1062-1074 Cooke Blvd., City of Burlington
Fiscal Impact Study

Independent Real Estate Intelligence

November 8, 2022

Altus Group

1062-1074 Cooke Blvd., City of Burlington
Fiscal Impact Study

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EXECUTIVE SUMMARY

Altus Group Economic Consulting was retained by Camarro Developments (Masonry) Inc. to examine the potential financial impacts of the proposed development of 1062-1074 Cooke Boulevard ("subject site") on the finances of the City of Burlington ("City").

The proposed development consists of high-density residential, and retail uses. The subject site, at build-out would include 809 residential units, and 6,254 square feet of retail space. It is estimated that the residential units would accommodate roughly 1,153 persons, and that the non-residential space would generate roughly 15 retail jobs.

The proposed development would generate approximately $6.2 million in development charge revenues for the City (based on current DC rates). The development would also generate $19 million in parkland cash-in-lieu funds for the City of Burlington. Additionally, the proposed development would also generate an estimated $14.6 million in DC revenues for Halton Region, and $7.7 million in education development charge (EDC) revenues for the Halton District and Halton Catholic District school boards combined.

In addition to the one-time expenditures and revenues for infrastructure, the development of the subject lands will generate on-going revenues and costs at build-out:

- Annual property tax revenues for the City of $1.12 million;
- Net non-tax revenues of approximately $51,700 per year;
- Annual net operating expenditures of nearly $731,800 (for all City services excluding road, water, wastewater and stormwater);
- An additional $9,900 in annual operating costs for hard infrastructure required by the development;
- Annual lifecycle costs (direct and indirect) of approximately $195,300 for the both the works to be installed, but also the development's share of estimated lifecycle costs for all City-wide infrastructure needs of new growth for the next 10-20 years.

At build-out, it is estimated that the net annual fiscal surplus is estimated to be $202 per capita, or approximately $235,600 per year.

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1 INTRODUCTION

Altus Group Economic Consulting was retained by Camarro Developments (Masonry) Inc. to examine the potential financial impacts of the proposed development of 1062-1074 Cooke Boulevard ("subject site") on the finances of the City of Burlington ("City").

1.1 BACKGROUND

Figure 1 shows the location of the subject site, which is located just south of the Aldershot GO Station in the City of Burlington, and near the intersection of Waterdown Road and Highway 403. Located to the south of the subject site is a mix of residential and non-residential uses. The subject site falls within the Aldershot GO Major Transit Station Area (MTSA) boundary and is located close to a mix of commercial and employment uses, as well as community and recreation facilities and schools.

Figure 1

Location of Subject Site, 1062-1074 Cooke Blvd., City of Burlington, ON



Source: Altus Group Economic Consulting based on Google Maps

1.2 PROPOSED DEVELOPMENT

The proposed development consists of high-density residential, and retail uses. The subject site, at build-out would include 809 residential apartment units and 581 square metres (6,254 square feet) of retail space.

Based on persons per unit (PPU) and floor space per worker (FSW) factors from the City's 2019 Development Charges Background Study ("2019 DC Study"), it is estimated that the residential units would accommodate roughly 1,153 persons and the retail uses will create 15 jobs.

Figure 2

Development Statistics, 1062-1074 Cooke Blvd., City of Burlington

	Residential Units	PPU Factors	Population
	Units	*Persons per Unit*	*Persons*
Apartments			
Studio	61	1.28	78
1-Bedroom	300	1.28	385
1-Bedroom + Den	255	1.28	327
2-Bedroom	176	1.79	315
3-Bedroom	17	2.86	49
Total	809		1,153
	GFA	**FSW Factors**	**Employment**
	Square Feet	*SF / Job*	*Jobs*
Retail	6,254	427	15

Source: Altus Group Economic Consulting

2 CAPITAL REVENUES AND EXPENDITURES

This section outlines the capital expenditures required to service the proposed development, the sources of funding for the works and the associated impact on the City's budget.

2.1 ESTIMATES OF DC REVENUES

2.1.1 DC Revenues

The City of Burlington imposes development charges on both residential and non-residential developments. Based on the proposed residential units and non-residential gross floor area (GFA) for the subject site, it is estimated that the development, at current City DC rates would generate roughly $6.23 million in DC revenues for the City.

These revenues can help to fund the various services for which the City collects DCs for, including transportation, storm drainage, parks & recreation, library, transit and fire protection.

Figure 3

Estimated Development Charges Revenues, 1062-1074 Cooke Blvd., City of Burlington

	Units	DC Rates	DC Revenue
Residential	*Units*	*Dollars/Unit*	*Dollars*
Apartments			
Studio	61	6,985	426,085
1 BR/1 BR+D	555	6,985	3,876,675
2 BR/2 BR+D	176	9,480	1,668,480
3 BR	17	9,480	161,160
Subtotal	809		6,132,400
	GFA	DC Rates	DC Revenue
Non-Residential	*Square Metres*	*$/Square Metres*	*Dollars*
Retail	581	167.29	97,195
Total			**6,229,595**

Source: Altus Group Economic Consulting based on City of Burlington Development Charge Rates effective September 1, 2022

Based on Regional DC rates effective from September 2022 onwards that are applicable to development within the built boundary, it is estimated that the subject development would generate approximately $14.6 million in DC revenues for Halton Region.

Based on Education Development Charges (EDCs) levied by both the Halton District School Board (HDSB) and Halton Catholic District School Board (HCDSB), it is estimated that the subject development would generate approximately $7.7 million in EDC revenues, including $4.7 million for the HDSB and $3 million for the HCDSB. These funds can be used by each school board to fund school site acquisitions throughout their respective jurisdictions.

2.2 CAPITAL INFRASTRUCTURE REQUIREMENTS

This section of the report presents information prepared by C.F. Crozier & Associates, estimating the road requirements of the subject site at build-out. Each of the infrastructure requirements are compared to the City of Burlington's local service guidelines, as published in the City's 2019 Development Charges Background Study, which sets out the 'rules' for which infrastructure is deemed eligible for funding from the City's DC revenues, or for funding through direct developer responsibility as a local service.

2.2.1 Roads

According to the plans provided by C.F. Crozier & Associates, it is estimated that there would be the following road improvements related to the development of the site:

Figure 4

Description	Length	Lanes	Lane Km
Extension Westbound Left for Cooke /Masonry	15 metres	1	0.015 lane km
Extension Northbound Right for Masonry/Cooke	70 metres	1	0.070 lane km
Extension Southbound Left for Masonry/Waterdown	165 metres	1	0.165 lane km
Extension Northbound Left for Masonry/Waterdown	55 metres	1	0.055 lane km
Extension Southbound Left for Masonry/Waterdown	210 metres	1	0.210 lane km
Total	**515 metres**		**0.515 lane km**

In total, there would be 0.515 lane-kms of new roads associated with the development of the subject site. The on-going operating, maintenance and

lifecycle costs of these roads is considered within the calculation of the fiscal impacts from the proposed development.

The City's local service guidelines for municipal roads, as laid out in the City of Burlington 2019 Development Charges (DC) Study, are as follows:

> A. Transportation Services
>
> **1. Local and Collector Roads**
>
> a) All Local and Collector Roads Internal to Development (including road surface, streetlighting, storm sewers, bridges, culverts, sidewalks, bike lanes, bike paths, bus landing pads, noise walls, utilities, etc.) – Direct developer responsibility under s.59 of the D.C.A. (as a local service).
>
> b) Local and Collector Roads External to Development – If local service within the area to which the plan relates, direct developer responsibility under s.59 of the D.C.A.; otherwise, include the DC calculation to the extern permitted under s.5(1) of the D.C.A. (dependent on local circumstances).

As consistent with the fiscal impact study that Altus Group undertook for the nearby development application at 1120 Cooke Boulevard, it is understood that the costs associated with improvements to Masonry Court through widenings of turning lanes at Waterdown Road and Cooke Boulevard will be an item to be cost-shared amongst developers in the surrounding area. The widening on Masonry Court is also required by Metrolinx and is expected to be cost shared.

The City of Burlington requested additional developments in the area be incorporated into the traffic count model used to determine that upgrades to Waterdown Road are necessary. It should be noted that the necessary improvements are not exclusively caused by this specific development, but rather by the development in the broader area. These other new roads or road improvements that may be required because of general development in the surrounding area over the longer-term, pending further study and monitoring of growth and traffic operations, include the following:

- Waterdown Road / N Service Road & Highway 403 WB On-Ramp
    - Convert the existing North-Bound Left (NBL) configuration into a dual NBL lane – an additional NBL lane with a storage length of 100 metres by 2026+
- Waterdown Road / S Service Road & Highway 403 EB Off-Ramp:

- An additional channelized North-Bound Right (NBR) and a reduction of the dual West-Bound Left (WBL) into a single WBL – 2026+
- Potential dual SBL to be reviewed as part of the Prosperity Corridor Study and Secondary Plan Study – 2031+

- Waterdown Road / Masonry Court & Railway Road
  - Convert WBL / WBTR to an exclusive WBR and WBTL – 2026+
- Waterdown Road & Lasalle Park Road / Plains Road (If the 2% annual corridor growth is applied to the 2036 year, the following recommendations should be applied):
  - Potential dual East-Bound Left (EBL) and an additional WBR lane, City is recommended to monitor this intersection to assess if these improvements are needed -2031+
  - An additional SBL – 2036+
- S Service Road / Highway 403 On-Ramp & GO Station Lot Entrance
  - Additional EBL or a reconfiguration of the on-ramp to allow free-flowing traffic onto Highway 403 corridor – 2036+

Waterdown Road is defined in Schedule J of the City's Official Plan as a Minor Arterial road, which would make the costs of widening the roadway DC eligible. The City's local service guidelines only refer to local and collector roads as being local services for the purposes of allocating funding responsibility. Any improvements to roads above the stated local and collector road standard would be DC eligible.

2.2.2 Parks and Recreation

The City's local service guidelines for parks and recreation, as laid out in the City of Burlington 2019 Development Charges (DC) Study, are as follows:

> C. Parks and Recreation
>
> The following guidelines set out, in general terms, the type of parks works that constitutes a local service project and, therefore, are the responsibility of the developer:
>
> 1. Prepare a detailed drainage and grading plan for the park.

2. Undertake the soil stripping and grading in accordance with the plan.
3. Undertake temporary restoration, including the provision of 150mm of topsoil and seeding for the entire park.

4. Provide an "as built" topographical survey of the park as graded.

5. Perimeter fencing as required by the subdivision agreement, and in the case of a local park a minimum of one storm drainage catch basin and connection, and in the case of a district park a minimum of two storm drainage catch basins and connections, as well as a connection for sanitary sewer and water within the park boundary.

6. Three phase hydro to within the park boundary.

7. Meter and water chamber installed within the park block.

City of Burlington's Development Charge Update Study (January 2021) presents updates to the Parks and Recreation projects and includes costs associated with parkland development projects along Cooke Blvd.

3 ON-GOING REVENUES AND EXPENDITURES

This section provides an overview of the methodology for determining the net annual fiscal impact of the proposed development.

3.1 REVENUES

3.1.1 Property Tax Revenues

The assessment values assumptions are based on MPAC data for retail properties and sales prices for new apartment units close to the subject site, with downward adjustments to reflect the difference between sales prices and assessment values. In total, it is estimated that the proposed development, at full build-out, would generate approximately $371 million in additional assessment values.

Figure 5

Estimated Annual Property Tax Revenues, 1062-1074 Cooke Blvd., City of Burlington

	Units	Assessment Value	Total Assessment Value
Apartments	*Units*	*$/Unit*	*Dollars*
Studio	61	305,700	18,647,700
1-Bedroom	300	383,800	115,140,000
1-Bedroom + Den	255	476,800	121,584,000
2-Bedroom	176	586,600	103,241,600
3-Bedroom	17	748,200	12,719,400
Subtotal	809	459,002	371,332,700

	GFA	Assessment Value	Total Assessment Value
	Square Feet	*$ / SF*	*Dollars*
Retail	6,254	237	1,480,261

	Assessment Value	Property Tax Rate City	Property Tax Revenue City
Tax Class	*Dollars*	*Percent*	*Dollars*
Residential	371,332,700	0.300495%	1,115,836
Commercial	1,480,261	0.437671%	6,479
Total	372,812,961		1,122,315

Source: Altus Group Economic Consulting based on concept plans provided by client and City of Burlington's 2019 Property Tax Rates

As Figure 5 shows, using the City's 2019 tax rates (as reported in the City's Financial Information Return and used so as to be consistent with the most current operating cost data from the City's 2019 Financial Information

Return), the total amount of annual property tax revenue generated by the development of the subject site at build-out would be $1,115,800 annually for the City. Additional property tax revenues of approximately $1,027,400 would be generated annually for Halton Region and approximately $609,700 would be generated annually for education purposes.

3.1.2 Non-Tax Revenues

In addition to the property tax revenues generated annually by the proposed development, the units and residents will also generate a variety of annual non-tax revenues for the City. These non-tax revenues include City fees for items such as licenses, permits (excluding building permits), fines and donations, etc.

After making provisions for non-tax revenues that would increase along with residential growth and the proportion to which residential development would contribute to an increase in those revenues, we have estimated that the proposed development would add approximately $44.61 per capita for residential and $17.58 per capita/job for non-residential to the City's annual non-tax revenues.

The calculations of non-tax revenues are shown in Appendix A.

3.2 EXPENDITURES

3.2.1 Net Operating Expenditures

The additional operating costs that will result from residential and non-residential uses for services such as recreation, cultural services, and fire protection are calculated using the following five steps:

1) Obtain the operating expenditures of the City in 2019, from Schedule 40 of the City's 2019 Financial Information Return;
2) Expenditures for each service relating to long-term debt interest, amortization, and any user fee and service charge revenues associated with each service are deducted to reach net operating expenditures;
3) To estimate the degree to which the net operating expenditures will increase in step with growth, a "growth-related factor" is applied to the net operating expenditures, to reach net growth-related operating expenditures. In most cases, the need for services will generate a nearly proportional increase in operating costs, with a small allowance made for

efficiencies and economies of scale. Other services will grow at a much slower pace than population growth, such as government and planning department costs.

4) A share of the net growth-related operating expenditures is allocated to residential growth, by applying residential/non-residential factors to each service based on typical usage and/or the prevailing residential/non-residential split in the City. The result of this calculation is known as the net residential growth-related operating expenditures.

In total, we have estimated that the proposal would generate an additional annual operating cost to the City of approximately of $632 per capita for residential, and $249 per capita for non-residential. The detailed calculations are presented in Appendix A.

The average operating and lifecycle costs relating to roads, water, and wastewater are excluded from this part of the analysis. Instead, the impacts on the Town's finances for these hard services will be calculated separately, based on actual infrastructure to be constructed, as well as the average operating, lifecycle and maintenance costs for those works.

3.2.2 Annual Operating Costs for Required Infrastructure Works to be Installed

The calculation of annual incremental operating costs for roads is more appropriately done on a per unit basis (per km) than a per capita basis, as each development will have differing infrastructure needs.

Based on established benchmark costs for roads, the proposed development and its associated required road improvements are expected to generate a combined $9,918 in annual operating costs for the City. Costs for water treatment, water distribution, wastewater treatment, wastewater collection were excluded as these services are provided by Halton Region.

Figure 6 shows the detailed calculation of estimated operating costs for infrastructure and treatment. The costs for roads are allocated on the basis of population and employment generation within the subject site.

Figure 6

Estimated Operating Costs for Infrastructure, 1120 Cooke Boulevard, City of Burlington

	Total Operating Costs	Interest on Long-Term Debt	External Transfers	Amortization	Net Operating Expenditure	Inventory	Net Operating Expenditure per Unit	Units in Subject Development	Annual Operating Costs
			Dollars			*km*	*$/km*	*km*	*Dollars*
Roads - Paved	43,837,289	771,446	(244,897)	12,267,795	31,042,945	1,612	19,257	0.52	9,918
								Total Tax-Supported	**9,918**
								Residential Share 98.7%	9,793
								Non-Residential Share 1.3%	124

Source: Altus Group Economic Consulting based on 2019 Financial Information Returns for City of Burlington

3.2.3 Annual Lifecycle Funding for Required Infrastructure Works to be Installed

In reviewing the costs associated with roads, which will ultimately be the responsibility of the City, not only do the additional operating and maintenance costs associated with the infrastructure need to be considered, but the "lifecycle" funding requirements should also be included in the analysis.

Incorporating these lifecycle costs ensures that funding will be available to the City to replace the works at the end of their useful life. These cost estimates are based on the actual internal and external works required for development.

Information on the road improvements required to service the proposed development was provided by C.F. Crozier & Associates. We have taken the amount of lane kilometres of roads and applied average unit cost benchmarks from the City's 2019 Financial Information Returns (FIR) and taken a sinking fund approach to calculating annual lifecycle costs necessary to fund replacement of assets to be constructed for the proposed development.

Figure 7

Estimated Lifecycle Costs, Internal and External Infrastructure, 11062-1074 Cooke Boulevard, City of Burlington

	Unit Measure	Unit Cost		Capital Cost	Asset Useful Life	Lifecycle Factor	Annual Contribution
Transportation	Lane Km	*$ / Lane Km*					
External Roads (lane km)	0.52	217,324		111,922			
			Base	81,703	75	0.0059	482
			Surface	30,219	25	0.0312	943
Total - Transportation Infrastructure							**1,425**
						Residential Share 98.7%	1,407
						Non-Residential Share 1.3%	18

Source: Altus Group Economic Consulting based on Information from BA Group, 2019 Financial Information Return

3.2.4 Indirect Lifecycle Costs

The City's 2019 DC Study included numerous proposed capital works that benefit growth areas across the City, including the subject sites, once developed. Future growth such as that of the subject development is contributing to the need for these works, and the associated annual lifecycle expenditures need to be factored into the estimation of net annual fiscal impact of development.

Based on the works included in the capital project lists in the City's DC Study, after deducting elements such as Post Period Benefit costs and DC reserve fund balances (or adding DC reserve fund deficits onto net costs, deducting DC reserve fund surpluses from net costs), applying the appropriate useful life periods and associated sinking fund factors for each classification of capital work, and calculating the share of City-wide development within the proposed development, the annual lifecycle costs for tax-supported works equate to an annual contribution required by the City of $3.6 million for works required by growth in tax-supported services (transportation, transit, parks and recreation and etc.).

These costs are allocated between City-wide growth in the residential and non- residential sectors based on proportionate shares of population and employment, except for recreation and library services, where 95% of costs are allocated to the residential sector, consistent with the cost allocation from the City's 2019 DC Study. The residential sector's share of these costs are estimated to be approximately $1.9 million, and the non-residential sector's share is approximately $1.6 million.

Of this, based on the proportion of the City-wide residential and non-residential growth within the proposed development, the subject development's share of these annual costs would be approximately $192,600 from residential and approximately $2,660 from non-residential.

Figure 8

Estimated Indirect Lifecycle Costs, 1062-1074 Cooke Boulevard, City of Burlington

				Residential Share			Non-Residential Share		
	Annual Lifecycle Contribution	Forecast Period	Residential Share	Residential Share of ALC	Development Share of Pop. Growth	Development Share of ALC	Non-Residential Share of ALC	Development Share of Emp. Growth	Development Share of ALC
Engineered Service									
Transporation	2,592,694	2019-2031	44%	1,140,785	9.4%	107,717	1,451,909	0.2%	2,362
Storm Drainage	319,151	2019-2031	67%	212,948	9.4%	20,107	106,203	0.2%	173
Subtotal	2,911,845			1,353,733		127,824	1,558,112		2,535
General									
Transit	74,195	2019-2028	47%	34,872	11.0%	3,824	39,323	0.2%	77
Parks & Rec	529,193	2019-2028	95%	502,733	11.0%	55,122	26,460	0.2%	52
Library	55,990	2019-2028	95%	53,191	11.0%	5,832	1	0.2%	0
Subtotal	659,378			590,796		64,778	65,784		129
Total - Tax Supported	3,571,223			1,944,529		192,602	1,623,896		2,664

	Population	Employment	Total
	Persons	*Jobs*	*Persons & Jobs*
Subject Development	1,153	15	1,167
10-Year Growth	10,514	7,483	17,997
Subject Development as % of 10-Year Growth	11.0%	0.2%	6.5%
13-Year Growth	12,209	9,001	21,210
Subject Development as % of 13-Year Growth	9.4%	0.2%	5.5%

Source: Altus Group Economic Consulting based on City of Burlington 2019 DC Background Study

4 CONCLUSIONS AND OTHER ECONOMIC BENEFITS

4.1 CONCLUSIONS – FISCAL IMPACT

Figure 9 shows the calculation of the net annual fiscal impact of the proposed development. The subject proposal is estimated to generate a positive fiscal impact for the City. The overall surplus is estimated to be roughly $235,600 per year, or approximately $202 per capita.

Figure 9

Estimate of Net Annual Fiscal Impact, 1062-1074 Cooke Boulevard, City of Burlington

Persons	1,153
Jobs	15
Total Persons and Jobs	1,167

	Residential		Non-Residential		Total	
	Dollars	Dollars per Capita	Dollars	Dollars per Capita	Dollars	Dollars per Capita
Property Taxes	1,115,836	967.92	6,479	442.35	1,122,315	961.33
Non-Tax Revenues	51,426	44.61	257	17.58	51,684	44.27
Total Revenues	1,167,263	1,012.53	6,736	459.92	1,173,999	1,005.60
Net Operating Expenditures	728,180	631.65	3,645	248.88	731,825	626.85
Operating Expenditures - Tax Supported	9,793	8.50	124	8.50	9,918	8.50
Lifecycle Costs - Transportation	1,407	1.22	18	1.22	1,425	1.22
Indirect Lifecycle Costs - Tax Supported	192,602	167.07	2,664	181.90	195,266	167.26
Total Expenditures	931,982	808.44	6,452	440.49	938,434	803.83
Net Fiscal Surplus / (Deficit)	235,280	204.09	285	19.43	235,565	201.78

Source: Altus Group Economic Consulting

4.2 OTHER ECONOMIC BENEFITS

In addition to the estimated development charge revenues and annual property tax revenues generated, the subject development will have other economic benefits for the City and broader region, such as increased retail spending from new households and employment in the construction of the project, as well as the economic impact of the construction of the project itself on the local economy.

4.2.1 Region of Halton DC Revenues

Based on Regional DC rates effective from September 2022 onwards that are applicable to development within the built boundary, it is estimated that the subject development would generate approximately $14.6 million in DC revenues for Halton Region.

4.2.2 Education Development Charges

Based on Education Development Charges (EDCs) levied by both the Halton District School Board (HDSB) and Halton Catholic District School Board (HCDSB), it is estimated that the subject development would generate approximately $7.7 million in EDC revenues, including $4.7 million for the HDSB and $3 million for the HCDSB. These funds can be used by each school board to fund school site acquisitions throughout their respective jurisdictions.

4.2.3 Parkland Cash-in-Lieu

The City of Burlington currently charges a parkland cash-in-lieu charge of $23,600 per high-density dwelling unit. It is estimated that the proposed development would generate approximately $19 million in parkland cash-in-lieu funds.

4.2.4 Retail Spending in the Community

It is expected that the households occupying the residential units to be constructed will help support local retail stores and businesses. It is estimated that annual spending on goods and services by households in the development will be approximately $59 million per year.

A significant proportion of this annual spending can be expected to be spent at businesses within the stores in the City of Burlington, or more broadly within Halton Region and other areas surrounding Burlington. This annual spending can help to support not only the existing businesses, but also the creation of new businesses in the City and broader region.

Figure 10

Estimated Spending on Goods and Services by Households, 1062-1074 Cooke Blvd. Redevelopment, City of Burlington

Average Household Spending, Ontario, 2019	$97,385
Less:	
Shelter Costs	($22,364)
Personal Taxes	($1,791)
Insurance and Pension Contributions	($5,346)
Gifts of Money	($2,252)
Games of Chance (net)	($193)
Household Spending, Goods and Services, 2019	$65,439
Proposed Units	809
Estimated Annual Retail Sales, 2019 dollars	$52,940,151
Inflation Factor - 2019 dollars to 2022 dollars	11.5%
Estimated Annual Retail Sales, 2022 dollars	**$59,054,584**

Note: Household Spending after deductions includes food, household operation, furnishings and equipment, clothing, transportation, health care, personal care, recreation, reading materials and other printed matter, education, tobacco products and alcoholic beverages, and miscellaneous expenditures

Source: Statistics Canada, CANSIM Table 203-0021, Survey of Household Spending, 2019

4.2.5 Construction-Related Employment

Using an economic input-output model, construction-related activity associated with the development of the subject site would generate a variety of one-time economic benefits in the economy, in terms of economic output, direct employment in the construction of the development, as well as derivative benefits for businesses that provide services and materials to the construction industry.

The figure below summarizes construction-related employment that will be generated from the development of the subject site. In total, the construction of the proposed development is estimated to result in approximately 1,970-person years of employment. This includes approximately 1,280-person-years of employment in the construction industry and approximately 690 person-years of employment in businesses and services that provide materials and services to the construction industry.[1]

[1] A person-year represents one full-year of employment, and so may be significantly higher than the number of 'jobs' that a development generates during construction. For example, 100 person-years of employment could equate to 100 persons working for one year, 50 persons working for two years, 33 persons working for three years, etc.

Figure 11

Economic Impacts of Construction of Proposed Development, 1062-1074 Cooke Blvd., City of Burlington

	Proposed Development
Construction-Related Employment	*Person-Years*
Direct	1,247
Indirect	674
Total	1,921
Economic Output	*Dollars*
Gross Output	368,880,000
GDP	176,960,000

Source: Altus Group Economic Consulting

Economic activity relating to construction of the proposed development on the subject site can be measured from Gross Output[2] or Gross Domestic Product (GDP).[3] It is estimated that the construction of the proposed development would generate $368.9 million in Gross Output and approximately $177 million in GDP.

[2] Gross Output represents a measure of economic activity in the production of new goods and services and includes intermediate and final outputs. For example, in the production of wood furniture, the purchase of wood from a sawmill for $100 (the intermediate input) and the end-price of the finished furniture of $400 (the final output) are added together to estimate Gross Output, or the value of all goods and services purchased throughout

[3] Gross Domestic Product represents economic activity in the production of new goods and services and includes only final outputs, and in the example of the production of wood furniture, would represent the "value added" to the raw wood, where the $400 furniture was created from a $100 input. Therefore, in this case, the GDP would be $300 (or $400 final value less $100 intermediate input value)

Appendix A
Detailed Tables

Figure A- 1

Estimate of Net Growth-Related Expenditure Impacts, 1062-1074 Cooke Boulevard, City of Burlington

	Gross Expenditures	Less: Interest on Long Term Debt	Less: User Fees	Less: Amortization	Net Expenditures	Growth Related: Growth Factor	Growth Related: Net Operating Expenditure	Res. Share	Growth Related Net Operating: Residential	Growth Related Net Operating: Non-Residential
General government										
Governance	5,880,378	968,444	-	-	4,911,934	50%	2,455,967	83.2%	2,042,874	413,093
Corporate Management	11,855,832	-	-	678,816	11,177,016	50%	5,588,508	83.2%	4,648,521	939,987
Program Support	1,319,003	-	-	1,319,003	-	50%	-	83.2%	-	-
Subtotal	19,055,213	968,444	-	1,997,819	16,088,950		8,044,475		6,691,395	1,353,080
Protection services										
Fire	36,677,517	65,865	223,058	1,575,924	34,812,670	100%	34,812,670	83.2%	28,957,181	5,855,489
Protective inspection and control	3,231,931	-	69,270	44,161	3,118,500	100%	3,118,500	83.2%	2,593,969	524,531
Building permit and inspection services	3,203,163	-	36,198	-	3,166,965	100%	3,166,965	83.2%	2,634,282	532,683
Provincial Offences Act (POA)	11,675,283	-	-	-	11,675,283	100%	11,675,283	83.2%	9,711,501	1,963,782
Subtotal	54,787,894	65,865	328,526	1,620,085	52,773,418		52,773,418		43,896,933	8,876,485
Transportation services										
Roads - Traffic Operations & Roadside	7,292,097	-	217,006	454,865	6,620,226	100%	6,620,226	83.2%	5,506,704	1,113,522
Winter Control - Except sidewalks, Parking Lots	4,747,193	-	8,783	9,380	4,729,030	100%	4,729,030	83.2%	3,933,607	795,423
Winter Control - Sidewalks, Parking Lots Only	919,315	-	-	-	919,315	100%	919,315	83.2%	764,686	154,629
Transit - Conventional	23,747,849	-	5,411,412	3,260,429	15,076,008	100%	15,076,008	83.2%	12,540,225	2,535,783
Transit - Disabled & special needs	1,996,290	-	53,056	127,340	1,815,894	100%	1,815,894	83.2%	1,510,461	305,433
Parking	2,366,638	9,347	6,039	156,660	2,194,592	100%	2,194,592	83.2%	1,825,462	369,130
Street lighting	1,529,500	-	358,629	97,159	1,073,712	100%	1,073,712	83.2%	893,114	180,598
Subtotal	42,598,882	9,347	6,054,925	4,105,833	32,428,777		32,428,777		26,974,259	5,454,518
Environmental services										
Urban storm sewer system	5,898,268	48,300	76,751	3,595,059	2,178,158	100%	2,178,158	83.2%	1,811,792	366,366
Subtotal	5,898,268	48,300	76,751	3,595,059	2,178,158		2,178,158		1,811,792	366,366
Health services										
Cemeteries	1,235,239	-	70,202	7,569	1,157,468	0%	-	83.2%	-	-
Subtotal	1,235,239	-	70,202	7,569	1,157,468		-		-	-
Recreation and cultural services										
Parks	19,060,129	-	701,217	2,297,247	16,061,665	100%	16,061,665	83.2%	13,360,094	2,701,571
Recreation programs	12,822,251	34,610	4,962,711	6,141	7,818,789	100%	7,818,789	83.2%	6,503,669	1,315,120
Rec. Fac. - Golf Crs, Marina, Ski Hill	1,576,257	-	776,356	313,545	486,356	100%	486,356	83.2%	404,551	81,805
Rec. Fac. - All Other	19,253,324	-	4,985,231	5,900,716	8,367,377	100%	8,367,377	83.2%	6,959,985	1,407,392
Libraries	12,762,877	622,155	-	1,923,769	10,216,953	100%	10,216,953	83.2%	8,498,462	1,718,491
Museums	13,454	31,859	-	13,454	(31,859)	100%	(31,859)	83.2%	(26,500)	(5,359)
Cultural services	7,400,044	-	1,886,609	1,708,433	3,805,002	100%	3,805,002	83.2%	3,165,001	640,001
Subtotal	72,888,336	688,624	13,312,124	12,163,305	46,724,283		46,724,283		38,865,262	7,859,021
Planning and development										
Planning and zoning	6,400,977	-	1,169,864	38,259	5,192,854	50%	2,596,427	83.2%	2,159,708	436,719
Commercial and Industrial	2,019,245	-	27,001	29,014	1,963,230	50%	981,615	83.2%	816,507	165,108
Subtotal	8,420,222	-	1,196,865	67,273	7,156,084		3,578,042		2,976,216	601,826
	-		-							
TOTAL	**204,884,054**	**1,780,580**	**21,039,393**	**23,556,943**	**158,507,138**		**145,727,153**		**121,215,856**	**24,511,297**

	Persons	*Jobs*
Population Estimate	191,902	98,485
	$/Capita	
$/Capita - Growth Related Non Tax Revenues	632	249

Source: Altus Group Economic Consulting based on 2019 Financial Information Returns for City of Burlington

Figure A- 2

Estimate of Non-Tax Revenues, 1062-1074 Cooke Boulevard, City of Burlington

Licenses, Permits, Rents, Etc.	Non-Tax Revenues	Less: Building Permit Revenues	Net Non-Tax Revenues	Growth Related	Growth Related Non-Tax Revenues	Res. Share	Growth-Related Non-Tax: Residential	Growth-Related Non-Tax: Non-Residential
	Dollars			*Percent*	*Dollars*	*Percent*	*Dollars*	
Licences and permits	7,361,865	3,130,366	4,231,500	95%	4,019,925	83%	3,343,774	676,151
Rents, concessions and franchises	6,260,731	-	6,260,731	25%	1,565,183	83%	1,301,919	263,264
Subtotal	13,622,596	3,130,366	10,492,231		5,585,107		4,645,693	939,415
Fines and Penalties								
Other fines	1,999,690	-	1,999,690	95%	1,899,706	83%	1,580,175	319,530
Penalties and interest on taxes	2,284,452	-	2,284,452	95%	2,170,229	83%	1,805,197	365,032
Subtotal	4,284,142	-	4,284,142		4,069,935		3,385,372	684,563
Other Revenues								
Investment income	5,922,015	-	5,922,015	0%	-	83%	-	-
Sale of publications, equipment, etc	-	-	-	95%	-	83%	-	-
Donations	670,183	-	670,183	95%	636,674	83%	529,585	107,088
Subtotal	6,592,198	-	6,592,198		636,674		529,585	107,088
Total	24,498,936	3,130,366	21,368,571		10,291,716		8,560,650	1,731,066

	Persons	*Jobs*
Population/Employment Estimate	191,902	98,485
	$/Capita	
$/Capita or Employee - Growth Related Non Tax Revenues	44.61	17.58

Source: Altus Group Economic Consulting based on 2019 Financial Information Returns for City of Burlington