



Special Council Meeting Agenda

Wednesday, April 10, 2019 5:00 PM - 6:00 PM

Essex Centre Sports Complex, Barnett Room

60 Fairview Avenue West, Essex, ON

1. Roll Call

Present:

Mayor Larry Snively

Deputy Mayor Richard Meloche

Ward 1 Councillor Joe Garon

Ward 1 Councillor Morley Bowman

Ward 3 Councillor Chris Vander Doelen

Ward 3 Councillor Steve Bjorkman

Ward 4 Councillor Sherry Bondy

Regrets:

Ward 2 Kim Verbeek

Also Present:

Chris Nepszy, Chief Administrative Officer

Doug Sweet, Director, Community Services

Jeffrey Morrison, Director, Corporate Services

Nelson Silveira, Economic Development Officer

Alex Denonville, Manager, Strategic Communications

Kevin Carter, Chief Building Official

Paul Vlodarchyk, Building Inspector

Rita Jabbour, Planner

Jeff Watson, Policy Planner

Robert Auger, Town Solicitor/Clerk

Shelley Brown, Deputy Clerk

2. Declarations of Conflict of Interest

3. Adoption of Published Agenda

a) Special Council Meeting Agenda

Moved by

Seconded by

That the published agenda for the April 10, 2019 Special Council Meeting for the Development Charge Review be adopted as presented.

4. Reports from Administration

- a) Gary Scandlan, Watson & Associates Economists Ltd.

Presentation re: Town of Essex 2019 D.C.

Moved by

Seconded by

That the presentation entitled "Town of Essex 2019 D.C.", prepared by Gary Scandlan, Watson & Associates Economists Ltd, be received.

5. Adjournment

Moved by

Seconded by

That the meeting be adjourned at



ECONOMISTS LTD.

Town of Essex 2019 D.C.

2019 D.C. Kickoff Meeting
February 15, 2019

Agenda



- D.C. Overview
- Changes to Development Charges Act as a result of Bill 73
- Proposed Timeline
- Questions

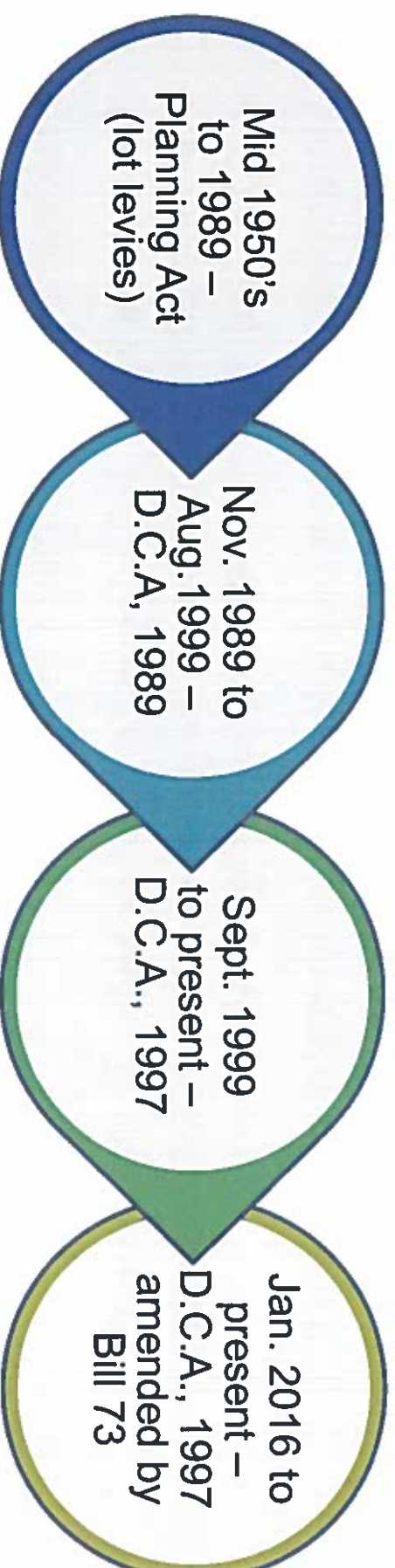
Development Charges



Purpose:

- To recover the capital costs associated with residential and non-residential growth within a municipality
- The capital costs are in addition to what costs would normally be constructed as part of a subdivision (i.e. internal roads, sewers, watermains, roads, sidewalks, streetlights, etc.)
- Municipalities are empowered to impose these charges via the Development Charges Act (D.C.A.)

History of D.C.'s



DCA Overview



- The DCA 1997 provided a major change to the DCA 1989 which resulted in a significant loss of potential revenue to municipalities. The 1997 Act introduced a number of:
 - Service Limitations
 - Service Standard Restrictions
 - Mandatory Reductions
 - Mandatory Exemptions
- Bill 73, passed in December 2015, introduced further changes
- The following provides a summary of the key aspects of the DCA 1997 as amended



Limitations on Services

- Some forms of capital and some services can not be included in the DCA. For example:
 - Headquarters for the General Administration of the Municipality
 - Arts, Culture, Museums and Entertainment Facilities
 - Tourism Facilities
 - Provision of a Hospital
 - Parkland Acquisition (*can't buy land*).
 - Waste Management Services (**updated to allow for waste diversion, as per Bill 73**) (*not landfills*)

Capital Costs



- Capital Cost definition has been broadened to include:
 - Acquire land or interest in land
 - Improve land
 - Acquire, lease, construct or improve buildings, facilities and structures (includes furniture and equipment)
 - Equipment and rolling stock
 - Capital component of a lease for the above
 - Circulation materials for Libraries
 - Studies for above including a DC Background Study
 - Interest on money borrowed to pay for the above



Capital Costs (cont'd)

- Certain Capital Costs may not be included:
 - Vehicle & Equipment with avg. life of <7 yrs.
 - Computer Equipment
- DCA also provides for a mandatory 10% reduction of capital cost for all services except:
 - Water, Wastewater and Stormwater Services
 - Roads and related services (i.e. Public Works)
 - Police
 - Fire
 - **Transit (updated as per Bill 73)**

Capital Costs



- The planning horizon for future capital needs is limited to 10 years for all services except:
 - Water, Wastewater and Stormwater Services
 - Roads and related services (i.e. Public Works)
 - Police
 - Fire
- Capital costs must be reduced by grants, subsidies and other contributions.
- May include authorized costs incurred or proposed to be incurred by others on behalf of a municipality/local board



Service Standards

- Service Standard measure provides a ceiling on the level of the charge which can be imposed
- Previously (DCA, 1989), provided that the DC be “no higher than” the highest level attained over the previous 10 year period.
- DCA, 1997 provides that the ceiling is based on the “average of the past 10 years”
- Impacts – generally lowers collection levels and may provide for spiral downwards if municipality does not keep up with construction of services
- The DCA requires a detailed review of service levels and requires consideration of both “quality” and “quantity” measures
- This involves reviewing capital inventories in detail over past 10 years

(measures from outside)

Fire Facilities
ft² of building area

any thing
that developers
attach

11

D.C. Amount (before deductions)	18 Year
Forecast Population	3,223
\$ per Capita	\$112
Eligible Amount	\$361,621

**Town of Essex**
Service Standard Calculation Sheet

Service:	Fire Facilities
Unit Measure:	Value of facilities (\$)

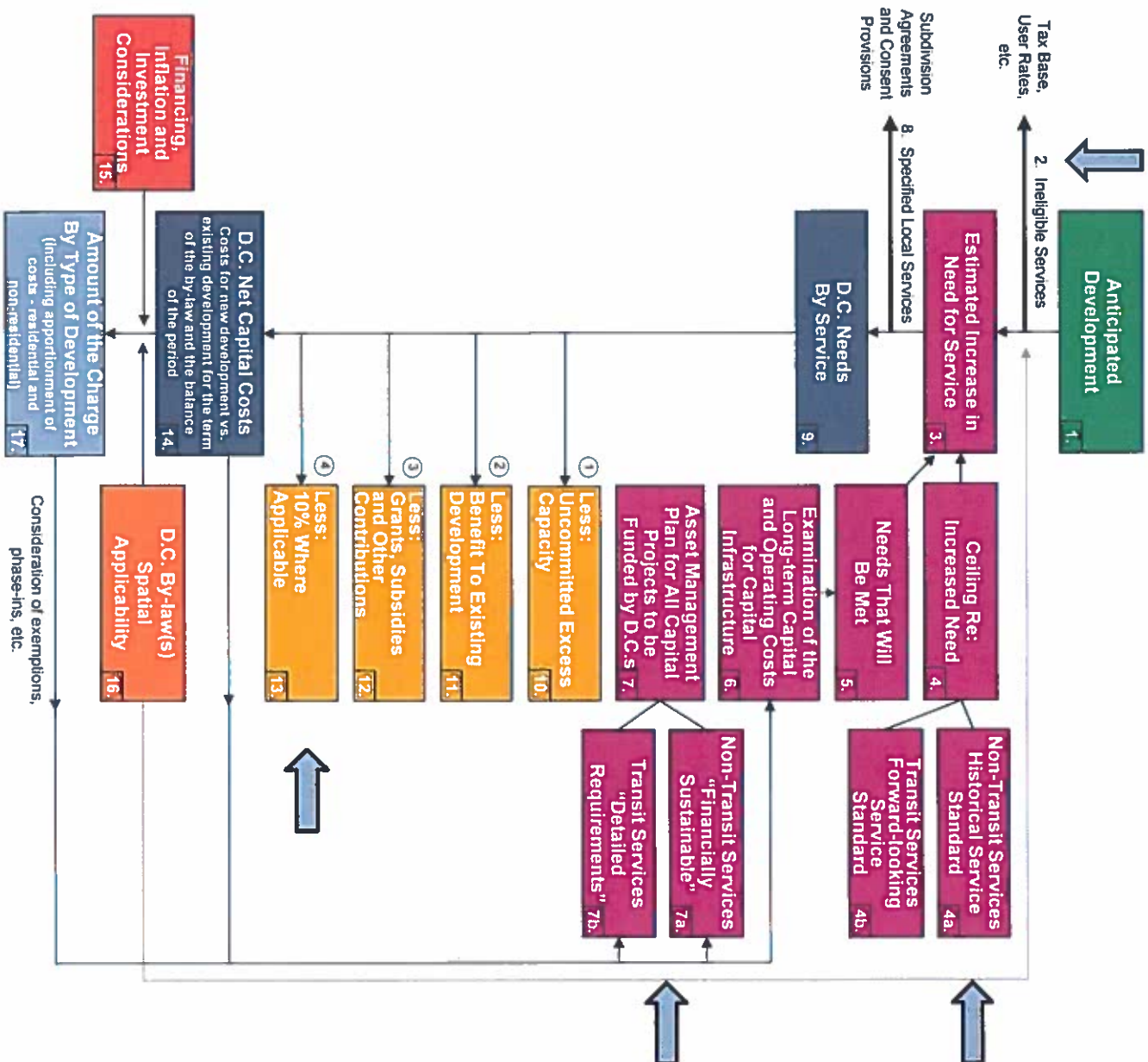
Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Station 1 (Essex)	751,450	751,450	751,450	751,450	1,352,575	1,352,575	1,352,575	1,352,575	1,352,575	1,352,575
Station 2 (Gesto)	566,934	566,934	566,934	566,934	409,089	409,089	409,089	409,089	409,089	409,089
Station 3 (Harrow)	654,500	654,500	654,500	654,500	654,500	654,500	654,500	654,500	654,500	654,500
Emergency Operations Centre	31,200	31,200	31,200	31,200	-	-	-	-	-	-
Total	2,004,084	2,004,084	2,004,084	2,004,084	2,416,164	2,416,164	2,416,164	2,416,164	2,416,164	2,416,164
Population	19,844	19,719	19,600	19,725	19,868	20,062	20,267	20,426	20,440	20,510
Per Capita Standard	100.99	101.63	102.25	101.60	121.61	120.43	119.22	118.29	118.21	117.80
10 Year Average Service Standard \$ per Capita	2009-2018 \$112									



Methodology

- The following chart provides the overall methodology to calculating the charge
- Arrows mark where Bill 73 has made changes and will be discussed in subsequent slides

The Process of Calculating a Development Charge under the Act that must be followed





Overview of the D.C. Calculation





Local Service Policies

- New section 59.1(1) and (2) of the Act “No Additional Levies” - prohibits municipalities from imposing additional payments or requiring construction of a service not authorized under the D.C.A. (updated as per Bill 73)
 - Due to Bill 73, “no additional levies” clause, a Local Service Policy is required to be developed and approved by Council, through the D.C. study process, to clearly define what developers would be required to do as part of their development agreements versus what would be included in the D.C.
- Subdivision Agreement Conditions - the Act provides coverage of such agreements to include “local services related to a plan of subdivision or within the area to which the plan relates”.
- Items to consider may include; collector & arterial roads, intersection improvements & traffic signals, streetlights & sidewalks, Bike Routes/Bike Lanes/Bike Paths/Multi-Use Trails/Naturalized Walkways, Noise Abatement Measures, Land dedications/easements, Water, Wastewater, Stormwater, and Park requirements.

Other Matters



- Excess Capacity – any excess capacity in the system cannot be recovered in the DC unless council had expressed a clear intention to recover these costs at or before the time the capacity was created
- Cross Subsidization - the act clarifies that a cost recovery shortfall from one type of development may not be made up through higher charges on other development. However, it also clarifies that the charge for any particular development does not have to be limited to the cost increase attributable to that development
- An examination, for each service to which the development charge by-law would relate, of the long term capital and operating costs for capital infrastructure required for the service
- It is mandatory that a D.C. Background Study be prepared and be available to the public (along with a draft D.C. by-law) at least two weeks prior to the public meeting
- Prescribed Index - use of the Statistics Canada Quarterly, Non-Residential Building Construction Price Index (CANSIM Table 327-0043)

Other Matters



- An examination, for each service to which the development charge by-law would relate, of the long term capital and operating costs for capital infrastructure required for the service
- It is mandatory that a D.C. Background Study be prepared and be available to the public (along with a draft D.C. by-law) at least two weeks prior to the public meeting
- Prescribed Index - use of the Statistics Canada Quarterly, Non-Residential Building Construction Price Index (CANSIM Table 327-0043)
- Consider inclusion of a wind turbine charge

Exemptions



- Mandatory Exemptions:
 - for industrial building expansions (may expand by 50% with no D.C.)
 - May add up to 2 apartments in a single as long as size of home doesn't double
 - Add one additional unit in medium & high density buildings
 - Upper/Lower Tier Governments and School Boards
- Discretionary Exemptions :
 - Reduce in part or whole D.C. for types of development or classes of development (e.g. industrial or churches)
 - May phase-in over time
 - Redevelopment credits to recognize what is being replaced on site (not specific in the Act but provided by case law)



Discretionary Exemptions for the Town of Essex

- Places of worship
- Cemetery or burial ground
- Public Hospital
- Non-residential farm buildings constructed for bona fide farm uses

Update on Bill 73



- New Definitions & Ineligible Services
- Area-Specific DCs
- Waste Diversion
- Asset Management
- Transit
- No Additional Levies
- Public Process Extended
- Annual Report of the Treasurer

Impact of Bill 73 on Essex



- Consider impact of “no additional levies” in development process and on Local Service Policy
- Annual reporting requirements to conform to the new required format
- Ensure the background study is available at least 60 days prior to by-law passage
- Asset management requirements will need to be met
- Need to consider Area Rating as part of the Background Study (but not mandatory to impose)
 - Currently the Town imposes wastewater on an area-specific basis

Local Service Policy Discussion



- Current vs. Sample Local Service Policy
- With the “No Additional Levies” clause it has become important to further detail the Local Service Policy
- Are there issues with applying the current Local Service Policy that need to be addressed?

Emerging Issues



There have been a number of emerging issues that are resulting in refinements to many by-laws including:

- Refining definitions on new types of housing (e.g. back-to-back townhouses, stacked townhouses, live/work units)
- Cannabis facilities
- Categories of Residential Charges
 - Apartments (Halton Decision)
 - Special Care/Special Dwelling Units (Affordable Housing)
 - Accessory/Secondary Suites (Affordable Housing)
- Conservation Authority (Halton Decision)
- Bona fide Farms – (ma/pa vs. larger operations)
- Places of Worship (portion for worship only)

Proposed Timeline



- Data collection and growth forecast development: February 2019
- Staff interviews: March 2019 (Date TBC)
- Draft D.C. Background Study: May 2019
- Final D.C. Background Study for public release: June 2019
- Public Meeting: July 2019
- By-law passage: August 2019
- **By-law expires on September 1, 2019**



Appendix E

Local Service Guidelines

Appendix E - Local Service Guidelines

1. Arterial and Collector Roads

- 1.1. Collector roads Internal to development - Direct developer responsibility under s.59 of the D.C.A. (as a local service).
- 1.2. Roads (collector and arterial) external to development - Include in D.C. calculation to the extent permitted under s.5(1) of the D.C.A. (dependent on local circumstances).

2. Traffic Signals

- 2.1. Traffic signalization external to development – Include in D.C. calculation to the extent permitted under s.5(1) of the D.C.A.

3. Intersection Improvements

- 3.1. New roads (collector and arterial) and road (collector and arterial) improvements – Include as part of road costing noted in item 1, to limits of ROW.
- 3.2. Intersections improvements within specific developments and all works necessary to connect to entrances (private and specific subdivision) to the roadway - Direct developer responsibility under s.59 of D.C.A. (as a local service)
- 3.3. Intersections with County roads – Include in D.C. calculation to the extent that they are Town responsibility.
- 3.4. Intersection improvements on other roads due to development growth increasing traffic – Include in D.C. calculation.

4. Streetlights

- 4.1. Streetlights on external roads – Include in area municipal D.C. (linked to collector road funding source in item 1).
- 4.2. Streetlights within specific developments – Direct developer responsibility under s.59 of D.C.A. (as a local service).

5. Sidewalks

- 5.1. Sidewalks on County roads – Include in area municipal D.C. or, in exceptional circumstances, may be local improvement or direct developer responsibility through local service provisions (s.59 of D.C.A.).
- 5.2. Sidewalks on area municipal roads - Linked to collector road funding source in item 1.
- 5.3. Other sidewalks external to development (which are a local service within the area to which the plan relates) - Direct developer responsibility as a local service provision (under s.59 of D.C.A.)

6. Bike Routes/Bike Lanes/Bike Paths/Multi-Use Trails/Naturalized Walkways

- 6.1. Bike paths/multi-use trails/naturalized walkways external to development – Include in area municipal D.C.s consistent with the service standard provisions of the D.C.A., s.5(1).
- 6.2. Bike lanes, within road allowance, internal to development – Direct developer responsibility under s.50 of the D.C.A.(as a local service).
- 6.3. Bike paths/multi-use trails/naturalized walkways internal to development – Direct developer responsibility under s.50 of the D.C.A.(as a local service).
- 6.4. Trail Bridges/Underpasses and associated works – Include in area municipal D.C.s consistent with the service standard provisions of the D.C.A., s.5(1).

7. Noise Abatement Measures

- 7.1. Internal to Development - Direct developer responsibility through local service provisions (s.59 of D.C.A.)

8. Land Acquisition for Road Allowances

- 8.1. Land Acquisition for arterial roads – Dedication under the Planning Act subdivision provisions (s.51) through development lands; in areas with limited or no development, include in area municipal D.C. (to the extent eligible).
- 8.2. Land Acquisition for collector roads – Dedication under the Planning Act subdivision provision (s.51) through development lands (up to 22 metre right-of-

way); in areas with limited or no development, include in area municipal D.C. (to the extent eligible).

- 8.3. Land Acquisition for grade separations (beyond normal dedication requirements) – Internal to subdivision to be provided by developer, external include in the D.C. to the extent eligible.

9. Land Acquisition for Easements

- 9.1. Easement costs external to subdivisions shall be provided by developer.

10. Storm Water Management

- 10.1. Quality and Quantity Works, direct developer responsibility through local service provisions (s. 59 of D.C.A.).
- 10.2. Oversizing of stormwater management works for development external to developments will be subject to best efforts clauses by area municipality.

11. Wastewater

- 11.1. Connections to truck mains and pumping stations to service specific areas, to be direct developer responsibility.
- 11.2. Major trunk mains and pumping stations to be included within the area-wide D.C. – extension to subdivisions to be included in the area-wide or area specific D.C. Oversizing within the subdivision to also be included in D.C. above 375 m.m. for sanitary sewer.

Water

- 12.1. Connections to truck mains and pumping stations to service specific areas, to be direct developer responsibility.



Preliminary Information Request

Administration and Finance

1. 2019 Capital Budget and Five-Year Forecast.
2. Development Charge Reserve Fund Statement for each year (2014 to 2018), showing initial balance, collections, interest earnings, details on draws and year-end balance by service.
3. Itemization of projects on which growth-related debentures (or equivalent long-term commitments) are outstanding and the corresponding debenture schedules, annual payment in each case, years to run and indication as to whether the payment is level or not.
4. Any capital spending plans or commitments beyond the 2019 capital forecast period.
5. Information on any problems with the operation of the current development charge policy (by-law).
6. Copy of the Development Charge By-law(s) currently applicable (in Word) and existing rates (i.e. fully indexed rates).

Master Plans.



Development Charges (Sub) Services

(Fire, Police, Public Works, Wastewater, Parks and Recreation, Library)

1. Appropriate staff from each department to review the relevant pages related to their service in the most recent Development Charges Policy Report(s) and provide comments through margin notes (or through attached pages as necessary).
2. In order to ensure a defensible D.C. review by-law, it is important that the report information be as current as possible as of the approximate date of by-law passage. Accordingly, we would request updated information with respect to:
 - inventory of eligible equipment and buildings (2019 \$ replacement values - note that this information is sometimes appended to municipal insurance policy documents);
 - information on the cost, size and location of facilities added or under construction during the historic 10-year period (2009 to 2018); and
 - any changes in cost estimates for new facilities.
3. In addition, the size of buildings included in the prior D.C. study should be reviewed utilizing the approach to determining the square footage of facilities for D.C. purposes, as set out below. This approach ensures consistency among departments and also provides a better basis for determining costs per square foot. (This has been an issue in some D.C. appeals.)
4. Provide copies of any master plan or servicing studies completed in the recent past (e.g. recreation, water distribution, roads, etc.), including any studies which may have addressed an expanded servicing area than originally addressed in the D.C. study.



Recommended Approach for Determining Gross Floor Area for D.C. Purposes¹

- Gross floor area is defined by Quantity Surveyors as the measurement of the area of each floor of a building from outside to outside of exterior walls (without deductions for openings), but excluding the items set out below. Balconies and mezzanine floors within the exterior walls are included.
- Major exclusions are as follows: exterior balconies, unfinished roof and attic areas, interior court yards, light wells, etc., unenclosed porches, covered walkways, etc.
- For D.C. purposes, gross floor area measurements (based on the above definition) are required for each Town-owned building, with the space divided between departments (if relevant).

¹ Based on the Canadian Institute of Quantity Surveyors G.F.A. Measurements Standards.



**Data Request – Planning
2019 Town of Essex DC
Watson & Associates Economists Ltd.
January 28, 2019**

1. Residential Housing Supply/Demand:

- a. A current inventory of all housing units in the development process, including: total number of units by housing type (i.e. single detached, semi-detached, townhouses, apartments), developer name, development status (i.e. registered, draft approved, application pending, severances, etc.) and geographic location.
- b. Historical residential building permits for serviced vs. unserviced housing units issued over the past 10 years.
- c. Map showing potential area-specific breakdown or GIS data of planning applications (1 a.) and building permits (1 d.) including all relevant attribute data.

2. Non-Residential Supply/Demand:

- a. A summary of historical non-residential building permit values and/or gross floor area (GFA) by industrial, commercial and institutional sector over the past 10 years (2009-2018). This summary should identify new construction vs. expansions/improvements to existing buildings.
- b. Any other insights with respect to the prospects for future industrial, commercial and institutional development.
- c. A list of any major closures by industrial, commercial or institutional.
- d. Map showing location of employment growth.

- 3. If available, two Excel files from Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) Analyst/EMSI data. One with data on self-employed and employees and the other with data on employees only.

Recent background reports or information i.e. Official Plan, Background Studies, Municipal Comprehensive Reviews, Growth Management Strategy, any servicing reports etc. (Is the Foundation Report 2011 still the most up-to-date projections?)



Sample Local Service Policy

For Discussion Purposes

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



Sample 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, Stormwater Management, Transit Bus Stops and Amenities, Parkland Development, and Underground Linear Services. The guidelines outline, in general terms, the size and nature of engineered infrastructure that is included in the study as a development charge project, versus infrastructure that is considered as a local service, to be emplaced separately by landowners, pursuant to a development agreement.

The following policy guidelines are general principles by which staff will be guided in considering development applications. However, each application will be considered, in the context of these policy guidelines as subsection 59(2) of the Development Charges Act, 1997, 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.

1.1 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; utilities; traffic control systems; signage;



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

1.1.1 Local and Collector Roads (including land)

- a. Collector Roads Internal to Development, inclusive of all land and associated infrastructure – direct developer responsibility under s.59 of the D.C.A. as a local service.
- b. Collector Roads External to Development, inclusive of all land and associated infrastructure – if needed to support a specific development or required to link with the area to which the plan relates, direct developer responsibility under s.59 of the D.C.A.; otherwise, included in D.C. calculation to the extent permitted under s.5(1) of the D.C.A. (dependent on local circumstances).
- c. All local roads are considered to be the developer's responsibility.

1.1.2 Arterial Roads

- a. New, widened, extended or upgraded arterial roads, inclusive of all associated infrastructure: Included as part of road costing funded through D.C.A., s.5(1).
- b. Land acquisition for arterial roads on existing rights-of-way to achieve a complete street: dedication under the Planning Act provisions (s. 41, 51 and s. 53) through development lands; in area with limited development: included in D.C.'s.
- c. Land acquisition for arterial roads on new rights-of-way to achieve a complete street: dedication, where possible, under the Planning Act provisions (s. 51 and s. 53) through development lands up to the ROW specified in the Official Plan.
- d. Land acquisition beyond normal dedication requirements to achieve transportation corridors as services related to highways including grade separation infrastructure



for the movement of pedestrians, cyclists, public transit and/or railway vehicles:
included in D.C.'s.

1.1.3 Traffic Control Systems, Signals and Intersection Improvements

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

1.1.4 Streetlights

- a. Streetlights on new arterial roads and arterial road improvements: considered part of the complete street and included as part of the road costing funded through D.C.'s or in exceptional circumstances, may be direct developer responsibility through local service provisions (s.59 of D.C.A.).
- b. Streetlights on non-arterial roads internal to development: considered part of the complete street and included as a direct developer responsibility under s. 59 of the D.C.A. (as a local service).
- c. Streetlights on non-arterial roads external to development, needed to support a specific development or required to link with the area to which the plan relates:



considered part of the complete street and included as a direct developer responsibility under s. 59 of the D.C.A. (as a local service).

1.1.5 Transportation Related Pedestrian and Cycling Facilities

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

1.1.6 Noise Abatement Measures

- a. Noise abatement measures external and internal to development where it is related to, or a requirement of a specific development: direct developer responsibility under s.59 of D.C.A. (as a local service).
- b. Noise abatement measures on new arterial roads and arterial road improvements abutting an existing community and unrelated to a specific development: included as part of road costing funded through D.C.'s .



1.1.7 Transit Lanes and Lay-bys

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

2. Stormwater Management

- a. Stormwater facilities for quality and/or quantity management, including downstream erosion works, inclusive of land and all associated infrastructure, such as landscaping and perimeter fencing: direct developer responsibility under s.59 of D.C.A. (as a local service).
- b. Over-sizing cost of stormwater facilities capacity, excluding land, to accommodate runoff from new, widened, extended or upgraded municipal arterial roads that are funded as a development charges project: included as part of road costing funded through D.C.'s.
- c. Erosion works, inclusive of all restoration requirements, related to a development application: direct developer responsibility under s. 59 of the D.C.A. (as a local service).
- d. Monitoring works: included in D.C.'s consistent with the D.C.A., s.5(1).
- e. Storm sewer systems and drainage works that are required for a specific development, either internal or external to the area to which the plan relates: direct developer responsibility under s. 59 of the D.C.A. (as a local service).
- f. Note: for stormwater minimum pipe sizes, refer to section E.



3. Transit Bus Stops and Amenities

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



4. Parkland Development

4.1 Recreational Trails

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

4.2 Parkland

- a. Parkland Development for Community Parks, District Parks, Neighbourhood Parks and Village Squares: 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 Manager, Environment Services, Public Works.
 - 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.'s.

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

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. Such costs include but are not limited to:

- pre-grading, sodding or seeding, supply and installation of amended topsoil, (to the Municipality's required depth), landscape features, perimeter fencing and amenities and all planting.
- Perimeter fencing to the Municipal standard located on the public property side of the property line adjacent land uses (such as but limited to arterial roads) as directed by the Municipality.



5. 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.

5.1.2 Infrastructure Assets Constructed by Developers

- a. All infrastructure assets constructed by Developers must be designed in accordance with the Municipality's Engineering and Parks Standards Manual as revised
- b. All infrastructure assets shall be conveyed in accordance with the Municipality's Engineering and Parks Standards Manual as revised
- c. Any Parks and Open Space infrastructure assets approved to be built by the developer on behalf of the Municipality shall be in accordance with the Municipality's Park Development Methods Policy.



6. Underground Services (Stormwater, Water and Sanitary Sewers)

Underground services (linear infrastructure for stormwater, 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 stormwater management ponds and pumping stations, which are undertaken as part of new developments or redevelopments, will be determined by the following principles:

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 storm, 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 and 900 mm for stormwater 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 stormwater management ponds and 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;
- f. Water treatment, storage facilities, transmission mains, re-chlorination/sampling stations and Wells associated with municipal service areas to be included within the DC; and



- g. Wastewater treatment plants and transmission mains associated with municipal service areas shall be included in the DC.

The costs of the following items shall be paid through development charges:

- a. external underground services involving trunk infrastructure and pipe sizes exceeding 300mm for water and sanitary services and 900mm for stormwater services; and
- b. water, reservoir and/or sanitary pumping stations not required for the individual development.

