



# Appendix G

## Local Servicing Policy

**1****General Policy Guidelines on Development Charge and Local Service Funding for Road-Related, Stormwater Management, Water and Sanitary Sewer Works, and Parkland Development.**

This Policy sets out the [Municipality's General Policy Guidelines on Development Charges](#) (D.C.) and local service funding for Services related to roads, 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 proposed development in the area.

**2****Roads**

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 accommodate all ages, abilities and travel modes. This approach enables pedestrians, cyclists, public transit users and motorists to safely and comfortably be moved, thereby allowing for the efficient movement of persons and goods.

[The Town of LaSalle Transportation Master Plan](#) (2020) emphasizes the designing of a well-integrated and accessible transportation system with full consideration given to pedestrians, cyclists, transit users, and motorists.

As provided in the Town’s Development Standards Manual, the associated infrastructure to achieve this concept shall include, but is not limited to:

- Design, environmental assessments, required studies, construction, inspection and certification of works including 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; accessible design;
- Gateway features;
- Street furniture and transit amenities;
- Active transportation facilities (e.g. sidewalks, bike lanes, multi-use trails which interconnect the transportation network, etc.);
- Transit lanes and lay-bys; roadway illumination systems; boulevard and median surfaces (e.g. sod and topsoil, paving, etc.);
- Street trees and landscaping;
- Parking lanes and lay-bys;
- Driveway entrances;
- Noise attenuation systems;
- Railings and safety barriers;
- Tactile plates; and,
- Pavement markings.

2.1 Roads Internal to or within the area of the development - Direct developer responsibility under s.59 of the D.C.A. (as a local service) to a two-lane full urban cross section - incremental costs to expand to a three or four lane road to be included in the D.C.

2.2 Upgrading Existing Roads or Construction of New Roads external to development - Include in D.C. calculation to the extent permitted under s.5(1) of the D.C.A.

### **3 Traffic Signals and Control Systems**

- 3.1 Traffic signalization external to a development - include in D.C. calculation to the extent permitted under s.5(1) of the D.C.A.
- 3.2 Traffic signalization internal to a development – Direct development responsibility under s.59 of D.C.A. (as a local service).

### **4 Intersection Improvements, Including Roundabouts**

- 4.1 Intersection improvements external to a development – include in the D.C. calculations to the extent permitted under s.5(1) of the D.C.A.
- 4.2 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).
- 4.3 Intersections with County roads and provincial highways - include in D.C. calculation to the extent that they are Town responsibility.

### **5 Streetlights**

- 5.1 Streetlights external to a development - include in D.C. (linked to road funding source in Section 1).
- 5.2 Streetlights within specific developments - Direct developer responsibility under s.59 of D.C.A. (as a local service).

## 6 Sidewalks

- 6.1 Sidewalks on M.T.O., County and local roads -direct developer responsibility through local service provisions (s.59 of D.C.A.).
- 6.2 Other sidewalks external to development and required for a specific development, - Direct developer responsibility as a local service provision (under s.59 of D.C.A.).
- 6.3 Sidewalks on roads external to development not required for a specific development, included in the D.C. calculation.

## 7 Bike Routes/Bike Lanes/Bike Paths/Multi-Use Trails/Naturalized Walkways

- 7.1 Off-road bike routes, bike lanes, bike paths, multi-use trails, naturalized walkways, signalized pedestrian crossings, and Trail Bridges/underpasses external to development - Include in D.C. calculation.
- 7.2 Off-road bike routes, bike lanes, bike paths, multi-use trails, naturalized walkways, signalized pedestrian crossings, and Trail Bridges/underpasses, internal to development - Direct developer responsibility under s.59 of the D.C.A. (as a local service).

## 8 Noise Abatement Measures

- 8.1 Internal to or within the area of the development - Direct developer responsibility though local service provisions (s.59 of D.C.A.).
- 8.2 External to development, include in the D.C. calculation.

## **9 Land Acquisition for Road Allowances**

- 9.1 Land Acquisition for arterial roads - Dedication under the Planning Act subdivision provisions (s.51).
- 9.2 Land Acquisition for collector roads - Dedication under the Planning Act subdivision provision (s.51).
- 9.3 Where land acquisition is required external to a development, included in the D.C. calculations.
- 9.4 Land required for Right-of-ways internal to a development to be required as a local service.

## **10 Land Acquisition for Easements**

- 10.1 Easements to be provided to the municipality at no cost.

## **11 Land Acquisition for Road Allowances**

- 11.1 Transit bus stops and amenities internal to development: direct developer responsibility under s.59 of D.C.A. (as a local service).
- 11.2 Transit bus stops and amenities on arterial roads: included in Town's Transit D.C.'s consistent with D.C.A, s5(1).

## 12 Storm Water Management and Conveyance

- 12.1 Quality and Quantity Works, direct developer responsibility through local service provisions (s. 59 of D.C.A.).
- 12.2 Oversizing of stormwater management and conveyance works for development external to the development that benefits multiple developments will be subject to negotiations and cost sharing agreements between affected private landowners.
- 12.3 Land required for stormwater management and conveyance, direct developer responsibility as required under the Planning Act.

## 13 Water

- 13.1 Water storage, pumping stations and associated works to be included, within the D.C. calculations.
- 13.2 Watermains external to a development 300 mm and larger included in the D.C.
- 13.3 Watermains internal to a development up to and including 300mm in diameter required as a local service if needed for a specific development.
- 13.4 Watermains internal to a development that are oversized to accommodate other development; the marginal costs above what is required to be included in the D.C. calculation.
- 13.5 Connections to trunk mains and pumping stations to service specific areas, to be direct developer responsibility.

## 14 Sanitary Sewer

- 14.1 Capacity costs for treatment, pumping stations and associated costs shall be included in the D.C. calculations.

- 14.2 Sanitary trunk sewers specific to the Reaume/Sandwich West Parkway area shall be included in the Reaume/Sandwich West Parkway area specific D.C. and recovered.
- 14.3 Sanitary infrastructure specific to the Town Centre area shall be included in the Town Centre area specific D.C.
- 14.4 Oversizing of sanitary infrastructure (including pump stations) for development external to the development that benefits multiple developments will be subject to negotiations and cost sharing agreements between affected private landowners.
- 14.5 Connections to trunk mains and pumping stations to service specific areas, to be direct developer responsibility.

## 15 Parkland Development

Land for parks is generally acquired through dedications required under a by-law passes pursuant to section 42 of the [Planning Act](#), as a condition of approval of a draft plan of subdivision under section 51.1 of the Planning Act, as a condition of a consent under section 53 of the Planning Act, or from the expenditure of funds collected in lieu of a required dedication under one of those sections.

- 15.1 Parkland Development for Signature Parks, Community Parks, Neighbourhood Parks and Parkettes conveyed to the Town in connection with a development is a direct developer responsibility under s.59 of the D.C.A. (as a local service).

This work includes, but is not limited to, the following:

- Servicing – water, hydro, stormwater, sanitary, electrical, fibre/phone, meter and meter boxes connected to a point just inside the property line;
- Catch basins, culverts, manholes and other drainage structures;
- Clearing and grubbing;
- Topsoil stripping and stockpiling (topsoil or any fill or soils shall not be stockpiled on parkland without the approval of the Town);
- Any other associated infrastructure (minor bridges and abutments, guard and hand rails, retaining walls);

- Rough grading, supply and placement of topsoil and engineered fill to required depths and fine grading;
- Sodding;
- Temporary perimeter fencing where there is no permanent fence to prevent illegal dumping;
- Temporary park sign(s) advising future residents that the site is a future park; and,
- Permanent perimeter fencing to Town standard to all adjacent land uses (residential and non-residential) as required by the Town or other approval authority.

15.2 Program facilities within parkland and all other associated site works beyond the works set out in Section 14.1, included in the D.C. calculation.

**16**

**Landscape Buffer Blocks, Features, Cul-de-Sac Islands, Round-About Islands and Berms**

16.1 The cost of developing all landscape buffer blocks, landscape features, cul-de-sac islands, round-about islands, berms grade transition areas, walkway connections to adjacent arterial roads, open space and other remnant pieces of land conveyed to the Town shall be a direct developer responsibility as a local service under s.59 of the D.C.A.

Such costs include, but are not limited to:

- Pre-grading, sodding or seeding, supply and installation of amended topsoil, (to the Town’s required depth), landscape features, perimeter fencing and amenities and all planting;
- Restoration planting and landscaping requirements (as required by the Town or authorities having jurisdiction) as a result of impact of the development including related restoration projects to enhance the natural heritage system; and,
- Perimeter fencing to the Town standard or approved equivalent located on the public property side of the property line adjacent land uses as directed by the Town or other approval authority.

## 17 Growth-Related Studies

17.1 Studies that are required for the specific development and/or are prepared using Town-wide studies as the basis for the analysis shall be a local service.

Growth-related studies that benefit the Town, or an area of the Town such as transportation master plans, water and wastewater master plans, etc. will be included in the D.C. calculations.