

SCHEDULE 1

**CITY OF LONDON
DRAFT DEVELOPMENT CHARGES PROJECT SELECTION CRITERIA AND LOCAL SERVICE POLICIES
MARCH 8, 2013
(E&OE)**

2009 DC Project Criteria and Local Service Policy	Proposed 2014 DC Project Criteria and Local Service Policy	Stakeholder Comments (LDI)
GENERAL		
	<p>G-1. Claimability Any item listed as claimable, subsidizable, or eligible for funding from a development charges reserve fund must also be provided for in the approved DC rates. To the extent that specific cost sharable works and projects cannot be identified as to location or timing, there should be a contingency provided for in the estimates that is incorporated into the rates.</p> <p>It is important that the City continue to monitor between Development Charge Background Studies, the accuracy of the estimates and assumptions used to establish the rates. To the extent that substantial variations are identified, Council should be advised and will need to consider whether to increase or decrease the rates in accordance with the monitoring observations.</p> <p>G-2. Development Reimbursements for Development Charge Fund Exempted The City currently exempts Industrial development, and certain specified forms of Institutional development from the payment of development charges. These exemptions support economic development and not-for-profit</p>	<p>The GMIS should identify all of the CSRF projects to be included in the DC By-law. Review of the GMIS with the industry should identify the majority of CSRF projects. The use of contingencies as proposed should be on a limited basis for one off projects.</p> <p>The GMIS is one of the tools to be used for monitoring the accuracy of estimates used in the DC along with discussion with the industry on the need to increase or decrease the DC Charge. The scope of a project also needs to be confirmed to see that any increase in the cost of works is consistent with the original project scope.</p> <p>This language is a good addition to the Local Services Policies because it highlights the fact that these exemptions are a political decision and not a requirement of the DC Act.</p>

<p style="text-align: center;">MOVED FROM TRANSPORTATION SECTION</p>	<p>development initiatives.</p> <p>With respect to any non-statutory exemptions the City approves in its DC policy, the City will pay for these exemptions through non-DC supported contributions to the respective DC reserve funds. This meets the legislative requirement that exemptions or reductions to charges otherwise payable not be recovered from other, non-exempt forms of development (DCA s.5(6)3).</p> <p>G-3. Non-Growth Works that Benefit the Existing Population</p> <p>Where works funded in part from the UWRF are subject to this policy and also include a non-growth component in the Development Charges Background Study, funding of that portion of the works must wait until the City has approved sufficient funds in its Council approved capital budgets, or Council makes provision for a Reserve Fund designated for use in funding the non-growth share of DC funded works, to pay for that non-growth portion of the works. The non-growth portion of the funding shall be identified in the City's Capital Works Budget and approved by Council.</p> <p>G-4. Use of Contingencies</p> <p>Works listed as eligible in the Development Charges Background Study, or with the approval of the City Engineer, in consultation with the Director, Development Finance, drawn from a contingency and/or an alternative to a work listed in the Background Study may be funded from the CSRF. The claimability of such a work would be subject to inclusion in the development agreement (for works less than \$50,000 subject</p>	<p>Further discussion is required with an example of this in the past. Timing is an issue if the non-growth portion has to wait for Council approval. This may be an example of a case for the MSFA?</p> <p>Should this amount be increased due to the recent changes in the Procurement Policy on the dollar value that can be approved by staff without going to Council. What is the timing for approval and does it need</p>
<p style="text-align: center;">MOVED FROM TRANSPORTATION SECTION</p>		

<p>MOVED FROM TRANSPORTATION SECTION</p>	<p>to approved funding in the Capital Budget) or subject to execution of a Municipal Servicing and Financing agreement prior to commencement of the work. The works funded from the CSRF under this paragraph would be subject to rules similar to those described for UWRF eligible works contained in this section with respect to eligibility, tender and claim completeness and submission.</p> <p>G-5. Exceptions The Development Charges By-law allows for exceptions to projects listed in the Development Background Study for works listed as eligible in the Development Charges Background Study, or with the approval of the City Engineer, in consultation with the Director, Development Finance, drawn from a contingency and/or substituted for a work listed in the Development Charges Background Study may be claimable.</p> <p>Definitions</p> <ul style="list-style-type: none"> • “external developable areas” – adjacent developable lands requiring servicing in excess of a local service standard, as described by Development Charges Act Clause 59 (2)(a) and (b). 	<p>to go to Council? When do we see the MSFA?</p> <p>See the Implementing Schedule 7 of the Development Charges By-law Procedural Manual which is very clear on eligible works.</p> <p>Wording needs clarification and be reviewed with the clauses of the DC Act.</p>
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WATER DISTRIBUTION

<p>City Services Reserve Fund Watermains All watermains required to service future development less than 400mm in diameter are considered local services to be provided by proponent developers.</p>	<p>W-1. Major Watermains (CSRF-Water Distribution) All watermains required to service future development greater than or equal to 400mm in diameter are considered to satisfy a network wide benefit to growth and are to be identified separately as projects in the Development Charges Background Study and are eligible for a claim from the CSRF-Water Distribution.</p>	<p>This is good language to have in the Local Services Policy because it was not clearly defined in the 2009 DC by-law.</p>
<p>Water Facilities The upgrading or construction of new water booster pumping stations and reservoir projects</p>	<p>W-2. Watermain Oversizing (CSRF-Water Distribution) Watermains with the all of the following attributes are eligible for a subsidy from the CSRF-Water Distribution:</p> <ul style="list-style-type: none"> • The watermain services external developable areas, and • For non-industrial applications, the watermain is greater than 200mm in diameter and less than 400mm in diameter. <p>The oversized portion (>200mm) is eligible for a subsidy payable based on an average oversizing cost and is stated in terms of a \$/m of pipe constructed. The oversizing subsidy amounts will be identified in a schedule provided in the approved Development Charges By-law from the City Services Reserve Fund. Payment of claims from the City Services Reserve fund is subject to budget approval.</p>	<p>A review of the watermain project should be conducted to see if the WM to service new growth in an improvement to the existing system and that there should be a non-growth share added to the cost.</p> <p>If the WM oversizing going forward is to be paid out of the CSRF should the Water rates be adjusted to reflect this new source of financing?</p>
<p>Water Facilities The upgrading or construction of new water booster pumping stations and reservoir projects</p>	<p>W-3. Water Facilities (CSRF-Water Distribution) Where the upgrading or construction of new</p>	

<p>are considered to be development charge projects. The cost of any temporary facilities are borne by the developer.</p> <p>Urban Works Reserve Fund Water servicing is not claimable under the Urban Works Reserve Fund.</p>	<p>public water booster pumping stations and reservoir projects are designed to increase capacity or improve service to acceptable standards and as a result of growth, these works are eligible for a claim from the CSRF-Water Distribution. These projects must also be identified in the Development Charges Background Study.</p>	<p>Some language should be added to this section stating that any improvement to service that benefits the non-growth component will be identified in the costing of the project and will be paid for from the tax base.</p>
<p><u>Watermain Oversizing Funded by Water Rates</u></p> <p>The oversizing of water mains that are smaller than a 400mm but larger than a local watermain is covered through a water rate supported capital account. The oversizing claim is based on the cost difference in pipe materials between the oversized pipe and a local pipe. The local pipe size is determined through hydraulically modelling the needs of the development.</p>	<p><i>WATERMAIN OVERSIZING MOVED TO CSRF SEE "W-2 WATERMAIN OVERSIZING (CSRF-WATER DISTRIBUTION)"</i></p> <p>W-4. Temporary Facilities (Developer Cost) Where a temporary facility precedes the construction of a permanent facility, the developer that requires the temporary facility will be required to also assist in making provision for the permanent facility (e.g. secure land for the permanent facility) as a condition of approval for the temporary facility. Approval of temporary works is at the discretion of the City Engineer. In</p>	<p>The Developer requiring the temporary facility should make provision for the permanent facility only if the land for the permanent facility is within their lands but the project should not be held up if the permanent location is outside of their lands. The permanent facility/location may not be required until the future</p>

<p><u>Local Costs Borne by the Owner</u></p> <p>Notwithstanding the water rate supported oversizing policy noted above, as per the Development Charges Background Study all watermains required to service future development less than 400mm in diameter are considered local services to be provided by proponent developers.</p>	<p>order for a temporary work to proceed there must first be provisions for the permanent work within the Development Charges Background Study.</p> <p>W-5. Local Service Costs (Developer Cost)</p> <p>Any watermain or portion of a larger watermain that is less than or equal to 250mm in diameter is referred to as “local works”, and undertaken at the Developer’s expense.</p>	<p>development is built. The future development may be beyond the 20 year timeframe of the DC By-law.</p> <p>Should this be 200mm?</p>
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WASTEWATER

<p><u>City Services Reserve Fund</u></p> <p>1. Sanitary Sewers Sewers identified in the Sanitary Master Servicing Study are funded from the “City Services Reserve Fund - Sanitary Sewerage”. A figure showing all of these sewers is provided in the Sanitary Master Servicing Study.</p>	<p>SS-1. Regional Trunk Sewers (CSRF-Sanitary Sewerage) All sewers required to service future development with a diameter greater than 450mm are considered to satisfy a regional benefit to growth and are to be identified as separate projects in the Development ChargesBackground Study and are eligible for a claim from the CSRF-Sanitary Sewerage.</p> <p>All sewers of any diameter required to service future development and that are identified as a strategic need by the City Engineer are considered to satisfy a regional benefit to growth and are to be identified as separate projects in the Development ChargesBackground Study and are eligible for a claim from the CSRF-Sanitary Sewerage.</p> <p>SS-2. Sewer Oversizing (UWRF - Minor Sanitary Sewers) Sanitary Sewers with all of the following attributes are eligible for a subsidy from the UWRF - Minor Sanitary Sewers:</p> <ul style="list-style-type: none"> • The sewer services external developable areas, and • The sewer is greater than 300mm <p>[Editor’s Note: Value under review] in diameter and less than or equal to 450mm diameter.</p> <p>The oversized portion (>300mm) is eligible for a subsidy payable based on an average oversizing</p>	<p>This section clarifies that trunk sewers >450mm that provide a regional benefit are recognized as CSRF projects and are claimable from the CSRF.</p> <p>If the local sanitary pipe size for the oversizing calculation is reduced to 250mm should the trunk sewer size be reduced to 375mm.</p> <p>Define “strategic need” and provide an example.</p> <p>It should also state that the developers engineer, if the trunk sewer is internal to the subdivision, can design and install the trunk sewer as part of the servicing of the subdivision and make a claim from the CSRF for the pipe oversizing.</p> <p>The LDI has submitted information regarding the capacity of a 300mm pipe being above that which is required for most residential subdivisions for a local service and we are available to discuss this matter further with staff.</p>
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<p>2. Pumping Stations The upgrading or construction of new regional pumping stations are considered to be development charge projects. A figure showing all of these pumping stations is provided in the Sanitary Master Servicing Study. The cost of any temporary facilities or forcemains are borne by the developer.</p> <p>3. Wastewater Treatment Upgrades All growth related wastewater treatment upgrades are funded from the "City Services Reserve Fund - Sanitary Sewerage".</p>	<p>cost and is stated in terms of a \$/m of pipe constructed. The oversizing subsidy amounts are to be reflected in an appendix of the DC Bylaw. The oversizing subsidy amounts cover the cost per metre of all associated eligible costs including engineering, manholes etc.</p> <p>SS-3. Pumping Stations (CSRF-Sanitary Sewerage) The upgrading or construction of new regional pumping stations are to be identified as separate projects in the Development Charges Background Study and are eligible for a claim from the CSRF-Sanitary Sewerage. These projects must also be identified in the Development Charges Background Study. A figure showing the location of all of these pumping stations is provided in the Sanitary Master Servicing Study.</p> <p>SS-4. Wastewater Treatment Upgrades (CSRF-Sanitary Sewerage) All wastewater treatment upgrades considered to satisfy a regional benefit to growth and are to be identified as separate projects in the Development Charges Background Study and are eligible for a claim from the CSRF- Sanitary Sewerage.</p> <p>SS-5. Temporary Sanitary Sewerage Works (Developer Cost) Costs of all sanitary sewage works that are temporary, as defined in the Official Plan, or are not defined in the Development Charges Background Study shall be borne at the sole expense of the Developer including operation, maintenance, and decommissioning. Approval of temporary works is at the discretion of the City</p>	<p>A review should be conducted looking at sewers that are 8m in depth be CSRF projects and the sewer above the deep sewer is considered local.</p> <p>These projects upgrading existing PS should also consider any benefits to non-growth and future benefitting areas.</p> <p>These projects should also consider any benefits to non-growth and future benefitting areas as well as life cycle renewal of existing plants and changes in level of services.</p> <p>Define the term temporary and give an example.</p>
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<p>Urban Works Reserve Fund</p> <p>1. Oversizing Minor Sanitary Work Costs</p> <p>The claimable portion (>300mm in diameter) of an oversized sewerage works constructed by an Owner in order to provide service to areas beyond their development is eligible for a subsidy from the UWRF. The subsidy is payable based on an average oversizing cost in the form of a \$/m of pipe constructed as per the rates included in "Appendix 7-B" of the DC Bylaw. The oversizing subsidy amount covers the cost per metre of all associated eligible costs including engineering, manholes, restoration etc.</p> <p>Costs of all sanitary sewage systems that are temporary, not identified in the Sanitary Servicing</p>	<p>Engineer.</p> <p>Where temporary works precede the construction of permanent works, the developer that requires the temporary works will be required to also assist in making provision for the permanent works (e.g. secure land for permanent works) as a condition of approval for the temporary works. In order for a temporary works to proceed there must first be provisions for the permanent works within the Development Charges Background Study.</p>	<p>See comments for Water Distribution, W-4 related to the requirement for the developer to secure land for the permanent solution. To be discussed.</p> <p>What happens if the permanent solution is beyond the 20 year period of the DC By-law? (Southside PCP)</p>
	<p>SEE "SS-2. SEWER OVERSIZING (UWRF - MINOR SANITARY SEWERS)"</p>	

<p>Master Plan, or not defined in the DC Background Charge Study shall be borne by the Owner.</p> <p><u>Local Costs Borne by the Owner</u></p> <p>Any pipe or portion of a larger pipe that is less than or equal to 300mm in diameter are referred to as local works, and undertaken at the Owner's expense.</p>	<p>SS-6. Local Service Costs (Developer Cost)</p> <p>Any pipe or portion of a larger pipe that is less than or equal to 300mm in diameter are referred to as local works, and undertaken at the Developer's expense.</p>	<p>300mm pipe is under review to consider a 250mm pipe size.</p>
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STORMWATER

City Services Reserve Fund

1. Storm Sewers

A contingency amount for “Industrial Storm Sewers” (\$5.6M) and “Additional Storm Sewer Projects” (3.5M) has been provided for in the development charge background study. The “Additional Storm Sewer Projects” amount represents a contingency for projects, the location of which cannot be foreseen but are felt to be inevitable.

SWM-1. Regional Trunk Sewers (CSRF-Major SWM Works)

All sewers to be constructed within existing City owned lands that service multiple new development areas are considered to satisfy a regional benefit to growth and are to be identified as separate projects in the Development Charges Background Study and are eligible for a claim from the CSRF- Major SWM Works.

Clarification is required for “City owned lands” and “service multiple development areas”.
A drawing or Figure will help with the explanation and an example.

SWM-2. Regional Open Channels (CSRF- Major SWM Works)

Any open channel works identified through the Environmental Assessment process that are considered to satisfy a regional benefit to growth are to be identified as separate projects in the Development Charges Background Study and are eligible for a claim from the CSRF- Major SWM Works.

Is an example Fox Hollow, Heard Drain?

Is there a non-growth component to the work currently underway on the Stanton Drain? The work is fulfilling work that should have been completed by the City to maintain the drain in an operating condition before it became over grown and in disrepair.

SWM-3. Storm Sewer Oversizing (UWRF- Minor Storm Works)

Storm Sewers with all of the following attributes are eligible for a subsidy from the UWRF - Minor Storm Works:

- The sewer services external developable areas, and
- The sewer is greater than 1050mm in diameter.

Will there be a non-growth component added to any stream remediation works to cover the ongoing maintenance of streams and drains?

The oversized portion (>1050mm) is eligible for a subsidy payable based on an average oversizing

	<p>cost and is stated in terms of a \$/m of pipe constructed. The oversizing subsidy amounts are to be reflected in an appendix of the DC Bylaw. The oversizing subsidy amounts cover the cost per metre of all associated eligible costs including engineering, manholes, restoration, etc.</p> <p>SWM-4. Open Channel Oversizing (UWRF- Minor Storm Works)</p> <p>Open Channels with all of the following attributes are eligible for a subsidy from the UWRF - Minor Storm Works:</p> <ul style="list-style-type: none"> • An open channel design is required for the reason of inherent site drainage constraints and the design has been accepted by the City Engineer, • The open channel services external developable areas, and • The open channel has a 2-year storm design flow cross-sectional area greater than a 1050mm sewer using the City's minimum design standards. <p>The oversized portion represents the cross-sectional area required in excess of a 1050mm sewer for a 2-year storm design. The oversizing subsidy will be calculated based on the additional cost of oversizing beyond an area equivalent to a 1050mm pipe size using the City's minimum design standards for a 2-year storm design flow. The oversizing subsidy is payable based on an average oversizing cost in the form of a \$/m of pipe constructed as per the amounts included in an appendix of the DC Bylaw. The oversizing subsidy amounts cover the cost per metre of all associated eligible costs including engineering,</p>	<p>A drawing or Figure and an example will help in the explanation.</p> <p>What happens in the case of any online storage in the channel?</p> <p>This should include land costs.</p>
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<p>2. Stormwater Management Facilities (CSRF) The growth component of all non-local stormwater management facilities (including land) are claimable from Development Charges Background funds. The Development Charges Background Study states that “new stormwater management facilities that serve catchments greater than 50 hectares will be funded from the CSRF due to their regional nature.” The “City Services Reserve Fund - Major SWM” is the source of funding for these facilities.</p> <p>3. Stream Remediation Works The Development Charges Background Study includes a number of Stream Restoration growth related projects.</p>	<p>excavation and restoration etc.</p> <p>SWM-5. Regional Management Works (CSRF- Major SWM Works)</p> <p><i>Environmental Assessment Complete: Projects Included in the 2014 Development Charges Background Study</i></p> <p>Any municipally owned stormwater management works designed to provide capacity to facilitate growth that are identified through the Environmental Assessment process and are considered to satisfy a regional benefit to growth are to be identified as separate projects in the Development Charges Background Study and are eligible for a claim from the CSRF- Major SWM Works.</p> <p><i>Environmental Assessment Not Complete: Projects Not Included in the 2014 Development Charges Background Study</i></p> <p>Stormwater Management Works for which an Environmental Assessment has not been completed that are anticipated to satisfy a regional benefit to growth are to be identified as individual contingency projects in the Development Charges Background Study and are eligible for a claim from the CSRF- Major SWM Works.</p> <p>Upon completion of the applicable Environmental Assessment (i.e. no</p>	<p>EA Complete: the projects are included in the 2014 DC and the GMIS.</p> <p>EA Not Completed: Will these projects be identified in the DC By-law and the GMIS with an estimated cost? What will be included in that cost? (EA, land, engineering etc.)</p> <p>Upon completion of the EA will the dollar value used in the GMIS and DC By-law be used as the basis of a claim or will there have been a contingency amount used in</p>
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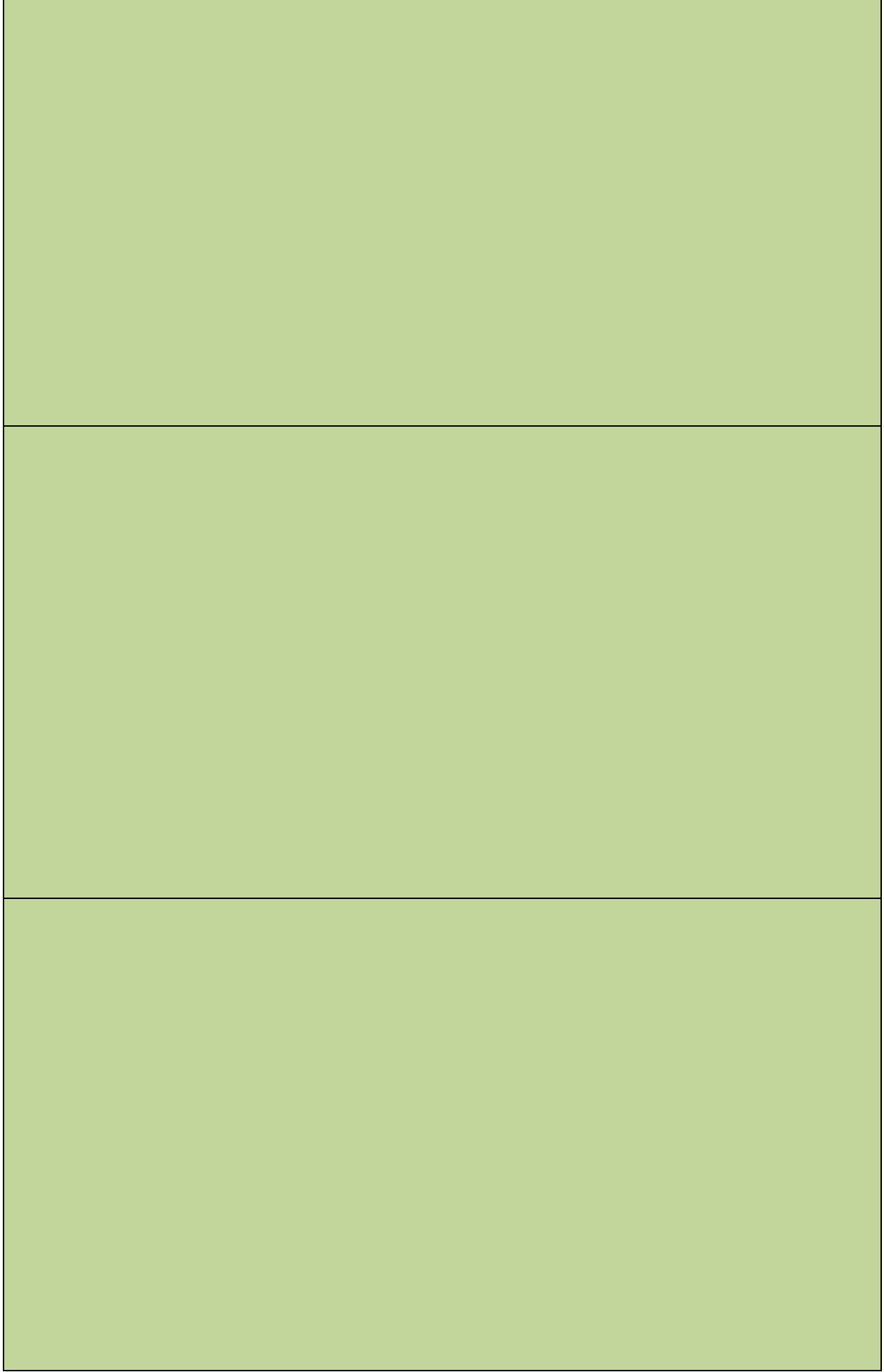
<p>4. Inlet & outlets to Major SWM ponds (CSRF) The CSRF will pay 100% of the cost of up to 100m of inlet and 100m of outlet sewer from this fund.</p>	<p>outstanding Part 2 orders), a review of the related area specific contingency and the development charge rate will be undertaken and, if required, a revision to the development charge by-law will be made.</p> <p>SWM-6. Stormwater Management Facility Land Costs (CSRF- Major SWM Works) Land will be reimbursed at a specific rate, with different land values assigned to different categories.</p> <p>SWM-7. Regional SWM Facility Inlet and Outlet Sewers within the SWM Block(CSRF- Major SWM Works) Any storm sewers within the SWM block that are either upstream or downstream of a facility are considered to satisfy a regional benefit to growth and are eligible for a claim from the CSRF- Major SWM Works.</p> <p>SWM-8. Regional SWM Facility Outlet Sewers outside the SWM Block (CSRF- Major SWM Works or UWRF- Minor Storm Works) Any major SWM facility outlet sewer that extend outside the SWM block are considered to satisfy a regional benefit to growth and are eligible for a claim from the CSRF- Major SWM Works if the outlet sewer is not also used to provide drainage to a development adjacent to the outlet sewer.</p> <p>In the event that all or a portion of the outlet sewer outside the SWM block is used to provide drainage to a development adjacent to the outlet</p>	<p>the calculation that now needs to be revised? If a revision is needed to the DC By-law it opens up the possibility of an appeal.</p> <p>What will be the payment rate for lands that are used for the SWM block that are outside of the UGB but service lands inside the UGB?</p> <p>This section requires further explanation and a Figure to show the specific case.</p> <p>Clarify with an example.</p> <p>Explanation required and a drawing and an example.</p>
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<p><u>Urban Works Reserve Fund</u></p> <p>1. Oversizing Minor Storm Work Costs</p> <p>The claimable portion of an oversized storm pipe (>1050mm in diameter) constructed by an Owner in order to provide service to areas beyond their development is eligible for a subsidy from the UWRF. The subsidy is payable based on an average oversizing cost in the form of a \$/m of pipe constructed as per the rates in Appendix 7-C of the DC Bylaw. The average subsidy amount covers the cost per metre of all associated eligible costs including engineering, manholes, restoration etc.</p>	<p>sewer then costs of the sewer downstream of the adjacent development will be shared proportionally between the City and the Developer. The Developer may also make a claim for "Storm Sewer Oversizing" as described in the DC By-law if the equivalent pipe diameter that would have been required to service the development meets the criteria for storm sewer oversizing.</p>	
<p>2. Stormwater Management Facilities (UWRF)</p> <p>As noted in the Development Charge Background Study "New SWM facilities falling below the 50 ha. threshold will continue to be funded from UWRF in the future, recoverable under the policies that govern that fund (under "new rules" Schedule 7 of the bylaw)."</p> <p>The growth component of UWRF financed non-local stormwater management facilities (including</p>	<p>SEE "SWM-3 STORM SEWER OVERSIZING (UWRF- MINOR STORM WORKS)"</p>	
	<p>UWRF PONDS MOVED TO CSRF</p>	<p>This requires further discussion at the highest level!</p>

<p>land) are claimable from Development Charge reserve funds. Works listed as eligible in the Development Charges Background Study as being UWRF works, or with the approval of the General Manager of Planning and Development in consultation with the City Engineer, either, drawn from a “contingency” in the DC rate calculations or is alternative to a work listed in the DC Background Study, may be claimable.</p>		
<p>3. Inlet & outlets to Minor SWM ponds (UWRF)</p> <p>In accordance with the basis of the costing of the works in the master servicing plan, 100% of the cost of up to 100m of inlet and 100m of outlet sewer are claimable.</p>		<p>Is this limited to the inlet and outlet sewer within the SWM block?</p>
<p><u>Industrial SWMF</u></p> <p>Certain storm sewer pipes and inlets that serve ponds which benefit industrial areas are incorporated into the DC rate calculation. As long as the City policy exempts industrial development from development charges, the City must make provision for claiming these works from a separate tax supported fund. This fund is the Industrial Oversizing Reserve Fund and certain works are eligible for claim from this fund in accordance with the Development DC and the policies of the Industrial Oversizing Reserve Fund (IORF).</p>	<p><i>REMOVED. NEW INDUSTRIAL SERVICING FINANCING POLICY IN DEVELOPMENT</i></p>	<p>When will the new Financing Policy be available for review?</p>
<p><u>Local Costs Borne by the Owner</u></p> <p>Any temporary works or works not included in the master servicing plan are at the sole expense of</p>	<p>SWM-9. Local Service Costs (Developer Cost) The following stormwater works are referred to as</p>	

<p>the Owner including operation, maintenance and decommissioning. Approval of temporary works is at the discretion of the City Engineer, in consultation with the General Manager of Planning and Development.</p> <p>Any best management practices or Private drainage systems that benefit the single parcel of land for which they are constructed, and serve less than 15ha are not claimable.</p> <p>The construction of ditches, swales, and overland flow routes are not eligible for claim unless specifically noted in the DC Background Study.</p>	<p>local works and are undertaken at the Developer's expense unless identified through the Environmental Assessment process as being required to meet a regional benefit to growth:</p> <ul style="list-style-type: none"> • Any pipe or portion of a larger pipe that is less than or equal to 1050 mm in diameter, • Stormwater onsite best management practices, • Road side ditches, swales, and overland flow routes, and • Private permanent stormwater management systems. 	<p>Overland flow routes may be a regional benefit and claimed from the CSRF?</p>
	<p>SWM-10. Temporary Storm Sewers (Developer Cost)</p> <p>Costs of all storm sewer systems that are temporary or not defined in the Development Charges Background Study shall be borne at the sole expense of the Developer including operation, maintenance, and decommissioning. Approval of temporary works is at the discretion of the City Engineer.</p> <p>Where temporary works precede the construction of permanent works, the developer that requires the temporary works will be required to also assist in making provision for the permanent works (e.g. secure land for permanent works) as a condition of approval for the temporary works. In order for a temporary works to proceed there must first be provisions for the permanent works within the Development Charges Background Study.</p>	<p>See past comments related to this issue in Waterworks and Sanitary sewer works.</p>

	<p>SWM-11. Temporary Management Works (Developer Cost) Stormwater</p> <p>Costs of all stormwater management works that are temporary or are not defined in the Development Charges Background Study shall be borne at the sole expense of the Developer including operation, maintenance, and decommissioning. Approval of temporary works is at the discretion of the City Engineer.</p> <p>Where temporary works precede the construction of permanent works, the developer that requires the temporary works will be required to also assist in making provision for the permanent works (e.g. secure land for permanent works) as a condition of approval for the temporary works. In order for a temporary works to proceed there must first be provisions for the permanent works within the Development Charges Background Study.</p> <p>The construction of road side ditches, swales, and overland flow routes are not eligible for claim from the City Services Reserve Fund - Stormwater Management .</p>	<p>See past comments related to this issue in Waterworks and Sanitary sewer works.</p> <p>In the “systems approach” is the requirement to secure lands for all of the permanent works or only for those related to that phase of the “system”.</p>
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ROADS

<p>City Services Reserve Fund Major Transportation road works typically consist of large-scale arterial road widening projects or two lane road upgrades triggered by increased traffic volumes associated with growth in the area. All Major Transportation Roadworks are constructed by the City and the growth related cost is funded from the City Services Reserve Fund.</p> <p>The Development Charge Background Study includes projects identified separately that would be constructed as part of the major road project. These works include: New Traffic Signals, Channelization, Sidewalks, Streetlights. The cost of the following items are also incorporated in to the road project:</p> <ul style="list-style-type: none"> • Structures to be widened or replaced • Noise barrier wall where required • Land acquisition (raw cost, appraisals, surveying, legal, etc.) where lands may not be acquired through dedications under the Planning Act. 	<p>R-1. Major Roadworks (CSRF - Roads Services) Major Transportation road works typically consist of large-scale arterial road widening projects or two lane road upgrades triggered by increased traffic volumes associated with growth across the City. All Major Transportation Roadworks are constructed by the City and the growth related cost is eligible for a claim from the CSRF - Roads Services.</p> <p>The costs of the following items are incorporated into road projects and are required as a result of growth:</p> <ul style="list-style-type: none"> • Structures to be widened or replaced • Noise barrier wall where required • Land acquisition (raw land cost, appraisals, surveying, legal, etc.) but only where lands cannot be acquired through dedications under the Planning Act on a timely basis. • Utility Relocations (cost shared with utility companies as per the Public Service Works on Highways Act) 	<p>Increased traffic volumes need to be reviewed for the increase in vehicles per household due to changes in demographics with children staying home and having two and three car families as well as increased traffic coming into the City for work from Ilderton, Komoka, St.Thomas and elsewhere.</p> <p>What model is the City using to determine the growth/non-growth splits?</p> <p>There should be a “non-growth” and “benefit to future development” component of structure widening. Noisewalls should not be 100% growth cost. The current widening along Oxford St. West installed noisewalls adjacent to 50 year old housing that benefits from the walls and is not new residential growth.</p> <p>Is a noise study completed prior to a CSRF project proceeding in an existing area?</p> <p>Are these minor road works eligible for claim if the developer installed them in advance of the ultimate roadway to be completed as a CSRF project by the City? Do these eligible road works have to be in the permanent location? If these roadworks “address a network wide benefit to growth” they are claimed</p>
	<p>R-2. Minor Roadworks (CSRF - Roads Services) Minor Road Works that would be constructed as part of the major road project are eligible to be claimed from the CSRF - Roads Services. These works include: new traffic signals, channelization, sidewalks, and streetlights. In some cases, these works are done in advance of the road capacity expansion project as a means of addressing a network wide benefit to growth.</p>	

<p>The Development Charge By-law allows for exceptions to projects listed in the DC Background Study:</p> <p>1. Works listed as eligible in the Development Charges Background Study, or with the approval of the City Engineer, in consultation with the Director, Development Finance, drawn from a contingency and/or an alternative to a work listed in the Background Study may be funded from the CSRFB. The claimability of such a work would be subject to inclusion in the development agreement (for works less than \$50,000 subject to approved funding in the Capital Budget) or subject to execution of a Municipal Servicing and Financing agreement prior to commencement of the work. The works funded from the CSRFB under this paragraph would be subject to rules similar to those described for UWRF eligible works contained in this section with respect to eligibility, tender and claim completeness and submission.</p>	<p>without completing the entire road expansion.</p> <p>R-3. Arterial Road Extensions (CSRFB - Roads Services)</p> <p>When a development precedes the construction of a new arterial road that is either adjacent to or runs through the developable lands, the Developer is responsible for the construction of a primary collector road along the ultimate road right-of-way. A partial claim for this work may be made as per the primary road oversizing provisions of the UWRF.</p> <p><i>MOVED TO GENERAL SECTION.</i></p>	<p>from the CSRFB but if it is a local benefit they would be claimed from the UWRF? How do you determine if it is a network wide benefit to growth? What are the parameters?</p> <p>Section R4 below states that the developer is responsible for the cost of a secondary collector, is a claim for the difference between the primary collector and the secondary collector to be made from the CSRFB or the UWRF?</p> <p>Explanation of a “partial claim” is needed.</p>
		<p>See General Section G4 for comments.</p>

<p>2. Transportation projects that have been listed in the DC Background Study as programs or studies are funded from the City Services Reserve Fund – Transportation component, and are subject to prior execution of a Municipal Servicing and Financing Agreement.</p>	<p>Urban Works Reserve Fund</p> <p>1. Where a new arterial or primary collector road is to be constructed in whole or in part through a subdivision, the Owner is responsible for the cost of constructing a standard secondary collector road 10m (32ft.) wide curb to curb. If the required road is wider or at a higher standard, the Owner is responsible for the cost of a standard road, including sidewalks, street lights, etc., and may make a claim to the Urban Works Reserve Fund for the difference in cost between a standard road and the road actually constructed. The construction responsibilities shall be defined by the conditions of an agreement between the City and the Owner. If the Owner wishes to construct the road at an enhanced standard beyond that acceptable to the City Engineer, then the Owner shall pay for the additional costs of enhancement with no eligibility for a claim from any fund</p>
<p>R-4. Minor Road Works - Road Oversizing (UWRF – Minor Roadworks)</p> <p>Where a new arterial or primary collector road is to be constructed in whole or in part through or adjacent to a development, the Developer is responsible for the cost of constructing a secondary collector road as defined in the City of London’s Design Specifications & Requirements Manual. If the required road is wider or at a higher standard, the Developer is responsible for the cost of a standard road, including sidewalks, street lights, etc., and is eligible for a claim to the UWRF – Minor Roadworks for the difference in cost between a standard road and the road actually constructed. The construction responsibilities shall be defined by the conditions of an agreement between the City and the Developer. If the Developer wishes to construct the road at an enhanced standard beyond that acceptable to the City Engineer, then the Developer shall pay for the additional costs of enhancement with no eligibility for a claim from any fund.</p>	<p>R-5. Channelization (UWRF – Minor Roadworks)</p> <p>Channelization on a primary or arterial road into a</p>
<p>Is the City using the Rehab model in the 2014 DC By-law?</p> <p>See R3 above for comments.</p> <p>Streetlights installed to what standard? Lighting requirements increase as the road classification increases.</p>	

<p>2. When trees are planted as part of external roadworks to replace removed trees, other than those removed to facilitate an access, the cost of the removal and replacement is claimable.</p>	<p>new public street is eligible for a claim from the UWRF – Minor Roadworks. The following subsections list the various additional components of the channelization which are considered claimable:</p> <p>R-5.1. Tree Plantings When replacement trees are planted as part of external roadworks to compensate for removed trees, other than those removed to facilitate an access, the cost of the removal and replacement is claimable. All other tree plantings are not claimable.</p>	<p>Does this follow the DC Procedural Manual, March 2010?</p>
<p>3. Minor Roadworks including channelization and traffic signals at public road connections are eligible for claim from the UWRF.</p>	<p>SEE” R-5 CHANNELIZATION (UWRF – MINOR ROADWORKS)”</p>	
<p>The Development Charge By-law allows for exceptions to projects listed in the DC Background Study:</p> <p>1. Works listed as eligible in the Development Charges Background Study, or with the approval of the General Manager of Planning and Development in consultation with the City Engineer, drawn from a contingency and/or substituted a work listed in the Background Study may be claimable.</p>	<p><i>MOVED TO GENERAL SECTION.</i></p> <p>R-5.2. Ditching When ditching and/or the installation of catchbasins is required to facilitate claimable external road work the drainage works may be incorporated in</p>	

<p><u>Local costs borne by the Owner</u></p> <p>1. Connections of all public and private new streets, roads, ramps or entrances including features and design details such as: roundabouts, culverts, signage, gateway treatments, noise wall alterations, sidewalks, bike lanes, directional traffic islands, decorative features;</p>	<p>the minor roadworks claim to the UWRF.</p> <p>R-5.3. Utility Relocations Utility relocations necessitated by the claimable roadworks can be claimed upon providing a copy of the invoices from the utility and proof of payment in full. The City shall issue a letter to the utility company stating that this work is required by the City under the Public Service Works on Highways and will pay for 50% of cost of labor and labour saving devices. This 50% share is claimable from the UWRF; the other 50% is the utility's share and is not claimable. Should the utility refuse to pay these costs, the 50% "utility share" shall be the responsibility of the proponent developer. Engineering fees associated with these relocations are not claimable.</p> <p>R-6. Local Service Costs (Developer Cost) The following subsections list the various road components which are considered a local service cost:</p> <p>R-6.1. Connections Connections of all public and private new streets, roads, ramps or entrances (including features and design details such as: roundabouts, culverts, signage, gateway treatments, noise wall alterations, sidewalks, bike lanes, bike pathways, paths, directional traffic islands, decorative features) to the existing road infrastructure;</p>	<p>On what grounds can the Utility Company refuse to pay? If the Utility refuses to pay it's share and the works provide a benefit to the existing development should the 50% of the utilities costs be paid by the City?</p>
		<p>If a traffic circle is added to an existing road to facilitate a new entrance or street connection should a portion of the cost be assigned to non-growth if it improves the existing road?</p>

<p>2. Re-grading, cutting and placing fill on lands beyond the road allowance along their frontage in accordance with City of London standards. In addition, all grading and restoration of road allowance along the development frontage if no claimable roadworks are required;</p>	<p>R-6.2. Placing Fill Re-grading, cutting and placing fill on lands beyond the road allowance along their frontage in accordance with City of London standards. In addition, all grading and restoration of road allowance along the development frontage if no claimable roadworks are required;</p>	
<p>3. Topsoil and sod to the back of any existing sidewalk fronting the development;</p>	<p>R-6.3. Topsoil and Sod Topsoil and sod to the edge of any existing sidewalk fronting the development;</p>	
<p>4. Planting of new trees fronting the development;</p>	<p>R-6.4. Tree Planting Planting of new trees fronting the development, except as provided in the Minor Road Works - Road Oversizing or Channelization policies.</p>	
<p>5. Any upgrade or reinforcement from a standard 100mm thickness sidewalk across the development's new access;</p>	<p>R-6.5. Sidewalk Reinforcement Any upgrade or reinforcement from a standard 100mm thickness sidewalk across the development's new access;</p>	
<p>6. Retaining walls along the development frontage, where approved;</p>	<p>R-6.6. Retaining Walls Retaining walls along the development frontage, where acceptable to the City Engineer;</p>	<p>But not a part of a major CSRF road reconstruction?</p>
<p>7. 100% of the cost of temporary asphalt sidewalks, roads, paths, swales along the frontage abutting arterial or primary collectors where installation in ultimate location is deemed premature;</p>	<p>R-6.7. Temporary Works 100% of the cost of temporary asphalt sidewalks, roads, paths, swales along the frontage abutting arterial or primary collectors where installation in ultimate location is deemed premature;</p>	

<p>8. Traffic signal installations at all private entrances and at public entrances which do not meet MTO warrants;</p> <p>9. Any other services, removals, relocations, etc., required even if the road widening had not been constructed for a private entrance or access road including but not limited to, utility relocation, sidewalk alterations, and curb cuts;</p> <p>10. Restoration of any utility cuts, and or damage created by construction activities & /or construction traffic in and out of the development. including but not limited to daily removal of mud tracking, daily dust suppression, milling and paving of deteriorated asphalt caused by construction traffic, grading of gravel shoulders to remove rutting caused by construction traffic.</p>	<p>R-6.8. Traffic Signals at Private Streets Traffic signal installations at all private entrances and at public entrances which do not meet MTO warrants;</p> <p>R-6.9. Other Works Any other services, removals, relocations, etc., required including but not limited to, utility relocation, sidewalk alterations, and curb cuts;</p>	<p>Only if the developer installs the lights before the MTO warrants require them?</p>
<p>11. Privately maintained noise walls, all noise berms, window streets and fences;</p> <p>12. Grading elements such as: swales, ditches, best management practices, (BMPs) and any other feature to address over land flow routes needs created by the development's grading;</p> <p>13. Pedestrian paths, walkways, bridges, tunnels, (including the related lighting and signage);</p>	<p>R-6.10. Restoration and Damage Restoration of any utility cuts, and or damage created by construction activities and /or construction traffic in and out of the development. including but not limited to daily removal of mud tracking, daily dust suppression, milling and paving of deteriorated asphalt caused by construction traffic, grading of gravel shoulders to remove rutting caused by construction traffic.</p> <p>R-6.11. Noise Attenuation Measures All noise berms, window streets, fences and privately maintained noise walls;</p> <p>R-6.12. Grading and BMPs Grading elements such as: swales, ditches, best management practices, (BMPs) and any other feature to address over land flow routes needs created by the development's grading;</p> <p>R-6.13. Paths and Walkways Pedestrian paths, walkways, bridges,</p>	<p>Any improvement or benefit to existing residents should be a non-growth component.</p>
<p>This requires further discussion as to</p>		

<p>14. The costs related to the upgrading of any utility plant, or the relocation of the same, unless necessitated by the roadway;</p>	<p>tunnels, including the related lighting and signage (Note: Parkways are constructed by the City and are specifically provided in the Development Charges Background Study);</p>	<p>what is required when a development includes a park block, changes in level of service for bike lanes and paths.</p>
<p>15. The relocation and/or replacement costs of any encroachment on the City's road allowance or easement including but not limited to hedges, sprinklers systems and fences;</p>	<p>R-6.14. Utility Upgrades The costs related to the upgrading of any utility plant, or the relocation of the same, unless necessitated by the roadway;</p>	<p>Should be fund from the CSRF if the services are relocated to the ultimate location as part of the road works.</p>
<p>16. Existing catch basins and culverts that cross roads, bridges, and leads are considered to be part of surface roadworks rather than sewers. Including and storm quality devices such as storm sceptors or oil/grit separators;</p>	<p>R-6.15. Relocation and Replacement Costs The relocation and/or replacement costs of any encroachment on the City's road allowance or easement including but not limited to hedges, sprinklers systems and fences;</p>	
<p>17. Traffic signals and street lighting on Arterial and Primary Collector roads that control or illuminate Public (Non-private) access points, where required by the development agreement; and</p>	<p>16. <i>MOVED TO UWRF SECTION</i></p> <p>17. <i>TRAFFIC SIGNALS ARE INCLUDED IN CSRF SINCE 2009 DC.</i></p>	<p>Street lighting at a road intersection with a new road connection should be a local service but street lighting along an arterial, primary or secondary collector should be claimable.</p>
<p>18. Utility relocations necessitated by the claimable roadworks can be claimed upon</p>	<p>R-6.16. Street Lighting Street lighting on arterial and primary collector roads adjacent to the development where required by the development agreement.</p> <p>18. <i>MOVED TO UWRF SECTION</i></p>	

<p>providing a copy of the invoices from the utility and proof of payment in full. The City shall issue a letter to the utility company stating that this work is required by the City under the Highway Act and will pay for 50% of cost of labor and trucking. This 50% share is claimable from the UWRF; the other 50% is the utility's share and is not claimable. Should the utility refuse to pay then these cost shall be the responsibility of the proponent owner. Engineering fees associated with these relocations are not claimable.</p>		
<p><u>Roadworks serving growth in industrial areas funded from Industrial Oversizing Reserve Fund</u></p> <p>Certain Works which benefit industrial areas are similar to UWRF works. However, so long as industrial development is exempted from the charges, the City must make provision for claim of these works from a separate fund. This fund is the Industrial Oversizing Reserve Fund (IORF) and certain works are eligible for claim from this fund in accordance with the policies of the IORF.</p>	<p>REMOVED. NEW INDUSTRIAL SERVICING FINANCING POLICY IN DEVELOPMENT</p>	
<p><u>Non-Growth Works that Benefit the Existing Population</u></p> <p>Where works funded from the UWRF are subject to this policy and include a non-growth component, funding of that portion of the works must wait until the City has approved sufficient funds in its budgets, to pay for that portion of the works. The non-growth portion of the funding shall be identified in the City's Capital Works Budget and approved by Council.</p>	<p>MOVED SEE "G-3.NON-GROWTH WORKS THAT BENEFIT THE EXISTING POPULATION"</p>	<p>When is it available?</p>