
CATEGORY: FINANCIAL MANAGEMENT

SUBCATEGORY: REVENUES

SUBJECT: LOCAL SERVICES POLICY

A. PURPOSE

The purpose of this policy is to establish general guidelines on determining growth related engineered infrastructure to be included in the Region's Development Charges Background Study, as opposed to infrastructure that is considered as a local service and paid for directly by developers and land owners pursuant to a development agreement or applicable approval process.

B. SCOPE

The policy applies to development application approval or capital planning related to growth related infrastructure.

C. DEFINITIONS

- "Act" means the *Development Charges Act, 1997, S.O. 1997, c.27*;
- "By-law" means the Region's Development Charges By-law;
- "Chief Financial Officer" means the Chief Financial Officer of the Region or the person acting in that capacity from time to time;
- "Development" means the construction, erection or placing of one or more buildings or structures on land or the making of an addition or alteration to a building or structure that has the effect of increasing the size or usability thereof, and includes redevelopment, but does not include such actions or redevelopment in relation to a temporary building or structure as defined in the Region's Development Charges By-law;
- "Development Charges" means a charge imposed pursuant to by-laws enacted by Regional Council to the *Development Charges Act, 1997, as amended*;
- "Local Service" means the services deemed to be local in nature are not to be included in the determination of the development charge rates. The provision of local services is considered to be a direct developer responsibility under section 59 of the *Development Charges Act* and will (or may) be recovered under other agreement(s) with the landowner or developer";
- "Regional" means the Regional Municipality of Peel;

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D. POLICY

1. Services Related to a Highway

A highway and services related to a highway ensure the needs of all road users are considered and appropriately accommodated through associated land and infrastructure. The highway and services related to a highway support the movement of goods and people via different modes including, but not limited to passenger vehicles, commercial vehicles, transit vehicles, bicycles and pedestrians. By focusing on the design, reconstruction, or refurbishment of a highway or services related to a highway, the Regional Municipality of Peel can implement a complete street network that ensures the safe and efficient movement of both persons and goods. The complete streets approach supports the increase in travel choices for pedestrians, cyclists, public transit users, and motorists.

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 (fiber, phone, hydro, etc.); traffic control systems; signage; roundabouts; gateway features; street furniture; active transportation facilities (e.g. sidewalks and pedestrian facilities, cycling facilities, bike lanes, multi-use trails which interconnect the transportation network, etc.); transit lanes, stops, lay-bys and amenities; roadway illumination systems; boulevard and median surfaces (e.g. sod & topsoil, paving, etc.); street trees and landscaping; parking lanes & lay-bys; and driveway entrances; noise walls; railings and safety barriers.

The following guideline sets out, in general, the range of infrastructure for Services Related to a Highway that constitutes development charge projects.

1.1 Regional Roads and Other Roads

New or upgraded Regional roads necessitated by increased traffic volumes and unrelated (and not abutting) to a specific development are considered to be development charge projects, including but not limited to urbanization, road widening, and new roads.

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1.2 Traffic Signals and Intersection Improvements

1.2.1 *Related to a specific development*

Intersection improvements to all roads, private entrances or entrances to specific developments necessitated by abutting or nearby development(s) and relating to Regional roads are considered to be the developer's responsibility through an agreement with the Region, including but not limited to urbanization, road widening, new roads, and intersection improvements.

1.2.2 *Unrelated to a specific development*

Intersection improvements to Regional roads, necessitated by increased traffic volumes, are considered to be development charge projects.

1.3 Streetlights

1.3.1 *Related to a specific development*

- a. Streetlights on all new roads within a specific development are considered to be the developer's responsibility through an agreement.
- b. Streetlights at new or existing intersections of Regional roads necessitated by a specific development (with or without intersection improvements) are considered to be the developer's responsibility through an agreement.

1.3.2 *Unrelated to a specific development*

- a. Streetlights on Regional roads are considered to be the mandated responsibility of the applicable area municipality.

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- b. Streetlights at intersections along Regional roads, necessitated by increased traffic volumes, safety concerns, and unrelated to new development(s), are considered to be development charge projects.

1.4 Sidewalks

1.4.1 *Related to a specific development*

- a. Sidewalks on all internal roads and abutting road frontages, whether on local or Regional roads, are considered to be the developer's responsibility through an agreement with the area municipality.
- b. Sidewalks external to a development, whether on local or Regional roads, which are needed to connect the development to public spaces and/or existing sidewalks, are considered to be the developer's responsibility through an agreement with the area municipality.

1.5 Cycling Facilities

1.5.1 *Related to a specific development*

- a. Cycling facilities within and outside road allowances within a specific development are considered to be the developer's responsibility through an agreement.
- b. Cycling facilities external to a development, which are needed to connect the development to public spaces and/or other bike infrastructure, are considered to be the developer's responsibility through an agreement.

1.5.2 *Unrelated to a specific development*

Bike paths/lanes within Regional road allowances located separate from or combined with the road pavement are considered to be development charge projects.

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1.6 Noise Abatement Measures

1.6.1 *Related to a specific development*

New or improved noise abatement measures internal to a development, related or unrelated to Regional roads, are considered to be the developer's responsibility through an agreement with the applicable area municipality.

1.6.2 *Unrelated to a specific development*

New or improved noise abatement measures unrelated to a specific development(s) on Regional roads are considered to be development charge projects in accordance the Region's Noise Policy.

1.7 Traffic Control Systems

1.7.1 *Related to a specific development*

New or upgraded traffic control systems, intended to service a specific and/or several development(s) are considered to be the developer's responsibility through an agreement.

1.7.2 *Unrelated to a specific development*

On Regional roads, new and upgraded traffic control systems necessitated by increased traffic volumes and unrelated to a specific development(s), are considered to be development charge projects.

1.8 Transportation Studies (traffic studies, master plans, secondary corridor studies)

1.8.1 *Related to a specific development*

Transportation impact studies undertaken for the benefit of a specific development(s) are considered to be the responsibility of the developer.

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1.8.2 Unrelated to a specific development

Master plans and secondary transportation corridor studies, are considered to be development charge projects.

1.9 Land Acquisition (including right-of-ways and utility easements)

1.9.1 Related to a specific development

- a. Land acquisition to upgrade Regional roads and/or provide utility corridors to the widths required by approved engineering design standards, is considered to be the developer's responsibility and primarily provided by dedications under the Planning Act.
- b. Land acquisition for grade separations, new Regional roads or other excessive needs beyond normal dedication requirements are considered to be development charge projects (normally included as part of the capital project).

1.9.2 Unrelated to a specific development

In areas where limited or no development is anticipated and direct dedication is unlikely within the time constraints of the proposed capital works project, such land acquisitions are considered to be development charge projects (normally included as part of the capital project).

1.10 Stormwater

Stormwater infrastructure within the Regional Road Right of Way is for the sole and express purpose to collect and convey runoff from Regional Roads.

In exceptional circumstances and with the Region's express written permission the Region may allow local connections under the following conditions, including but not limited to:

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- Applicant provides necessary documentation and evidence to clearly illustrate that there are no other feasible stormwater discharge locations.
- Provision of a detailed stormwater management report, signed by a professional engineer, that fully details the hydraulic and hydrologic impacts of the proposed connection to Regional stormwater collection infrastructure and receiving water. Report must clearly outline both quantitative and qualitative impacts to the collection system and receiving water.
- Provision of receiving water assimilative capacity assessment.
- Treated stormwater not to be conveyed through the Regional right-of-way or deposited into a Regional stormwater collection infrastructure without prior review and approval by the Region.

2. Water, Wastewater, and Stormwater Servicing

Underground services (linear infrastructure for Regional storm, water, and sanitary sewer systems) within the road allowance are not included in the cost of road infrastructure and are treated separately. The responsibility for such linear infrastructure as well as stormwater management ponds, pumping stations and storage facilities, which are undertaken as part of new developments or redevelopments, will be determined based on the following principles:

The costs of the following items shall be the direct responsibility of the developer, as it is considered 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;

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- 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 are less than 400mm for water services and 375mm for sanitary services. If external services are required by two or more developments, the developer for the first development will be responsible for the cost of the external services and may opt to 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; and;
- e. water and wastewater facilities (including; water booster pumping stations, reservoir pumping stations and/or sanitary pumping stations) serving individual developments.

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

- a. external underground services involving trunk infrastructure and pipe sizes 400mm and greater for water services and 375 mm and greater for sanitary services;
- b. water storage facilities, water pumping stations and/or sanitary pumping stations sized/required for a service area beyond the individual development;
- c. water treatment, storage facilities, transmission mains, re-chlorination/sampling stations and municipal drinking water wells associated with municipal service areas; and
- d. wastewater treatment plants and sanitary trunk sewers associated with municipal service areas.



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3. Effective Date

This policy shall take effect the day it is passed by Regional Council and may be repealed by the Region at any time.

E. RESPONSIBILITIES

1. Finance, Financial Policy and Development Financing and Public Works shall review, and if necessary, update this policy in conjunction with the Region's Development Charges Background Study review.
2. Notwithstanding Section 1, this policy is subject to review and amendment which may be independent of an amendment to the Region's Development Charges By-law(s).

APPROVAL SOURCE:	Provided by issuer &/or Clerk's, Legislative Services
ORIGINAL DATE:	Provided by original issuer
LAST REVIEW DATE:	Provided by issuer
LAST UPDATE:	Provided by issuer
EFFECTIVE DATE:	Provided by issuer
RESPONSIBILITY:	Finance Department, Financial Policy and Development Financing