



City Policy

Title: Development Charges Capital Infrastructure Policy

Policy: 1096

Covers: Development Charge network projects within the City of Brandon

Effective:

Purpose:

To guide City Administration in determining what growth-related infrastructure and improvements shall be funded through Development Charges.

Guidelines within this Policy pertain to determining Development Charge funding for transportation, land drainage, water and wastewater network infrastructure.

**Where there is any conflict or inconsistency between the policies and procedures adopted by the City of Brandon and the terms of a Collective Agreement entered into and adopted by the City of Brandon, and/or the provisions contained within a statute or regulation of the Government of Canada and/or the Province of Manitoba and/or a by-law of the City of Brandon, the Collective Agreement or the Federal or Provincial statute or regulation or by-law of the City of Brandon shall supersede such policies or procedures adopted by the City of Brandon.*

DEFINITIONS

The following definitions provided are for the sole purpose of interpreting the Development Charges Capital Infrastructure Policy.

Arterial Street: streets used to carry large volumes of all types of traffic moving at medium-to-high speeds. The primary function is efficient traffic movement and the secondary function is providing land access. Arterial Streets are identified in Schedule “A1” of the Traffic By-law.

Bike Lane: a lane within a roadway that is intended for exclusive bicycle use.

City: the area incorporated and known as the City of Brandon.

Collector Street: streets that collect and distribute traffic to Arterial Streets and local streets as well as provide access to adjacent areas. Collector Streets typically operate as neighbourhood-wide connections and may connect to higher capacity Arterial Streets, other Collector Streets, or lower capacity local streets. The functions of providing land access and traffic movement are of equal importance. Collector Streets are identified in Schedule “A1” of the Traffic By-law.

Developer: a person, persons, or corporation who has applied to subdivide and/or develop, or to service an existing parcel of land, whether as the owner or an agent for the owner of the land.

Development Area: the aggregate of all contiguous lands within the City of Brandon within a Neighbourhood Plan which has been adopted by the City of Brandon. In the absence of an adopted Neighbourhood Plan a Development Area shall be the aggregate of all contiguous lands within a single legal section of land, typically bound by Arterial Streets.

Development Charges: a charge for new services or upgrades to existing services required for growth as defined in the Development Charges By-law No. 7175.

Domestic Sewer: a gravity fed pipe and appurtenances that receives wastewater from sewer service lines and conveys it to a public lift station or pre-treatment plant.

Forcemain: conveys wastewater from a lift station to a Domestic Sewer.

Incremental Cost: costs incurred by Developers for the installation of water, sewer and land drainage mains above and beyond what is required to service an individual Development Area. Incremental Costs do not include design costs.

Intersection Improvement: improving the operation of a vehicular intersection to maintain or improve the level of service, typically determined through a traffic impact study. Within the context of this Policy, an Intersection Improvement may include roundabouts, enhanced intersection geometry and/or traffic control devices. Traffic control devices within this Policy are installations to control traffic including but not exclusive to all pavement markings, traffic signs and traffic signals required to operate the transportation system in a safe and efficient manner.

Multi-use Path: a pathway physically separated from motor vehicle traffic and can be either within the roadway right-of-way or within an independent right-of-way. Multi-use Paths are built for all forms of active transportation. Also referred to as a multi-use trail.

Oversizing: increasing the capacity of land drainage mains, watermains or Domestic Sewer mains to and/or within a new Development Area that supports adjacent Development Areas, both existing and new. Oversizing improvements may include water distribution, wastewater collection, and land drainage infrastructure and the additional capacity may be considered a Development Charge should the infrastructure fit under the definition of a Development Charge.

1.0 POLICY STATEMENT

In the process of reviewing and updating Development Charge rates as outlined in The Development Charges By-law, City Administration shall adhere to the following guidelines for determining whether new growth-related infrastructure and improvements should be funded from Development Charge reserves.

The following guidelines need to be read in conjunction with the City's Municipal Servicing Standards requirements.

The intent of the following clauses is to define what projects are to be considered when calculating Development Charge rates. If a project does not fit within the clauses below, it is not considered to be a Development Charge project.

1. Roads¹

- 1.1 All Arterial Streets – Include in the Development Charge (D.C.) calculation
- 1.2 Collector Streets located within existing right-of-ways of sufficient width as of the initial Development Charges By-law adoption date of December 17th, 2018 – include in the D.C. calculation

In the absence of adopted City of Brandon Municipal Servicing Standards, the typical road cross sections attached as Appendix A are to be used in conjunction with the above statements to define applicable road Development Charge calculations.

¹ Road cost calculations are to include any incidentals present within the road right-of-way including but not exclusive to Bike Lanes, Multi-Use Paths, sidewalks, street lighting, trees and signage.

2. Intersection Improvements

- 2.1 Intersection Improvements external to the Development Area which do not provide a connection to a road internal to the development – include in the D.C. calculation.
- 2.2 Intersection Improvements external to the Development Area which provide a connection from a Collector Street internal to the development to an Arterial Street and directly benefits multiple Development Areas – include in the D.C. calculation
- 2.3 Notwithstanding 2.1, Intersection Improvements external to the Development Area that are warranted solely due to a specific Development Area will be the full direct responsibility of the Developer.

3. Land/Easement Acquisition

- 3.1 Land or easement acquisition required to facilitate a Development Charge project - include in the D.C. calculation

4. Storm Water Management

- 4.1 Land drainage mains external to the Development Area which support multiple Development Areas - include in the D.C. calculation
- 4.2 Land drainage mains internal to the Development Area which benefit external Development Areas and have an increased carrying capacity at the request of the City – include the Incremental Cost in the D.C. calculation²

² Developers who are required to increase capacity of their internal land drainage network at the request of the City are eligible for incremental cost reimbursement between the land drainage main size required to solely service the Development Area and the land drainage main size identified by the City in

accordance with Section 7, Oversizing, of this Policy.

5. Water

- 5.1 Booster stations and works associated with pressure zone boundaries - include in the D.C. calculation
- 5.2 Watermains external to the Development Area which support multiple Development Areas - include in the D.C. calculation
- 5.3 Watermains internal to the Development Area which benefit external Development Areas and have an increased main size at the request of the City – include the Incremental Cost in the D.C. calculation³

³ Developers who are required to increase the main size of their internal watermain network at the request of the City are eligible for incremental cost reimbursement between the watermain size required to solely service the Development Area and the watermain size identified by the City in accordance with Section 7, Oversizing, of this Policy.

6. Domestic Sewer

- 6.1 Public lift stations and associated Forcemains – include in D.C. Calculation
- 6.2 Domestic Sewer mains external to the Development Area which support multiple Development Areas – include in D.C. calculation
- 6.3 Domestic Sewer mains internal to the Development Area which benefit external Development Areas and have an increased carrying capacity at the request of the City – include the Incremental Cost in the D.C. calculation⁴
- 6.4 Domestic Sewer mains internal to the Development Area which benefit external Development Areas and are greater than 4.5m in depth at the request of the City – include Incremental Cost in the D.C. calculation⁴

⁴ Developers who are required to increase capacity and/or depth of their internal Domestic Sewer network at the request of the City are eligible for incremental cost reimbursement between the Domestic Sewer main size required to solely service the Development Area and the Domestic Sewer main size identified by the City; and between 4.5m and the Domestic Sewer main depth identified by the City in accordance with Section 7, Oversizing, of this Policy.

7. Oversizing

- 7.1 Where the City has identified potential synergies between a proposed development and Development Charge projects and it is determined to be in best interest of the project to alter the routing to cross through a Development Area, the City may require Oversizing of the development's infrastructure.
 - i. The following will be taken into consideration when assessing suitability of routing a Development Charge project through a Development Area.
 - 1. Impact on the cost of construction and potential to lower Development Charge rates
 - 2. Cost to the taxpayers for future maintenance of the asset
 - 3. Cost to the taxpayers for future renewal of the asset
- 7.2 Where a synergy has been identified in accordance with Oversizing Section 7.1 and the project meets both of the following criteria below – include Incremental Cost in the D.C. calculation.

- i. Benefits multiple Development Areas
- ii. Meets the intent and takes the place of an existing Development Charge project

RELATED ITEMS:

- Bylaw No. 7175 – Development Charges
- Appendix A – Municipal Servicing Standards Street Sections

Motion #:

Authorized By:



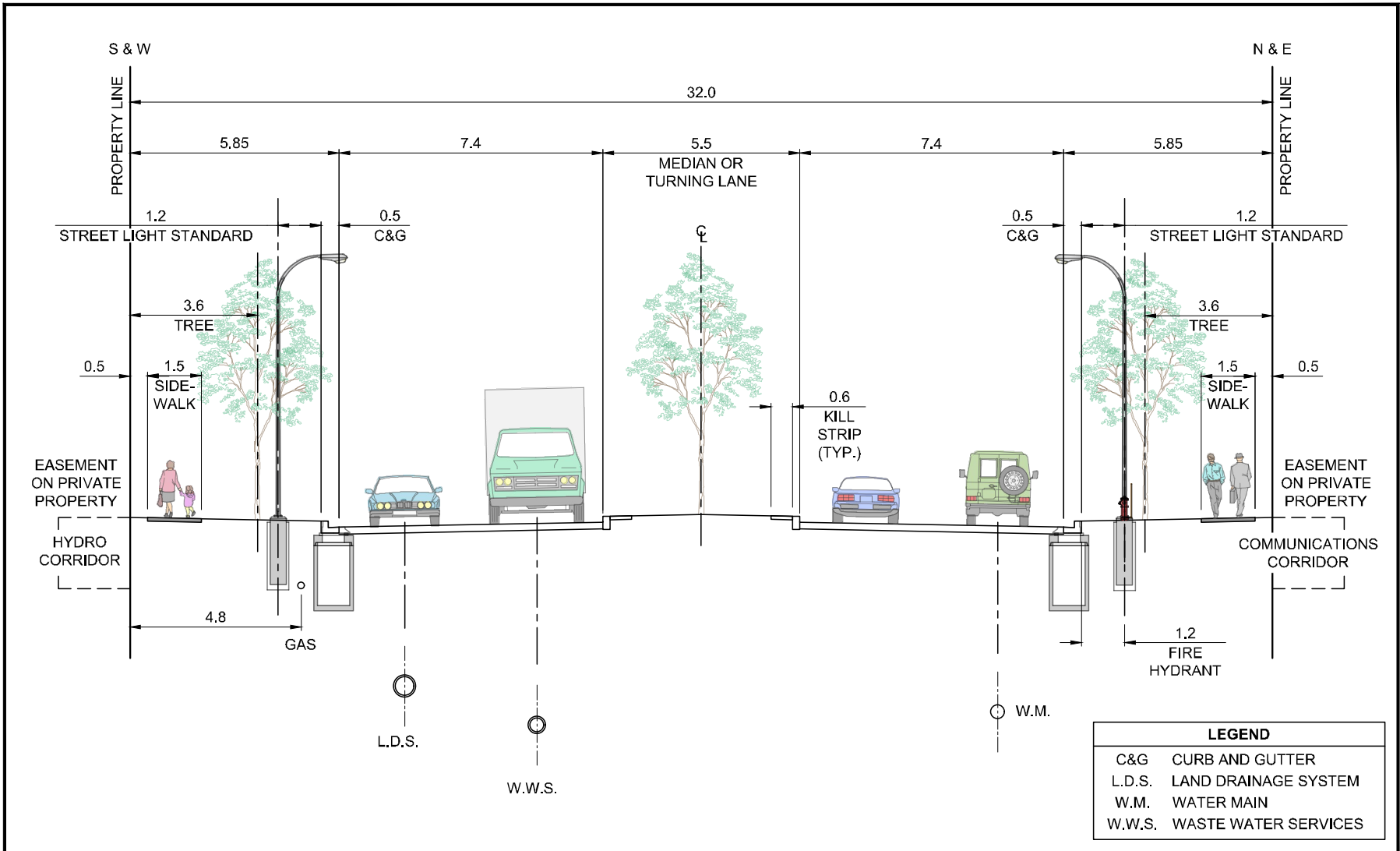
City Clerk on behalf of City Council


Revision Date:

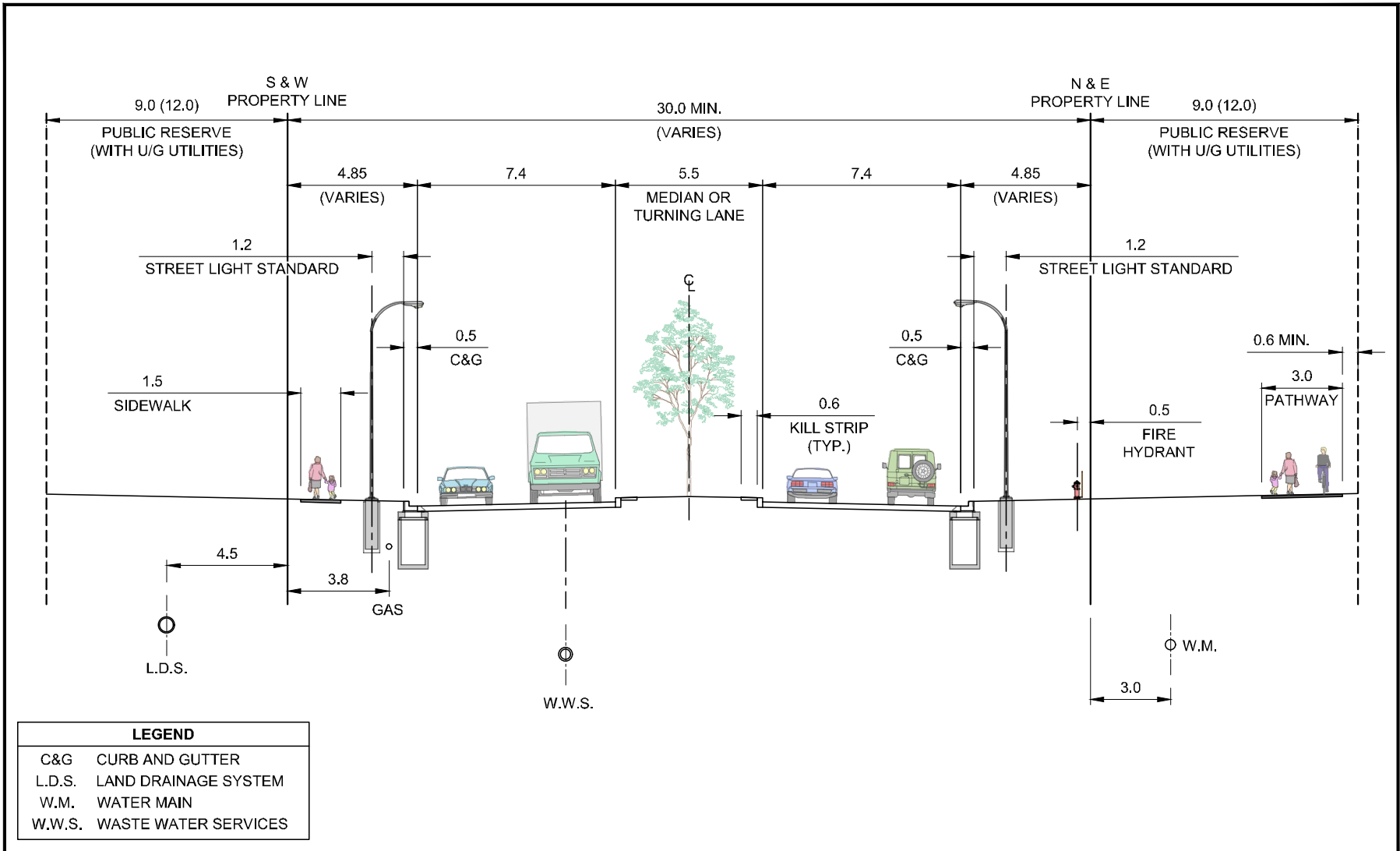
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City Engineer

Appendix A – Municipal Servicing Standards Street Sections

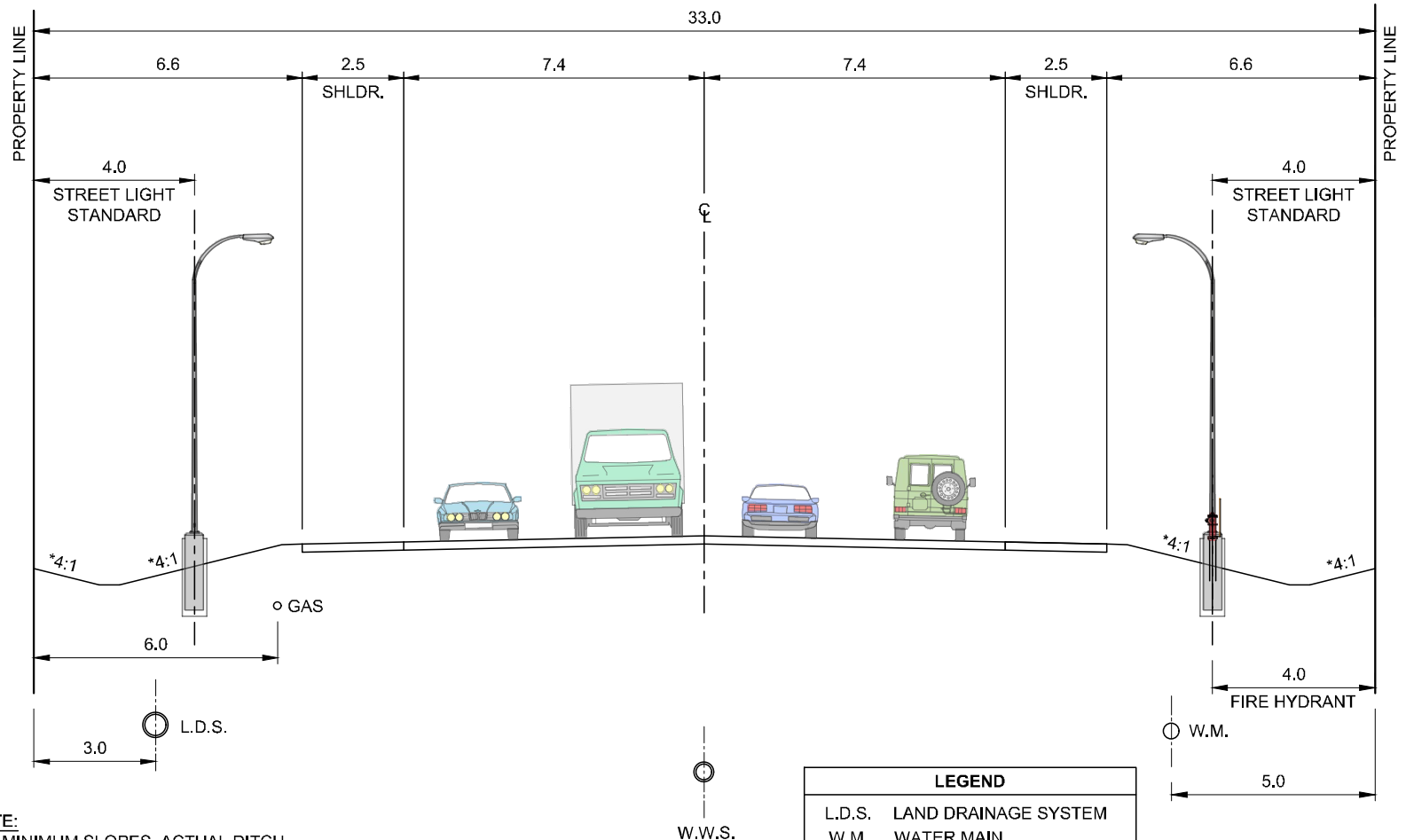


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No.	REVISION DESCRIPTION	DATE	BY					
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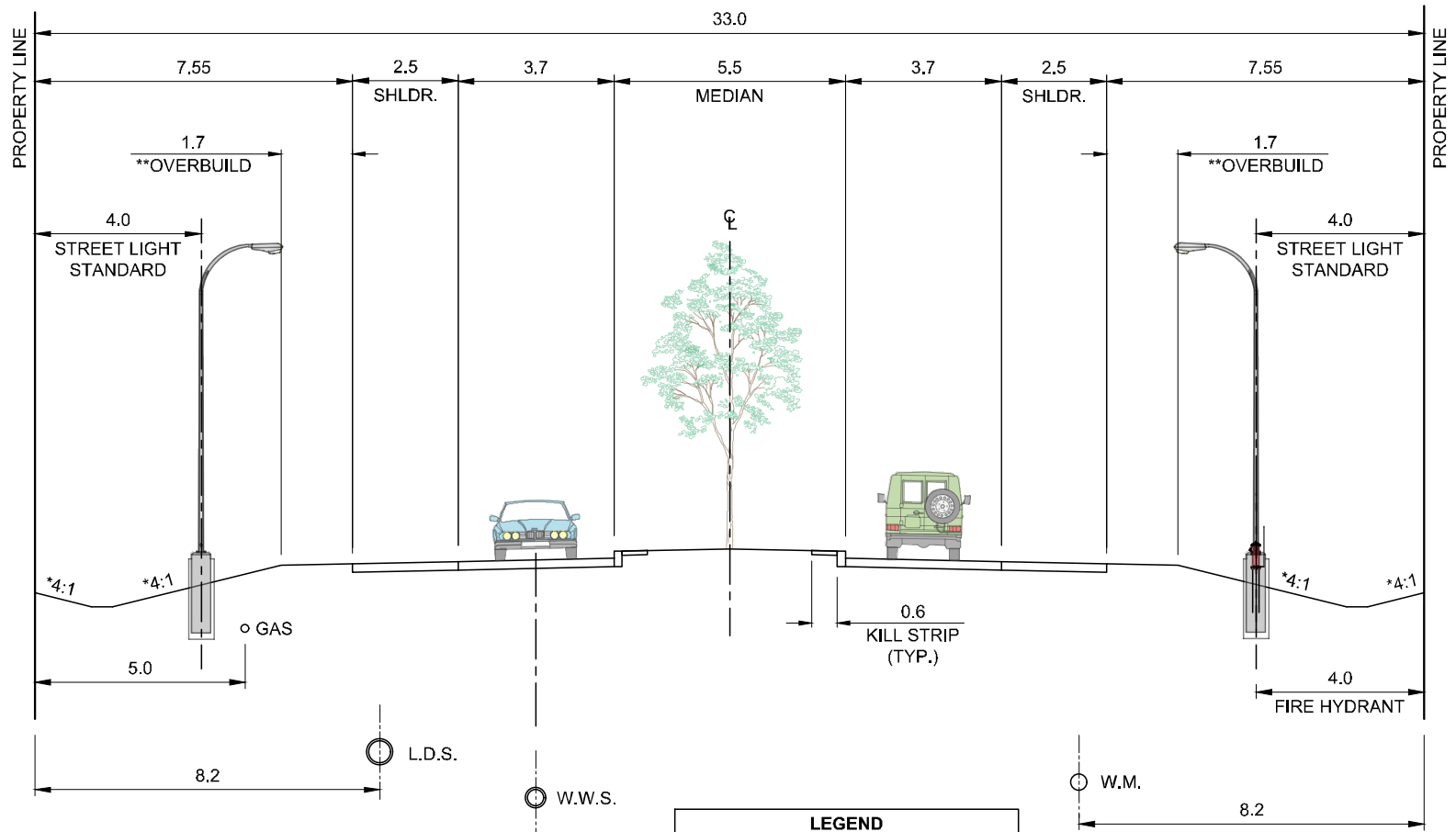


NOTE:
*4:1 MINIMUM SLOPES. ACTUAL DITCH
DESIGN TO BE DETERMINED THROUGH
HYDROLOGIC/HYDRAULIC ANALYSIS.

LEGEND	
L.D.S.	LAND DRAINAGE SYSTEM
W.M.	WATER MAIN
W.W.S.	WASTE WATER SERVICES

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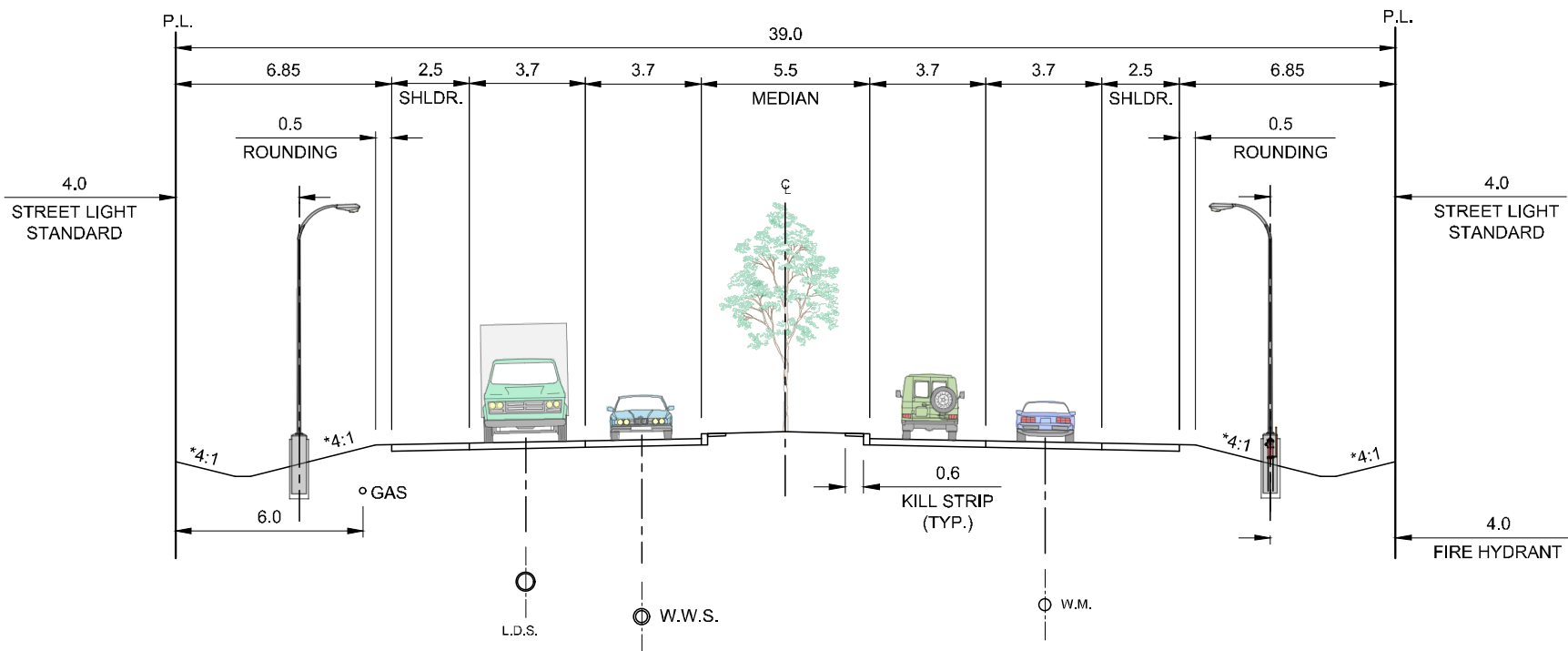


NOTES:
 *4:1 MINIMUM SLOPES. ACTUAL DITCH DESIGN TO BE DETERMINED THROUGH HYDROLOGIC/HYDRAULIC ANALYSIS.
 **ROAD BED OVERBUILT TO ACCOMMODATE URBAN ARTERIAL.

LEGEND	
L.D.S.	LAND DRAINAGE SYSTEM
W.M.	WATER MAIN
W.W.S.	WASTE WATER SERVICES

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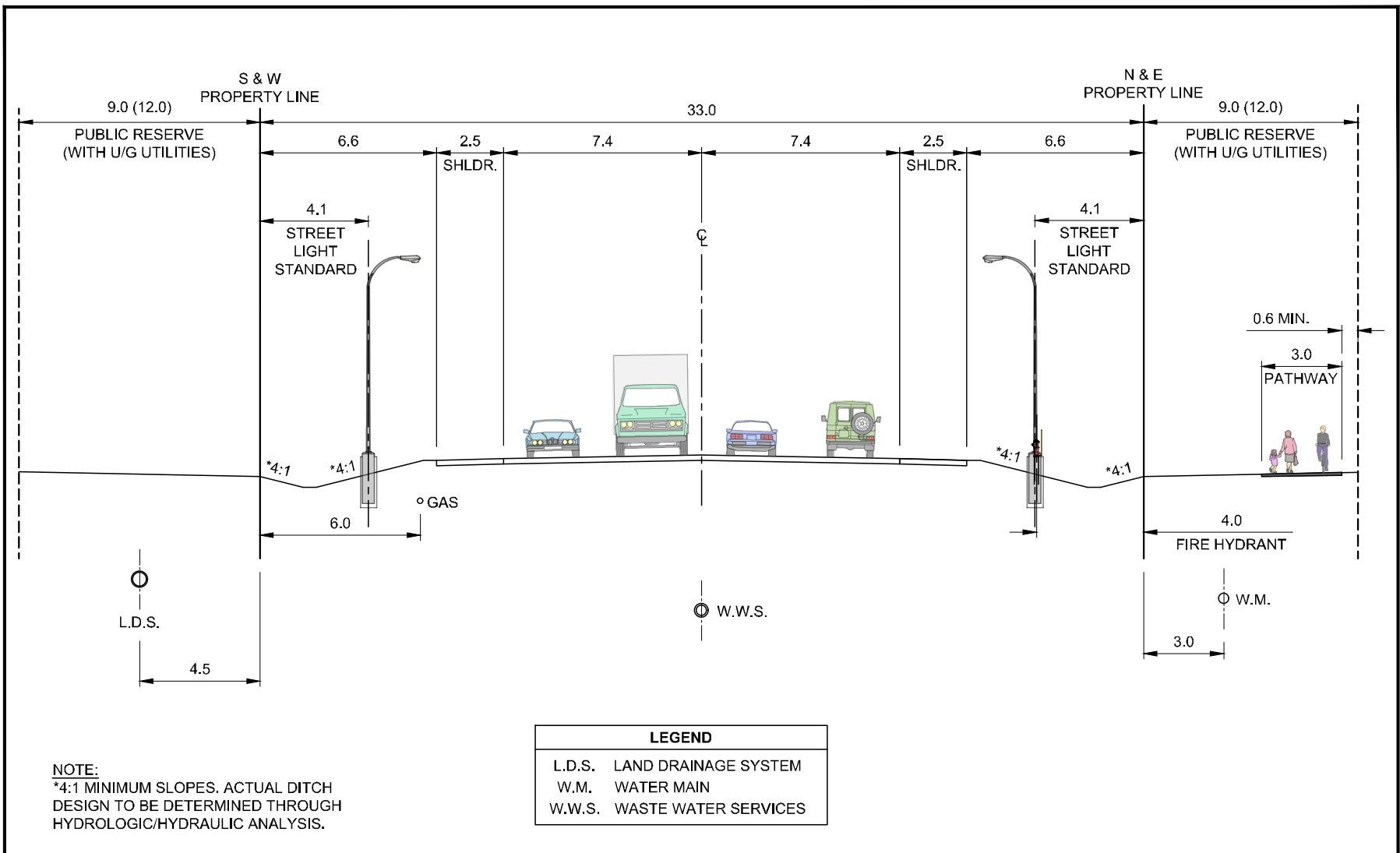



NOTES:
 *4:1 MINIMUM SLOPES. ACTUAL DITCH DESIGN TO BE DETERMINED THROUGH HYDROLOGIC/HYDRAULIC ANALYSIS.
 **ROAD BED OVERBUILT TO ACCOMMODATE URBAN ARTERIAL.

LEGEND	
L.D.S.	LAND DRAINAGE SYSTEM
W.M.	WATER MAIN
W.W.S.	WASTE WATER SERVICES

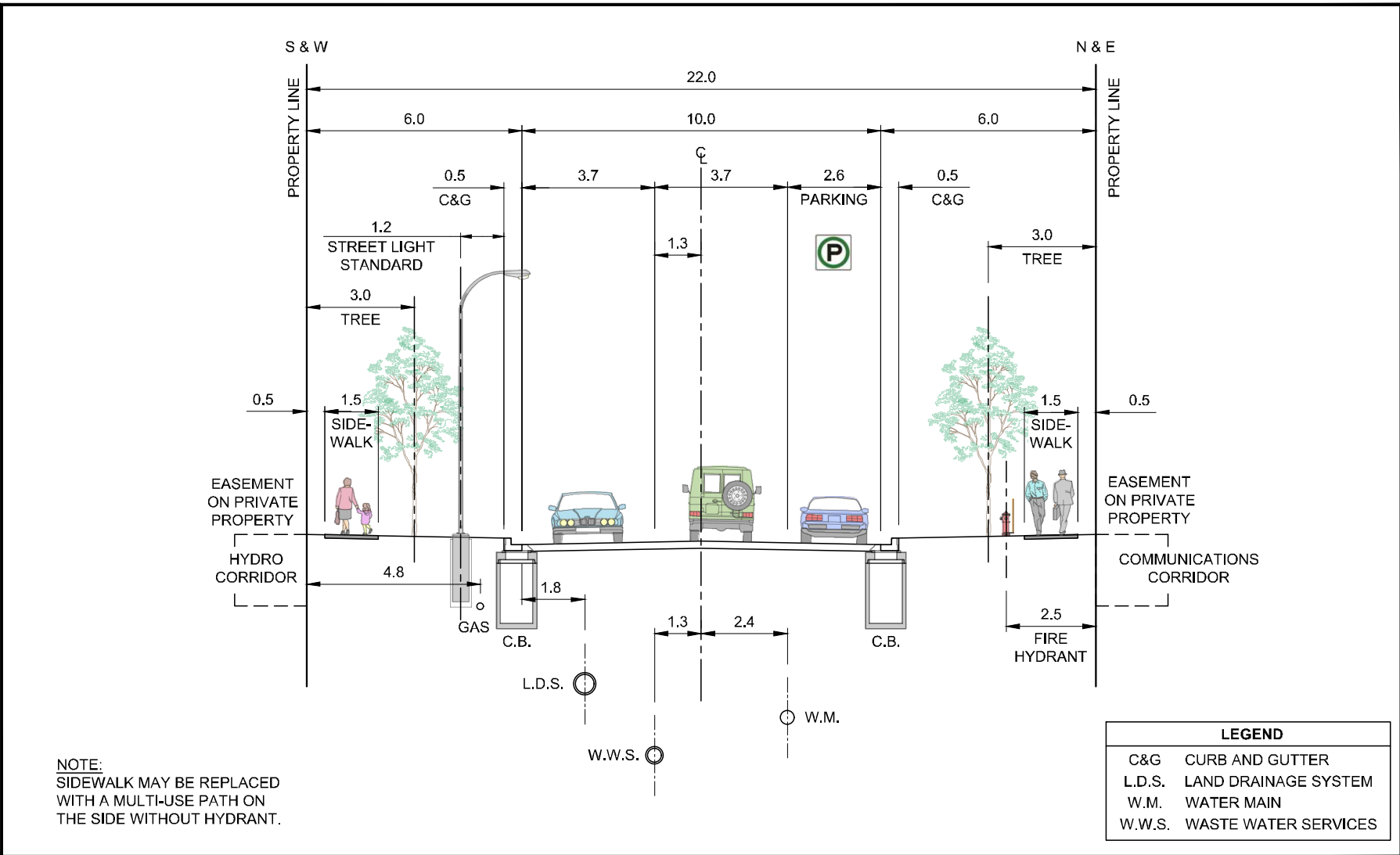
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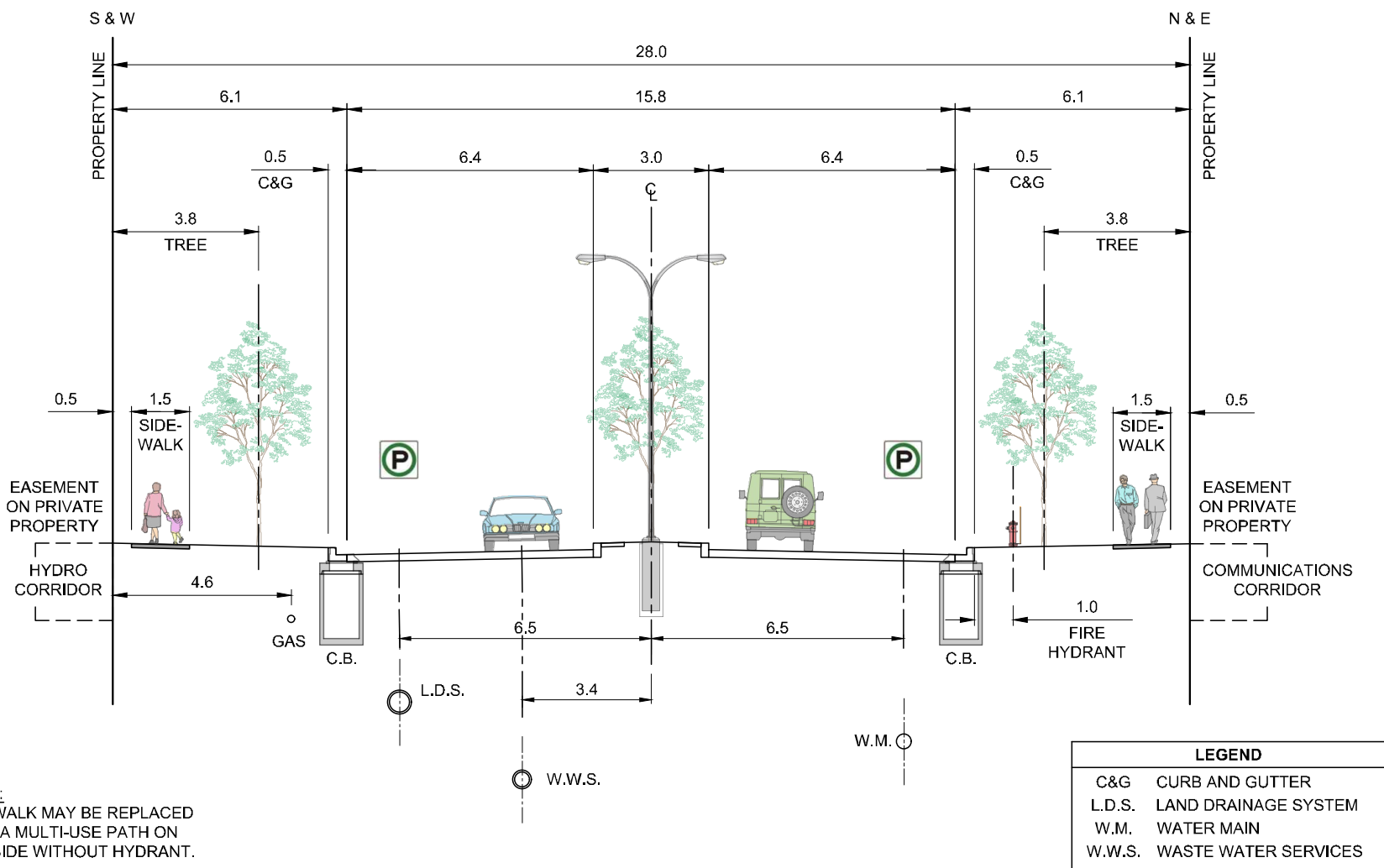



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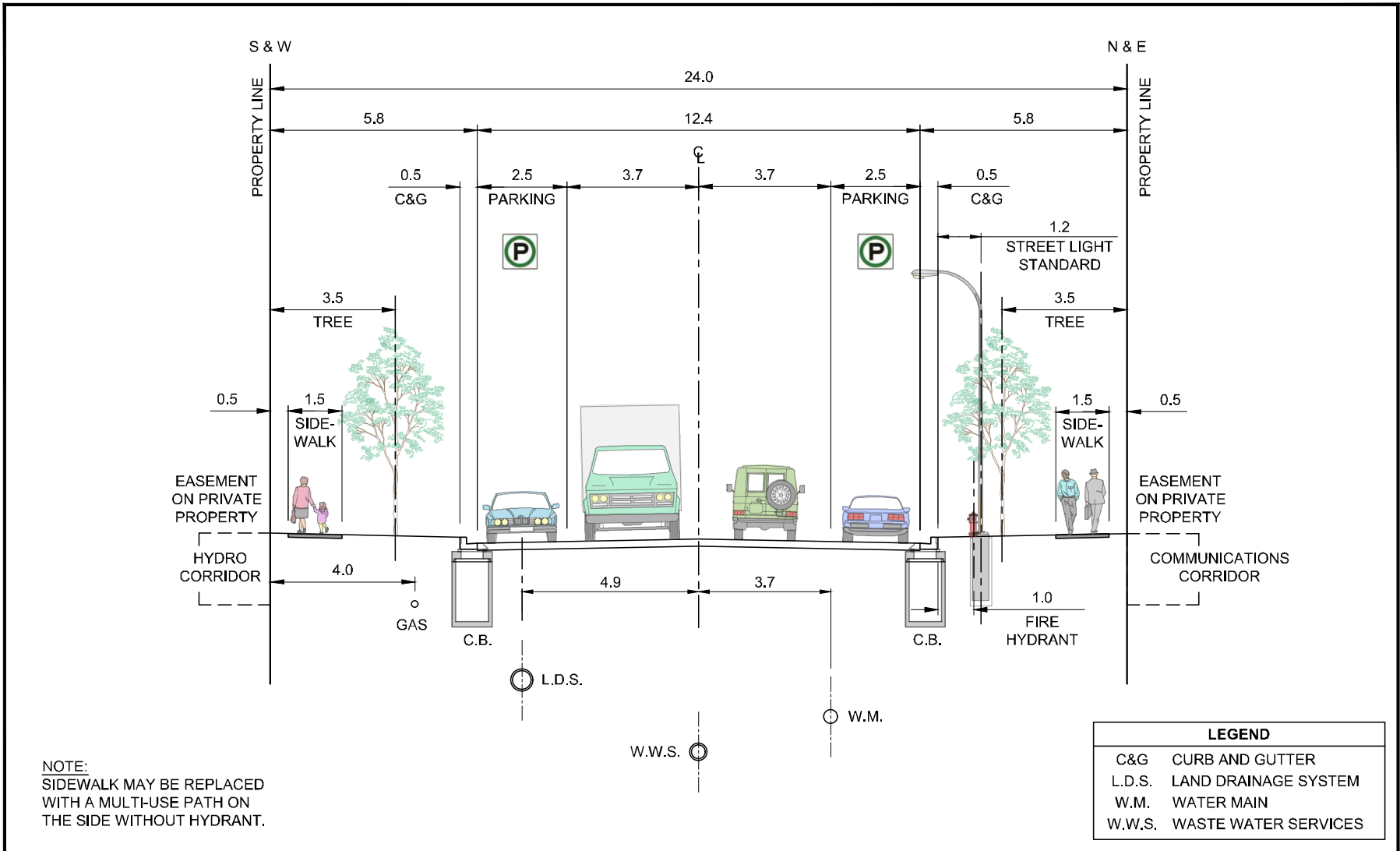




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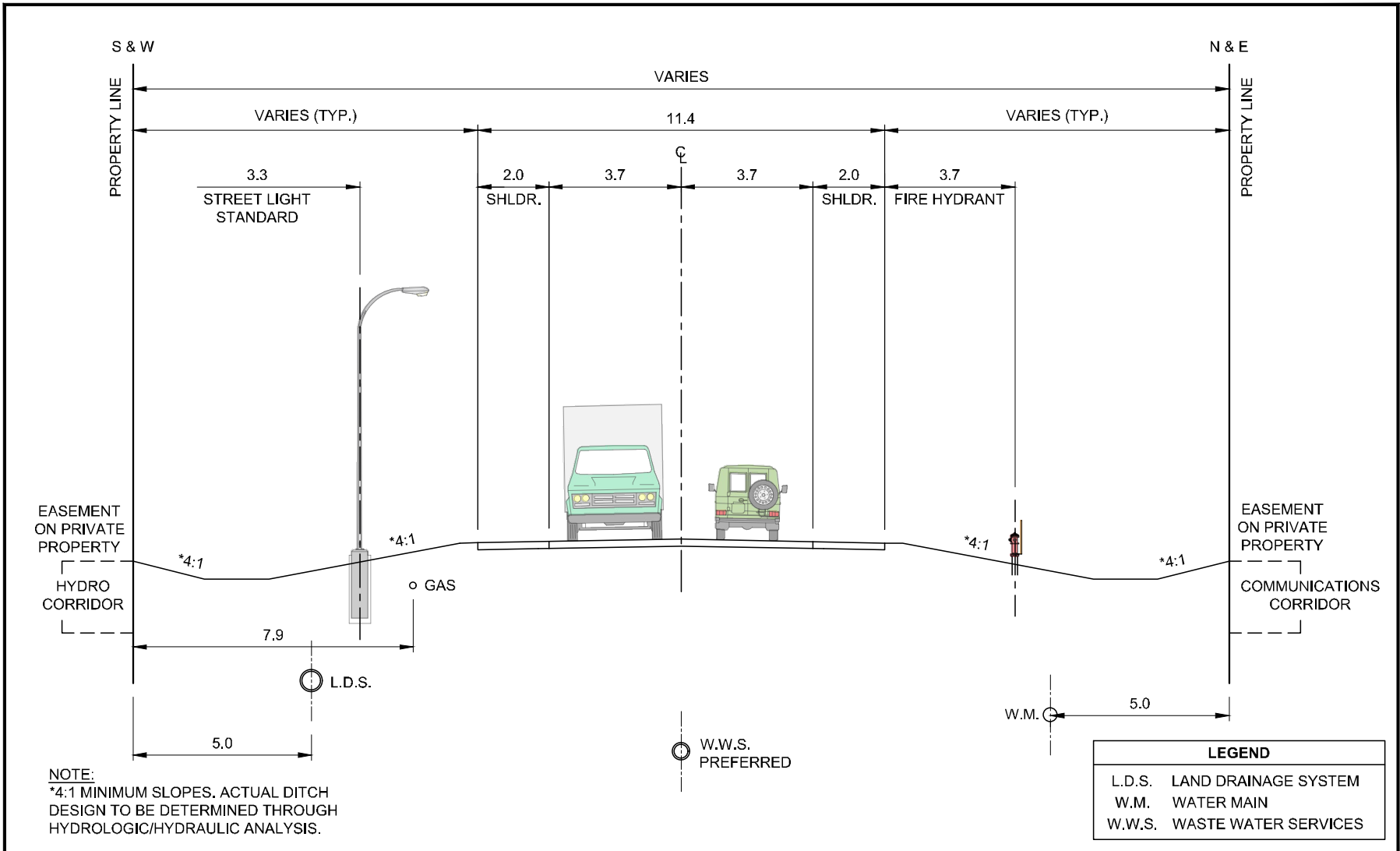



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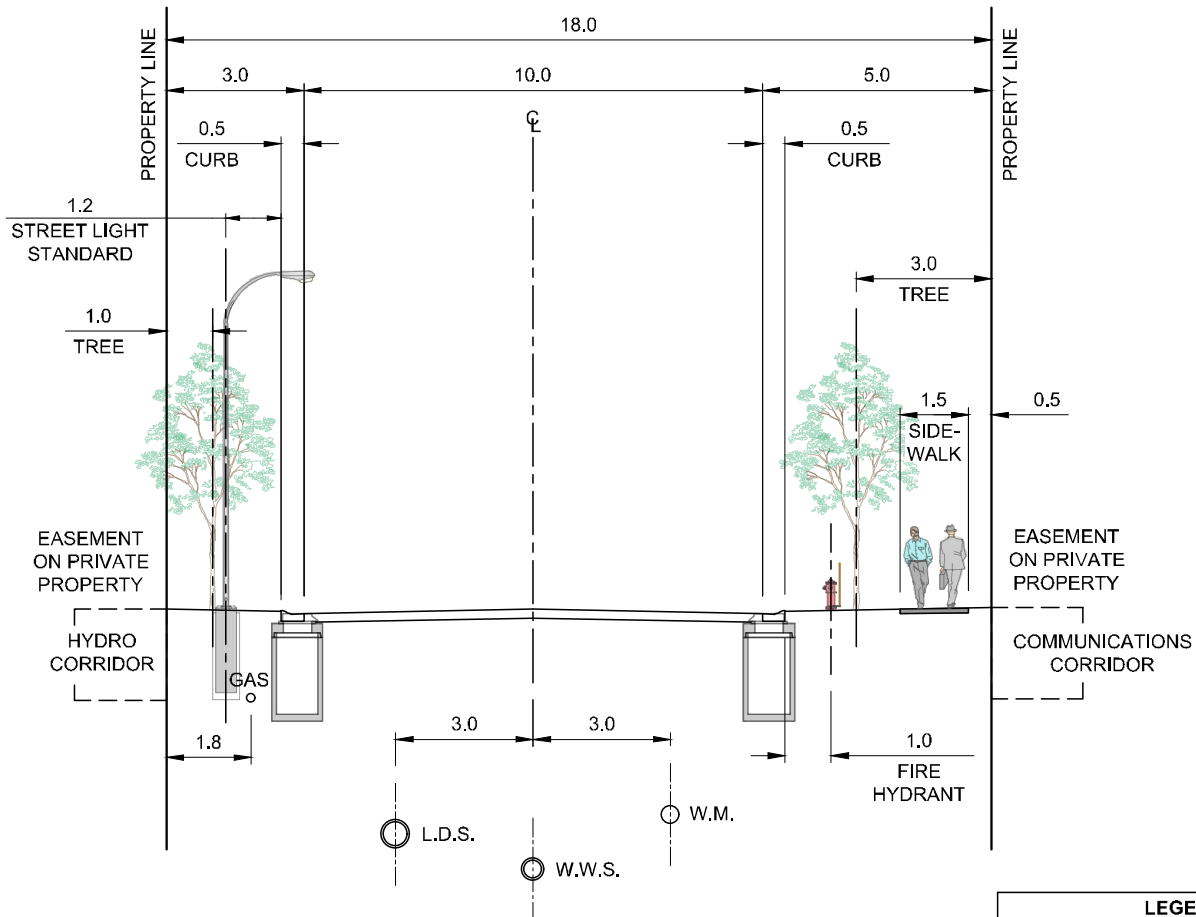
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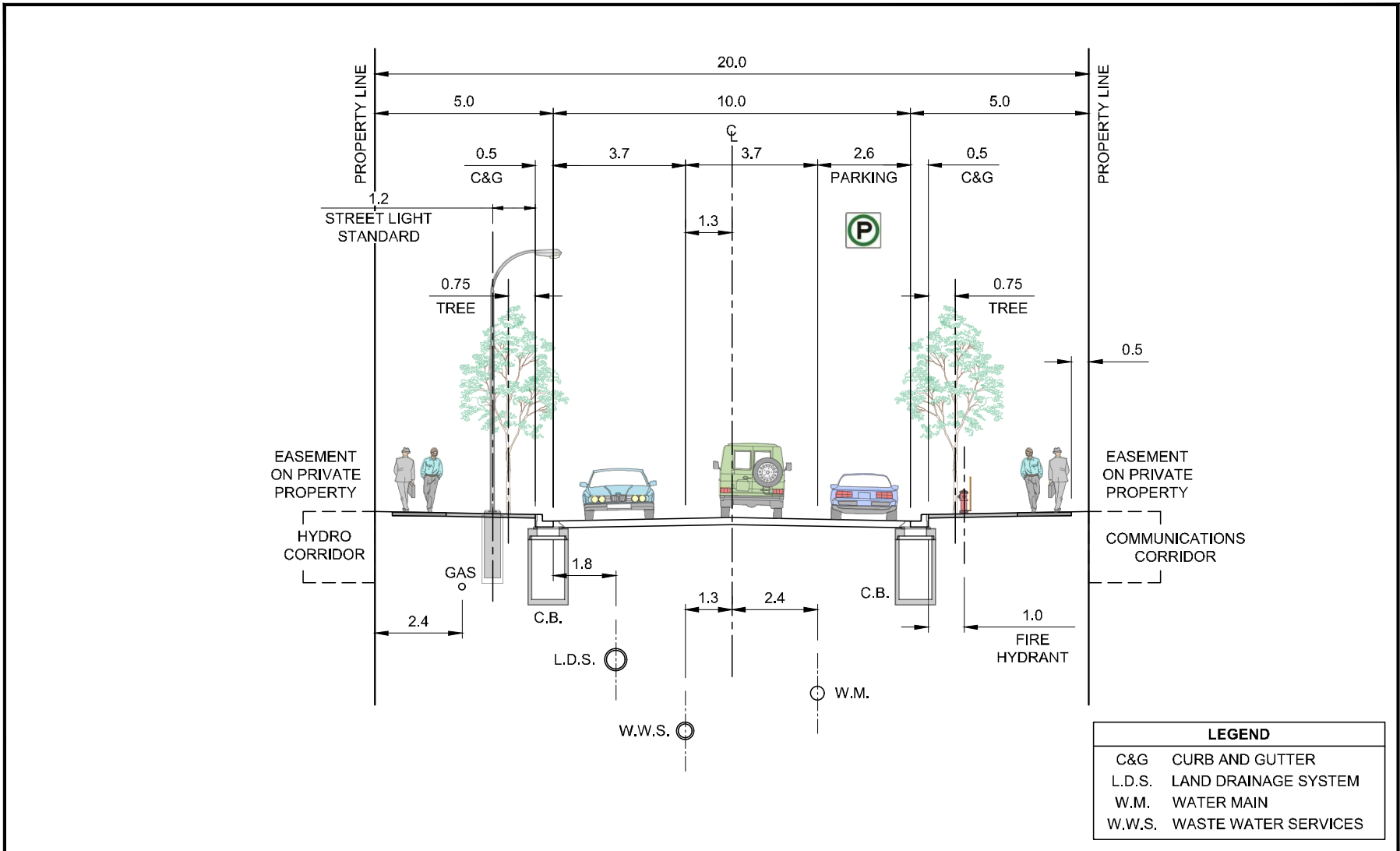
LEGEND	
L.D.S.	LAND DRAINAGE SYSTEM
W.M.	WATER MAIN
W.W.S.	WASTE WATER SERVICES


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NAME	NAME
DATE SIGNED	DATE SIGNED

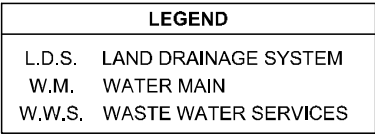



CROSS-SECTION	
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SCALE: NTS	DRAWING No. 0011



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No.	REVISION DESCRIPTION	DATE	BY					





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