

# **Appendix H**

## **Local Service Guidelines**

# Local Service Guidelines

The following guidelines set out in general terms the size and nature of engineered infrastructure that the City of Barrie will fund through development charges, and infrastructure which are local services and therefore is considered to be a local developer responsibility. These guidelines were developed in accordance with Sections 2(5), 59 and 59.1 of the Development Charges Act.

The following guidelines are general principles by which staff will be guided when considering development applications. Each application will be considered on its own merits having regard to, among other factors, the nature, type and location of the development in any existing or proposed development in its surrounding area.

These local service guidelines are subject to review and amendment by the City which may be independent of an amendment or update to the City's Development Charge By-laws.

## General Notes:

- Projects listed in the most current City of Barrie Development Charges Study will be funded from development charges regardless of the criteria discussed in this document. These projects are consistent with the criteria outlined in this document. City staff, at their sole discretion, may fund additional projects not foreseen in this guideline or the current Development Charges Background Study.
- Unless otherwise specified, this guideline applies to development across the whole City.
- Unless otherwise stated, the responsibility for costs of the infrastructure includes all studies, site investigation, planning, design,

construction and commissioning costs associated with that infrastructure.

- If local services are required by two or more proposed developments, the developers are responsible for coordinating the work and agreeing to cost sharing.
- In general, land for road widenings and land acquisition required to construct infrastructure within or required for specific development proposals is the responsibility of the developer. Some exceptions are outlined in the following sections of this document.

# 1. Definitions

**Arterial Road** - As identified in the City of Barrie Official Plan as amended.

**Collector Road** - As identified in the City of Barrie Official Plan as amended.

**DCA** – Development Charges Act, 1997, S.O. 1997, c.27, as amended.

**Direct Access** – new or upgraded infrastructure required to provide access from the external road or active transportation network to the area of a Development.

**Local Benefit Infrastructure** – infrastructure to be paid for by the developer. The costs are direct developer responsibilities under s.59 of DCA (as a local service).

**Natural Heritage System (NHS)** – A system made up of natural heritage features and areas, and linkages intended to provide connectivity and support natural processes which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species and ecosystems. Also referred to as Open Space and Environmentally Protected Lands in the City’s zoning bylaw.

**Trails** – Pedestrian circulation within an Open Space or Environmentally Protected designation which can vary in surface material and width. Trails may also link one or more park block designations with a common linkage that can form part of the internal park circulation such as the water front trails. In this case a pathway can be part of a larger trail network. The following are the Trail Hierarchy Classifications based on the recommendations of the 2019 Transportation Master Plan:

- Type 1 Trail / Waterfront Multi-Use - The general function of this trail system is for recreation, leisure and active transportation including commuting functions by providing access to and along the public

waterfront. The ease of use rating is 'Easy' with a very high anticipated level of use on weekends and during peak tourist seasons, celebrations and events.

- Type 2 Trail / Multi-Use Trail - The general function of this trail system is for recreation, leisure and active transportation including commuting functions, providing access to key destinations such as community centres, parks, key commercial areas, schools etc. Includes loops in neighbourhood parks and access to park facilities/features. The ease of use rating is 'Easy' with a high anticipated level of use.
- Type 3 Trail / Recreational Trail – Primarily used for recreation and leisure where active transportation is not a key function but connections to active transportation routes may be facilitated. Generally located in lands designated as Open Space or Environmentally Protected with an ease of use rating ranging from 'Easy' to 'Moderate' including an anticipated level of use rating of 'Moderate'.
- Type 4 Trail / Natural Trail – Intended to provide recreation and leisure opportunities to escape the urban environment and experience natural settings within non-programmed open space and environmentally protected lands. These trail systems have a general ease of use rating of 'Moderate' to 'Hard' with low to moderate anticipated levels of use.
- Type 5 Trail / Stormwater Management Facility (SWMF) – Where feasible SWMFs will be unfenced and serve as key connection points to existing and proposed trail networks. Ease of use rating is 'Moderate' with low to moderate anticipated levels of use.

## 2. Transportation

### A. Roads

The cost of the following shall be paid for by development charges:

- New arterial roads.
- New collector roads external to a development proposal or plan.
- Upgrades to existing arterial or collector roads external to a development proposal or plan that are not required to provide direct access to the development.

The costs of the following road items shall be direct developer responsibilities:

- New collector roads in the Salem and Hewitts Secondary Plan areas
- New roads, except arterial roads, and all roadway improvements to existing roads (inclusive of all land, urbanization, streetscaping and associated infrastructure), that are required to support a specific development proposal or required to link that development with the existing road network.
- New roads or improvements to existing roads, (inclusive of all land and associated infrastructure), needed along any roads within, adjacent or external to a specific development that are to be funded by development charges, but installed in an interim location/configuration to accommodate the needs of specific development prior to implementation of the road project identified in the Development Charges Background Study.

## **B. Traffic Control Systems and Intersection Improvements**

The cost of the following shall be paid for by development charges:

- Traffic control systems and intersection improvements on arterial roads and collector roads that are not necessitated by a specific development proposal.

The costs of the following shall be direct developer responsibilities:

- Intersection improvements to and/or signalization (or other traffic control system upgrades) of all roads or entrances necessitated by a specific development proposal on any road.
- Intersection improvements to and/or signalization of all roads or private entrances necessitated by a development proposal on any local, collector or arterial road that are to be funded by development charges, but installed in an interim location/configuration to accommodate the needs of specific development prior to implementation of the road project identified in the Development Charges Background Study.
- Pedestrian crossings and associated infrastructure as necessitated by a specific development proposal.

## **C. Streetlights**

The cost of the following shall be paid for by development charges:

- Streetlights on arterial roads or collector roads that are associated with a new road or road improvement that is funded by development charges.

The costs of the following shall be direct developer responsibility:

- Streetlights needed along any roads within a specific development proposal, or within roads adjacent to a specific development where it is necessitated by that development.
- Streetlights needed along any roads within, adjacent or external to a specific development that are to be funded by development charges, but installed in an interim location/configuration to accommodate the needs of specific development prior to implementation of the road project identified in the Development Charges Background Study.

## **D. Cycling Infrastructure**

The cost of the following shall be paid for by development charges:

- Cycling infrastructure on existing or new roads, outside of a specific development proposal.

The costs of the following shall be direct developer responsibility:

- Cycling infrastructure within a specific development.
- Cycling infrastructure external to a specific development, which is necessary to connect that development to local public spaces and/or other cycling infrastructure.
- Cycling infrastructure needed along any roads within, adjacent or external to a specific development that are to be funded by development charges but installed in an interim location/configuration to accommodate the needs of specific development prior to implementation of the road project identified in the Development Charges Background Study.



## **E. Sidewalks**

The cost of the following shall be paid for by development charges:

- Sidewalk infrastructure on existing or new roads, outside of a specific development proposal.

The costs of the following shall be direct developer responsibility:

- Sidewalks on all roads internal to a specific development proposal.
- Sidewalks on all roads external to a specific development necessitated by that development.
- Sidewalks needed along any roads within, adjacent or external to a specific development that are to be funded by development charges but installed in an interim location/configuration to accommodate the needs of specific development prior to implementation of the road project identified in the Development Charges Background Study.
- Other temporary sidewalks within or external to a specific development necessitated by that development.

## **F. Noise Abatement Measures**

The cost of the following shall be paid for by development charges:

- None

The costs of the following shall be direct developer responsibility:

- Noise abatement measures required to mitigate noise impacts within or on the proposed development proposal from existing or future transportation sources including but not limited to local, collector, arterial roads, Hwy 400 or railways.

## **G. Transit Infrastructure**

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

- Transit infrastructure on existing or proposed roads.

The costs of the following shall be direct developer responsibilities as a local service:

- Transit priority measures (e.g. queue jump lanes, transit signal priority) and bus service stop infrastructure and accessible amenities (including bus pads and shelters) located within new local or collector roads that are otherwise a developer responsibility.

## **H. Land Acquisition**

The cost of the following shall be paid for by development charges:

- Land acquisition for roads or road widenings that are otherwise to be funded by development charges, except for lands within proposed developments or plans that can be required to be dedicated for new roads or road widenings as a condition of development approval.

The costs of the following land acquisition shall be direct developer responsibility:

- Land required to widen existing roads or for new proposed roads (as required to implement improvements in the Official Plan or the Master Plans) or for local roads within a proposed development or plan shall be provided by the developer as a required dedication as a condition of development approval at no cost to the City.

## **I. Traffic Calming**

The cost of the following shall be paid for by development charges:

- None

The costs of the following shall be direct developer responsibilities:

- Traffic calming measures required to mitigate impacts from proposed development either external or internal to development.

### 3. Stormwater and Drainage Systems

The cost of the following shall be paid for by development charges:

- Stormwater and drainage infrastructure constructed in arterial roadways being built or expanded as part of a development charges project. This includes storm sewers, maintenance holes, catch basins, water quality treatment devices, low impact development measures and headwalls required to service that roadway.
- Oversizing of downstream stormwater infrastructure that is required to support a proposed development, to allow for conveyance and treatment of increased storm runoffs from the “to-be-widened” existing arterial roadway(s) as recommended in the latest Transportation Master Plan and Development Charges Background Study.
- The overall principle is that Development Charges are used to pay for the incremental costs incurred to address stormwater quantity and quality control from the arterial roadway that is being widened (entire ultimate width of the roadway). Determinations of costs would be calculated by taking the below approach:

$$\begin{array}{r} \text{Cost to provide} \\ \text{stormwater} \\ \text{management for the} \\ \text{development site} \\ \text{and the arterial} \\ \text{roadway being} \\ \text{widened} \end{array} - \begin{array}{r} \text{Cost to provide} \\ \text{stormwater} \\ \text{management for the} \\ \text{development site only} \\ \text{(without the arterial} \\ \text{roadway widening)} \end{array} = \begin{array}{r} \text{Amount Eligible for} \\ \text{Development} \\ \text{Charges funding} \end{array}$$

- Development Charges eligible costs are the incremental increase in cost. For example, if a 600mm storm sewer would be required without the road widening and a 750mm is required

for the road widening, the eligible development charge cost would be the difference in cost for installing a larger pipe, including any incremental cost of deepening the sewer and enlarging appurtenances such as maintenance holes. Fixed costs like trenching, erosion sediment control and the base size of maintenance holes are not eligible for development charges.

- Development charges will not be applied to the portion of infrastructure if stormwater management is being provided within the road allowance, and no stormwater quality or quantity control is being provided by facilities in the development. Example: if water quality is being provided by a mechanical treatment device in the roadway, and therefore water quality treatment for the roadway is not required within the stormwater facilities in the development, the development will not get credit for providing water quality as part of their stormwater pond (unless the facilities in the development have to be oversized to accommodate the quantity of stormwater from the roadway).
- Land costs are not included in the calculation and are not eligible for development charges unless it can be demonstrated that significant (greater than 15%) additional land is required because of servicing a widened arterial roadway.

The costs of the following shall be direct developer responsibilities:

- Major and minor drainage systems internal or external to a proposed development, needed to support development to safely convey these flows to a suitable outlet.
- Incremental costs of major drainage infrastructure in the current Development Charges Background Study that needs to be upsized due to

changes in upstream catchment area to support the proposed development.

- The construction of temporary drainage infrastructure required to support the development.
- Installation of private drain connections or private systems.
- Stormwater facilities for quality, volume and/or quantity management, including downstream erosion control works, inclusive of land and all associated infrastructure, such as stormwater facility planting and appurtenances, maintenance access roads/trails and perimeter fencing related to a proposed development.
- Erosion control works, inclusive of all restoration requirements, related to a proposed development.
- Low Impact Development (LID) features such as infiltration galleries, bioswales, mechanical treatment devices, oil and grit separators, rain gardens and permeable pavements related to a proposed development.
- Any watercourse realignment and/or enclosures required by a proposed development.
- Conveyance of upstream existing external flows through a development, except where those external flows are part of a road widening projects as described above.

## **4. Water and Wastewater**

### **A. Water Distribution Systems**

The cost of the following shall be paid for by development charges:

- Watermains 400mm inside diameter and larger, including related valves and chambers, with the exception of valves and chambers required to make connections to service adjacent developments.

The costs of the following shall be direct developer responsibilities:

- All required watermains and associated infrastructure internal to a development less than 400mm inside diameter.
- All water infrastructure external to the development, less than 400mm in size, required to provide system security and redundancy to a proposed development.
- All service connections within a development and connections from external municipal watermains, including tees, crosses, chamber and valves required to make the connection from the transmission main to a development.
- Temporary watermains, water booster pumping stations and/or reservoir required to service a development.

### **B. Wastewater Collection Systems**

The cost of the following shall be paid for by development charges:

- Wastewater trunk sewers 400mm inside diameter and larger including maintenance holes required to meet City of Barrie guideline for spacing,

but excluding additional maintenance holes required to make connections to adjacent development.

- Pump stations and forcemains not required for a specific development.

The costs of the following wastewater infrastructure shall be direct developer responsibilities:

- All required wastewater collection system infrastructure internal to a development less than 400mm inside diameter.
- All wastewater infrastructure external to the development, less than 400mm inside diameter in size, required to service a development.
- All service connections within a development.
- All connections made to the trunk sewer system, including required maintenance holes.
- Temporary wastewater infrastructure required to service a development.

### **C. Municipal Water Supply**

All water supply costs shall be paid through development charges.

### **D. Municipal Wastewater Treatment**

All wastewater treatment costs shall be paid through development charges.



## 5. Parkland Development

Parkland Development includes the development of recreational trails and parkland.

### A. Recreational Trails

The costs of the following recreational trail shall be paid through DCs in both Former Barrie and the Salem and Hewitt's Secondary Planning Areas:

- Trails that provide linkages from an arterial street to collector street, an arterial/collector street to a local street; or a trail that connects a local street to the preceding trail descriptions shall be paid through development charges.

These trails are eligible for development charge credits subject to demonstrating feasibility of the full linkage if not fully within the development parcel (inclusive of environmental protected lands to be conveyed), these), these trails are generally represented in the TMP. All other trails within specific development proposals are considered local benefit.

### B. Parkland

Parkland Development for all park blocks: responsibility to provide up to base condition is a direct developer responsibility as a local service provision under s. 59 of the DCA including, but not limited to, the following:

- Clearing and grubbing;
- Topsoil Stripping and stockpiling, (topsoil or any fill or soils shall not be stockpiled on parkland without the approval of the City);
- Parkland shall be free of any contaminated soil or subsoil;

- Servicing - Water, Hydro, Stormwater, Sanitary, Electrical, Fibre/phone, catch basins, meter and meter boxes to a point just inside the property line as per City requirements. This includes providing for catch basins, manholes, access boxes and meter boxes within the park property;
- Fine grading of the sub-base (pre-grading) and the supply of topsoil to the required depth as per City requirements;
- Developer shall be responsible for the cost to excavate, remove from site and replace any unsuitable base (sub-grade) material;
- Parkland shall not be mined for engineering fill and replaced with fill or topsoil;
- Parkland shall be conveyed free and clear of all encumbrances;
- When parkland parcels cannot be developed in a timely manner, they shall be graded to ensure positive drainage and seeded to minimize erosion and dust;
- Temporary fencing is required where there is no permanent fence to prevent illegal dumping;
- Temporary Park sign advising future residents that the site is a future park;
- Perimeter fencing of parkland to the City standard located on the public property side of the property line adjacent land uses (residential, industrial, commercial, open space or environmentally protected) as required by the City; and
- Required heritage features within the park as set out within the Planning approval conditions.

Facilities within parkland are funded by development charges.

## 6. Natural Heritage Systems (NHS)

NHS includes engineered and in situ stream corridors, natural buffers for woodlots, wetland remnants, etc. as well as sub watersheds within the boundaries of the City.

Direct developer responsibility includes but is not limited to the following:

- Riparian planting and landscaping requirements (as required by the City or authorities having jurisdiction), as a result of road construction or other municipal works required to be installed or constructed by the developer within in the NHS.
- Perimeter fencing of the NHS to the City standard located on the public property side of the property line adjacent land uses (residential, industrial, commercial) as required by the City