>	<b>96,179</b>		

Population	103,627	103,246	102,981	102,484	102,043	102,244	102,577	102,897	103,378	104,316
Per Capita Standard	0.9281	0.9316	0.9339	0.9385	0.9425	0.9407	0.9376	0.9347	0.9304	0.9220

10 Year Average	2012-2021
Quantity Standard	0.9340
Quality Standard	\$294
Service Standard	\$275

D.C. Amount (before deductions)	2022-2041
Forecast Population	11,420
\$ per Capita	\$275
Eligible Amount	\$3,140,614



**Municipality of Chatham-Kent  
Service Standard Calculation Sheet**

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

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Value (\$/Vehicle)
Fire Pumper Urban	4	4	4	4	4	4	4	4	4	4	\$755,000
Fire Pumper Rural	17	17	17	17	17	17	17	17	17	17	\$755,000
Fire Aerials/Telesquirt	5	5	5	5	5	5	5	6	6	6	\$1,206,000
Fire Platforms/Aerials	2	2	2	2	2	2	2	1	1	1	\$2,082,000
Fire Tankers	17	17	17	17	17	17	17	17	17	17	\$489,000
Fire Rescue	19	19	19	19	19	19	19	19	19	19	\$658,000
Fire Heavy Rescue/Mobile Command Post	1	1	1	1	1	1	1	1	1	1	\$877,000
Administration-Cars	4	4	3	3	2	1	1	1	-	-	\$39,000
Administration-Pickups	3	3	3	3	2	3	3	3	8	8	\$52,000
Fire Prevention Truck / Trailer	1	1	1	1	1	1	1	1	-	-	\$88,000
Boats	6	6	6	6	5	4	4	4	4	4	\$100,000
Boats	1	1	1	1	1	2	2	2	2	2	\$157,000
Boats	1	1	1	1	1	1	1	1	1	1	\$274,000
UTV Kubota Cot and Trailer	-	-	-	-	-	-	1	1	1	1	\$38,000
Fire Admin SUV	-	-	-	-	2	2	2	2	2	2	\$52,000
Fire SUV Light	-	-	-	-	1	1	1	1	1	1	\$39,000
<b>Total</b>	<b>81</b>	<b>81</b>	<b>80</b>	<b>80</b>	<b>80</b>	<b>80</b>	<b>81</b>	<b>81</b>	<b>84</b>	<b>84</b>	

Population	103,627	103,246	102,981	102,484	102,043	102,244	102,577	102,897	103,378	104,316
Per Capita Standard	0.0008	0.0008	0.0008	0.0008	0.0008	0.0008	0.0008	0.0008	0.0008	0.0008

10 Year Average	2012-2021
Quantity Standard	0.0008
Quality Standard	\$593,913
Service Standard	\$475

D.C. Amount (before deductions)	2022-2041
Forecast Population	11,420
\$ per Capita	\$475
Eligible Amount	\$5,425,985





**Municipality of Chatham-Kent  
Service Standard Calculation Sheet**

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

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Value (\$/item)
<b>Career Firefighters:</b>											
Personnel Protective Gear/Uniforms	64	64	64	64	64	64	64	128	128	128	\$6,900
<b>Volunteer Firefighters:</b>											
Personnel Protective Gear	350	350	350	350	350	350	350	350	350	350	\$6,900
Hose - 1.75"	690	690	690	690	690	690	690	690	690	690	\$300
Hose - 2.5"	450	450	450	450	450	450	450	450	450	450	\$400
Hose - 4"	580	580	580	580	580	580	580	580	580	580	\$500
Hose Appliances	936	936	936	936	936	936	936	936	936	936	\$500
Hose Nozzles	209	209	209	209	209	209	209	209	209	209	\$1,100
SCBA refill stations	8	8	8	8	8	8	8	5	5	5	\$47,800
SCBA Equipment	215	215	215	215	215	215	215	215	215	215	\$16,400
SCBA Bottles	462	462	462	462	462	462	462	462	462	462	\$1,800
Bunker Gear Extractor	0	0	0	1	2	3	4	4	7	7	\$15,300
Bunker Gear Dryer	0	0	0	1	2	3	4	4	4	4	\$16,000
LP1000 Defibrillator	30	30	30	30	30	30	30	30	30	30	\$12,000
Fire Extinguisher Training System	1	1	1	1	1	1	1	1	1	1	\$13,000
Thermal Image camera	19	19	19	19	19	19	19	19	22	22	\$8,800
Radio Equipment	57	57	57	57	57	57	57	57	57	57	\$8,300
Portable Radios	211	211	211	211	211	211	211	211	211	211	\$1,300
Volunteer Fire Pagers	350	350	350	350	350	350	350	350	350	350	\$1,300
Air Bags (Set)	19	19	19	19	19	19	19	19	19	19	\$8,200
Chainsaw	19	19	19	19	19	19	19	19	19	19	\$1,300
Rescue saw (Rotary)	16	16	16	16	16	16	16	16	16	16	\$1,800



**Municipality of Chatham-Kent  
Service Standard Calculation Sheet**

Service: Fire Protection Services - Small Equipment and Gear

Unit Measure: No. of equipment and gear

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Value (\$/item)
Positive pressure fan	29	29	29	29	29	29	29	29	29	29	\$7,700
Portable Generator	36	36	36	36	36	36	36	36	36	36	\$7,700
Zetron Communication Centre	1	1	1	1	1	1	1	1	1	1	\$109,600
E-Hydraulic Spreaders	19	19	19	19	19	19	19	19	19	19	\$19,200
E-Hydraulic Cutters	19	19	19	19	19	19	19	19	19	19	\$17,500
E-Hydraulic Rams	19	19	19	19	19	19	19	19	19	19	\$14,200
<b>Total</b>	<b>4,809</b>	<b>4,809</b>	<b>4,809</b>	<b>4,811</b>	<b>4,813</b>	<b>4,815</b>	<b>4,817</b>	<b>4,878</b>	<b>4,884</b>	<b>4,884</b>	

Population	103,627	103,246	102,981	102,484	102,043	102,244	102,577	102,897	103,378	104,316
Per Capita Standard	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05

10 Year Average	2012-2021
Quantity Standard	0.0469
Quality Standard	\$2,624
Service Standard	\$123

D.C. Amount (before deductions)	2022-2041
Forecast Population	11,420
\$ per Capita	\$123
Eligible Amount	\$1,405,459



**Municipality of Chatham-Kent  
Service Standard Calculation Sheet**

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

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
Tilbury	4,085	4,085	4,085	4,085	4,085	4,085	4,085	4,085	4,085	4,085	\$220	\$261
Chatham	41,378	41,378	41,378	41,378	41,378	41,378	41,378	41,378	41,378	41,378	\$220	\$261
Wallaceburg	4,400	4,400	4,400	4,400	4,400	4,400	4,400	4,400	4,400	4,400	\$220	\$261
Dresden	944	944	944	-	-	-	-	-	-	-	\$220	\$261
Ridgetown	2,468	2,468	2,468	2,468	2,468	2,468	2,468	2,468	2,468	2,468	\$220	\$261
Blenheim	995	995	995	995	995	995	995	995	995	995	\$220	\$261
Thamesville	1,028	1,028	1,028	1,028	-	-	-	-	-	-	\$220	\$261
Dillon Road	5,800	5,800	5,800	5,800	5,800	5,800	5,800	8,800	8,800	8,800	\$160	\$192
Communications Road Facility	226	226	226	226	226	226	226	226	226	226	\$220	\$261
Wheatley	180	180	180	-	-	-	-	-	-	-	\$220	\$261
Bothwell	418	418	418	-	-	-	-	-	-	-	\$220	\$261
Erieau	612	612	612	-	-	-	-	-	-	-	\$160	\$192
Office space in Provincial Courthouse	4,754	4,754	4,754	4,754	4,754	4,754	4,754	4,754	4,754	4,754	\$220	\$261
Office Space in St. Clair College	1,233	1,233	1,233	1,233	1,233	1,233	1,233	1,233	1,233	1,233	\$220	\$261
Office in Children's Treatment Centre (CAS)	458	458	458	458	458	458	458	458	458	459	\$220	\$261
<b>Total</b>	<b>68,978</b>	<b>68,978</b>	<b>68,978</b>	<b>66,824</b>	<b>65,796</b>	<b>65,796</b>	<b>65,796</b>	<b>68,796</b>	<b>68,796</b>	<b>68,797</b>		

Population	103,627	103,246	102,981	102,484	102,043	102,244	102,577	102,897	103,378	104,316
Per Capita Standard	0.6656	0.6681	0.6698	0.6520	0.6448	0.6435	0.6414	0.6686	0.6655	0.6595

10 Year Average	2012-2021
Quantity Standard	0.6579
Quality Standard	254
Service Standard	\$167

D.C. Amount (before deductions)	2022-2041
Forecast Population	11,420
\$ per Capita	\$167
Eligible Amount	\$1,908,282



**Municipality of Chatham-Kent  
Service Standard Calculation Sheet**

Service: Policing Services - Vehicles  
Unit Measure: No. of vehicles and equipment

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Value (\$/Vehicle)
Boats (Small)	1	1	1	1	1	1	1	1	1	1	\$33,000
Boats (Large)	1	1	1	1	1	1	1	1	1	1	\$110,000
Motorcycle	1	1	2	2	2	2	2	2	2	2	\$38,000
Trailers	2	2	3	2	2	2	1	1	1	1	\$18,000
Vans	10	10	11	10	10	10	10	11	11	11	\$48,000
Prisoner Van	1	1	1	1	1	1	1	1	1	1	\$63,000
Small SUV - Explorers	3	3	3	4	4	1	1	2	2	2	\$47,000
Big SUV - Tahoes	4	4	4	5	5	8	8	6	6	6	\$65,000
Cars-marked	32	29	31	27	32	32	32	30	32	32	\$48,000
Cars-admin	10	10	10	10	7	6	6	6	6	6	\$48,000
Cars-unmarked-non front line	2	1	1	1	2	1	1	1	1	1	\$42,000
Cars-unmarked-front line	3	3	3	3	2	2	2	5	5	5	\$42,000
Police Command Unit	1	1	1	1	1	1	1	1	1	1	\$647,000
Police Pickup	1	1	1	1	1	1	1	1	1	1	\$49,000
Police Leased Ongoing	7	7	7	7	7	7	7	7	7	7	\$42,000
<b>Total</b>	<b>79</b>	<b>75</b>	<b>80</b>	<b>76</b>	<b>78</b>	<b>76</b>	<b>75</b>	<b>76</b>	<b>78</b>	<b>78</b>	

Population	103,627	103,246	102,981	102,484	102,043	102,244	102,577	102,897	103,378	104,316
Per Capita Standard	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001

10 Year Average	2012-2021
Quantity Standard	0.0007
Quality Standard	\$59,900
Service Standard	\$42

D.C. Amount (before deductions)	2022-2041
Forecast Population	11,420
\$ per Capita	\$42
Eligible Amount	\$478,841



**Municipality of Chatham-Kent  
Service Standard Calculation Sheet**

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

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Value (\$/item)
Equipped Officers - Equipment/Gear	166	166	166	166	166	166	166	166	166	166	\$6,600
Additional Senior Staff Equipment	3	3	3	3	3	3	3	3	3	3	\$3,000
Portable Radios	75	75	75	75	75	90	90	90	90	90	\$10,400
Vehicle Lights and Sirens - Full	31	31	31	31	32	33	33	34	34	34	\$23,500
Vehicle Lights (in Vehicle)	9	9	9	9	8	7	6	6	5	5	\$23,500
Mobile Radios	65	65	65	65	65	54	54	54	54	54	\$16,400
Vehicle Cages	36	36	36	36	36	34	34	34	34	34	\$1,400
K-9 Inserts	2	1	1	1	1	1	1	1	1	1	\$34,300
Radar Equipment - Moving	34	34	34	34	34	34	34	34	34	34	\$3,900
Cruiser Computers	-	-	-	-	-	-	-	34	34	34	\$3,600
<b>Total</b>	<b>421</b>	<b>420</b>	<b>420</b>	<b>420</b>	<b>420</b>	<b>422</b>	<b>421</b>	<b>456</b>	<b>455</b>	<b>455</b>	

Population	103,627	103,246	102,981	102,484	102,043	102,244	102,577	102,897	103,378	104,316
Per Capita Standard	0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.004

10 Year Average	2012-2021
Quantity Standard	0.0042
Quality Standard	\$9,543
Service Standard	\$40

D.C. Amount (before deductions)	2022-2041
Forecast Population	11,420
\$ per Capita	\$40
Eligible Amount	\$457,714



**Municipality of Chatham-Kent  
Service Standard Calculation Sheet**

Service: Parkland Development  
Unit Measure: Acres of Parkland

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Value (\$/Acre)
Parkettes	47.50	47.50	47.50	47.50	47.50	47.50	47.50	47.50	48.00	48.00	\$120,000
Neighbourhood Parks	271.81	271.81	271.81	271.81	271.81	271.81	271.81	271.81	272.00	272.00	\$82,000
Community Parks	300.61	300.61	300.61	300.61	300.61	300.61	300.61	300.61	301.00	301.00	\$71,000
Beaches	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	4.00	4.00	\$71,000
<b>Total</b>	<b>623.67</b>	<b>623.67</b>	<b>623.67</b>	<b>623.67</b>	<b>623.67</b>	<b>623.67</b>	<b>623.67</b>	<b>623.67</b>	<b>625.00</b>	<b>625.00</b>	

Population	103,627	103,246	102,981	102,484	102,043	102,244	102,577	102,897	103,378	104,316
Per Capita Standard	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01

10 Year Average	2012-2021
Quantity Standard	0.0061
Quality Standard	\$78,997
Service Standard	\$482

D.C. Amount (before deductions)	2022-2031
Forecast Population	7,374
\$ per Capita	\$482
Eligible Amount	\$3,553,383



**Municipality of Chatham-Kent  
Service Standard Calculation Sheet**

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

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Value (\$/item)
Spraypads	4	4	4	5	7	8	9	9	10	10	\$220,000
Softball diamonds (lit)	13	13	13	13	13	13	13	13	13	13	\$820,000
Softball diamonds (unlit)	18	18	18	18	18	18	18	18	18	18	\$110,000
Hardball diamonds (lit)	7	7	7	7	7	7	7	7	7	7	\$820,000
Hardball diamonds (unlit)	10	10	10	10	10	10	10	10	10	10	\$110,000
Soccer pitches	23	23	23	23	23	23	23	23	23	23	\$160,000
Tennis Courts	34	34	34	34	34	34	34	34	34	34	\$160,000
Disc Golf	-	-	-	-	-	-	-	1	1	1	\$55,000
Play units	79	80	80	82	82	83	83	83	84	84	\$88,000
Swings/Slides	75	75	75	75	75	75	75	75	75	75	\$11,000
Fit Park Equipment Pieces	-	1	1	2	2	6	6	6	6	6	\$5,500
Picnic Shelters	39	39	39	39	39	38	39	39	39	39	\$55,000
Small Sun Shelters	-	-	2	5	6	8	8	8	8	8	\$22,000
Outdoor Pools	8	8	8	8	8	8	8	8	8	8	\$560,000
Wading Pools	2	2	2	2	2	2	2	2	2	2	\$110,000
Skateboard parks	10	10	10	10	10	10	10	10	10	10	\$270,000
Park Buildings	56	56	56	56	56	56	56	56	56	56	\$110,000
Permanent washrooms	49	48	48	48	48	48	49	49	49	49	\$220,000
Bandshell Chatham Tecumseh Park	1	1	1	1	1	1	1	1	1	1	\$1,100,000
Bandshell Dresden	1	1	1	1	1	1	1	1	1	1	\$50,000
Wallaceburg Fountain	1	1	1	1	1	1	1	1	1	1	\$160,000
Bandshell Wheatley	1	1	1	1	1	1	1	1	1	1	\$55,000
Rotary Park Grandstand	1	1	1	1	1	1	1	1	1	1	\$1,100,000
Boat Launches	6	6	6	6	6	6	6	6	6	6	\$710,000
Boat Docks	269	269	269	269	269	269	269	269	265	265	\$44,000
Basketball Courts	16	16	16	16	16	16	16	16	16	16	\$82,000
<b>Total</b>	<b>723</b>	<b>724</b>	<b>726</b>	<b>733</b>	<b>736</b>	<b>743</b>	<b>746</b>	<b>747</b>	<b>745</b>	<b>745</b>	

Population	103,627	103,246	102,981	102,484	102,043	102,244	102,577	102,897	103,378	104,316
Per Capita Standard	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01

10 Year Average	2012-2021
Quantity Standard	0.0072
Quality Standard	\$114,025
Service Standard	\$821

D.C. Amount (before deductions)	2022-2031
Forecast Population	7,374
\$ per Capita	\$821
Eligible Amount	\$6,053,907



**Municipality of Chatham-Kent  
Service Standard Calculation Sheet**

Service: Parkland Trails  
Unit Measure: Kilometres of Paths and Trails

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Value (\$/ KM)
Paved pathways	25.51	25.51	25.51	25.51	25.51	25.51	28.50	30.80	30.80	30.80	\$380,000
Gravel pathways	9.00	12.80	16.30	20.80	22.20	24.60	31.30	32.00	34.40	34.40	\$140,000
Water Trails	235	235	235	235	235	235	235	235	235	235	\$11,000
Parkland Pathways/Playground Approaches	91	91	91	91	91	91	91	91	91	91	\$180,000
Grass/Natural Pathways	3	3	3	3	3	3	3	3	3	3	\$12,100
Boardwalk-Erieau	1	1	1	1	1	1	1	1	1	1	\$220,000
<b>Total</b>	<b>363.95</b>	<b>367.75</b>	<b>371.25</b>	<b>375.75</b>	<b>377.15</b>	<b>379.55</b>	<b>389.24</b>	<b>392.24</b>	<b>394.64</b>	<b>394.64</b>	

Population	103,627	103,246	102,981	102,484	102,043	102,244	102,577	102,897	103,378	104,316
Per Capita Standard	0.0035	0.0036	0.0036	0.0037	0.0037	0.0037	0.0038	0.0038	0.0038	0.0038

10 Year Average	2012-2021
Quantity Standard	0.0037
Quality Standard	\$86,154
Service Standard	\$319

D.C. Amount (before deductions)	2022-2031
Forecast Population	7,374
\$ per Capita	\$319
Eligible Amount	\$2,350,610





**Municipality of Chatham-Kent  
Service Standard Calculation Sheet**

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

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Value (\$/Vehicle)
Tractor Mowers	8	8	8	8	8	8	8	8	7	7	\$17,500
Tractor Mowers (6ft disc mower)	6	7	7	7	7	7	7	7	7	7	\$17,500
Dump Trucks	2	2	2	2	2	2	2	2	2	2	\$75,100
Service Vehicle	1	1	1	1	1	1	1	1	1	1	\$91,200
ATV/Gator/carts	3	3	3	3	3	3	2	2	2	2	\$26,300
Trailer - single Axle	4	6	5	5	5	6	6	6	6	6	\$7,700
Trailer - tandem axle	4	3	3	3	3	4	4	4	4	4	\$27,400
Tractor <27 HP	5	5	5	5	5	5	3	3	3	3	\$28,500
Tractor <37 HP	5	5	5	5	6	6	6	6	6	6	\$42,700
Tractor <55 HP	4	3	3	3	4	4	4	4	4	4	\$71,200
Ice Resurfacers	11	11	11	11	11	11	11	11	11	11	\$99,800
Service Pickups	8	11	11	11	14	13	13	14	13	13	\$32,800
Service vans	2	2	2	2	2	3	2	2	2	2	\$35,300
Trail Pro - Trail Groomer	-	-	-	-	-	-	-	-	1	1	\$20,800
Trails Trailer	-	-	-	-	-	-	-	-	1	1	\$19,700
Eco Counters- Trail Counters	-	-	-	-	-	-	-	-	3	3	\$6,000
<b>Total</b>	<b>63</b>	<b>67</b>	<b>66</b>	<b>66</b>	<b>71</b>	<b>73</b>	<b>69</b>	<b>70</b>	<b>73</b>	<b>73</b>	

Population	103,627	103,246	102,981	102,484	102,043	102,244	102,577	102,897	103,378	104,316
Per Capita Standard	0.0006	0.0006	0.0006	0.0006	0.0007	0.0007	0.0007	0.0007	0.0007	0.0007

10 Year Average	2012-2021
Quantity Standard	0.0007
Quality Standard	\$40,386
Service Standard	\$28

D.C. Amount (before deductions)	2022-2031
Forecast Population	7,374
\$ per Capita	\$28
Eligible Amount	\$208,463



**Municipality of Chatham-Kent  
Service Standard Calculation Sheet**

Service:  
Unit Measure:

Recreation Facilities  
sq.ft. of building area

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
Blenheim Arena/Community Centre	42,000	42,000	42,000	42,000	42,000	42,000	42,000	42,000	42,000	42,000	\$270	\$305
Bothwell Sports Centre	23,500	23,500	23,500	23,500	23,500	23,500	23,500	23,500	23,500	23,500	\$270	\$305
Memorial Arena - Tweedsmuir Ave. W. - Chatham	34,584	34,584	34,584	34,584	34,584	34,584	34,584	34,584	34,584	34,584	\$270	\$305
W.K. Erickson Arena - Ross Babcock Park	26,700	26,700	26,700	26,700	26,700	26,700	26,700	26,700	26,700	26,700	\$270	\$305
Thames Campus Arena	49,234	49,234	49,234	49,234	49,234	49,234	49,234	49,234	49,234	49,234	\$270	\$305
Ken Houston Memorial Ag Ctr Arena/Community Hall	39,895	39,895	39,895	39,895	39,895	39,895	39,895	39,895	39,895	39,895	\$270	\$305
East Kent Memorial Arena/Community Centre	30,834	30,834	30,834	30,834	30,834	30,834	30,834	30,834	30,834	30,834	\$270	\$305
Tilbury Memorial Arena/Ryder Hall	40,248	40,248	40,248	40,248	40,248	40,248	40,248	40,248	40,248	40,248	\$270	\$305
Wallaceburg Memorial Arena/Community Hall	36,162	36,162	36,162	36,162	36,162	36,162	36,162	39,127	39,127	39,127	\$270	\$305
Wheatley Area Complex Arena/Community Centre	39,000	39,000	39,000	39,000	39,000	39,000	39,000	39,000	39,000	39,000	\$270	\$305
Kinsmen Community Centre - Tweedsmuir Ave. W. - Chatham	16,320	-	-	-	-	-	-	-	-	-	\$270	\$305
Boy Scout Meeting House (Lee St. Tilbury)	4,000	4,000	4,000	4,000	4,000	-	-	-	-	-	\$110	\$129
Tennis Club House (McNaughton Ave. Chatham)	1,785	1,785	1,785	1,785	1,785	1,785	1,785	1,785	1,785	1,785	\$110	\$129
Tupperville Community Centre (Centre Side Rd)	2,043	-	-	-	-	-	-	-	-	-	\$110	\$129
Kinsmen Hall (St. Phillippe)	5,116	5,116	5,116	5,116	5,116	5,116	5,116	5,116	5,116	5,116	\$110	\$129
Ridgetown Youth Centre (26 Ebenezer St. W.)	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	\$270	\$305
Ridgetown Lawn Bowling Clubhouse (9 Ebenezer St.)	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	\$110	\$129
Brunner Ctr (Thamesville Community Hall, Wallace St.)	2,060	2,060	2,060	2,060	2,060	2,060	2,060	2,060	2,060	2,060	\$270	\$305
Tilbury Lawn Bowling Clubhouse (Stewart Ave)	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	\$110	\$129
Marina Centre (3 Allen St.)	3,203	3,203	3,203	3,203	3,203	3,203	3,203	3,203	3,203	3,203	\$330	\$371
Blenheim Gym Club (36 Anger St.)	4,497	4,497	4,497	-	-	-	-	-	-	-	\$270	\$305
Bothwell Scout Hall (N/S Oak St. E.)	1,624	1,624	1,624	1,624	1,624	1,624	1,624	1,624	1,624	1,624	\$110	\$129
Ridgetown Senior Citizen Centre	1,394	1,394	1,394	1,394	1,394	1,394	1,394	1,394	1,394	1,394	\$270	\$305
Active Lifestyle Centre (Merritt Ave, Chatham)	16,898	16,898	16,898	16,898	16,898	16,898	16,898	16,898	16,898	16,898	\$270	\$305
Merlin Community Hall	7,200	7,200	7,200	7,200	7,200	7,200	7,200	7,200	7,200	7,201	\$270	\$305
Morpeth Community Hall (12579 Talbot Trail)	3,280	3,280	3,280	3,280	3,280	3,280	3,280	3,280	3,280	3,280	\$270	\$305
Gable Rees Rotary Pool - Blenheim	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	\$270	\$305
Wallaceburg/Sydenham District Indoor Pool (Wall St. & Lorne Ave., Wallaceburg)	9,687	9,687	9,687	9,687	9,687	9,687	9,687	9,687	9,687	9,687	\$270	\$305



**Municipality of Chatham-Kent  
Service Standard Calculation Sheet**

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

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
Chatham Lawn Bowling Club	1,792	1,792	1,792	1,792	1,792	1,792	1,792	1,792	1,792	1,792	\$110	\$129
<b>Total</b>	<b>478,056</b>	<b>459,693</b>	<b>459,693</b>	<b>455,196</b>	<b>455,196</b>	<b>451,196</b>	<b>451,196</b>	<b>454,161</b>	<b>454,161</b>	<b>454,162</b>		

Population	103,627	103,246	102,981	102,484	102,043	102,244	102,577	102,897	103,378	104,316
Per Capita Standard	4.6132	4.4524	4.4639	4.4416	4.4608	4.4129	4.3986	4.4137	4.3932	4.3537

10 Year Average	2012-2021
Quantity Standard	4.4404
Quality Standard	\$282
Service Standard	\$1,254

D.C. Amount (before deductions)	2022-2031
Forecast Population	7,374
\$ per Capita	\$1,254
Eligible Amount	\$9,247,660



**Municipality of Chatham-Kent  
Service Standard Calculation Sheet**

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

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
Blenheim	3,510	3,510	3,510	3,510	3,510	3,510	3,510	3,510	3,510	3,510	\$280	\$345
Bothwell	1,620	1,620	1,620	1,620	1,620	1,620	1,620	1,620	1,620	1,620	\$220	\$273
Chatham	22,960	22,960	22,960	22,960	22,960	22,960	22,960	22,960	22,960	22,960	\$280	\$345
Dresden	4,125	4,125	4,125	4,125	4,125	4,125	4,125	4,125	4,125	4,125	\$280	\$345
Erieau	850	850	850	850	850	850	850	850	850	850	\$220	\$273
Highgate	700	700	700	700	700	700	700	700	700	700	\$220	\$273
Merlin	1,120	1,120	1,120	1,120	1,120	1,120	1,120	1,120	1,120	1,120	\$220	\$273
Ridgetown	2,007	2,007	2,007	2,007	2,007	2,007	2,007	2,007	2,007	2,007	\$280	\$345
Thamesville	2,797	2,797	2,797	2,797	2,797	2,797	2,797	2,797	2,797	2,797	\$220	\$273
Tilbury	2,185	2,185	2,185	2,185	2,185	2,185	2,185	2,185	2,185	2,185	\$280	\$345
Wallaceburg	6,185	6,185	6,185	6,185	6,185	6,185	6,185	6,185	6,185	6,185	\$280	\$345
Wheatley	1,370	1,370	1,370	1,370	1,370	1,370	1,370	1,370	1,370	1,370	\$220	\$273
<b>Total</b>	<b>49,429</b>	<b>49,429</b>	<b>49,429</b>	<b>49,429</b>	<b>49,429</b>	<b>49,429</b>	<b>49,429</b>	<b>49,429</b>	<b>49,429</b>	<b>49,429</b>		

Population	103,627	103,246	102,981	102,484	102,043	102,244	102,577	102,897	103,378	104,316
Per Capita Standard	0.4770	0.4788	0.4800	0.4823	0.4844	0.4834	0.4819	0.4804	0.4781	0.4738

10 Year Average	2012-2021
Quantity Standard	0.4800
Quality Standard	\$333
Service Standard	\$160

D.C. Amount (before deductions)	2022-2031
Forecast Population	7,374
\$ per Capita	\$160
Eligible Amount	\$1,177,554



**Municipality of Chatham-Kent  
Service Standard Calculation Sheet**

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

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2021 Value (\$/item)	2022 Value (\$/item)
English volumes	324,410	331,602	284,271	229,901	286,649	218,169	193,318	184,457	186,585	186,585	\$36	\$39
French volumes	3,996	4,056	4,776	5,963	5,579	3,863	3,824	3,719	3,661	3,661	\$59	\$65
Other language volumes	1,666	1,417	3,051	3,993	3,680	3,962	3,807	2,552	2,663	2,663	\$36	\$39
Periodicals	9,283	7,337	9,372	6,783	178	6,075	137	120	121	121	\$22	\$24
Electronic Periodicals	45,736	45,973	52,292	49,256	2,336	2,927	3,730	2,745	8,984	8,984	\$9	\$10
Reference Volumes	3,061	2,647	4,417	3,040	2,881	2,721	2,657	2,600	2,586	2,586	\$109	\$119
Microforms	50	50	52	52	53	54	54	54	5,347	5,347	\$73	\$80
Audio Visual items	21,078	23,973	25,645	27,609	28,879	29,925	29,137	29,775	31,973	31,973	\$51	\$56
3D Printers	-	-	-	1	1	3	3	4	4	4	\$2,200	\$2,400
Cricut	-	-	-	-	-	-	-	-	2	2	\$500	\$548
Microform reader/printers - Scan Pro	-	-	1	2	3	4	6	7	8	8	\$11,525	\$12,600
E-Subscriptions - download	-	-	-	2	2	2	2	2	2	2	\$17,924	\$19,600
E-Subscriptions - streaming	-	-	-	2	3	3	4	4	3	3	\$130,000	\$142,000
Play Packs - started in 2009	16	18	20	22	24	26	28	30	30	30	\$375	\$411
Story Kits - started in 2008	56	66	76	86	96	106	116	126	128	128	\$500	\$548
STEM Kits - started in 2019	-	-	-	-	-	-	-	9	9	9	\$400	\$438
Instruments - Ukulele includes 1 instrument	-	-	-	-	-	-	-	-	4	4	\$160	\$175
Instruments - Ukulele includes 4 instruments	-	-	-	-	-	-	3	3	3	3	\$600	\$658
Early Literacy Stations	6	6	6	6	6	6	6	6	7	7	\$3,295	\$3,600
Café book scanner	-	-	-	-	-	1	1	1	1	1	\$4,120	\$4,500
Book Club Kits	-	-	-	12	12	12	12	12	12	12	\$250	\$274
Binge boxes	-	-	-	-	-	-	-	-	18	18	\$100	\$110
<b>Total</b>	<b>409,358</b>	<b>417,145</b>	<b>383,979</b>	<b>326,730</b>	<b>330,382</b>	<b>267,859</b>	<b>236,845</b>	<b>226,226</b>	<b>242,151</b>	<b>242,151</b>		

Population	103,627	103,246	102,981	102,484	102,043	102,244	102,577	102,897	103,378	104,316
Per Capita Standard	3.95	4.04	3.73	3.19	3.24	2.62	2.31	2.20	2.34	2.32

10 Year Average	2012-2021
Quantity Standard	2.9936
Quality Standard	\$41
Service Standard	\$123

D.C. Amount (before deductions)	2022-2031
Forecast Population	7,374
\$ per Capita	\$123
Eligible Amount	\$907,002



**Municipality of Chatham-Kent  
Service Standard Calculation Sheet**

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

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
Tilbury	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	\$320	\$360
Chatham	10,600	10,600	10,600	10,600	10,600	10,600	10,600	10,600	10,600	10,600	\$220	\$250
Wallaceburg	1,960	1,960	1,960	1,960	1,960	1,960	1,960	1,960	1,960	1,960	\$220	\$250
Ridgetown	2,567	2,567	2,567	2,567	2,567	2,567	2,567	2,567	2,567	2,567	\$220	\$250
Thamesville	1,900	1,900	1,900	1,900	1,900	1,900	1,900	1,900	1,900	1,900	\$220	\$250
Blenheim	1,260	1,260	1,260	1,260	1,260	1,260	1,260	1,260	1,260	1,260	\$320	\$360
<b>Total</b>	<b>21,087</b>	<b>21,087</b>	<b>21,087</b>	<b>21,087</b>	<b>21,087</b>	<b>21,087</b>	<b>21,087</b>	<b>21,087</b>	<b>21,087</b>	<b>21,087</b>		

Population	103,627	103,246	102,981	102,484	102,043	102,244	102,577	102,897	103,378	104,316
Per Capita Standard	0.2035	0.2042	0.2048	0.2058	0.2066	0.2062	0.2056	0.2049	0.2040	0.2021

10 Year Average	2012-2021
Quantity Standard	0.2048
Quality Standard	\$271
Service Standard	\$56

D.C. Amount (before deductions)	2022-2031
Forecast Population	7,374
\$ per Capita	\$56
Eligible Amount	\$409,478



**Municipality of Chatham-Kent  
Service Standard Calculation Sheet**

Service: Ambulance Vehicles  
Unit Measure: No. of vehicles and equipment

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Value (\$/Vehicle)
Single Cot Ambulance	6	13	13	13	13	13	13	13	13	13	\$204,000
Dual Cot Ambulance	7	-	-	-	-	-	-	-	-	-	\$204,000
Chevrolet Pick-up Truck	1	1	1	1	1	1	1	1	-	-	\$50,000
Emergency Response Unit	1	1	1	1	1	1	1	1	2	2	\$93,000
Ford Response Pickup	-	-	-	-	-	-	-	-	1	1	\$71,000
EMS Quest Mobile Trailer	-	-	-	-	-	-	1	1	1	1	\$112,000
Ford Escape/ Medavie Fire Para Unit	-	-	-	-	-	-	-	-	1	1	\$42,000
<b>Miscellaneous Equipment</b>											
Defibrillators	15	15	15	15	15	15	15	17	17	17	\$37,300
EZ Glide Stair Chairs	14	14	14	14	14	14	14	14	14	14	\$3,500
Portable suction units	13	13	13	13	13	13	13	13	13	13	\$860
EMS Equipment Bags	13	13	13	13	13	13	13	13	13	13	\$1,500
APOLLO Simulator	-	-	-	-	1	1	1	1	1	1	\$108,900
Public Access Defibrillator	-	-	-	-	-	-	15	15	15	15	\$5,300
Backboards	30	30	30	30	30	30	30	30	30	30	\$550
Scoop Stretchers	15	15	15	15	15	15	15	15	15	15	\$1,300
Bariatric Patient Movers	13	13	13	13	13	13	13	13	13	13	\$880
KED Board	26	26	26	26	26	26	26	26	26	26	\$410
Sager Splints	13	13	13	13	13	13	13	13	13	13	\$440
PEDI Mate	13	13	13	13	13	13	13	13	13	13	\$270
Laptops	16	16	16	16	16	16	16	16	16	16	\$2,200
Ipads/Tablets	-	-	-	-	-	13	13	13	13	13	\$1,300
Defib Perch	13	13	13	13	13	13	13	13	13	13	\$1,300
Canvas & Pole Set	13	13	13	13	13	13	13	13	13	13	\$380
<b>Total</b>	<b>222</b>	<b>222</b>	<b>222</b>	<b>222</b>	<b>223</b>	<b>236</b>	<b>252</b>	<b>254</b>	<b>256</b>	<b>256</b>	

Population	103,627	103,246	102,981	102,484	102,043	102,244	102,577	102,897	103,378	104,316
Per Capita Standard	0.002	0.002	0.002	0.002	0.002	0.002	0.003	0.003	0.003	0.003

<b>10 Year Average</b>	<b>2012-2021</b>
Quantity Standard	0.0023
Quality Standard	\$15,883
Service Standard	\$37

<b>D.C. Amount (before deductions)</b>	<b>2022-2031</b>
Forecast Population	7,374
\$ per Capita	\$37
Eligible Amount	\$269,372



**Municipality of Chatham-Kent  
Service Standard Calculation Sheet**

Service: Waste Diversion - Facilities - Stations/Depots  
Unit Measure: sq.ft. of building area

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2022 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
<b>Transfer Stations</b>												
Harwich	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	\$82	\$107
Wallaceburg	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	\$82	\$125
Chatham Township	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	\$82	\$97
Tilbury East	3,900	3,900	3,900	3,900	3,900	3,900	3,900	3,900	3,900	3,900	\$82	\$101
Dover	3,900	3,900	3,900	3,900	3,900	3,900	3,900	3,900	3,900	3,900	\$82	\$104
<b>Total</b>	<b>20,800</b>	<b>20,800</b>	<b>20,800</b>	<b>20,800</b>	<b>20,800</b>	<b>20,800</b>	<b>20,800</b>	<b>20,800</b>	<b>20,800</b>	<b>20,800</b>		
Percentage attributable to Waste Diversion versus Landfill (based on tonnage)	38%	38%	38%	38%	38%	38%	38%	38%	38%	38%		
<b>Total Eligible Portion of Facilities</b>	<b>7,844</b>	<b>7,844</b>	<b>7,844</b>	<b>7,844</b>	<b>7,844</b>	<b>7,844</b>	<b>7,844</b>	<b>7,844</b>	<b>7,844</b>	<b>7,844</b>		

Population	104,075	103,627	103,246	102,981	102,484	102,043	102,244	102,577	102,897	103,378
Per Capita Standard	0.0754	0.0757	0.0760	0.0762	0.0765	0.0769	0.0767	0.0765	0.0762	0.0759

<b>10 Year Average</b>	<b>2012-2021</b>
Quantity Standard	0.0762
Quality Standard	\$107
Service Standard	\$8

<b>D.C. Amount (before deductions)</b>	<b>2022-2031</b>
Forecast Population	7,374
\$ per Capita	\$8
Eligible Amount	\$60,319





**Municipality of Chatham-Kent  
Service Standard Calculation Sheet**

Service: Waste Diversion - Vehicles & Equipment  
Unit Measure: No. of vehicles and equipment

Description	Percentage Attributable to Diversion	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Value (\$/Vehicle)
<b>Owned Vehicles/Equipment:</b>												
Compactors	37.7%	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	\$49,300
Scale	37.7%	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	\$384,000
Backhoe	37.7%	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	\$65,800
Lift Truck	37.7%	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	\$27,400
Pay Loader	37.7%	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	\$87,700
<b>Contracted Vehicles:</b>												
Recycling Side Loader Trucks	100%	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	\$438,000
Roll off Trucks	37.7%	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	\$241,000
<b>Site Trailers</b>												
Orford	37.7%	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	\$1,100
Wallaceburg	37.7%	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	\$11,000
Chatham	37.7%	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	\$1,100
Romney	37.7%	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	\$1,100
<b>Total</b>		<b>17</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>17</b>	

Population		103,627	103,246	102,981	102,484	102,043	102,244	102,577	102,897	103,378	104,316
Per Capita Standard		0.0002	0.0002	0.0002	0.0002	0.0002	0.0002	0.0002	0.0002	0.0002	0.0002

10 Year Average	2012-2021
Quantity Standard	0.0002
Quality Standard	\$203,700
Service Standard	\$41

D.C. Amount (before deductions)	2022-2031
Forecast Population	7,374
\$ per Capita	\$41
Eligible Amount	\$300,417



**Municipality of Chatham-Kent  
Service Standard Calculation Sheet**

Service: Waste Diversion - Other  
Unit Measure: No. of items

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Value (\$/item)
Rolling Toter	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	\$55
Blue Box	68,000	68,000	68,000	68,000	68,000	68,000	68,000	68,000	68,000	68,000	\$7
Black Box	34,000	34,000	34,000	34,000	34,000	34,000	34,000	34,000	34,000	34,000	\$7
<b>Total</b>	<b>103,000</b>	<b>103,000</b>	<b>103,000</b>	<b>103,000</b>	<b>103,000</b>	<b>103,000</b>	<b>103,000</b>	<b>103,000</b>	<b>103,000</b>	<b>103,000</b>	
Percentage attributable to Eligible Portion	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
<b>Total Eligible Portion of Facilities</b>	<b>103,000</b>	<b>103,000</b>	<b>103,000</b>	<b>103,000</b>	<b>103,000</b>	<b>103,000</b>	<b>103,000</b>	<b>103,000</b>	<b>103,000</b>	<b>103,000</b>	

Population	103,627	103,246	102,981	102,484	102,043	102,244	102,577	102,897	103,378	104,316
Per Capita Standard	0.99	1.00	1.00	1.01	1.01	1.01	1.00	1.00	1.00	0.99

10 Year Average	2012-2021
Quantity Standard	1.0002
Quality Standard	\$7
Service Standard	\$7

D.C. Amount (before deductions)	2022-2031
Forecast Population	7,374
\$ per Capita	\$7
Eligible Amount	\$55,084



# Appendix C

## Long-Term Capital and Operating Cost Examination



# Appendix C: Long-Term Capital and Operating Cost Examination

## Municipality of Chatham-Kent 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 D.C. background study. 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 Municipality's approved 2020 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:

Asset	Lifecycle Cost Factors	
	Average Useful Life	Factor
Facilities	50	0.01182321
Services Related to a Highway	50	0.01182321
Parkland Development	30	0.024649922
Vehicles	15	0.057825472
Small Equipment & Gear	10	0.091326528
Library Materials	10	0.091326528



Table C-1 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 Municipal 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-1**  
**Municipality of Chatham-Kent**  
**Operating and Capital Expenditure Impacts for Future Capital Expenditures**

SERVICE/CLASS OF SERVICE	GROSS COST LESS BENEFIT TO EXISTING	ANNUAL LIFECYCLE EXPENDITURES	ANNUAL OPERATING EXPENDITURES	TOTAL ANNUAL EXPENDITURES
<b>1. Services Related to a Highway</b>				
1.1 Roads and Related	151,293,900	5,379,224	4,011,638	9,390,862
1.2 Public Works (Facilities and Fleet)	2,125,000	106,178	1,650,426	1,756,604
<b>2. Fire Protection Services</b>				
2.1 Fire facilities, vehicles & equipment	3,687,400	236,578	2,062,627	2,299,205
<b>3. Policing Services</b>				
3.1 Facilities, vehicles and equipment, small equipment and gear	209,000	19,160	3,523,483	3,542,643
<b>4. Parks and Recreation Services</b>				
4.1 Park development, amenities, trails and recreation facilities	11,212,000	675,177	1,002,532	1,677,709
<b>5. Library Services</b>				
5.1 Library facilities, materials and vehicles	3,300,000	144,770	340,833	485,603
<b>6. Growth Studies</b>				
6.1 Services Related to a Highway	746,076	-	-	-
6.2 Waste Diversion Services	55,394	-	-	-
6.3 Policing Services	110,600	-	-	-
6.4 Fire Protection Services	253,926	-	-	-
6.5 Ambulance Services	112,849	-	-	-
6.6 Library Services	128,672	-	-	-
6.7 Parks and Recreation Services	175,383	-	-	-
<b>7. Ambulance</b>				
7.1 Ambulance facilities, vehicles and equipment	260,000	28,940	985,942	1,014,882
<b>8. Waste Diversion</b>				
8.1 Waste diversion facilities, vehicles, equipment and other	203,000	22,600	137,234	159,834
<b>Total</b>	<b>173,873,200</b>	<b>6,612,627</b>	<b>13,714,714</b>	<b>20,327,341</b>



# 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; section 7, 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) 2-8).
- 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. The D.C.A. does not prescribe how the statement is to be made available to the public. We would recommend that a resolution of Council make the statement available on the municipality’s website or upon request.

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.

Based upon the above, Figure 1 and Attachments 1 and 2, set out the format for which annual reporting to Council should be provided.

## **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 1**  
**Municipality of Chatham-Kent**  
**Annual Treasurer's Statement of Development Charge Reserve Funds**

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

<sup>1</sup> Source of funds used to repay the D.C. reserve fund

<sup>2</sup> See Attachment 1 for details

<sup>3</sup> 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.



**Attachment 1**  
**Municipality of Chatham-Kent**  
**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		Other Reserve/Reserve Fund Draws	Tax Supported Operating Fund Contributions	Rate Supported Operating Fund Contributions	Debt Financing	Grants, Subsidies Other Contributions
		D.C. Reserve Fund Draw	D.C. Debt Financing	Grants, Subsidies Other Contributions	Post-Period Benefit/ Capacity Interim Financing	Grants, Subsidies Other Contributions					
<b>Services Related to a Highway</b>											
Capital Cost A											
Capital Cost B											
Capital Cost C											
<b>Sub-Total - Services Related to Highways</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Fire Protection Services</b>											
Capital Cost D											
Capital Cost E											
Capital Cost F											
<b>Sub-Total - Fire Protection Services</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Parks and Recreation Services</b>											
Capital Cost G											
Capital Cost H											
Capital Cost I											
<b>Sub-Total - Parks and Recreation Services</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Amount Transferred to Operating (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
<b>Services Related to a Highway</b>									
Capital Cost J									
Capital Cost K									
Capital Cost L									
<b>Sub-Total - Services Related to a Highway</b>	\$0	\$0	\$0	\$0	\$0		\$0	\$0	
<b>Fire Protection Services</b>									
Capital Cost M									
Capital Cost N									
Capital Cost O									
<b>Sub-Total - Fire</b>	\$0	\$0	\$0	\$0	\$0		\$0	\$0	
<b>Parks and Recreation Services</b>									
Capital Cost P									
Capital Cost Q									
Capital Cost R									
<b>Sub-Total - Parks and Recreation</b>	\$0	\$0	\$0	\$0	\$0		\$0	\$0	



**Attachment 2**  
**Municipality of Chatham-Kent**  
**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					



# Appendix E

## Local Service Policy



## Appendix E: Local Service Policy

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, Parkland Development, Water, Wastewater, and Stormwater Management Works. The guidelines outline, in general terms, the size and nature of engineered 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. Each application will be considered, however, in the context of these policy guidelines and subsection 59 (2) of the *Development Charges Act, 1997*, S.O. 1997, c. 27 (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.

### A. 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, thereby achieving a complete street. A complete street is the concept whereby a highway is planned, designed, operated and maintained to enable pedestrians, cyclists, public transit users and motorists to safely and comfortably be moved, thereby allowing for the efficient movement of persons and goods.

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; storm water drainage systems; traffic control systems and pedestrian crossover systems; active transportation facilities (e.g. sidewalks, multi-use trails, cycle facilities, bike lanes etc.); transit lanes, stops and amenities; roadway illumination systems; boulevard and median surfaces (e.g. sod & topsoil, paving, etc.); street trees



including support systems and landscaping/streetscaping; parking lanes and driveway entrances; noise attenuation systems; railings and safety barriers.

For the purpose of interpreting this guideline the following meanings will be used.

Local roads – The primary function of these roads is to provide direct access to adjacent lands and provide for on-street parking. Through vehicular movements are discouraged by the design and traffic control measures. Right-of-way widths are generally 20 metres.

Collector roads - These roads are intended to serve both through and land-access functions in relatively equal proportions. Collector roads are subdivided into urban and rural categories. Right-of-way widths generally range from 22 metres to 24 metres.

Arterial roads – These roads primarily provide service for through-traffic movement. Although some land-access service may be accommodated off arterial roads, it is clearly a minor function. Roadway design and traffic controls are intended to provide efficient through movement. Arterial roads are subdivided into urban and rural categories. Right-of-way widths range from 26 metres to 30 metres depending on the type of arterial road.

## **1. LOCAL AND COLLECTOR ROADS (INCLUDING LAND)**

- a) All Roads, other than those designated as Arterial Roads within the Municipality's Official Plan, inclusive of all land and associated infrastructure related to or within the area needed to support development or required to link with the area to which the plan relates: direct developer responsibility under section 59 of the D.C.A. as a local service.
- b) The Municipality may require the development to upgrade the Collector Road to an Arterial standard to which the Municipality will compensate the developer for the incremental cost of this upgrade.

## **2. LAND ACQUISITION FOR ROAD ALLOWANCES**

- a) Land acquisition for roads to normal dedication requirements will be a dedication where possible, under the *Planning Act* provisions (section 41, section 51, and section 53) for development lands. Affected areas outside the development



lands with limited or no development will be included in the development charge calculations to the extent eligible.

### **3. TRAFFIC CONTROL SYSTEMS, SIGNALS AND INTERSECTION IMPROVEMENTS ON AREA MUNICIPAL HIGHWAYS**

- a) On New Arterial Roads and Arterial Road Improvements unrelated to a specific development or the area to which it relates, these capital works will be funded by the Municipality.
- b) On Arterial and Non-Arterial roads, capital works related to Private Site Entrances or Entrances to Specific Developments or the area to which it relates will be a direct developer responsibility under section 59 of the D.C.A. as a local service.

### **4. STREETLIGHTS**

- a) Streetlights on new arterial roads and arterial road Improvements: considered part of the complete street and included as part of services related to a highway funded by the Municipality.
- b) Streetlights on non-arterial roads Internal to development: Considered part of the complete street and direct developer responsibility under section 59 of the D.C.A. as a local service.
- c) Streetlights on non-arterial roads external to development related to or within the area needed to support the development or required to link with the area to which the plan relates: Considered part of the complete street and direct developer responsibility under section 59 of the D.C.A. as a local service.

### **5. TRANSPORTATION RELATED TO PEDESTRIAN AND CYCLING FACILITIES**

- a) Multi-use trails, cycle facilities, and bike lanes, inclusive of all associated infrastructure, located within arterial road and provincial highway corridors: Considered part of the complete street and will be funded by the Municipality.
- b) Multi-use trails, cycle facilities, and bike lanes, inclusive of all associated infrastructure, located within or linking to non-arterial corridors, park blocks or key destination points internal to development: Considered part of the complete



street and direct developer responsibility under section 59 of the D.C.A. as a local service.

- c) Multi-use trails, cycle facilities, and bike lanes, inclusive of all associated infrastructure, located within non-arterial road corridors external to development related to or within the area needed to support the development or required to link with the area to which the plan relates: Direct developer responsibility under section 59 of the D.C.A. as a local service.
- d) Multi-use trails, cycle facilities and bike lanes (not associated with a complete street) inclusive of all land and associated infrastructure, that extends beyond the function of a (parkland) recreational trail and forms part of the Municipality's active transportation network for cycling and/or walking: Will be funded by the Municipality.

## **6. NOISE ABATEMENT MEASURES**

- a) External and Internal to Development where it is a requirement of or related to, or within the area needed to support the development: Direct developer responsibility under section 59 of the D.C.A. as a local service.
- b) As a requirement to mitigate noise impacts due to:
  - i) new arterial roads
  - ii) arterial road Improvements (e.g. widening)
  - iii) increased traffic growth on arterial roads unrelated to a specific development and excluding noise abatement measures imposed as a condition of development approval: Included as part of Services related to a Highway and will be funded by the Municipality.

## **7. TRANSIT NODES, TERMINALS, AND BUS STOP INFRASTRUCTURE**

- a) Transit infrastructure and amenities (such as shelters and bays) located within municipal arterial corridors, and including transit stations or terminals located on lands to serve these road corridors: Considered part of the complete street and funded by the Municipality.





- b) Transit node and bus stop infrastructure and amenities (such as shelters and bays) located within non-arterial road corridors internal to development: Considered part of the complete street and direct developer responsibility under section 59 of the D.C.A. as a local service.

## **8. RECREATIONAL TRAILS (Not Within the Road Allowance)**

- a) Bike paths/multi-use trails/naturalized walkways external to the development will be included in area municipal development charges, consistent with the service standard provisions of the *Development Charges Act*, subsection 5 (1).
- b) Bike paths/multi-use trails/naturalized walkways internal to the development will be a direct developer responsibility under section 59 of the *Development Charges Act* as a local service.

## **B. PARKLAND DEVELOPMENT**

### **1. PARKLAND**

- a) Parkland Development for Municipal Parks, Community Parks, Neighbourhood Parks and Parkettes: direct developer responsibility to provide at base condition, as follows:
- Clearing and grubbing. Tree removals as per the subdivision's tree preservation and removals plan.
  - Topsoil Stripping, screening, and stockpiling.
  - Rough grading (pre-grading) to allow for positive drainage of the Park, with minimum slopes of 2%. If necessary, this may include some minor drainage tile work and grading as per the overall subdivision grading design complete with any required swales or catch basins. Runoff from the development property shall not drain into the park unless approved by the General Manager, Infrastructure & Engineering Services.
  - Spreading of topsoil to 150mm depth (import topsoil if existing on-site is insufficient to reach required depth).
  - Seeding of site with Municipality-approved seed mix. Maintenance of seed until acceptance by Municipality.
  - Parks shall be free of any contaminated soil or subsoil.
  - Parks shall not be mined for fill.



- Parks shall be conveyed free and clear of all encumbrances.
- 100% of 1.5m chain link perimeter fencing to the Municipal standards to separate the development lands from the Municipal lands or lands to be dedicated to the Municipality, unless the perimeter fencing is on land that will be dedicated to the Municipality to fulfil the requirement of parkland dedication under the *Planning Act*, in which case the cost shall be shared 50/50.
- When Park parcels cannot be developed in a timely manner, they shall be graded to ensure positive drainage and seeded to minimize erosion and dust. These shall be maintained by the developer until construction commences thereon.
- The Park block shall not be used for topsoil or other construction material, equipment storage, or sales pavilions.
- Required heritage features within the Park as set out within the Planning approval conditions.

b) Program facilities, amenities, and furniture, within parkland: are included in D.C

## **2. LANDSCAPE BUFFER BLOCKS, FEATURES, CUL-DE-SAC ISLANDS, BERMS**

- a) 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 under section 59 of the D.C.A. 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 Municipality standard located on the public property side of the property line adjacent land uses (residential, industrial, commercial) as required by the Municipality.



### **3. NATURAL HERITAGE SYSTEM (N.H.S.)**

N.H.S. includes engineered and in situ stream corridors, natural buffers for woodlots, wetland remnants, etc., as well as subwatersheds within the boundaries of the Municipality.

Direct developer responsibility as a local service provision including but not limited to the following:

- a) Riparian planting and landscaping requirements (as required by the Municipality, Conservation Authority or other authorities having jurisdiction) as a result of creation of, or construction within in the N.H.S. and associated buffers.
- b) Perimeter fencing of the N.H.S. to the Municipal standard located on the public property side of the property line adjacent land uses (residential, industrial, commercial) as required by the Municipality.
- c) All works to be in conformance with the Municipality's "Restoration Framework" for stream corridors, natural buffers and subwatersheds areas as directed by the approved studies and reports related to the Secondary Plan that development occurs in.

### **C. STORM WATER MANAGEMENT**

- 1. Storm Sewer systems and drainage works that are required, related to, or within the area needed to support the development, either internal or external to the area to which the plan relates: Direct developer responsibility under section 59 of the D.C.A. as a local service.
- 2. Storm Water facility for quality and/or quantity management:
  - a) inclusive of land and all associated infrastructure, such as landscaping and perimeter fencing: Direct developer responsibility under section 59 of the D.C.A. as a local service.
  - b) the over-sizing cost of a facility's capacity, excluding land, to accommodate runoff from new, widened, extended or upgraded arterial roadways that are included in the D.C.: Included as part of Services related to a Highway funded by the Municipality.



3. Erosion works, inclusive of all restoration requirements, related to, or within the area needed to support the development: Direct developer responsibility under section 59 of the D.C.A. as a local service.

#### **D. WATER AND WASTEWATER**

1. Underground services (linear infrastructure for water, and sanitary services) within the road allowance are not included in the cost of road infrastructure and are treated separately. The responsibility for such services as well as pumping stations, which are undertaken as part of new developments or redevelopments, will be determined by the following principles:
2. The costs of the following items shall be direct developer responsibilities as a local service:
  - a) providing all underground services internal to the development, including water and sanitary services;
  - b) providing service connections from existing underground services to the development;
  - c) 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 for water and sanitary services. If external services are required by two or more developments, the developer for the first development will be responsible for the cost of the external services and may enter into front-ending/cost-sharing agreements with other developers independent of the Municipality;
  - d) providing other facilities required by the development including all associated features such as landscaping and fencing;
  - e) water booster pumping stations, reservoir pumping stations and/or sanitary pumping stations serving individual developments; and
  - f) existing water booster pumping stations, reservoir pumping station and/or sanitary pumping station which require upsizing as a result of a development, shall be upgraded at the expense of the developing landowner.



3. The costs of the following items shall be paid through development charges:
- a) external underground services involving trunk infrastructure and pipe sizes exceeding 300 mm for water and sanitary services;
  - b) water, reservoir and/or sanitary pumping stations not required for the individual development;
  - c) Water treatment, storage facilities, transmission mains, re-chlorination/sampling stations and wells associated with municipal service areas to be included within the D.C.; and
  - d) Wastewater treatment plants and transmission mains associated with municipal service areas shall be included in the D.C.



# 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. Subsection 10 (3) of the D.C.A. provides:

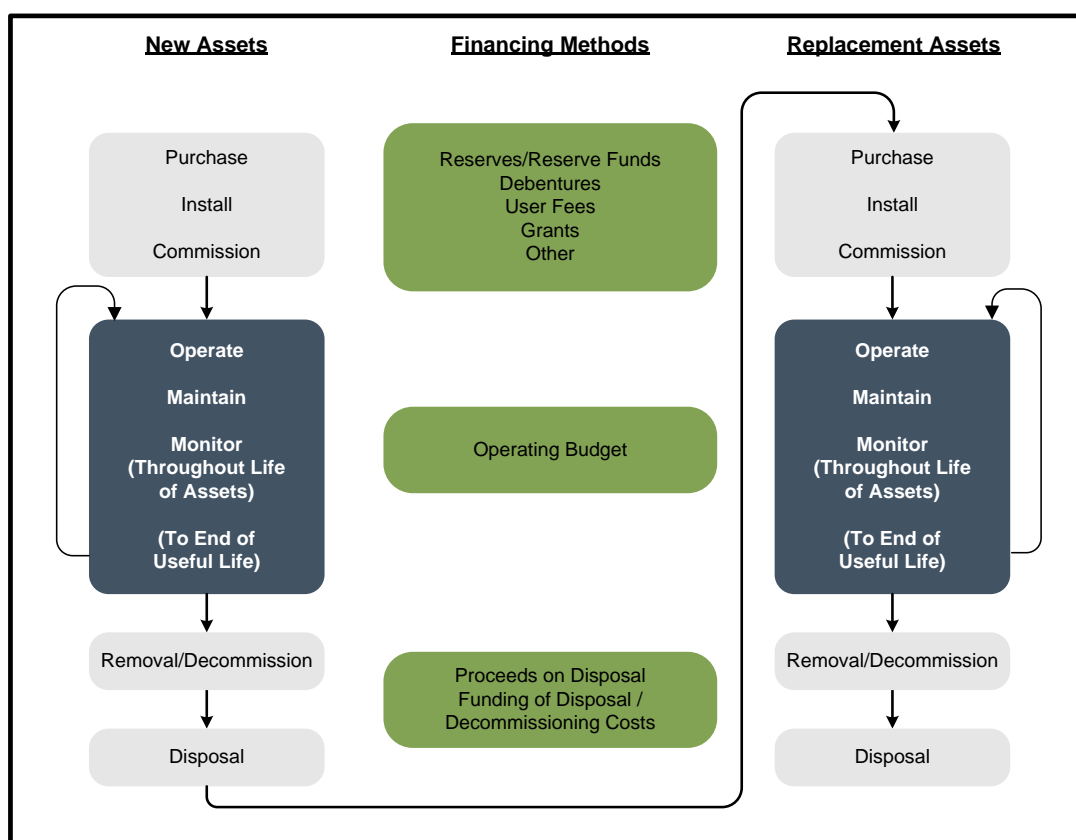
“The asset management plan shall,

- (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 through its entire lifecycle. For growth-related works, the majority of capital costs will be funded by the development charge (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 Municipality prepared an A.M.P. in 2017 for its existing assets; however, it did not take into account future growth-related assets. 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 2022 \$) 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 Municipality'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 2022 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 \$28.08 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 \$16.77 million. This amount, totalled with the existing operating revenues of \$390.86 million, provide annual revenues of \$407.63 million by the end of the period.



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

Municipality of Chatham-Kent  
Asset Management – Future Expenditures and Associated Revenues  
2022\$

	2041 (Total)
<b>Expenditures (Annualized)</b>	
Annual Debt Payment on Non-Growth Related Capital <sup>1</sup>	5,776,050
Annual Debt Payment on Post Period Capital <sup>2</sup>	227,802
<b>Lifecycle:</b>	
Annual Lifecycle - Municipal-wide Services	\$8,361,278
<b>Incremental Operating Costs (for D.C. Services)</b>	\$13,714,714
<b>Total Expenditures</b>	<b>\$28,079,844</b>
<b>Revenue (Annualized)</b>	
Total Existing Revenue <sup>4</sup>	\$390,864,061
Incremental Tax and Non-Tax Revenue (User Fees, Fines, Licences, etc.)	\$16,765,704
<b>Total Revenues</b>	<b>\$407,629,765</b>

<sup>1</sup> Non-Growth Related component of Projects

<sup>2</sup> Interim Debt Financing for Post Period Benefit

<sup>3</sup> As per Sch. 10 of FIR



# Appendix G

## Proposed D.C. By-law



## The Corporation of the Municipality of Chatham-Kent

### By-Law Number \_\_\_\_-2022

#### A by-law to establish development charges for the Municipality of Chatham-Kent

**WHEREAS** the Corporation of the Municipality of Chatham-Kent will experience growth through development and re-development;

**AND WHEREAS** development and re-development requires the provision of capital works by the Municipality of Chatham-Kent;

**AND WHEREAS** Council desires to ensure that the capital cost of meeting growth-related demands for or burden on municipal services does not place an excessive financial burden on the Municipality of Chatham-Kent or its existing taxpayers while at the same time ensuring new taxpayers contribute no more than the net capital cost attributable to providing the current level of municipal services;

**AND WHEREAS** the *Development Charges Act, 1997* (the “Act”) provides that the Council of a municipality may by by-law impose development charges against land to pay for increased capital costs required because of increased needs for services;

**AND WHEREAS** a development charge background study has been completed in accordance with the Act;

**AND WHEREAS** the Council of The Corporation of the Municipality of Chatham-Kent has given notice of and held a public meeting on the \_\_\_\_ day of \_\_\_\_\_, 2022 in accordance with the Act and the regulations thereto;

#### **NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE MUNICIPALITY OF CHATHAM-KENT ENACTS AS FOLLOWS:**

##### 1. INTERPRETATION

1.1 In this By-law the following items shall have the corresponding meanings:

“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 principle use, building or structure;

“affordable housing unit” means a Dwelling Unit that meets the definition for Affordable Housing. An Affordable Housing Unit does not include a Secondary Dwelling;

“affordable housing” means housing accommodations and incidental facilities primarily for persons of low and moderate income that meet the requirements of any program for such purpose as administered by any agency of the Federal or Provincial government or the Municipality of Chatham-Kent;

“affordable housing development” means development, redevelopment or adaptive reuse of a property with five (5) or more Dwelling Units all of which are intended for use as rented residential premises where at least 25% of the units are Affordable Housing Units. An Affordable Housing Development may include a retirement home within the meaning of subsection 2 (1) of the *Retirement Homes Act, 2010*, but does not include a long-term care home within the meaning of subsection 2 (1) of the *Long-Term Care Homes Act, 2007*;

“ancillary” will have the same definition as “accessory”;

“apartment unit” means any residential dwelling 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;

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

“benefiting area” means an area defined by a 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;

“bunk house” means a building accessory to a permitted agricultural use containing kitchen and bathroom facilities and sleeping accommodation in individual or combination rooms for workers directly employed by the permitted use;

“cannabis/marijuana facilities” means a building used, designed or intended for growth, producing, testing, destroying, storing or distribution, excluding retail sales, of medical marijuana or cannabis authorized by a license issued by the federal Minister of Health pursuant to section 25 of the *Marihuana for Medical Purposes Regulations*, SOR/2013-119, under the *Controlled Drugs and Substances Act*, S.C. 1996, c.19;

“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 Act;

“capital cost” means costs incurred or proposed to be incurred by the Municipality or a local board thereof directly or by others on behalf of and as authorized by the Municipality or local board,

- (a) to acquire land or an interest in land, including a leasehold interest,
- (b) to improve land,
- (c) to acquire, lease, construct or improve buildings and structures,
- (d) to acquire, construct or improve facilities, including:
  - (i) furniture and equipment other than computer equipment; and
  - (ii) material acquired for circulation, reference or information purposes by a library board as defined in the *Public Libraries Act*, R.S.O. 1990, Chap. P.44, as amended, or any successor thereof; and



(iii) rolling stock with an estimated useful life of seven years or more; and

(e) to undertake studies in connection with any matter under the Act and any of the matters in clauses (a) to (d) above, including the development charge background study,

required for the provision of services designated in this By-law within or outside the Municipality, including interest on borrowing for those expenditures under clauses (a) to (e) above that are growth-related;

“commercial” means any non-residential development not defined under “institutional” or “industrial”;

“Council” means the Council of the Municipality;

“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 was passed;

“existing industrial building” shall have the same meaning as the term is defined in the Regulation,

“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;



“grade” means the average level of finished ground adjoining a building or structure at all exterior walls;

“greenhouse” means a structure that is used for commercially growing plants in regulated temperatures, humidity and ventilation. A greenhouse is an immense heated building, also referred to as a hothouse or conservatory, covering acres of ground and used for growing fruits, vegetables or flowers;

“gross floor area” means:

- (a) 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 party walls dividing the dwelling unit from any other dwelling unit or other portion of a building; and
- (b) in the case of a non-residential building or structure, or in the case of a mixed-use building or structure with respect to 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:
  - (i) 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;
  - (ii) loading facilities above or below grade; and
  - (iii) a part of the building or structure below grade that is used for the parking of motor vehicles or for storage or other accessory use;





“industrial” means lands, buildings or structures used or designed or intended for use for manufacturing, processing, fabricating or assembly of 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. The portion of a Cannabis/Marijuana facility not used for growing of the product will also be included in this category;

“Institutional” means development of a building or structure intended for use

- (a) as a long-term care home within the meaning of subsection 2 (1) of the *Long-Term Care Homes Act, 2007*;
- (b) as a retirement home within the meaning of subsection 2 (1) of the *Retirement Homes Act, 2010*;
- (c) by any of the following post-secondary institutions for the objects of the institution:
  - (i) a university in Ontario that receives direct, regular, and ongoing operating funding from the Government of Ontario,
  - (ii) a college or university federated or affiliated with a university described in subclause (i), or
  - (iii) an Indigenous Institute prescribed for the purposes of section 6 of the *Indigenous Institutes Act, 2017*;
- (d) as a memorial home, clubhouse or athletic grounds by an Ontario branch of the Royal Canadian Legion; or
- (e) as a hospice to provide end of life care;

“interest rate” means the annual rate of interest calculated at the development charge interest policy, as may be revised from time to time;



“local board” means a local board as defined in the *Development Charges Act*;

“local services” means those services, facilities or things which are under the jurisdiction of the Municipality and are related to a plan of subdivision or within the area to which the plan relates with respect to the lands under sections 41, 51 or 53 of the *Planning Act*, R.S.O. 19990, Chap. P.13, as amended, or any successor thereof;

“mobile home” means any dwelling that is designed to be made mobile, and constructed or manufactured to provide a permanent residence for one or more persons, but does not include a travel trailer or tent trailer;

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

“Municipality” means the Corporation of the Municipality of Chatham-Kent;

“non-profit housing” means development of a building or structure intended for use as residential premises by,

- (a) a corporation without share capital to which the *Corporations Act* applies, that is in good standing under that Act and whose primary object is to provide housing;
- (b) a corporation without share capital to which the *Canada Not-for-profit Corporations Act* applies, that is in good standing under that Act and whose primary object is to provide housing; or
- (c) a non-profit housing co-operative that is in good standing under the *Co-operative Corporations 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 and includes all commercial, industrial and institutional uses;

“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;



“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;

“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 use” means land or buildings or structures of any kind whatsoever used, designed or intended to be used as living accommodations for one or more individuals;

“Secondary dwelling unit” means a dwelling unit, whether contained within a proposed single detached dwelling or semi-detached dwelling, or ancillary to a single detached dwelling or a semi-detached dwelling including but not limited to a coach house, laneway suite or structure constructed above an existing garage or other structure separate from the primary dwelling unit, which comprises an area less than the gross floor area of the primary dwelling unit and is not capable of being legally conveyed as a separate parcel of land from the primary 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” (or “services”) means a service designated in Schedule “A” to this By-law;

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

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



“special care/special need dwellings” mean a residential building or portion thereof;

- (a) containing more than two (2) dwelling units, which units have a common entrance from street level;
- (b) where the occupants have the right to use in common, halls, stairs, yards, common rooms and accessory buildings but which do not have their own private sanitary and full culinary facilities;
- (c) that is designed to accommodate individuals with specific needs, including independent permanent living arrangements; and
- (d) where support services such as meal preparation, grocery shopping, laundry, housekeeping, nursing, respite care and attendant services are provided at various levels; and
- (e) includes but is not limited to, retirement homes or lodges, long-term care homes, charitable homes, group homes (including correctional group homes) and hospices;

“Trailer” means any vehicle constructed to be attached and propelled by a motor vehicle and that is capable of being used by persons for living, sleeping or eating, even if the vehicle is jacked-up or its running gear is removed. Trailers include tent trailers or similar transportable accommodation, except a mobile home or park model trailer.

## 2. DESIGNATION OF SERVICES AND CLASSES

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

- (a) Services Related to a Highway;
- (b) Fire Protection Services;
- (c) Policing Services;
- (d) Parks and Recreation Services;



- (e) Library Services;
- (f) Ambulance Services;
- (g) Waste Diversion Services; and
- (h) Growth Studies.

2.2 The components of the services and classes 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:
- (a) the lands are located in the area described in section 3.2; and
  - (b) the development of the lands requires any of the approvals set out in subsection 3.4 (a).

#### Area to Which By-law Applies

- 3.2 Subject to section 3.3, this By-law applies to all lands in the Municipality of Chatham-Kent whether or not the land or use thereof is exempt from taxation under s.13 of 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:
- (a) a board as defined in subsection 1 (1) of the *Education Act*;
  - (b) the Municipality of Chatham-Kent or a local board thereof.

#### Approvals for Development

- 3.4 (a) Development charges shall be imposed on all lands, buildings or structures that are developed for residential or non-residential uses if the development requires:



- (i) the passing of a zoning by-law or of an amendment to a zoning by-law under section 34 of the *Planning Act*;
  - (ii) the approval of a minor variance under section 45 of the *Planning Act*;
  - (iii) a conveyance of land to which a by-law passed under subsection 50 (7) of the *Planning Act* applies;
  - (iv) the approval of a plan of subdivision under section 51 of the *Planning Act*;
  - (v) a consent under section 53 of the *Planning Act*;
  - (vi) 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
  - (vii) the issuing of a permit under the *Building Code Act* in relation to a building or structure.
- (b) No more than one development charge for each service designated in subsection 2.1 shall be imposed upon any lands, buildings or structures to which this By-law applies even though two or more of the actions described in subsection 3.4 (a) are required before the lands, buildings or structures can be developed.
- (c) Despite subsection 3.4 (b), if two or more of the actions described in subsection 3.4 (a) 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 the following residential criteria:



Name of Class of Residential Building	Description of Class of Residential Building	Maximum Number of Additional Dwelling Units	Restrictions
Existing single detached dwellings	Existing residential buildings, each of which contains a single dwelling unit, that are not attached to other buildings.	Two	The total gross floor area of the additional dwelling unit or units must be less than or equal to the gross floor area of the dwelling unit already in the building.
Existing semi-detached dwellings or row dwellings	Existing residential buildings, each of which contains a single dwelling unit, that have one or two vertical walls, but no other parts, attached to other buildings.	One	The gross floor area of the additional dwelling unit must be less than or equal to the gross floor area of the dwelling unit already in the building.
Existing rental residential buildings	Existing residential rental buildings, each of which contains four or more dwelling units.	Greater of one and 1% of the existing units in the building	None.
Other existing residential buildings	An existing residential building not in another class of residential building described in this table.	One	The gross floor area of the additional dwelling unit must be less than or equal to the gross floor area of the smallest dwelling unit already in the building.
Proposed new detached dwellings	Proposed new residential buildings that would not be attached to other buildings and that are permitted to contain a second dwelling unit, that being either of the two dwelling units, if the units have the same gross floor area, or the smaller of the dwelling units.	The proposed new detached dwelling must only contain two dwelling units.	The proposed new detached dwelling must be located on a parcel of land on which no other detached dwelling, semi-detached dwelling or row dwelling would be located.
Proposed new semi-detached dwellings or row dwellings	Proposed new residential buildings that would have one or two vertical walls, but no other parts, attached to other buildings and that are permitted to contain a second dwelling unit, that being either of the two dwelling units, if the units have the same gross floor area, or the smaller of the dwelling units.	The proposed new semi-detached dwelling or row dwelling must only contain two dwelling units.	The proposed new semi-detached dwelling or row dwelling must be located on a parcel of land on which no other detached dwelling, semi-detached dwelling or row dwelling would be located.
Proposed new residential buildings that would be ancillary to a proposed new detached dwelling, semi-detached dwelling or row dwelling	Proposed new residential buildings that would be ancillary to a proposed new detached dwelling, semi-detached dwelling or row dwelling and that are permitted to contain a single dwelling unit.	The proposed new detached dwelling, semi-detached dwelling or row dwelling, to which the proposed new residential building would be ancillary, must only contain one dwelling unit.	The gross floor area of the dwelling unit in the proposed new residential building must be equal to or less than the gross floor area of the detached dwelling, semi-detached dwelling or row dwelling to which the proposed new residential building is ancillary.

Source: O. Reg. 82/98, s. 2.

### 3.6 Exemption for Industrial Development:

- (a) 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.
- (b) If the gross floor area of an existing industrial building is enlarged by greater than 50 percent, the amount of the development charge payable in respect of the enlargement is the amount of the development charge that would otherwise be payable multiplied by the fraction determined as follows:
  - (i) determine the amount by which the enlargement exceeds 50 percent of the gross floor area before the enlargement; and
  - (ii) divide the amount determined under subsection (i) by the amount of the enlargement.

3.7 For the purpose of section 3.6 herein, “existing industrial building” is used as defined in the Regulation made pursuant to the Act.



### 3.8 Other Exemptions:

- (a) Notwithstanding the provision of this by-law, development charges shall not be imposed with respect to:
  - (i) lands, buildings or structures used or to be used for a place of worship or for the purposes of a cemetery or burial ground exempt from taxation under the *Assessment Act*;
  - (ii) the issuance of a building permit in accordance with subsection 2 (3) of the Act;
  - (iii) A college or university and student accommodation related directly to the college and/or university; and
  - (iv) Industrial development;
  - (v) Public hospitals;
  - (vi) Children's Treatment Centre of Chatham-Kent;
  - (vii) Chatham-Kent Municipal Airport;
  - (viii) Affordable Housing Unit;
  - (ix) Non-profit housing;
  - (x) Farm buildings, excluding on-farm bunk houses and greenhouses; and
  - (xi) Rental Housing with fifty (50) or more Dwelling Units - 50% D.C. reduction.

### Amount of Charges

#### Residential

- 3.9 The development charges set out in Schedule B shall be imposed on residential uses of land, 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

- 3.10 The development charges set out in Schedule B shall be imposed on commercial/institutional/greenhouse uses of land, buildings or structures, including a dwelling unit accessory to a non-residential use and, in the case of a mixed-use building or structure, in accordance with section 3.13 of the By-law.

### Reduction of Development Charges for Redevelopment

- 3.11 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 60 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:
- (a) 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 section 3.9 by the number, according to type, of dwelling units that have been or will be demolished or converted to another principal use; and
  - (b) in the case of a non-residential building or structure or, in the case of a 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 section 3.10, 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.

#### Time of Payment of Development Charges

- 3.12 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.
- 3.13 Notwithstanding subsections 3.9 and 3.10, development charges for rental housing and institutional developments are due and payable in 6 instalments commencing with the first instalment payable on the date of occupancy, and each subsequent instalment, including interest (as provided in the Municipality's Development Charge Interest Policy, as amended), payable on the anniversary date each year thereafter.
- 3.14 Notwithstanding subsections 3.9 and 3.10, Development Charges for non-profit housing developments are due and payable in 21 instalments commencing with the first instalment payable on the date of occupancy, and each subsequent instalment, including interest (as provided in the Municipality's Development Charge Interest Policy, as amended), payable on the anniversary date each year thereafter.
- 3.15 Where the development of land results from the approval of a Site Plan or Zoning Bylaw Amendment received on or after January 1, 2020, and the approval of the application occurred within two years of building permit issuance, the development charges under subsections 3.9 and 3.10 shall be calculated on the rates set out in Schedule "B" on the date of the planning application, including interest. Where both planning applications apply development charges under subsections 3.9 and 3.10 shall be calculated on the rates, including interest (as provided in the Municipality's Development Charge Interest Policy, as amended), set out in Schedules "B" on the date of the later planning application, including interest.
- 3.16 Despite section 3.12, 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 sections 3.9 and 3.10, 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 is imposed 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, commencing on the 1<sup>st</sup> of January 2023 and each year thereafter, 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 and Classes Designated in section 2.1

Schedule B – Residential and Non-Residential Development Charges.

#### 7. CONFLICTS

- 7.1 Where the Municipality 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 (a), 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 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 \_\_\_\_\_, 2022.

10. DATE BY-LAW EXPIRES

10.1 This By-law will expire at 12:01 AM on \_\_\_\_\_, 2027 unless it is repealed by Council at an earlier date.

PASSED THIS \_\_\_\_\_ day of \_\_\_\_\_, 2022.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Clerk



## SCHEDULE "A" TO BY-LAW XX-2022

### COMPONENTS OF SERVICES AND CLASSES DESIGNATED IN SECTION 2.1

#### Development Charge Eligible Services:

- (a) Services Related to a Highway;
- (b) Fire Protection Services;
- (c) Policing Services;
- (d) Parks and Recreation Services;
- (e) Library Services;
- (f) Ambulance Services;
- (g) Waste Diversion Services;

#### Development Charges Eligible Classes:

- (h) Growth Studies



SCHEDULE "B" TO BY-LAW XX-2022

SCHEDULE OF DEVELOPMENT CHARGES

Service/Class of Service	Residential						Non-Residential (per sq.ft. of gross floor area)	
	Single and Semi-Detached Dwelling	Multiples	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Special Care/Special Dwelling Units	Bunk houses (per bed)	Commercial / Institutional	Greenhouses
<b>Municipal Wide Services/Class of Service:</b>								
Services Related to a Highway	12,576	9,239	9,879	5,103	4,994	1,249	6.64	0.26
Fire Protection Services	516	379	405	209	205	51	0.27	0.01
Policing Services	29	21	23	12	12	3	0.02	0.00
Parks and Recreation Services	3,126	2,297	2,456	1,268	1,241	310	0.20	0.01
Library Services	618	454	485	251	245	61	0.04	0.00
Growth Studies	316	232	248	128	125	31	0.16	0.01
Ambulance	74	54	58	30	29	7	0.01	0.00
Waste Diversion	61	45	48	25	24	6	0.00	0.00
<b>Total Municipal Wide Services/Class of Services</b>	<b>17,316</b>	<b>12,721</b>	<b>13,602</b>	<b>7,026</b>	<b>6,875</b>	<b>1,718</b>	<b>7.34</b>	<b>0.28</b>