

Monday, October 31, 2016 at 9:00 AM
Council Chambers

Agenda compiled on 27/10/2016 at 2:23 PM

Declarations of Interests

Presentation

1. PowerPoint Presentation by IBI Group regarding Streetscape Master Plan. (20 minutes) (Related to Item 3) p. 1
2. PowerPoint Presentation by the Financial Business Analyst regarding Implementation of Stormwater Charge. (20 minutes) (PowerPoint Presentation to be distributed at meeting) (Related to Item 5)

Items

3. Development and Infrastructure Services Report - Planning and Building Services 2016-40 dated October 31, 2016 regarding the Yonge Street and Davis Drive Streetscape Master Plan Study. p. 26

The Commissioner of Development and Infrastructure Services and the Director of Planning and Building Services recommend:

a) THAT Development and Infrastructure Services Report - Planning and Building Services 2016-40 dated October 31, 2016 regarding the Yonge Street and Davis Drive Streetscape Master Plan Study be received and the following recommendations be adopted:

i) THAT the Yonge Street and Davis Drive Streetscape Master Plan Study be adopted;

ii) AND THAT subject to future budget approvals, any future improvements to Yonge Street and Davis Drive outside of the vivaNext rapidway be carried out in accordance with the Streetscape Master Plan vision.

4. Development and Infrastructure Services Report - Planning and Building Services 2016-41 dated October 31, 2016 regarding 2016 Six-Month Servicing Allocation Review. p. 51

The Commissioner of Development and Infrastructure Services and the Director of Planning and Building Services recommend:

a) THAT Development and Infrastructure Services Report - Planning and Building Services 2016-41 dated October 31, 2016 regarding the 2016 Six-Month Servicing Allocation Review be received and the following recommendations be adopted:

i) THAT allocation be granted to the following developments:

345-351 Davis Drive (40 stacked townhouse units/106 people) from the urban centres reserve, subject to the Owner meeting all terms and conditions of the Town's Servicing Allocation Policy, as amended;

955/995 Mulock Drive (73 townhouse units/192 people)

ii) AND THAT the Town continue to hold the balance of its unassigned and uncommitted servicing capacity (1353 people total, with a minimum of 455 people to be directed to the Centres and Corridors) in a strategic reserve.

5. Joint Corporate Services/Development and Infrastructure Services - Financial Services Report 2016-40 dated October 20, 2016 regarding Implementation of a Stormwater Charge. p. 57

The Commissioners of Corporate Services, Development and Infrastructure Services and the Director of Financial Services recommend:

a) THAT Corporate Services Report - Financial Services 2016-40 dated October 25, 2016 regarding Implementation of a Stormwater Charge be received and the following recommendations be adopted:

i) THAT Council adopt the Stormwater Management Services Charge By-law;

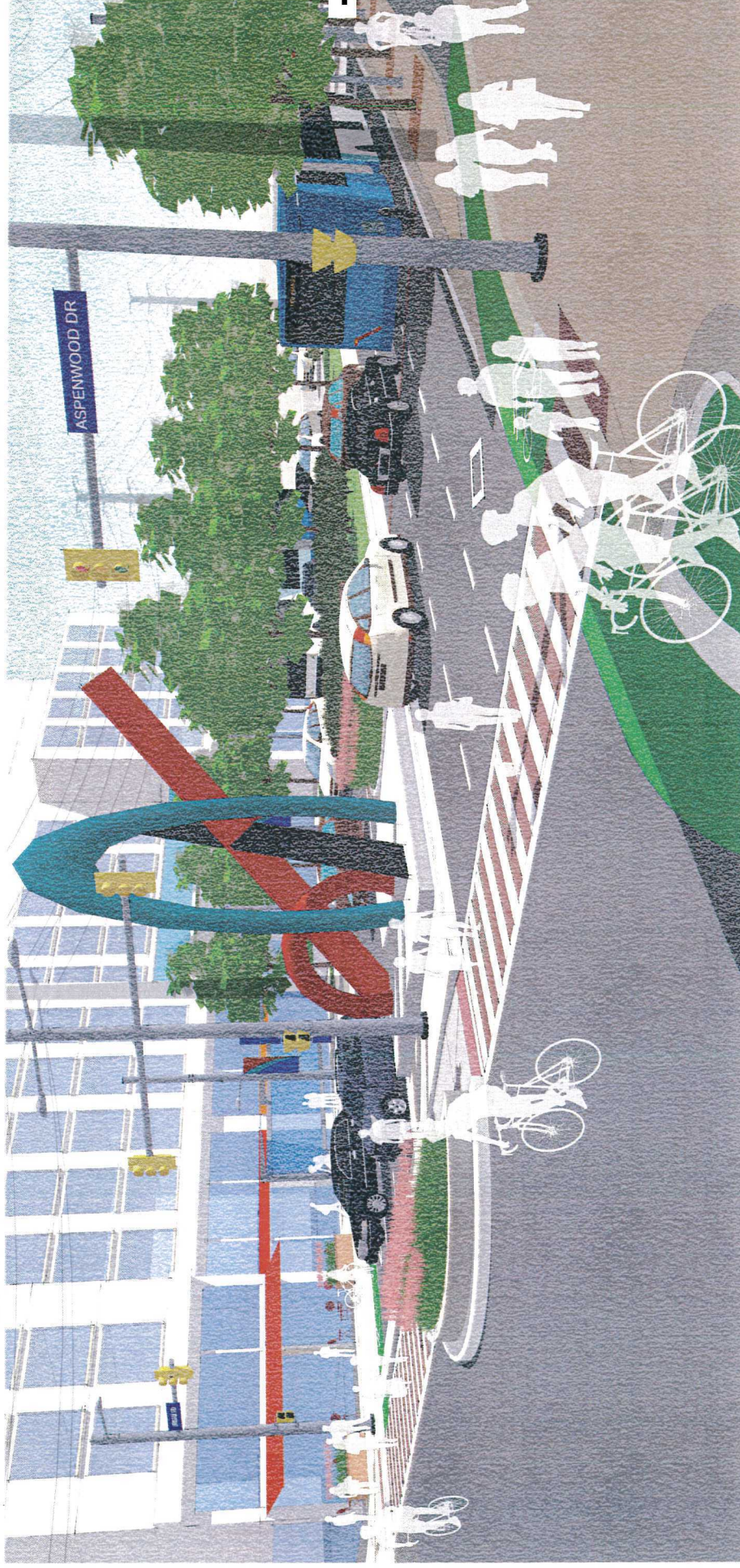
ii) AND THAT staff recommend the 2017 Stormwater Rates be included with the 2017 User Fees and Charges By-law;

iii) AND THAT Council authorizes staff to execute the communication strategy.

Adjournment

YONGE STREET & DAVIS DRIVE

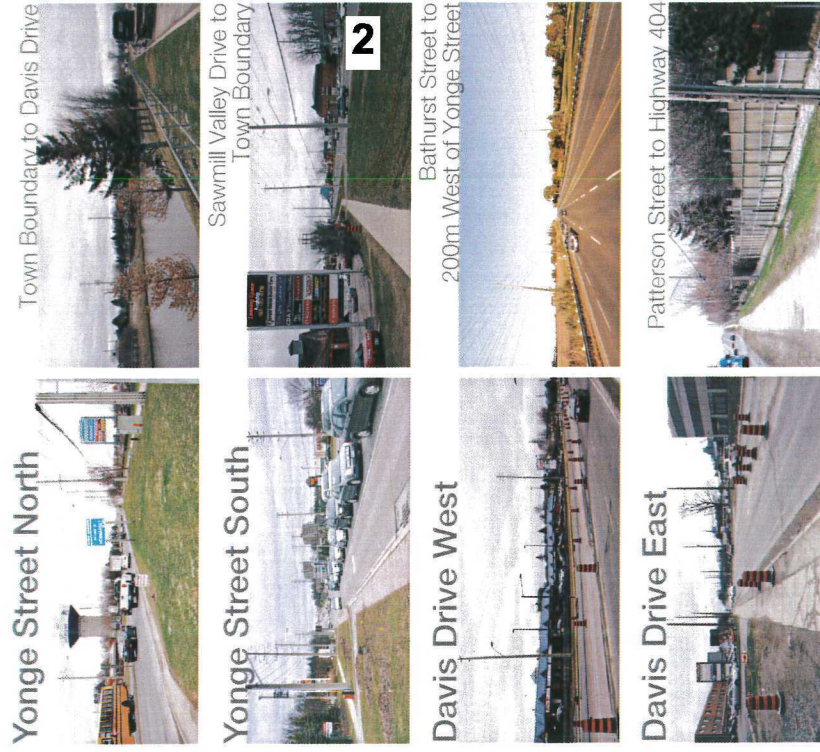
STREETSCAPE MASTER PLAN: TOWN OF NEWMARKET COUNCIL



YONGE STREET & DAVIS DRIVE

STREETSCAPE MASTER PLAN

Project Context



YONGE STREET & DAVIS DRIVE

STREETSCAPE MASTER PLAN

Project Objectives

1. Establish a vision incorporating urban design principles;
2. Develop a bold and unified streetscape vision for the Town of Newmarket that responds to the land use contexts;
3. Create a hierarchy of spaces/streetscape typologies;
4. Provide pedestrian accessibility;
5. Develop placemaking opportunities;
6. Visually tie into vivaNext streetscape and Town of Newmarket Gateways;
7. Establish a strong wayfinding strategy.

RESEARCH, INVENTORY AND SWOT ANALYSIS

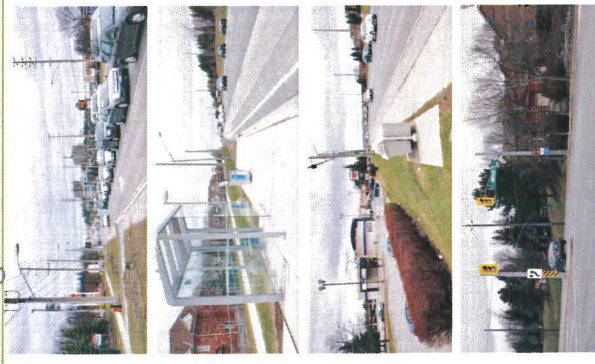
KEY EXISTING CHARACTERISTICS AND ISSUES

- Wide ROW and paved area (ranging from 39.5m – 59.1m)
- Car dominant
- Utilitarian pedestrian environment, non-continuous sidewalks
- Minimal cycling infrastructure
- Minimal street trees
- Numerous large asphalt parking lots
- Frequent consolidated driveways due to large lots
- Open ditches adjacent to roadway and sidewalks
- Significant grade changes at some properties
- Dominant presence of above grade utilities and hydro poles

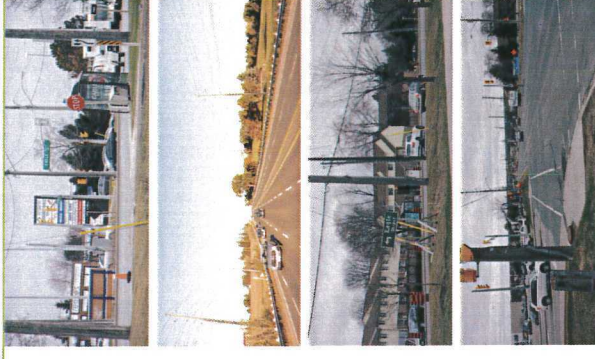
Yonge Street North



Yonge Street South



Davis Drive West

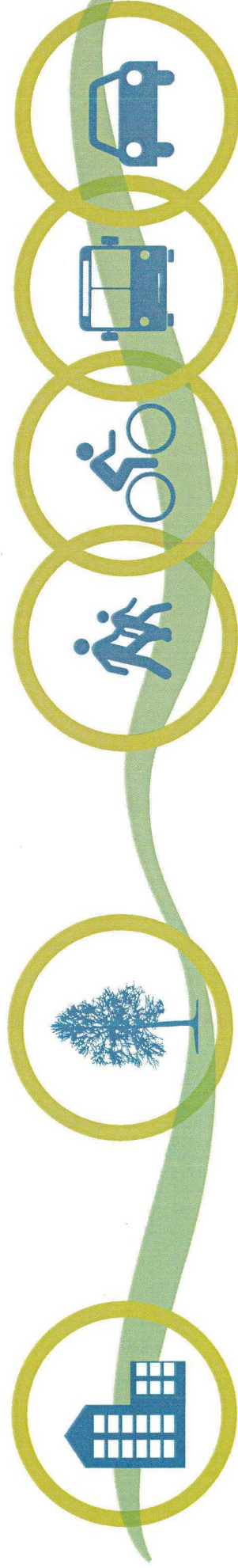


Davis Drive East



STREETSCAPE VISION

FOR THE YONGE STREET & DAVIS DRIVE STREETSCAPE MASTER PLAN



5

VIBRANT

GREEN

ACTIVE

York Region Transportation Services Vision:
Connecting Strong, Caring and Safe Communities

York Region Transportation Mission

Transportation Services plan, build and operate roads and transit services that respond to the needs of our growing communities.

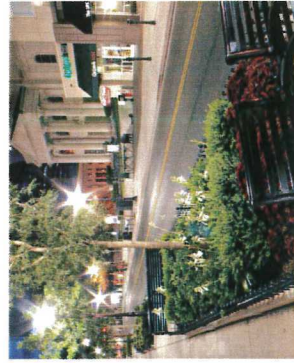
STREETSCAPE VISION

DESIGN PRINCIPLES

ARCHITECTURAL BUILT
FORM, PLACEMAKING,
PUBLIC ART



GREEN STREETS AND
ENVIRONMENTALLY
PROGRESSIVE DESIGN



ACCESS AND WAYFINDING



FUNDAMENTALS OF PUBLIC
REALM DESIGN











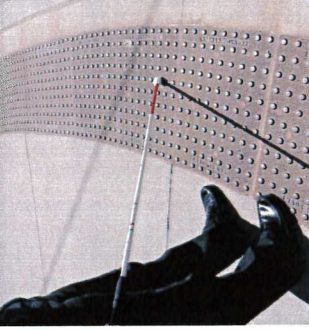

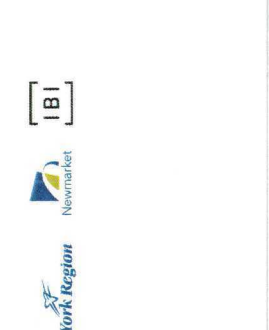
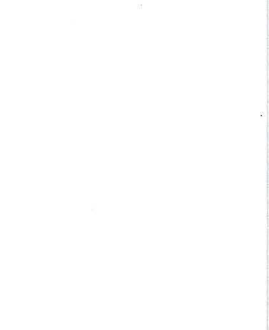
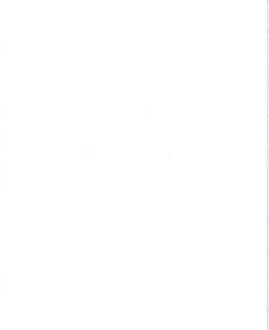



IMPLEMENTATION AND
MAINTENANCE



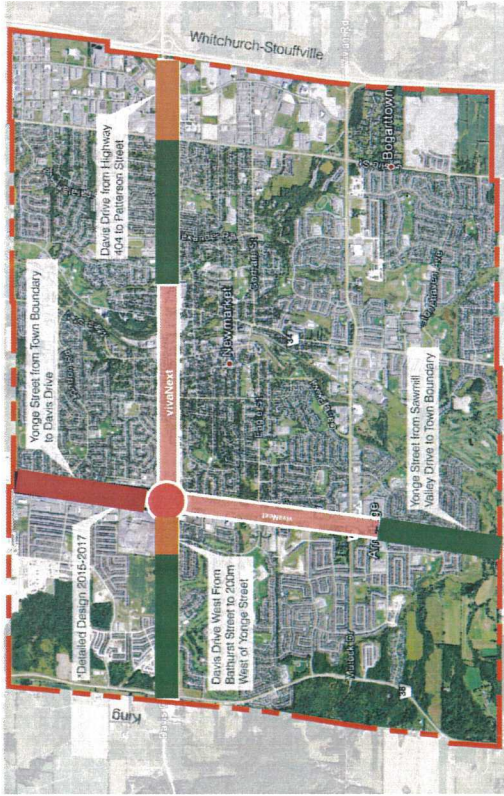
STREETSCAPE MASTER PLAN

KEY DESIGN ELEMENTS

				Pedestrian Zone
				Cycling Zone: Cycle Track
				Multi-Use Path
				Medians
				Lighting
				Utilities
				Retaining Walls
				Public Art
				Smart Technology Initiatives

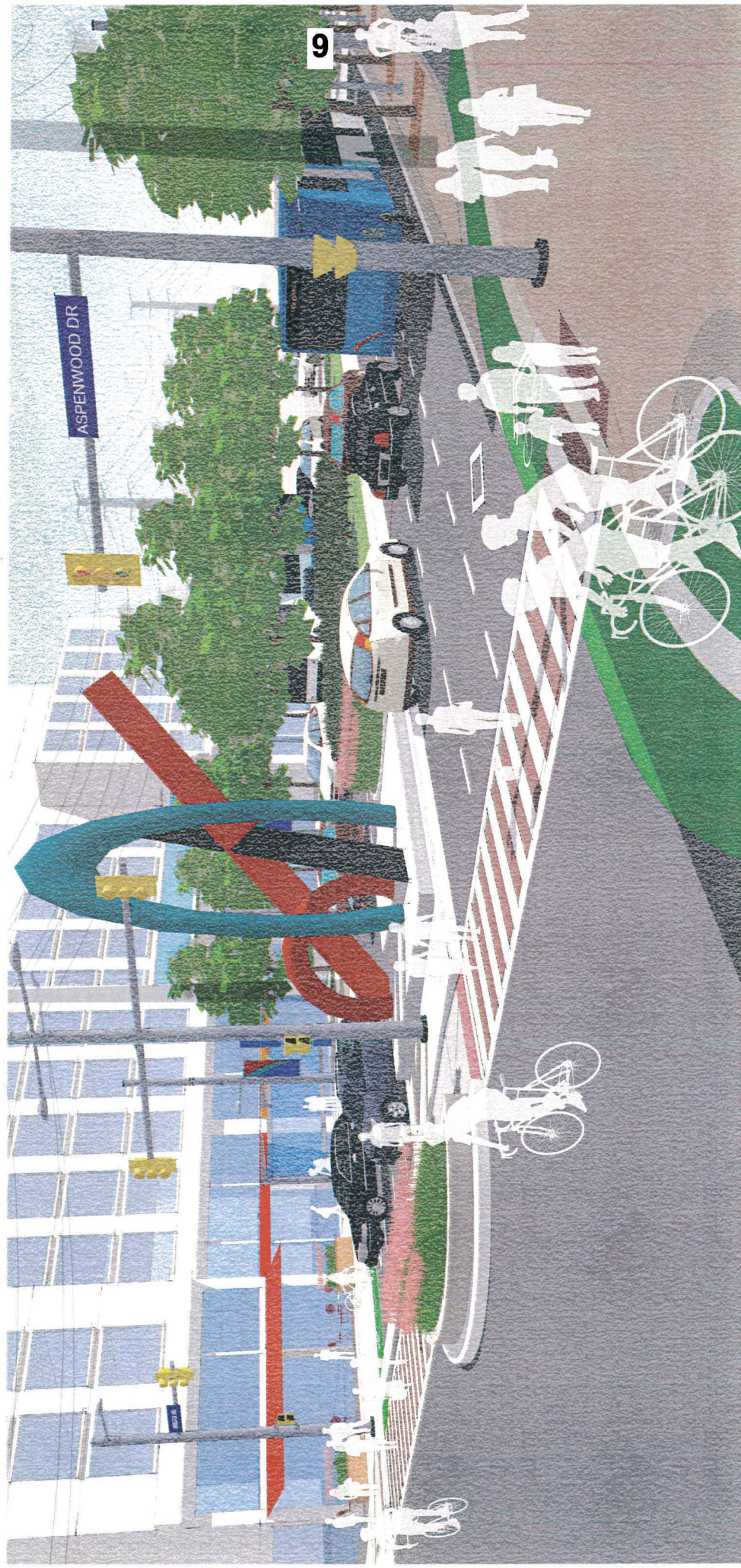
STREETSCAPE MASTER PLAN

STREETSCAPE TYPOLOGIES



YONGE STREET NORTH

PERSPECTIVE RENDERING OF YONGE STREET GATEWAY AT ASPENWOOD DRIVE



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URBAN STREETSCAPE



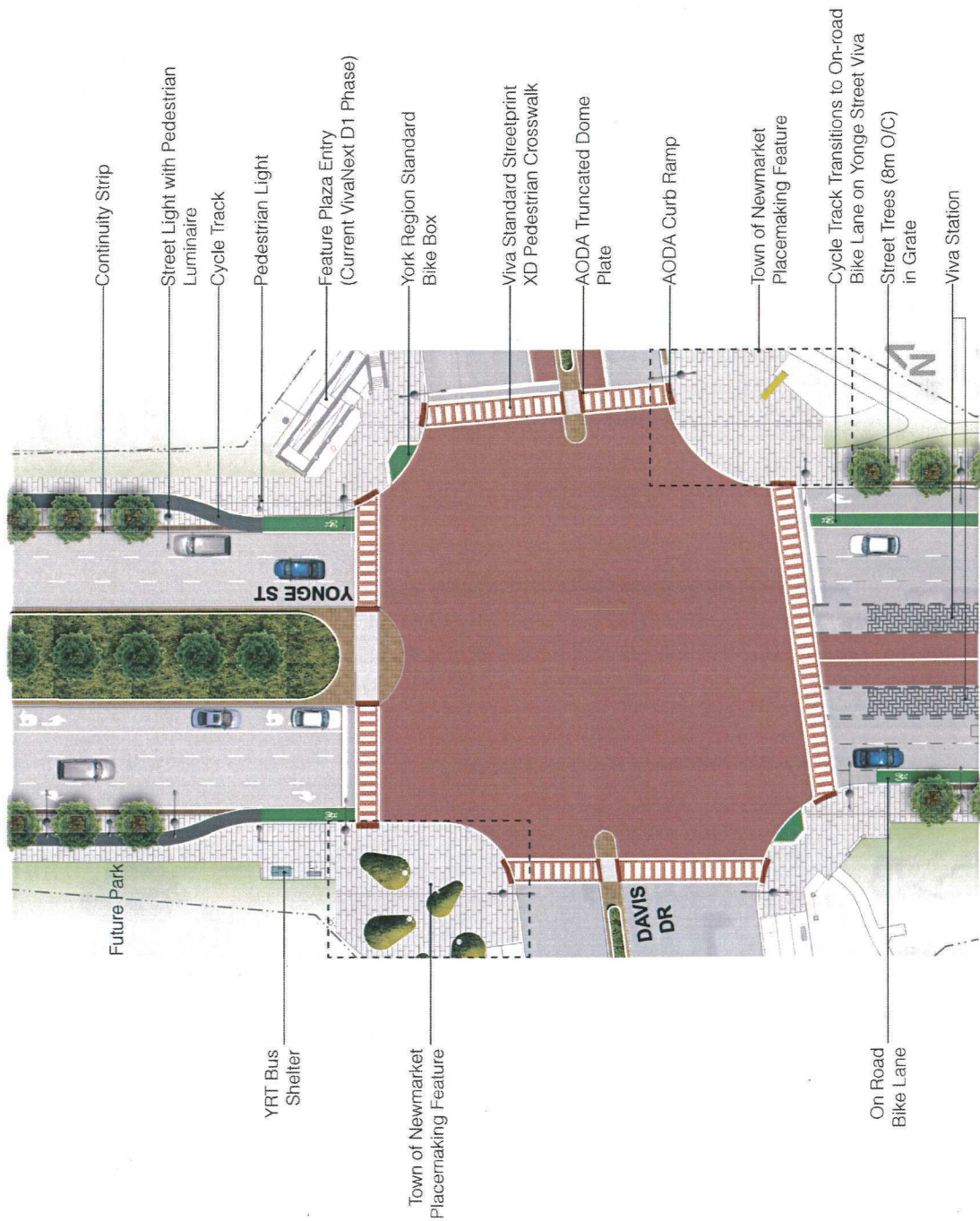
- Interim condition which protects the median for the future vivaNext BRT
- Planted median with public art
- Street trees with understory planting
- Pedestrian amenities including benches, trash receptacles, and lighting
- Reduced through lane width
- Raised cycle track
- Clear pedestrian routes
- Public realm transitions seamlessly with private realm
- Snow storage
- Right Size geometry:
 - 3.3 metre through lane
 - 3.5 metre curbside lane
 - 3.3 metre turn lane
 - 2.4 metre sidewalk
 - 1.5 metre bike lane

- Snow storage



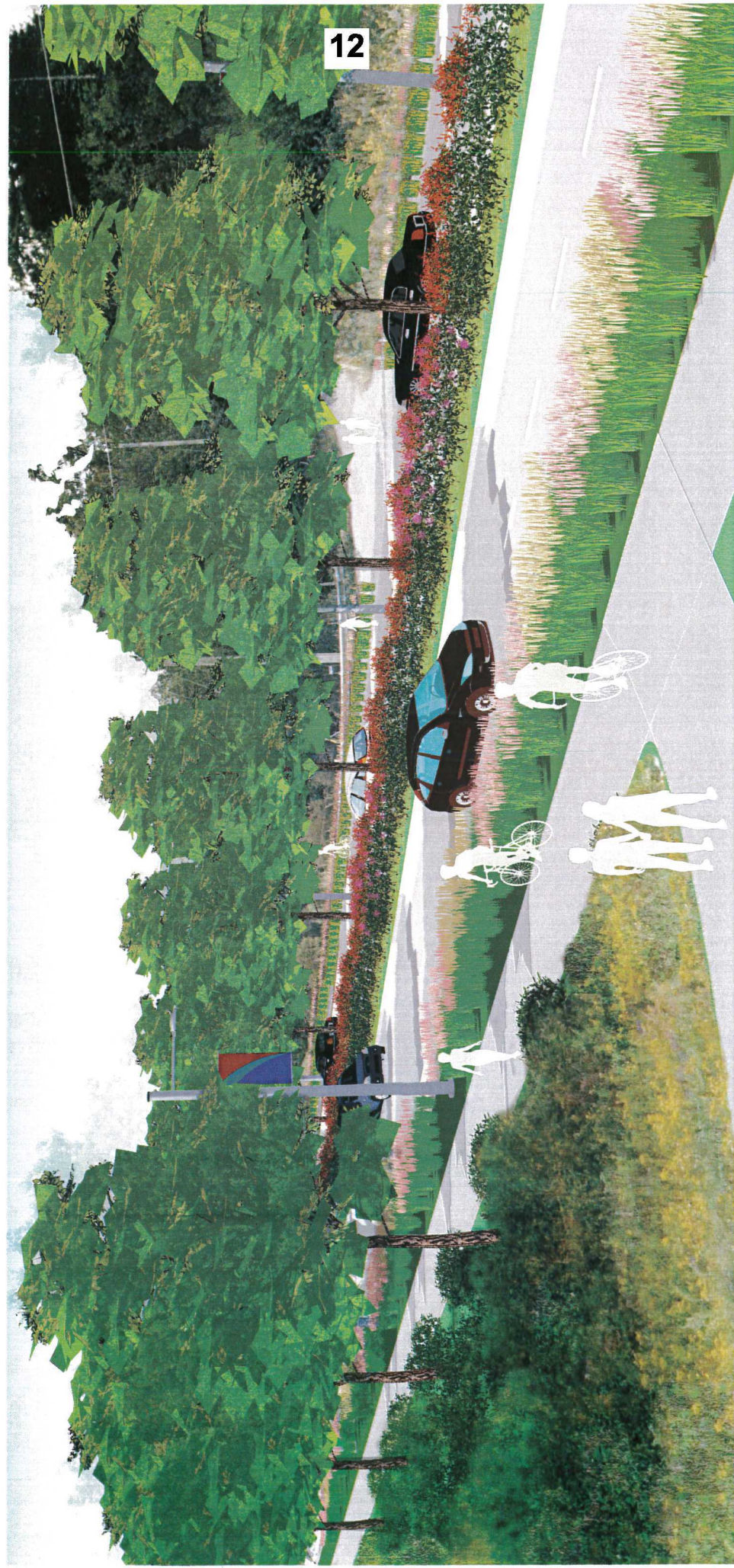
YONGE STREET & DAVIS DRIVE

DETAILED PLAN



YONGE STREET SOUTH

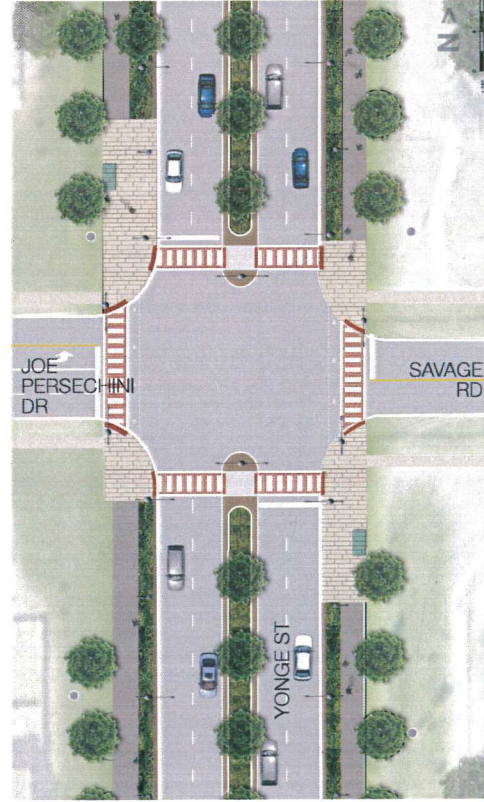
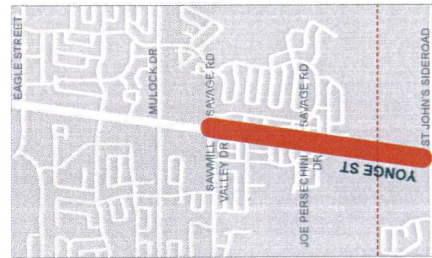
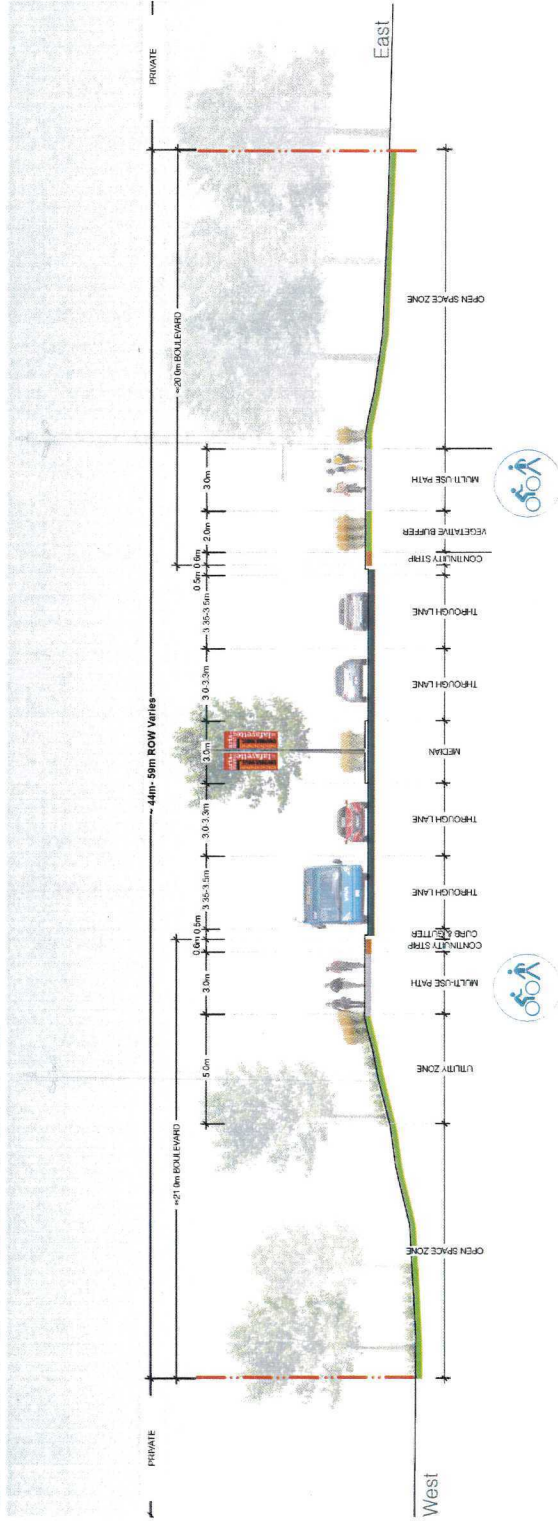
PERSPECTIVE RENDERING AT THE NOKIIDA TRAIL



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YONGE STREET SOUTH

GREEN STREETSCAPE



KEY FEATURES

- Street trees in softscape with understorey planting
- Pedestrian amenities including benches, trash receptacles and transit shelters
- Planted median
- Two through lanes in either direction
- Multi-use path
- Landscape buffer
- Signature lighting provides illumination for pedestrians, cyclists and vehicles
- Snow storage
- Right Size geometry:
 - 3.0- 3.3 metre through lane
 - 3.35-3.5 metre curbside lane
 - 3.0 metre turn lane
 - 3.0 metre multi-use path

DAVIS DRIVE WEST

PERSPECTIVE RENDERING OF DAVIS DRIVE AND BATHURST STREET GATEWAY



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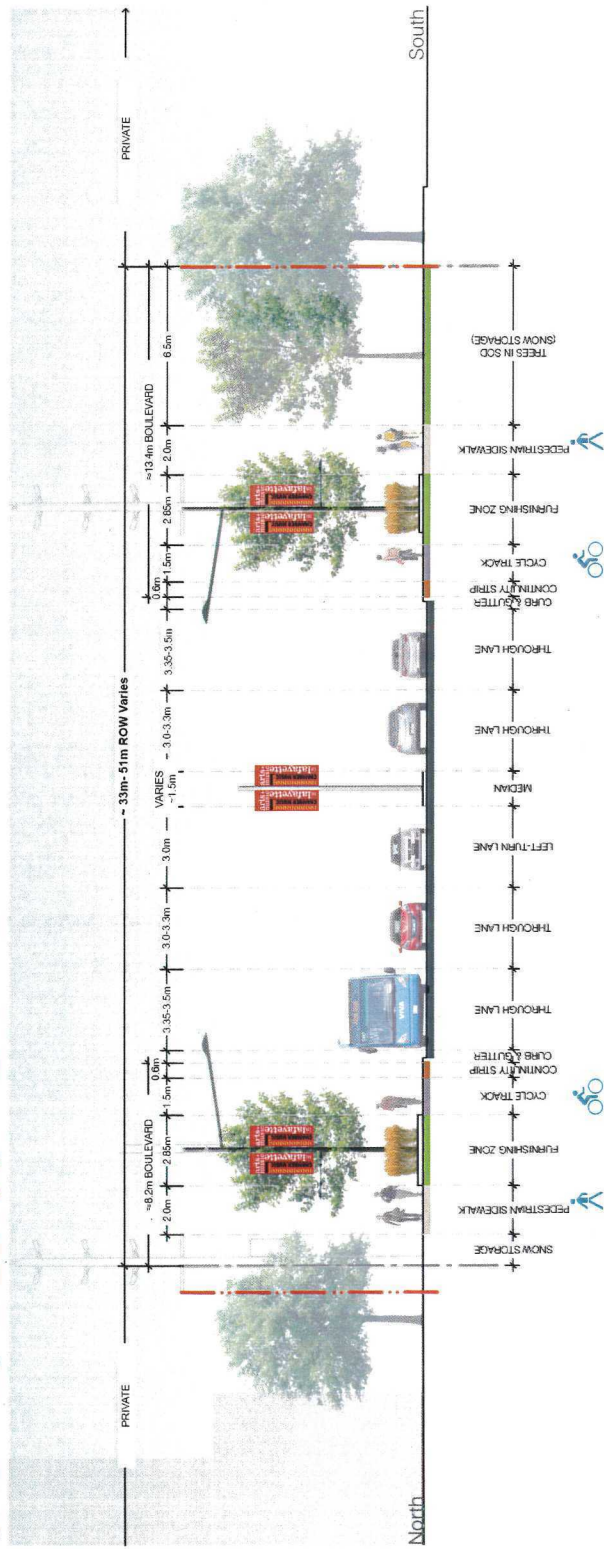
- Street trees in softscape with understorey planting
- Pedestrian amenities including benches, trash receptacles and transit shelters
- Multi-use path with landscaped buffer
- Continuity strip
- Planted median
- Two through lanes in either direction
- Snow storage
- Right Size geometry:
 - 3.0- 3.3 metre through lane
 - 3.35-3.5 metre curbside lane
 - 3.0 metre turn lane
 - 3.0 metre multi-use path

A stylized map of a neighborhood with a red vertical bar highlighting a specific location. The map shows streets including YONGE ST, DAVIS DR, EAGLE STREET, CROSSLAND GATE, FORD WILSON BLVD, and BATHURST ST. The red bar is positioned vertically between DAVIS DR and YONGE ST.



DAVIS DRIVE WEST

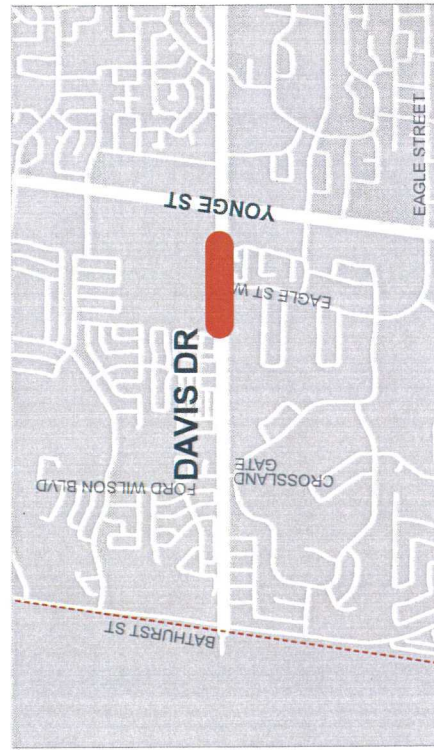
URBAN STREETSCAPE



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KEY FEATURES

- Street trees in tree grates and planters with understorey planting
- Signature lighting provides illumination for vehicles, cyclists and pedestrians
- Roadside cycle track with a landscape buffer from pedestrian sidewalk
- Public realm transitions seamlessly with private realm
- Continuity strip
- Snow storage
- Right Size geometry:
 - 3.0- 3.3 metre through lane
 - 3.35-3.5 metre curbside lane
 - 3.0 metre turn lane
 - 2.0 metre sidewalk
 - 1.5 metre bike lane with a 0.6 metre buffer



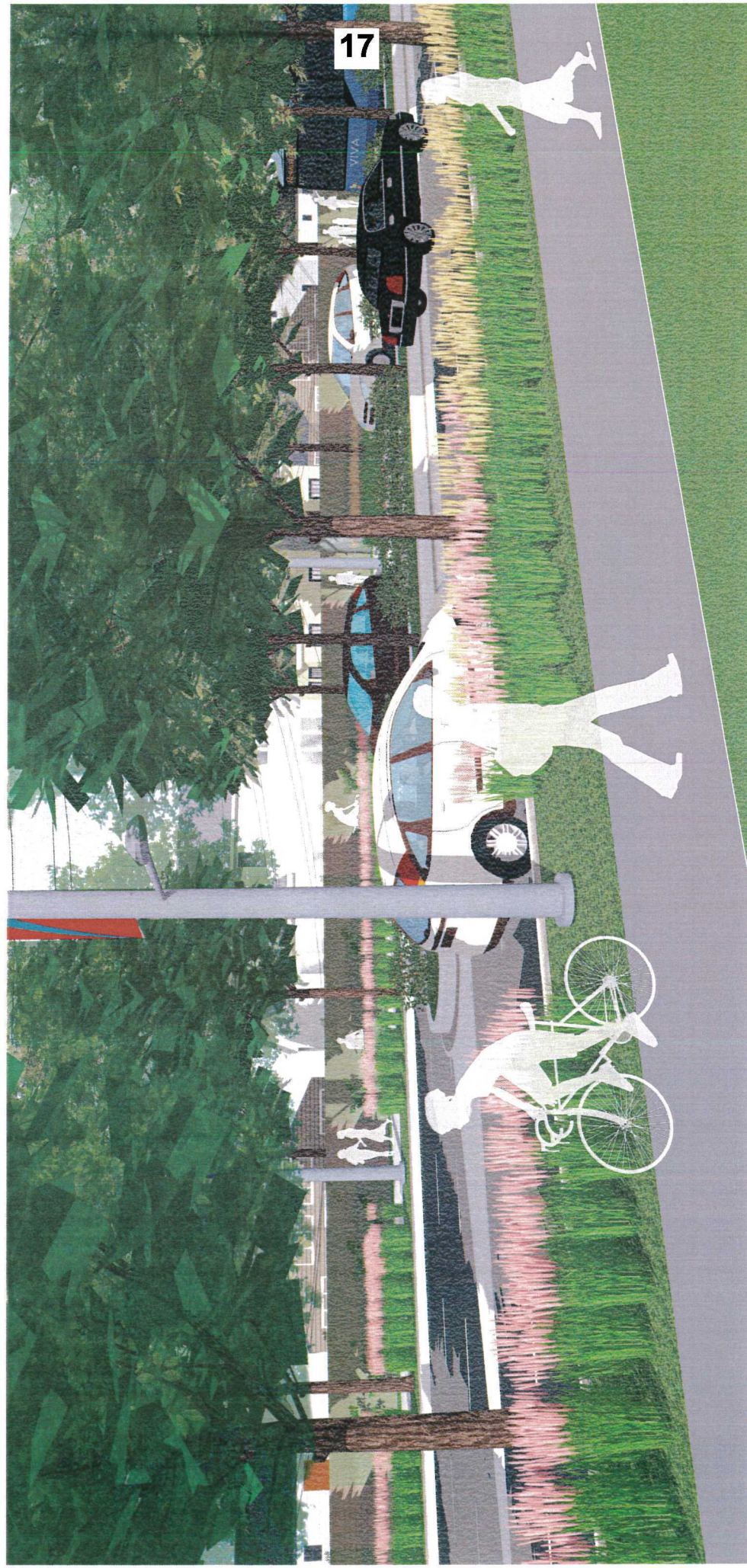
IBI

Newmarket

York Region

DAVIS DRIVE EAST

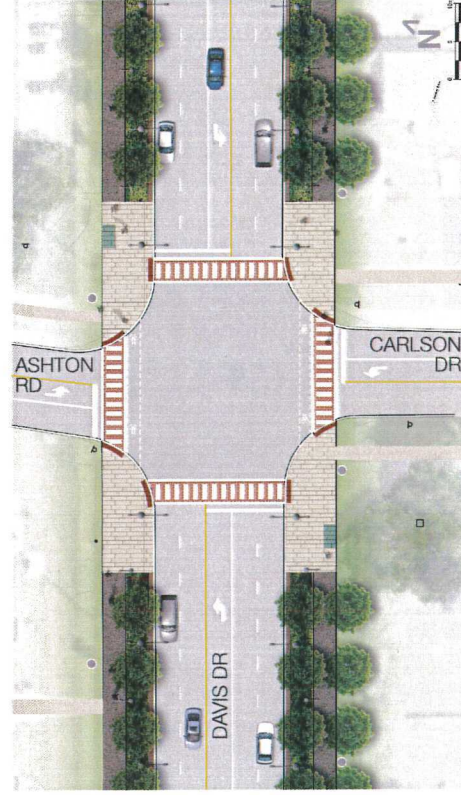
PERSPECTIVE RENDERING OF TYPICAL GREEN STREETSCAPE



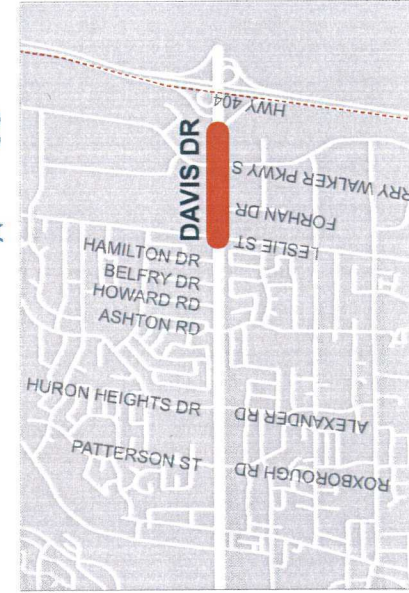
GREEN STREETScape



- Multi-use path for pedestrians and cyclists with vegetated buffer from vehicular traffic
- Street trees in softscape with understorey planting
- Landscape screening of varied privacy fences creates visual cohesion along rear lot residential properties
- Signature lighting provides illumination for pedestrians, cyclists and vehicles
- Right Size geometry:
 - 3.0- 3.3 metre through lane
 - 3.35-3.5 metre curbside lane
 - 3.0 metre turn lane
 - 3.0 metre multi-use path



URBAN STREETSCAPE

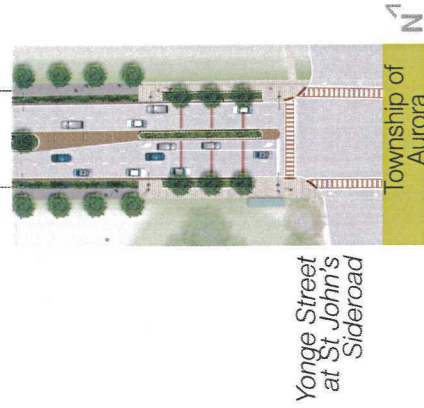
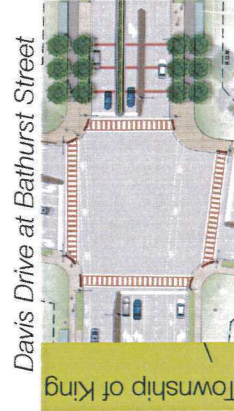
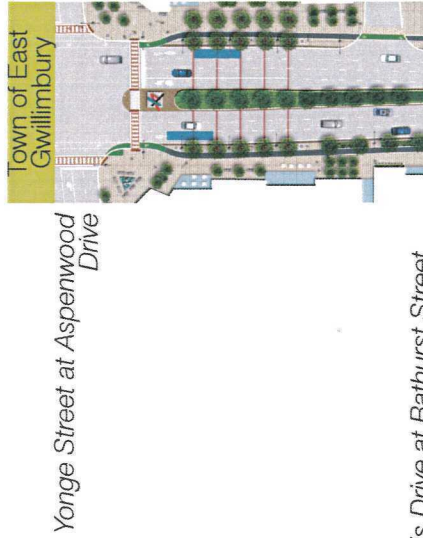


- Curbside raised cycle track with buffer
- Street trees in grates and planters with understorey planting
- Furnishing/ planting zone buffer between cycle track and 2.0 metre wide pedestrian sidewalk
- Signature lighting provides illumination for pedestrians, cyclists and vehicles
- Right Size geometry:
 - 3.0- 3.3 metre through lane
 - 3.35-3.5 metre curbside lane
 - 3.0 metre turn lane
 - 2.0 metre sidewalk
 - 1.5 metre bike lane with a 0.6 metre buffer

TOWN OF NEWMARKET GATEWAYS

Four gateways mark the transition from Newmarket to four townships

- A double row of canopy trees frame the intersection in a symmetrical arrangement
- High quality paving materials
- Distinctive coordinated system-wide light fixtures
- Signature banners on decorative poles
- Coordinated street furniture
- Public art
- Decorative roadway crossings and accent banding
- Planted median with hardy ornamental grasses and perennials

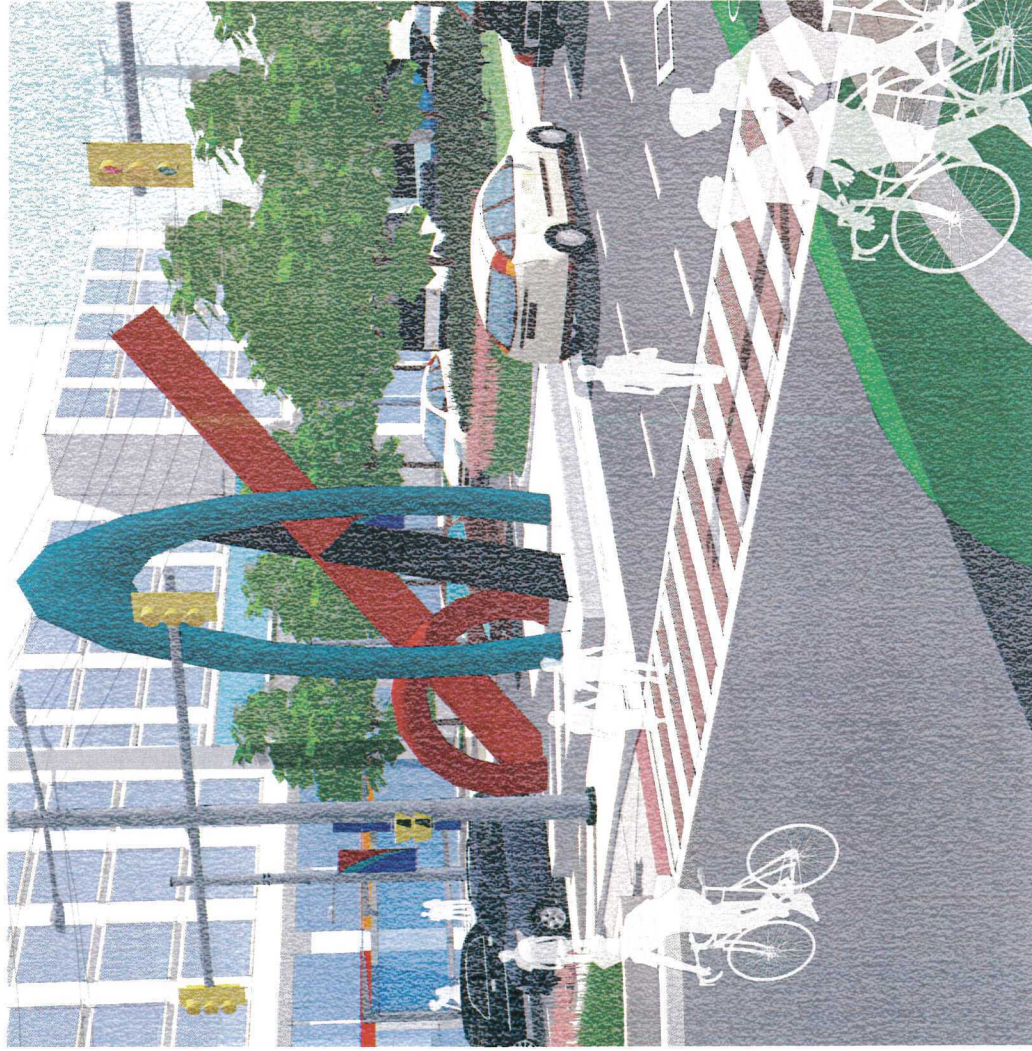


MATERIALITY

HARDSCAPE AND PLANT PALETTE



IMPLEMENTATION STRATEGIES AND INITIATIVES



Policy

- Official Plan and Zoning By-law Updates
- Development Charges By-law Updates
- Tax Increment Funding
- Special Area Development Charges By-laws

Development

- Public Realm Enhancements

Utilities

- Public Utilities Coordinating Committee (PUCC)
- Cost-sharing plans

Public Art

- Public Art Policies/ Initiatives
- Section 37 - Ontario Planning Act

Capital Projects

- vivaNext
- Yonge Street North
- Bathurst Street/ Davis Drive
- Future Projects

Funding Strategies

- Regional and Local
- Public/ Private Partnerships
- Development
- Tax Increment Financing/ Federal Gas Tax Fund
- Green and Public Art Grants

IMPLEMENTATION AND CAPITAL COSTS

CAPITAL COSTS ORDER OF MAGNITUDE

STREETSCAPE CORRIDOR	LENGTH (KM)	AVERAGE COST (MILLION) / KM	CORRIDOR COST (MILLION)
Yonge Street North	1.8	\$ 7.4 M	\$ 13.1 M
Yonge Street South	1.7	\$ 4.4 M	\$ 7.5 M
Davis Drive West	1.9	\$ 4.8 M	\$ 9.2 M
Davis Drive East	2.5	\$ 4.7 M	\$ 6.9 M

TOTAL COST: \$ 36.5 M

* Streetscape Capital Costs do not include hydro burial, which is approximately \$ 3,500/ linear metre or \$ 3.5 million/ kilometre.

Streetscape Cost Comparison

STREETSCAPE	AVERAGE COST (MILLION) / KM
Yonge Street & Davis Drive Streetscape Master Plan	\$ 5.3 M
South Yonge Street Corridor Streetscape Master Plan	\$ 8.2 M
vivaNext Streetscape	\$ 6.6 M

MAINTENANCE AND OPERATIONS

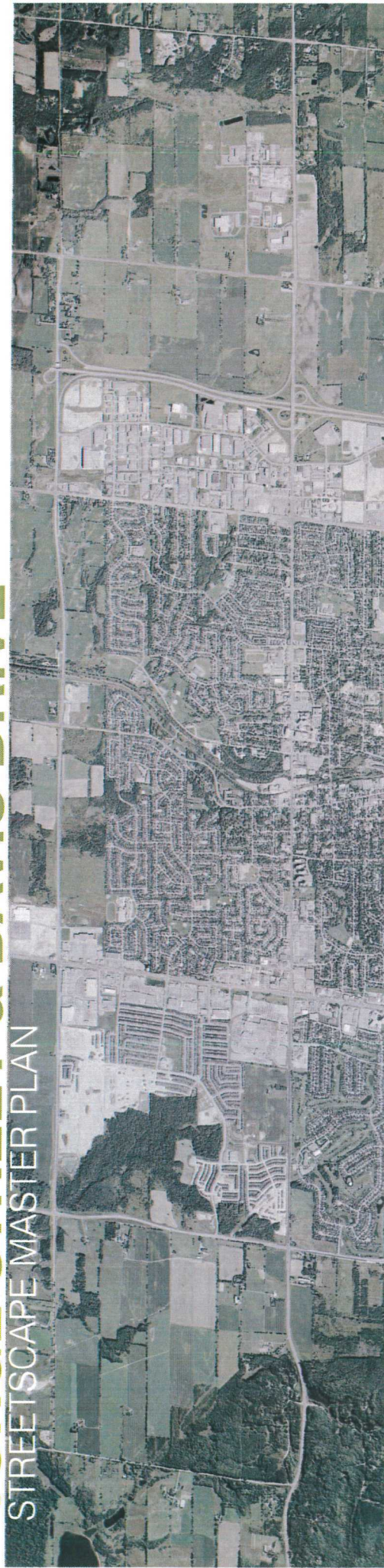
CAPITAL COSTS ORDER OF MAGNITUDE

STREETSCAPE CORRIDOR	LENGTH (KM)	AVERAGE COST / KM/ YEAR	CORRIDOR COST/ YEAR
Yonge Street North	1.8	\$ 200,000	\$ 350,000
Yonge Street South	1.7	\$ 90,000	\$ 160,000
Davis Drive West	1.9	\$ 150,000	\$ 230,000
Davis Drive East	2.5	\$ 150,000	\$ 200,000

TOTAL COST: \$ 920,000

YONGE STREET & DAVIS DRIVE

STREETSCAPE MASTER PLAN



Closing Remarks

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DEVELOPMENT & INFRASTRUCTURE SERVICES/PLANNING & BUILDING SERVICES
TOWN OF NEWMARKET
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Newmarket, ON L3Y 4X7

www.newmarket.ca
planning@newmarket.ca
905.895.5193

October 31, 2016

**DEVELOPMENT & INFRASTRUCTURE SERVICES
PLANNING & BUILDING SERVICES
REPORT 2016-40**

TO: Committee of the Whole

SUBJECT: Yonge Street and Davis Drive Streetscape Master Plan Study

ORIGIN: Development & Infrastructure Services

RECOMMENDATIONS

THAT Development & Infrastructure Services/Planning & Building Services Report 2016-40 dated October 31, 2016 regarding the Yonge Street and Davis Drive Streetscape Master Plan Study be received and the following recommendation(s) be adopted:

- 1. THAT the Yonge Street & Davis Drive Streetscape Master Plan Study be adopted.**
- 2. AND THAT subject to future budget approvals, any future improvements to Yonge Street and Davis Drive outside of the vivaNext rapidway be carried out in accordance with the Streetscape Master Plan vision.**

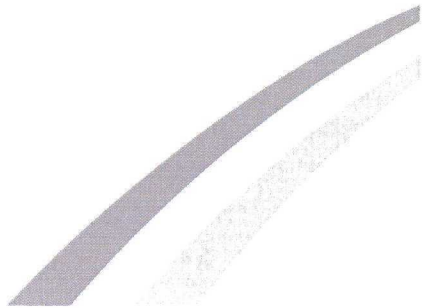
COMMENTS

The Town and Region of York have partnered to create a Streetscape Master Plan for those portions of Yonge Street and Davis Drive that are outside of the vivaNext rapidway.

In 2015 the Town and Region contracted IBI Group to prepare a Streetscape Master Plan (SMP) that would ensure a coordinated streetscape vision is achieved for those portions of Yonge Street and Davis Drive that are outside of the vivaNext rapidway (i.e. Davis Drive west of Yonge Street and east of Patterson Street, and Yonge Street north of Davis Drive and south of Savage Road).

The SMP includes a vision, master plan, implementation strategy, and estimated capital, operational, and maintenance costs.

The SMP is a complete document that starts with a vision of vibrant, green, and active corridors. Key design objectives, varied streetscape typologies, proposed hard and soft-scape materials, Low Impact Design and other context-sensitive considerations result in an overall master plan for the corridors. Finally, the plan includes an implementation strategy as well as estimated capital, operational, and maintenance costs associated with implementing the plan.



Further details are provided in the Executive Summary attached to this report as Appendix 1. The SMP is also being recommended for adoption by Regional Council on their November 3rd Committee of the Whole agenda.

The SMP design will be implemented as improvements to these portions of Yonge Street and Davis Drive are carried out by the Region of York, beginning with Yonge Street North.

The Region is currently in the design phase for improvements to Yonge Street North between Davis Drive and Green Lane, which is expected to be reconstructed in 2020/2021. The SMP project team has been working closely with the Region to ensure that the design drawings for this portion of Yonge Street are consistent with the draft document so that when the physical work begins it is done in accordance with the SMP's vision.

Similarly, the Region is currently working on improvements to the intersection of Bathurst Street and Davis Drive West, and the SMP project team has been working to ensure that the ultimate design takes into consideration the vision established in the SMP.

The Town's Development Coordination Committee and Region staff have met with developers regarding active developments along Davis Drive West to ensure that their designs will, to the extent possible, either implement the vision or accommodate the future vision at such time as Davis Drive West is urbanized.

The SMP builds on the vivaNext design and addresses the interface with the rapidway.

A key aspect of the SMP design was to recognize and build on the vivaNext rapidway design and address the interface and transition points to create a seamless public realm. Further, the Yonge Street North segment of the SMP protects for a potential future bus rapidway as identified in both Metrolinx's 25-year plan and the Region's 2016 Transportation Master Plan. The interim design will include a landscaped median which can be converted into a bus rapidway in the future.

BUSINESS PLAN AND STRATEGIC PLAN LINKAGES

The SMP supports the following branches of the Town's Strategic Plan:

Well-planned and connected: long-term strategy matched with a short-term action plan; walking and biking trails, paths and lanes

Well-equipped and managed: clear vision of the future aligned with corporate/business plans such as the Secondary Plan and the vivaNext rapidway

CONSULTATION

A core project team was established early in the process consisting of Regional and Town staff from the areas of traffic safety, road operations, capital planning, community planning, transportation planning, forestry, York Region Rapid Transit Corporation, policy and long-range planning, public works, and engineering services. Newmarket Hydro and the Lake Simcoe Region Conservation Authority were also consulted to ensure consistency with their plans and policies.

A visioning session, Public Information Centre, and a Council Workshop were also included at various points throughout the project.

HUMAN RESOURCE CONSIDERATIONS

Not applicable to this report.

BUDGET IMPACT

The following table outlines the estimated capital and annual maintenance costs (in 2016 dollars) to implement the plan, which is expected to occur over an approximate 20 year timeframe as the various segments of Yonge Street and Davis Drive are urbanized and/or improved. Regional staff advises that the estimated costs for this plan are comparable to the South Yonge Street Corridor Streetscape Master Plan in the southern part of the Region.

The Town will seek funding opportunities with the Region to cost-share the streetscape improvements.

Under the Region's Municipal Streetscape Partnership Program, the Town would seek to split the streetscape improvement costs 50/50 with the Region. As an example, the streetscaping component of the Yonge Street North project was originally budgeted for \$4.9M in accordance with the Region's "Toward Great Regional Streets" document. As shown in the table below, the streetscape improvements contemplated in the SMP amount to \$13.1M. The Town will seek to cost-share the difference (\$8.2M) with the Region, resulting in the Town's portion being approximately \$4.1M in 2016 dollars, which may be further reduced through the use of tools such as Development Charges and Section 37 Bonusing.

As per the Region's recently-adopted Transportation Master Plan update, in time (i.e. post 2019) the maintenance responsibility of boulevard elements on Regional roads will transfer to the Region.

Estimated Capital and Maintenance Cost of Streetscape Improvements

Streetscape Master Plan Segment	Capital Cost	Annual Maintenance Cost
Yonge Street North	\$13.1M	\$344K
Yonge Street South	\$ 7.5M	\$151K
Davis Drive East	\$ 9.1M	\$200K
Davis Drive West	\$ 6.8M	\$225K
Total Cost	\$36.5M	\$920K

CONTACT

For more information on this report, contact R. Nethery, Director, Planning & Building Services, ext. 2451, (rnethery@newmarket.ca).


Assistant Director of Planning
Director of Planning & Building Services
Commissioner of Development & Infrastructure Services

Attachment: SMP Executive Summary



INTRODUCTION

Yonge Street and Davis Drive have been identified as key locations for intensification, growth and development in the Town of Newmarket. A major transformation of these corridors is imminent, with public and private sector projects already in the works. The Streetscape Master Plan focuses on the segments of Yonge Street and Davis Drive outside of the vivaNext corridors. The Master Plan will transform the primarily car-oriented corridors into a walking, cycling and transit-oriented public realm. The Master Plan will guide streetscape development and provide recommendations to strengthen a sense of place in the Town of Newmarket centre. The plan will contribute to an atmosphere which is livable and that promotes social interaction and community engagement.

STREETSCAPE MASTER PLAN OBJECTIVES

1. Establish a vision incorporating urban design principles;
2. Develop a bold and unified streetscape vision for the Town of Newmarket that responds to the local context;
3. Create a hierarchy of spaces/streetscape typologies;
4. Provide pedestrian accessibility;
5. Develop placemaking opportunities;
6. Visually tie into vivaNext streetscape and Town of Newmarket Gateways;
7. Establish a strong wayfinding strategy.



Streetscape Gateways
Project Limits

THE VISION

The Vision for the Yonge Street & Davis Drive Streetscape Master Plan is to create Vibrant, Green & Active Streetscape.

As the Town of Newmarket transforms from its suburban past to its urbanized future, an attractive public realm will encourage people to live, work and play in these newly developed communities and public spaces. Wide sidewalks, safe bike lanes and convenient public transit will provide options for the community transportation. The new streetscape will act as a catalyst for development and will subsequently enhance the activities in the adjacent private realm.

The focus at the visioning stage was to develop a streetscape vision for Yonge Street and Davis Drive that builds upon the transformation of the public realm through a placemaking approach incorporating urban design principles that:

- Foster a lively and livable street;
- Inspire high quality design;
- Embrace art and culture;
- Create a climate of economic success;
- Cultivate a sustainable environment.

YONGE STREET & DAVIS DRIVE STREETScape MASTER PLAN VISION



STREETScAPE DESIGN PRINCIPLES

ARCHITECTURAL BUILT FORM, PLACEMAKING, PUBLIC ART



Architectural & Streetscape Design Interface

Built form should encourage an animated street front and contain visual interest.

Theming & Corridor Identity

Each corridor should possess a unique context sensitive identity that caters to its specific conditions.

Streetscape Transition

The streetscape should transition into adjacent streetscapes gracefully.

Screening

Landscape screening should be used to provide a visual buffer where appropriate.

Transit Stops & Coordinated Street Furniture

A cohesive design and material should be used throughout the corridors.

Outdoor Space & Public Art

High quality open spaces should aid in creating a strong sense of place.



GREEN STREETS AND ENVIRONMENTALLY PROGRESSIVE DESIGN



Environmentally Progressive Design

Strategies that reduce the urban heat island effect, reduce stormwater runoff and enhance natural features should be employed.

Street Trees

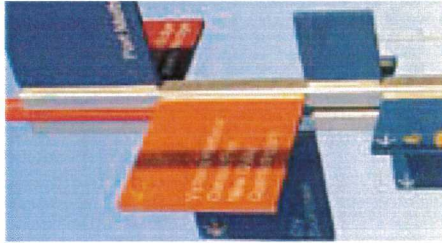
Context-appropriate street trees should be implemented to optimize the urban canopy.

Paving

Paving should be environmentally sustainable and enhance placemaking.



ACCESS AND WAYFINDING



Barrier-Free Access

Paths should be continuous, safe, unobstructed and AODA compliant.

Wayfinding

Unique and accessible wayfinding strategies should be utilized.

Pedestrian Linkages

Unobstructed pedestrian paths should connect local destinations.

Cycling Infrastructure

Context-appropriate cycling infrastructure should encourage safe transit.

Crosswalks

Crosswalks should cater to all users.

FUNDAMENTALS OF PUBLIC REALM DESIGN



Multi-Modal

Balance the needs of all users: pedestrians, cyclists, transit users and motorists.

Safety

Active transportation infrastructure should maximize safety and security.

Utilities

Minimize the visual impact of utilities through burial and screening techniques

Lighting

Coordinated unique lighting should enhance placemaking.

IMPLEMENTATION AND MAINTENANCE*



Policy Updates

Development Review

Public Utilities Coordination Committee

Town of Newmarket Public Art Policy and Plan

Collaboration between York Region and Town of Newmarket

Capital Construction

Funding Strategies

* Refer to page 20 for further detail

STREETScAPE MASTER PLAN

The plan provides a context-sensitive approach that supports mixed-use environments with attractive streets, high quality urban design and a distinct sense of place. The Yonge Street & Davis Drive Streetscape Master Plan design achieves the following design objectives:

- Create a Complete Street that caters to all users, not just motorists
- Improve community identity and pride
- Provide safe accessible pedestrian sidewalks
- Design safe and continuous cycling infrastructure
- Expand the urban forest
- Implement Low Impact Development (LID) sustainable strategies within the public realm

Boulevard Cycle Tracks in Urban Areas



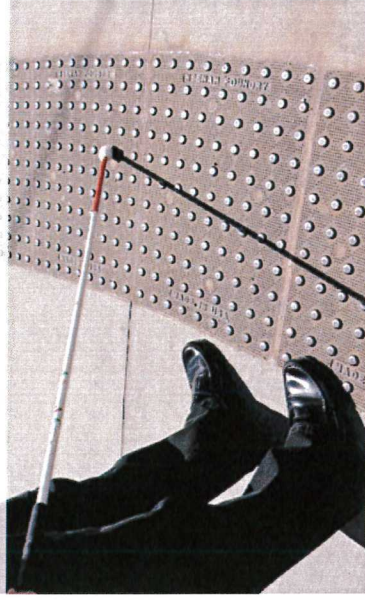
Street Trees Define the Boulevard Edge



Multi-Use Path in Low Density Areas



Corridors Accessible for All Users



Landscape Buffers the Multi-Use Path



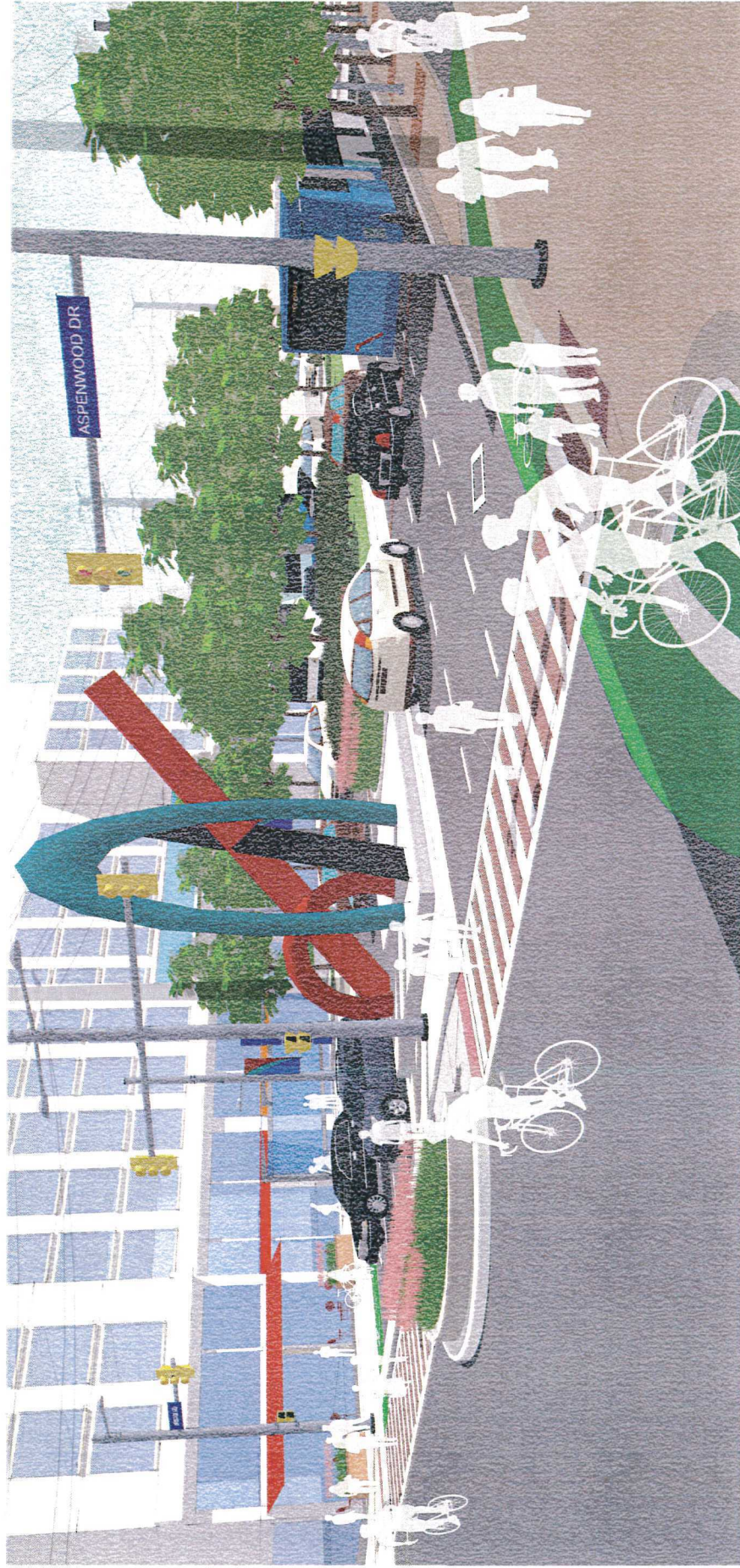
Animated Public Realm





Yonge Street North STREETSCAPE

The **Yonge Urban Streetscape Typology** is applicable for the length of the Yonge Street North corridor. Characterized by distinctive urban placemaking elements such as cycle tracks, street trees in grates and public art, this design responds to the urbanized future of the Town of Newmarket.



Perspective rendering of the Yonge Street North Gateway at Aspenwood Drive

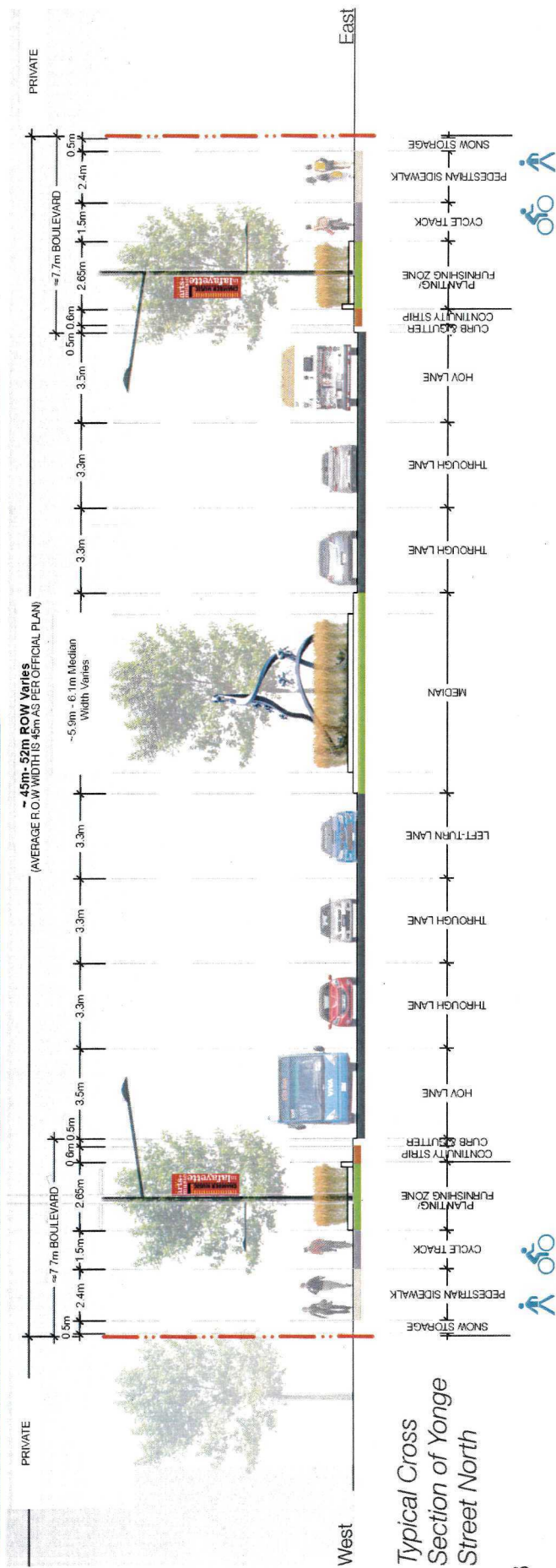
Yonge Street North

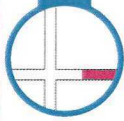
KEY FEATURES

- Interim condition which protects the median for the future vivaNext BRT
- Planted median with public art aids in establishing a strong sense of place
- Street trees with understorey planting
- Pedestrian amenities including benches, trash receptacles and lighting
- Raised cycle track promotes active transportation
- Clear pedestrian routes
- Right Size geometry:
 - 3.3 metre through lane
 - 3.5 metre curbside lane
 - 3.3 metre turn lane
 - 2.4 metre sidewalk
 - 1.5 metre bike lane



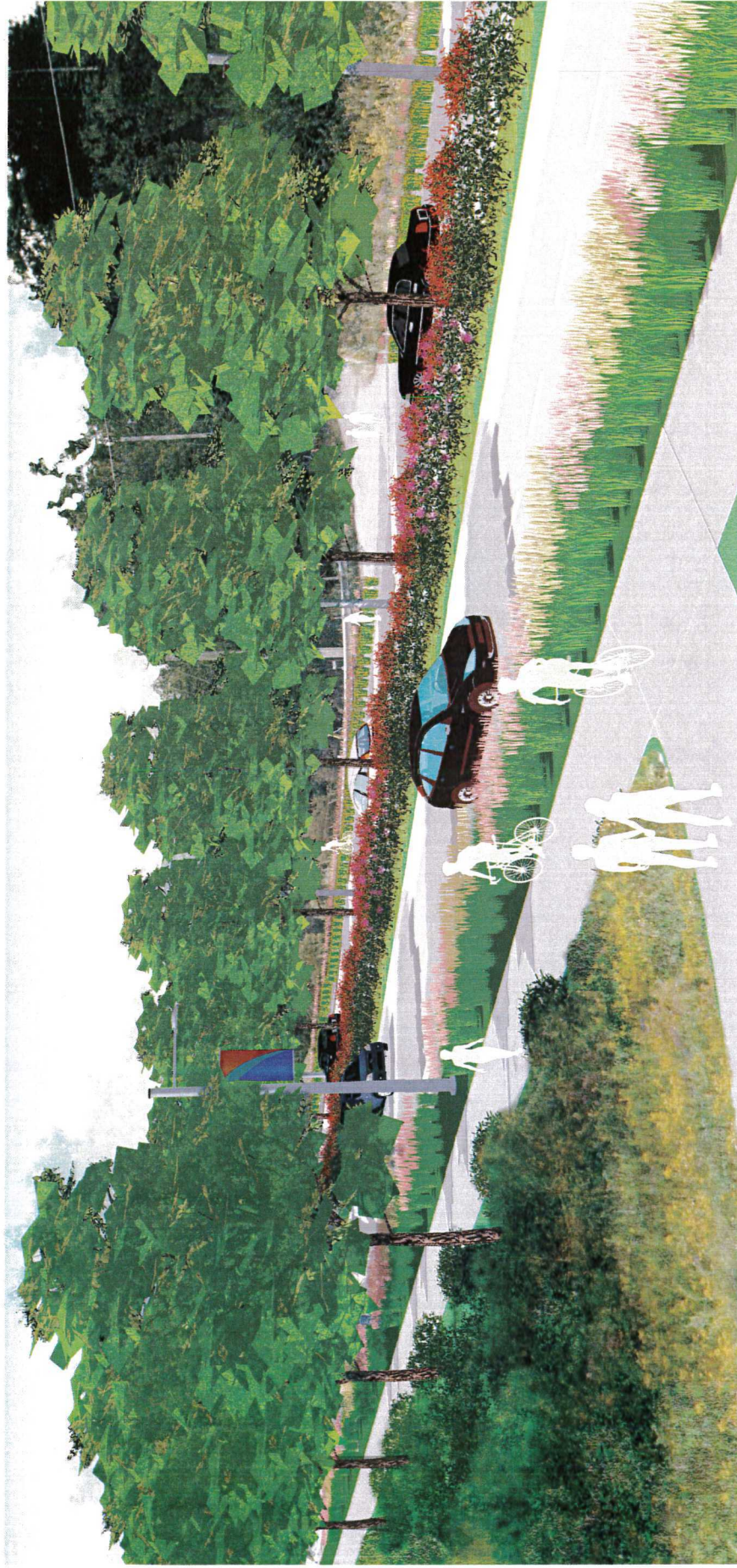
*Plan of the Yonge
Street North Gateway
at Aspenwood Drive*



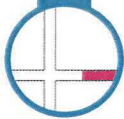


Yonge Street South STREETScape

The **Green Streetscape Typology** is applicable for the length of the Yonge Street South corridor. The corridor is characterized by enhanced green infrastructure such as street trees with understorey planting flanking a multi-use path that connects into the local trail system.



Perspective rendering of the Yonge Street South at the Nokiidaa Trail



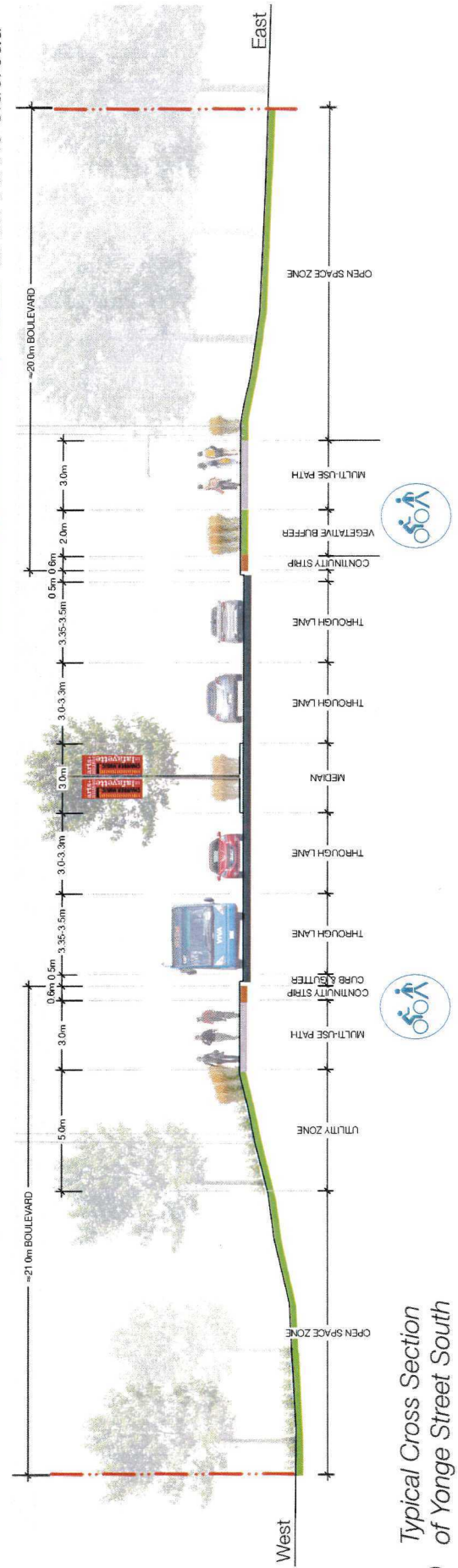
Yonge Street South GREEN STREETScape TYPOLOGY

KEY FEATURES

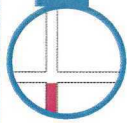
- Street trees in softscape with understorey planting
- Pedestrian amenities including benches, trash receptacles and transit shelters
- Planted median with shrubs and trees
- Two through lanes in either direction
- Multi-use path
- Landscape buffer segregates cyclists and pedestrians using the multi-use path from vehicular traffic
- Banners provide visual interest and a space for conveying information about Town events
- Signature lighting provides illumination for pedestrians, cyclists and vehicles
- Right Size geometry:
 - 3.0- 3.3 metre through lane
 - 3.35-3.5 metre curbside lane
 - 3.0 metre turn lane
 - 3.0 metre MUP



Plan of the Yonge Street South Gateway at St. Johns Sideroad



Typical Cross Section
of Yonge Street South



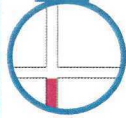
Davis Drive West STREETScape

Davis Drive West utilizes two streetscape typologies in order to respond to the surrounding context: Green and Davis Urban Streetscape Typology.

The rendering illustrates the gateway at Bathurst Street and Davis Drive, which employs the Green Streetscape typology with canopy trees planted in a bed of ornamental grasses.



Perspective rendering of the Davis Drive West Gateway at Bathurst Street



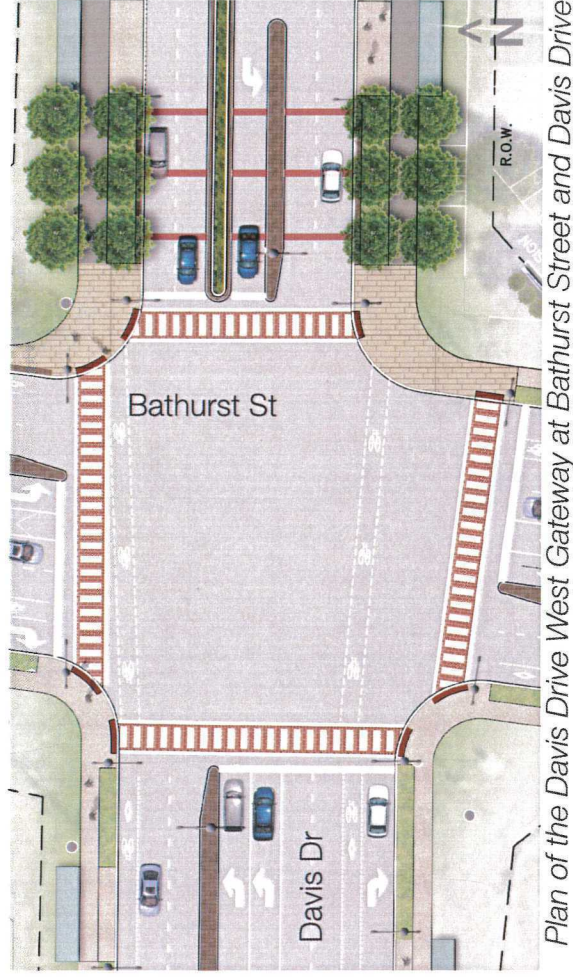
Davis Drive West

GREEN STREETScape TYPOLOGY (BATHURST STREET TO WEST OF EAGLE STREET)

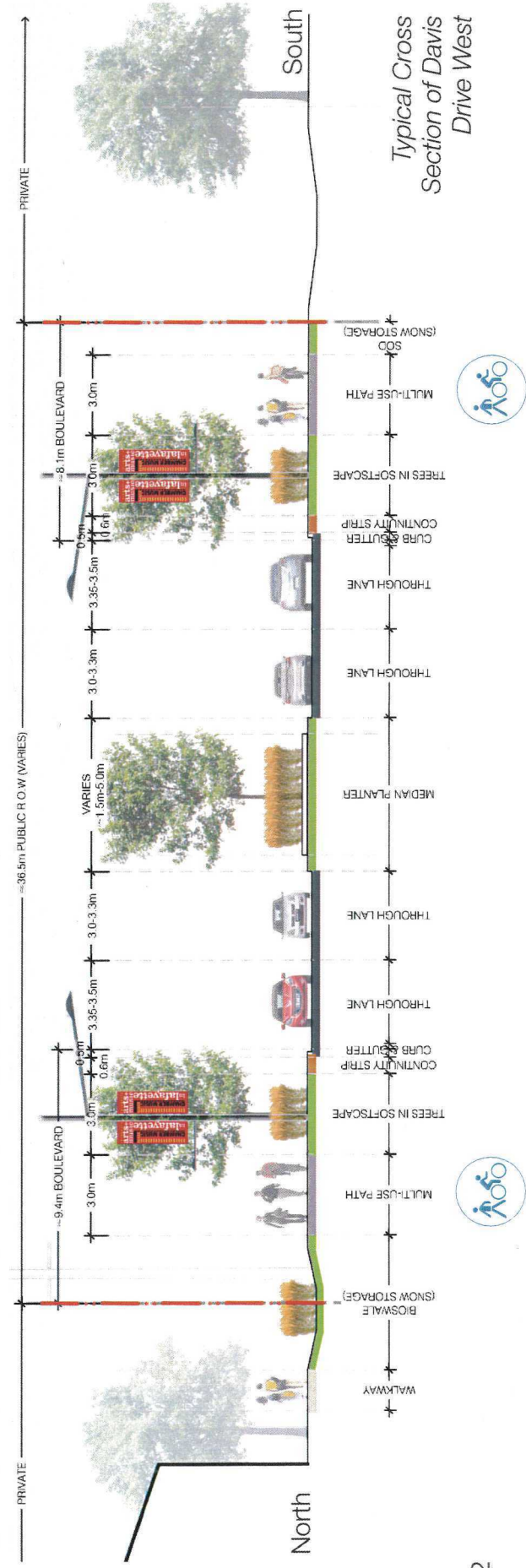
The **Green Streetscape Typology** includes a multi-use path with a landscape buffer to serve the surrounding low-density residential neighbourhoods.

KEY FEATURES

- Multi-use path with landscaped buffer encourages active transportation
- Street trees in softscape with understorey planting
- Pedestrian amenities including benches, trash receptacles and transit shelters
- Planted median minimizes the scale of the expansive ROW
- Two through lanes in either direction
- Right Size geometry:
 - 3.0- 3.3 metre through lane
 - 3.35-3.5 metre curbside lane
 - 3.0 metre turn lane
 - 3.0 metre MUP



Plan of the Davis Drive West Gateway at Bathurst Street and Davis Drive

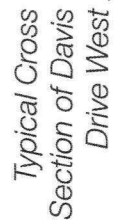


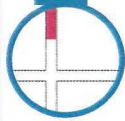
DAVIS URBAN STREETSCAPE TYPOLOGY (WEST OF EAGLE STREET TO YONGE STREET)

*Plan of a signalized intersection along the Davis
Urban segment of Davis Drive West*

KEY FEATURES

- Street trees in grates and planters with understorey planting
- Cycle track with a landscape buffer from pedestrian sidewalk minimizes conflict
- Cycle track extends from Yonge Street to west of Eagle Street, to the GO Bus Terminal driveway
- Public realm transitions seamlessly with private realm
- Right Size geometry:
 - 3.0- 3.3 metre through lane
 - 3.35-3.5 metre curbside lane
 - 3.0 metre turn lane
 - 2.0 metre sidewalk
 - 1.5 metre bike lane with a 0.6 metre buffer

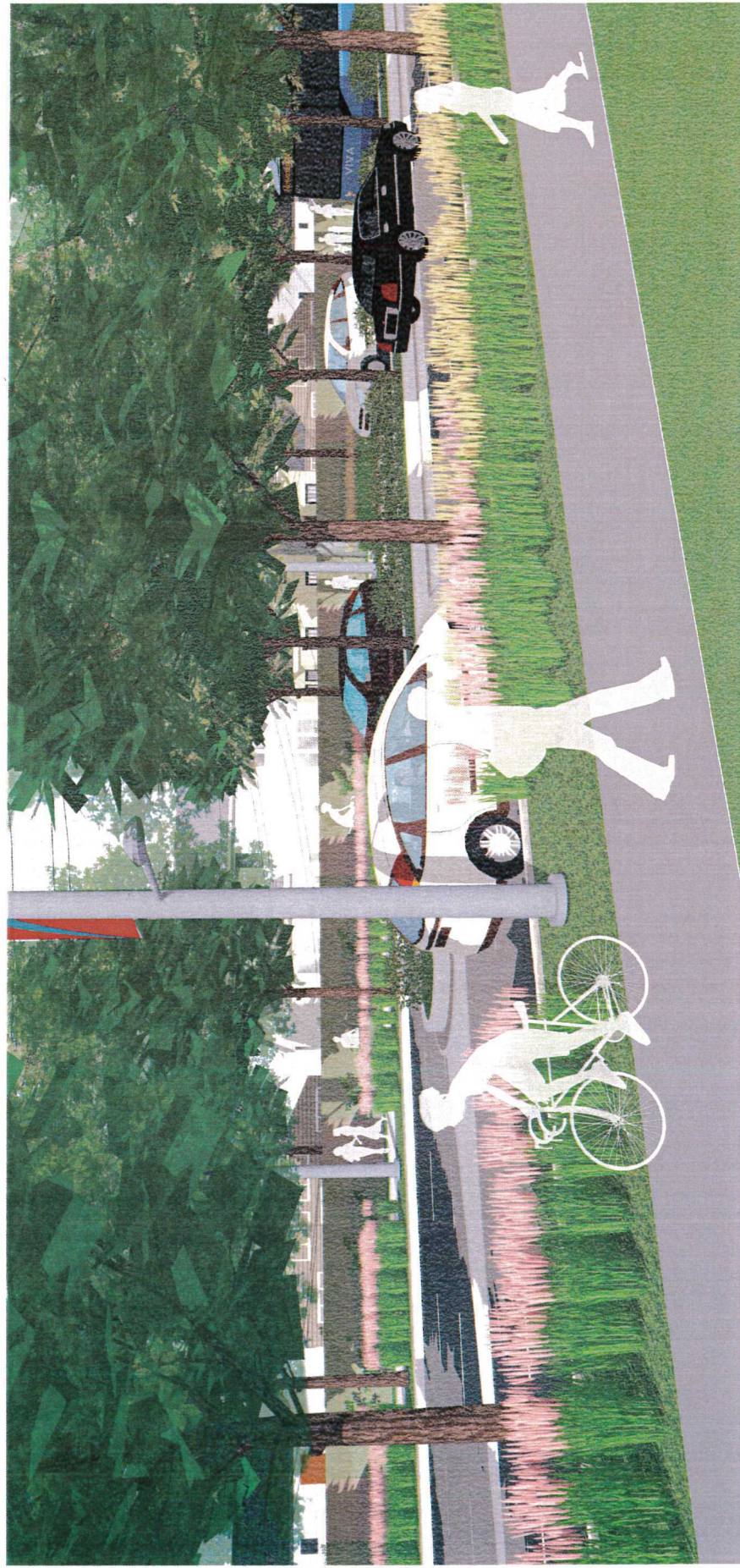




Davis Drive East STREETScape

Davis Drive East utilizes two streetscape typologies in order to respond to the surrounding context: Green and Davis Urban Streetscape Typology.

The rendering illustrates the Green Streetscape typology with canopy trees planted in a bed of ornamental grasses. The plant material provides a green buffer for pedestrians and cyclists from roadway traffic



Perspective rendering of the Davis Drive East Green in a low density residential neighbourhood

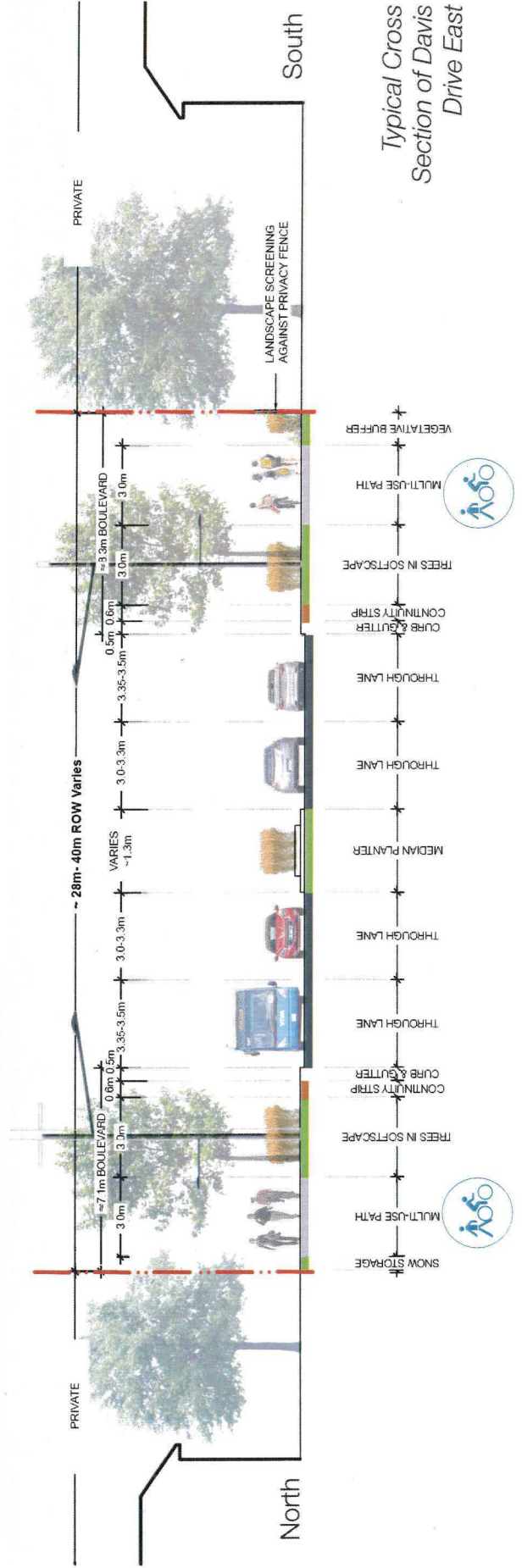
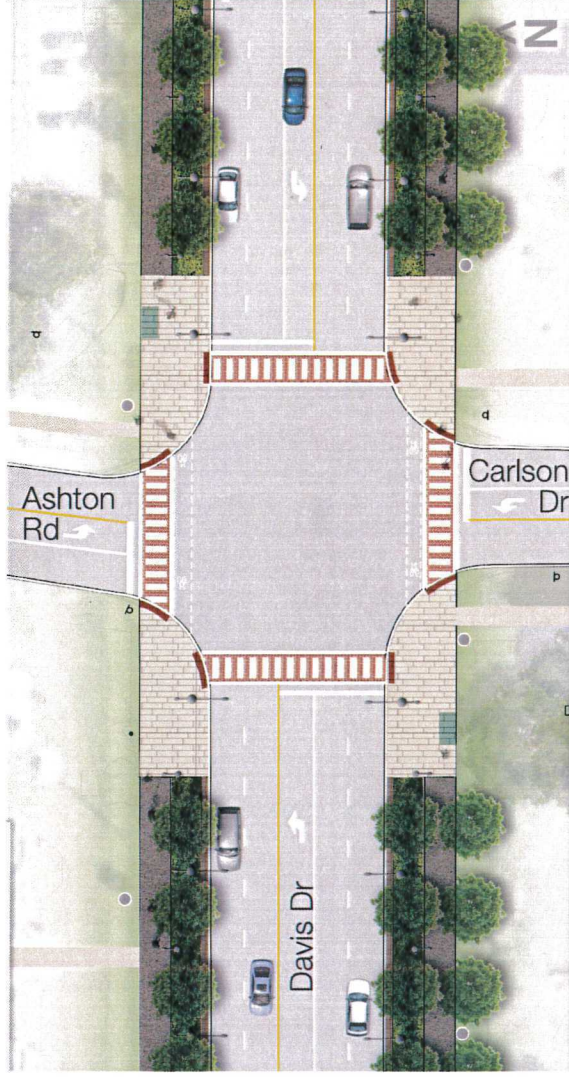
Davis Drive East

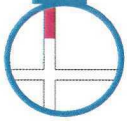
The **Green Streetscape Typology** contains a multi-use path with a landscape buffer to serve the surrounding low-density residential neighbourhoods.

KEY FEATURES

- Multi-use path for pedestrians and cyclists with vegetated buffer from vehicular traffic
- Street trees in softscape with understorey planting
- Landscape screening of varied privacy fences creates visual cohesion along rear lot residential properties
- Right Size geometry:
 - 3.0- 3.3 metre through lane
 - 3.35-3.5 metre curbside lane
 - 3.0 metre turn lane
 - 3.0 metre MUP

Plan of a signalized intersection along the Green segment of Davis Drive East





Davis Drive East

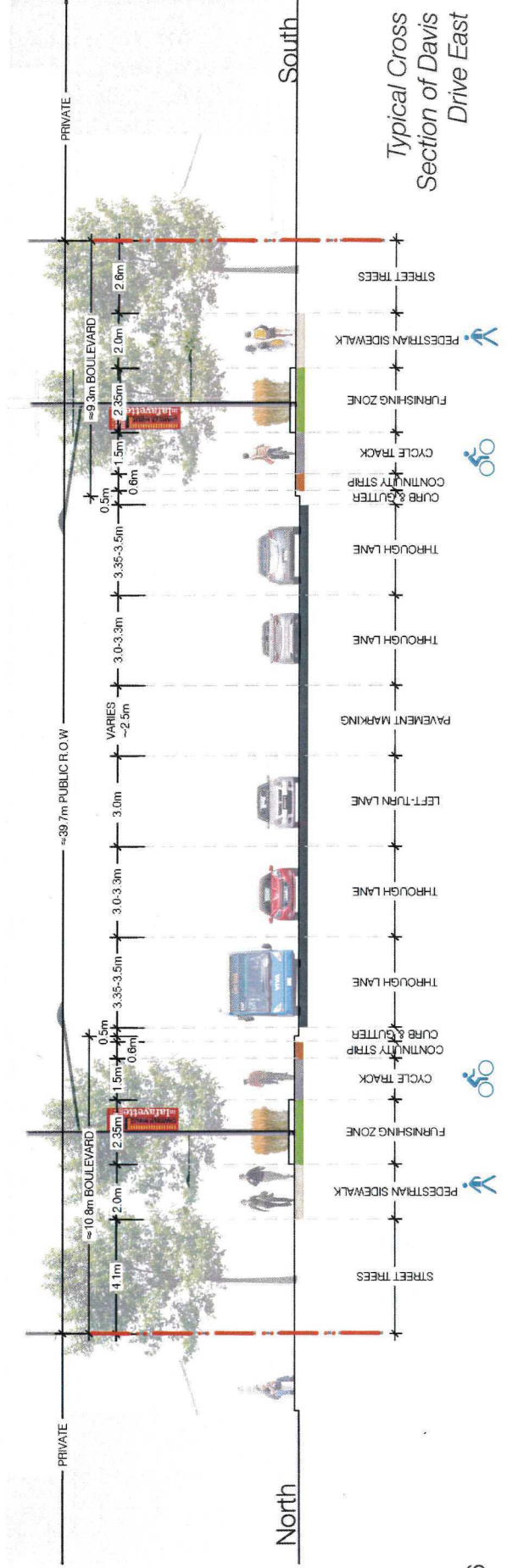
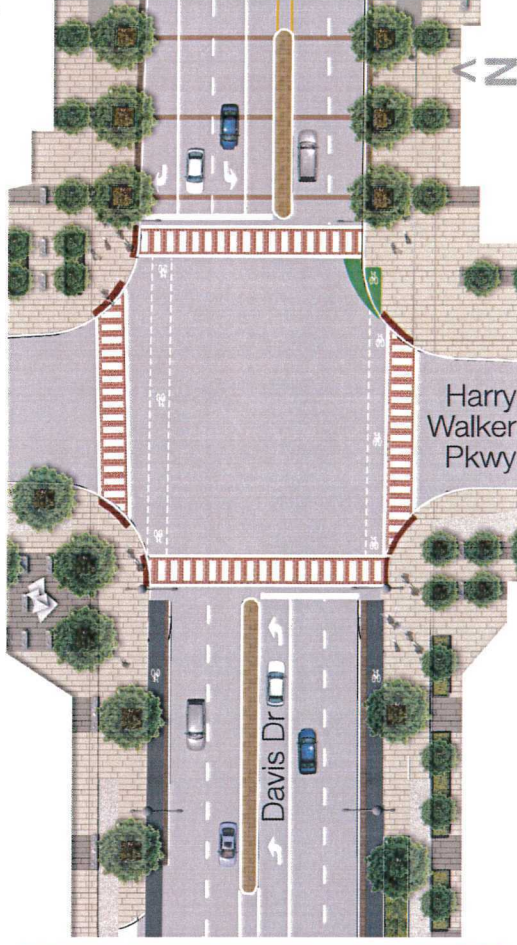
DAVIS URBAN STREETScape TYPOLOGY (LESLIE STREET TO TOWN BOUNDARY)

The **Davis Urban Streetscape Typology** contains a pedestrian sidewalk and a raised cycle track, separated by a planting/ furnishing zone.

KEY FEATURES

- Curbside raised cycle track with buffer
- Street trees in grates and planters with understorey planting
- Furnishing/ planting zone buffer between cycle track and pedestrian sidewalk
- Right Size geometry:
 - 3.0- 3.3 metre through lane
 - 3.35-3.5 metre curbside lane
 - 3.0 metre turn lane
 - 2.0 metre sidewalk
 - 1.5 metre bike lane with a 0.6 metre buffer

Plan of the Davis Drive East Gateway at Harry Walker Parkway



MATERIAL PALETTE

The Streetscape Master Plan provides a cohesive material palette that promotes Low Impact Development through such elements as permeable hardscape surfaces and context appropriate planting.



*Lighting image courtesy of Technilum
Streetscape furnishing images courtesy of KDA*

ORDER OF MAGNITUDE CAPITAL COSTS (IN 2016 CANADIAN DOLLARS) BY STREETSCAPE CORRIDOR

Order of Magnitude Capital Costs by streetscape corridor:

STREETSCAPE CORRIDOR	LENGTH (KM)	AVERAGE COST/ KM	CORRIDOR COST
Yonge Street North	1.8	\$ 7,368,000	\$ 13,042,000
Yonge Street South	1.7	\$ 4,353,000	\$ 7,488,000
Davis Drive West	1.9	\$ 4,728,000	\$ 9,125,000
Davis Drive East	2.5	\$ 4,737,000	\$ 6,822,000

TOTAL COST: \$ 36,477,000

The Order of Magnitude Costs includes:

- Material and installation of boulevard and median streetscape elements
- Gateway elements
- Street lighting
- Streetscape furniture including benches, trash receptacles and bike parking

The Order of Magnitude Costs does **not** include:

- Roadway elements
- Utility relocation*
- Traffic signals
- Bus shelters

* The Order of Magnitude cost for burying hydro is approximately \$ 3,500/ linear metre or \$ 3.5 million/ kilometre (not including the relocation of other utilities).

The Order of Magnitude cost for the relocation of a hydro pole is approximately \$30,000 each.

CAPITAL COSTS COMPARISON

The Capital Costs for the Yonge Street & Davis Drive Streetscape Master Plan compared with other streetscape Capital Costs within York Region.

STREETSCAPE	AVERAGE COST (MILLION) / KM
Yonge Street & Davis Drive Streetscape Master Plan	\$ 5.3 M
South Yonge Street Corridor Streetscape Master Plan	\$ 8.2 M
vivaNext Streetscape	\$ 6.6 M

ORDER OF MAGNITUDE MAINTENANCE AND OPERATIONS COSTS (IN 2016 CANADIAN DOLLARS) BY STREETSCAPE CORRIDOR

Order of Magnitude Maintenance and Operations Capital Costs for each streetscape corridor:

STREETSCAPE CORRIDOR	LENGTH (KM)	AVERAGE COST/ KM/ YEAR	CORRIDOR COST/ YEAR
Yonge Street North	1.8	\$ 194,000	\$ 344,000
Yonge Street South	1.7	\$ 88,000	\$ 151,000
Davis Drive West	1.9	\$ 144,000	\$ 225,000
Davis Drive East	2.5	\$ 143,000	\$ 200,000

TOTAL COST: \$ 920,000

The Order of Magnitude Maintenance and Operations Costs assumes four season maintenance of the boulevard and median including:

- Cleaning and wet vacuum sweeping of boulevard hardscape surfaces
- Routine snow removal of boulevard surfaces
- Irrigation of boulevard and median planting
- Trees and shrub maintenance
- Repair of special features (planters, banners, gateway banding, etc.)
- Crosswalk pavement markings

The Order of Magnitude Maintenance and Operations Costs does **not** include:

- Snow removal in the roadway
- Maintenance of traffic signals and street lights
- Roadway maintenance and repair

IMPLEMENTATION

Success of this Master Plan requires commitment by key decision makers for its design, implementation and on-going maintenance. Public realm improvements create vibrant walkable communities to encourage people to want to live, work and play in the Town of Newmarket. The Yonge Street & Davis Drive Streetscape Master Plan Vision and initiatives need to be included within Capital project budgets that includes long-term maintenance.

This requires a coordinated approach between York Region, the Town of Newmarket and stakeholders including vivaNext, YRT, Newmarket Hydro, utilities, Ministry of Transportation of Ontario (MTO), Lake Simcoe Region Conservation Authority (LSRCA), local businesses, developers as well as private land owners.

Key points for implementation include the following:

POLICY

Strategy

- Official Plan and Zoning By-law Updates
- Development Charges By-law Updates

Initiatives

- Tax Increment Funding
- Federal Gas Tax Fund

Design/ Construction

- Special Area Development Charges By-laws

DEVELOPMENT

Strategy

- Private developers shall be required to contribute to enhancement of the public realm and streetscape.



Visioning Workshop

UTILITIES

Strategy

- Buried hydro poles allow a smaller lot line setback which ultimately increase the developable area and can create a return on investment to developers.
- A Public Utilities Coordinating Committee (PUCC) can establish long term strategic coordination of utility locations including hydro, gas, Bell, and existing utility re-locations.

Initiatives

- York Region and the Town of Newmarket may consider developing a Special Policy Area By-law outlining hydro installation standards for new areas of intensification on Yonge Street and Davis Drive through a cost-sharing plan with Newmarket Hydro and private developers.

Design/Construction

- In the preliminary engineering stage, it is important to identify and protect an ideal duct bank location along the corridor for the purposes of burying hydro. The proposed duct bank location should be situated to minimize disruption to the executed streetscape elements in the future as the corridor intensifies and funding becomes available to underground electrical services.

PUBLIC ART

Strategy

- The Town has a Public Art Policy and Plan that will guide the installation of public art along the Yonge Street and Davis Drive corridors.

Initiatives

- Section 37 of the Planning Act may be used as an implementation strategy for public art.

Design/Construction

- Detailed design of the public realm should provide public art of civic scale in highly visible locations along the Yonge Street and Davis Drive corridors.

COLLABORATION

It is imperative the various departmental decision makers work closely to ensure the design, implementation, and maintenance of capital and redevelopment projects along the Yonge and Davis corridors are being met in accordance with the Yonge Street & Davis Drive Streetscape Master Plan.

CAPITAL CONSTRUCTION

There are two Capital projects underway that currently correspond with this streetscape study:

- Yonge Street (Davis Drive to Green Lane)
- Bathurst Street and Davis Drive intersection improvements

The implementation of the Yonge Street & Davis Drive Streetscape Master Plan will be integrated with Yonge Street North and Bathurst Street Capital Projects with support from York Region Municipal Streetscape Partnership Program (MSPP) in order to optimize construction scheduling and costs.

FUNDING STRATEGIES

Funding is an integral aspect to the realization of this Master Plan. The Streetscape will likely employ a number of different funding sources including some or all of the following:

- York Region Municipal Streetscape Partnership Program (MSPP)
- Public Private Partnerships (P3)
- Development Charges (DC)
- Section 37- Ontario Planning Act
- Site Plan Approval
- Business Improvement Area Funding
- Ministry of Transportation of Ontario
- Private sector sponsors
- Lake Simcoe Region Conservation Authority



Visioning Workshop 21



DEVELOPMENT & INFRASTRUCTURE SERVICES/PLANNING & BUILDING SERVICES
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 395 Mulock Drive
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 planning@newmarket.ca
 905.895.5193

October 31, 2016

**DEVELOPMENT & INFRASTRUCTURE SERVICES/PLANNING & BUILDING
 SERVICES REPORT 2016-41**

TO: Committee of the Whole

SUBJECT: 2016 Six-Month Servicing Allocation Review

ORIGIN: Planning and Building Services

RECOMMENDATIONS

THAT Development & Infrastructure Services/Planning & Building Services Report 2016-41 dated October 31, 2016 regarding the 2016 Six-Month Servicing Allocation Review be received and the following recommendation(s) be adopted:

- 1. THAT allocation be granted to the following developments:**
 - **345-351 Davis Drive (40 stacked townhouse units/106 people) from the urban centres reserve, subject to the Owner meeting all terms and conditions of the Town's Servicing Allocation Policy, as amended.**
 - **955/995 Mulock Drive (73 townhouse units/192 people)**
- 2. AND THAT the Town continue to hold the balance of its unassigned and uncommitted servicing capacity (1353 people total, with a minimum of 455 people to be directed to the Centres and Corridors) in a strategic reserve.**

COMMENTS

Servicing allocation distribution is guided by the Town's Servicing Allocation Policy.

The manner in which servicing capacity is distributed by the Town is governed by the Town's Servicing Allocation Policy. In addition to the Policy's location hierarchy, which seeks to direct servicing capacity to the urban centres as a priority, staff also considers matters such as orderly development, completion of communities, and maintaining an on-going sales and building program when considering the distribution of servicing capacity. A formal review of all development applications and available servicing capacity is undertaken annually (typically in April or May), with a six-month internal staff review carried out in the Fall.

The Town currently has a strategic reserve in the amount of 1651 people, of which a minimum of 561 is to be distributed within the Urban Centres as per Regional policy.

At the end of 2015 the Town's reserve was 2560 people. In 2016 Council granted allocation to Phase 2 of the Marianneville development in the amount of 909 people, leaving a balance of 1651 people, of which a minimum of 561 is to be directed to the Urban Centres as per Regional policy. If the recommendations of this report are adopted, the reserve would be reduced to 1353 people total, within which a minimum of 455 people is to be directed to the Centres and Corridors.

Un-registered developments with servicing capacity are recommended to retain their servicing allocation.

The following chart identifies the current developments that have servicing allocation but that have not yet been registered.

Development	Current Allocation
National Homes (end of Newpark Blvd.)	462 people (141 units)
Sundial Homes Phase 1 (northwest quadrant)	665 people (233 units)
Marianneville	325 people (Phase 1 – 114 units)
Marianneville	909 people (Phase 2 – 306 units)

Each of the above developments is working towards subdivision/site plan registration either through the Development Coordination Committee or the staff site plan review team and, as such, it is recommended that each retain its previously-granted allocation.

In an effort to recover servicing capacity, Marianneville has committed to fund an Inflow and Infiltration (I&I) program in the Town and has entered into a tri-party agreement with the Town and Region which requires the developer to "re-pay" to the Town all allocation granted to both the Marianneville and Yonge/Millard developments over time. The purpose of an I&I program is to reduce the inflow and infiltration of groundwater and stormwater into the sanitary sewer system in a specified area of Town in an effort to make the system more efficient, in effect creating additional capacity in the system.

345 – 351 Davis Drive (40 stacked townhouse units)

The property is zoned with a Holding (H) symbol to allow for 40 stacked townhouse units. Although the application was submitted in advance of the approval of the Secondary Plan, the development satisfies many of the objectives of the Plan in terms of built form, height, access, and future road connections. It is therefore recommended that servicing allocation be granted to this development, subject to the Owner meeting all terms and conditions of the Town's Servicing Allocation Policy, and that the allocation be drawn from the urban centres reserve.

955/995 Mulock Drive (Lorne Park Gardens – 73 townhouse units)

Council passed an official plan amendment, zoning by-law amendment, and conditions of draft approval in 2015 to allow for the development of 73 freehold townhouse units accessed by a common element condominium road. The owner is currently working towards fulfilling the conditions of draft approval, is proceeding through the site plan approval process, and has applied for a demolition permit to remove the existing dwellings on the property to accommodate the future development. It is therefore recommended that servicing allocation be granted to this development at this time.

Sundial Homes has requested additional allocation to complete the west side of its plan.

Sundial Homes currently has allocation for its first phase in the amount of 233 units. The plan is nearing registration, all phase one units are sold, and home construction is expected to occur in 2017. Sundial has requested an additional allocation assignment in the amount of 174 units (464 people), which would allow for the completion of the west side of the plan (i.e. west of William Booth Avenue - see attached map with requested allocation area outlined in red).

Given the Town's limited supply of servicing capacity, and given the number of applications on file with no allocation at this time, and given that Sundial currently has sufficient capacity for at least a one-year building program (i.e. 233 units), staff does not recommend granting additional allocation to Sundial at this time. Sundial's request will again be evaluated during the 2017 formal annual review of servicing capacity.

Applications on file exceed available servicing capacity.

Based on the recommendations of this report, the Town would maintain an unassigned and uncommitted servicing reserve of 1353 people total, of which a minimum of 455 people is to be directed to the Centres and Corridors, in a strategic reserve.

The Town has applications on file that, if approved, would require servicing capacity in the amount of approximately 3286 units (7104 people), of which approximately 1495 units (2927 people) are within the urban centres and approximately 1791 units (4177 people) are outside of the urban centres (refer to Appendix "A").

Staff will continue to monitor the progress of all of the applications in Appendix "A" and will report back to Committee with recommendations to grant servicing allocation as deemed appropriate.

The Upper York Servicing Solution (UYSS) has been delayed.

The Town's current servicing capacity assignment from York Region was intended to satisfy Newmarket's growth needs until 2018 when the UYSS was expected to be completed, following which it was anticipated that additional capacity would be granted to the Town. Staff now understands that the delivery of the UYSS is expected to be delayed until approximately 2024. Staff continues to work closely with York Region in the monitoring of our available servicing capacity and our growth targets, and will report back to Committee with updates on the UYSS and any additional servicing capacity assignments from York Region in the interim.

The Town continues to seek ways to find additional allocation to support growth.

In addition to the I&I program to be undertaken by Marianneville, the Town continues to look for ways to create additional capacity to support growth, including the Town's on-going partnership with the Region in

the Servicing Incentive Program for both high-density residential development and grade-related residential developments. The purpose of these programs is to advance more sustainable development practices to maximize water efficiency (for example the use of low flow toilets, shower heads and faucets, as well as the use of other measures such as grey water reclamation and rainwater harvesting) with any saved allocation coming back to the local municipality to be distributed as it deems appropriate.

BUSINESS PLAN AND STRATEGIC PLAN LINKAGES

The on-going monitoring and distribution of servicing capacity is a growth management strategy that has linkages to the Town's Strategic Plan as follows:

Living Well – sustainable practices (traffic and growth management)

Well-planned and Connected – long-term strategy matched with short-term action plan

CONSULTATION

Staff consults with the development industry in the Spring of each year in terms of each developer's proposed timing for plan registration and building program. The Fall servicing allocation report is an internal review of the status of development that has occurred over the summer months and recommendations are made to Committee as deemed appropriate.

HUMAN RESOURCE CONSIDERATIONS

Not applicable to this report.

BUDGET IMPACT

There are no Capital or Operating budget impacts associated with this report.

CONTACT

For more information on this report, contact R. Nethery, Director, Planning & Building Services, ext. 2451, (rnethery@newmarket.ca).



Assistant Director of Planning



Director of Planning & Building Services



Commissioner of Development &
Infrastructure Services

Attachments:

Appendix "A" – Applications with no allocation

Appendix "B" – Sundial Homes Phase 2 Allocation Request Area

APPENDIX "A" – APPLICATIONS WITH NO SERVICING ALLOCATION

Development	Location	Approximate Unit Count/Allocation Requirement	Status
Sundial (Balance of Plan)	Davis Drive West	40 semi-detached; 378 townhouses (1111 people)	Draft plan approved
Cougs Phase 5	Silken Laumann	27 townhouses (71 people)	OMB documents being finalized
Clock Tower	Main Street	165 apartments (322 people)	Public meeting held
Shining Hill	Yonge Street South	12 detached; 10 semi-detached; 162 townhouses (495 people)	Application in circulation
Marianneville (Balance of Development)	Davis Drive West	3 detached; 9 townhouses; 12 mixed- use; 298 apartments (655 people)	Draft plan approved
King George School	Park Avenue	11 apartments; 14 townhouses (59 people)	Application in circulation
Dora Homes	Main Street North	2 semi-detached; 9 townhouses (30 people)	Addressing outstanding issues.
Gorham Street Apartments	Gorham Street east of Muriel	82 apartments (160 people)	Application in circulation
Kerbel	Urban Centre (Yonge/Millard)	360 apartments (702 people)	Revised application expected
Slessor	Urban Centre (Yonge North)	550 apartments (1073 people) <ul style="list-style-type: none">• additional institutional units may not require allocation	Zoning approved
22 George/39 Davis Drive	Urban Centre (Yonge/Davis/George)	395 apartments (771 people)	Zoning approved; awaiting site plan application
Millford	Eagle Street	154 apartments; 38 townhouses (401 people)	Applicant responding to outstanding comments
Forest Green Homes	Leslie Street	214 townhouses; 304 apartments (1156 people)	Revised plan in circulation
Goldstein	Leslie Street	10 townhouses (27 people)	Public meeting – May 30, 2016
Oxford Homes	Eagle Street	27 townhouses (71 people)	Referred to a public meeting
Total (Approximate)		3286 units (7104 people)	

[illegible]



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October 25, 2016

**JOINT CORPORATE SERVICES/DEVELOPMENT & INFRASTRUCTURE SERVICES
REPORT – FINANCIAL SERVICES – 2016-40**

TO: Mayor Tony Van Bynen and Members of Council

SUBJECT: Implementation of Stormwater Charge

ORIGIN: Financial Business Analyst

RECOMMENDATIONS

THAT Corporate Services Report-Financial Services – 2016-40 dated October 25, 2016 regarding Implementation of a Stormwater Charge be received and the following recommendations be adopted:

- a) THAT Council adopt the Stormwater Management Services Charge by-law;**
- b) AND THAT staff recommend the 2017 Stormwater Rates be included with the 2017 User Fees and Charges By-law;**
- c) AND THAT Council authorizes staff to execute the communication strategy.**

COMMENTS

Purpose

The purpose of this report is to propose the adoption of the Fees and Charges for the Stormwater Management By-law. This charge will provide a transparent, dedicated, and stable funding source that will help the Town raise the financial capital necessary to maintain current service levels.

Budget Impact

\$227,000 will be removed from the rate supported budgets and \$1,418,000 (\$435,000 for operating costs and \$983,000 in capital contributions) will be removed from the tax supported budget. The charge will be revenue neutral in the first year and will be adjusted as necessary with further development of a financial plan as requested in annual budgets.

Summary

The implementation of the new fee will result in a 2.6% tax decrease and a 0.7% water and wastewater rate decrease

BACKGROUND

The Town provides a stormwater management service to protect the community and environment from stormwater runoff. Stormwater runoff is water that flows off properties mostly due to rain and snow events. Stormwater management services require a sufficient funding source to serve the community.

A stormwater charge will provide a funding source that is reliable, predictable, and fair to ensure the stormwater management service can continue to be effectively run in the future.

In Financial Services Report - 2015-42, staff proposed options for different rate structures for the stormwater charge and requested to go out for public consultation. Staff provided an update on the public consultation process with Financial Services Report - 2016-05. Staff provided another update on the development of the charge with Financial Services Report - 2016-38.

ANALYSIS AND OPTIONS

Cost Drivers

The purpose of the charge is to fund the three major cost drivers for the service, which are environmental protection, aging infrastructure and flood prevention.

1. *Environmental Protection:*

As water runs off properties, it can carry contaminants with it. Runoff from urban and rural areas have upset Lake Simcoe's ecosystem. The Town recently completed a comprehensive stormwater management master plan, as per the regulatory requirements outlined in the Lake Simcoe Protection Act, to restore waterways and breeding grounds. The restoration projects will require new funding.

2. *Aging Infrastructure:*

The Town has 53 ponds, 55 kilometres of waterways and 225 kilometres of sewers that are maintained and replaced as they age. An estimated \$17 million is required over the next 10 years to replace assets that are reaching the end of their useful life. The existing funding level is likely to fall short to maintain current service levels.

3. *Flood Prevention:*

In some parts of Canada, severe weather events that used to happen every forty years now occur every six. As a consequence, damage from storm events has recently become the biggest cause for insurance claims in Canada. The funding provided by the rate will help us adapt and protect homes and businesses in Newmarket from severe weather events.

Public Consultation

The Town engaged the public by; issuing a press release, posting an advertisement on Facebook, sending invitations to key stakeholders, hosting a Public Information Centre (PIC), and having a presence at the Community Open House. Overall, the feedback on the direction of the project was positive. The Newmarket Chamber of Commerce and Newmarket Environmental Advisory Committee were consulted to refine the program.

1) *Social Media:*

The Facebook advertisement for the PIC was viewed over 10,000 times in the Newmarket area. The advertisement was “liked” 44 times, shared 34 times, clicked on 320 times for more information, and users left 18 comments. The comments provided a diversity of opinions on the potential rate. The Facebook advertisement is among the most successful in terms of views and interactions that the Town has issued.

2) *Public Information Centre:*

On October 27, 2015, the public information centre was attended by upward of a dozen residents. The majority of attendees were in favour of implementing a stormwater charge. A dedicated funding source for stormwater management resonated well with the participants. The major concerns raised by residents were; asset replacement, flood prevention, and environmental protection.

Many felt that there should be a credit program in place in order to incentivize low impact development (LID). LID is development that puts minimal strain on the stormwater management service by reducing the quantity and increasing the quality of the stormwater runoff from a property.

3) *Community Open House:*

The stormwater charge materials were presented at the Community Open House on December 3, 2015. The event was well attended, 55 residents signed in at the event and others attended the event but did not sign in. The residents at the open house had similar positive reactions to those expressed at the PIC.

4) *Focus Group in Partnership with The Newmarket Chamber of Commerce:*

On September 26, 2016, the Newmarket Chamber of Commerce hosted a focus group session with local businesses. Town staff selected 30 businesses at random and invited them to participate in a discussion on the potential implementation of the stormwater charge and changes to the water and wastewater rates. The delegates provided advice on how to better communicate the initiative and appreciated having the information presented to them.

5) *Newmarket Environmental Advisory Committee:*

On October 5, 2016, The Newmarket Environmental Advisory Committee (NEAC) was consulted at an informal meeting to comment on the overall stormwater charge program and to obtain their feedback on a residential credit program.

NEAC believes strongly that a residential incentive program is necessary to drive behaviour that reduces runoff from residential properties. They advised that the Town needs to encourage more actions in this area as we face the growing impacts of climate change.

The advisory committee also recognizes that a traditional credit program provides little incentive to reduce runoff while being very costly to administer. They believe there may be better ways than paying residential financial incentives which could eliminate or reduce associated staff time and costs.

Stormwater Charge as a User Fee

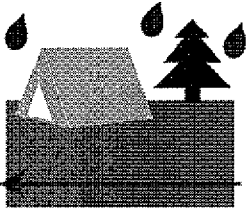

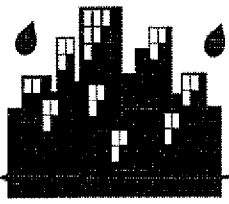
The stormwater charge will be calculated on a user fee basis. Customers will be charged based on what it costs to provide them with stormwater services. A key concept in stormwater management is imperviousness. Impervious surfaces do not absorb water. Such surfaces like roofs, driveways, and parking lots increase the amount of runoff from properties; therefore, properties with more impervious surfaces should pay more because the Town is responsible for managing the runoff.

Determining the amount of impervious area on every property is administratively costly. Therefore, staff recommended and developed a stormwater charge that is based on the average imperviousness, or runoff level, of different property groups. As noted earlier, the public feedback on this approach was positive

Based on public feedback, the stormwater charge calculation method is seen as fair in that properties are charged what they should be charged, yet it is not overly costly to administer.

For the purpose of the charge, all Newmarket properties are grouped into three runoff level groups. Natural areas are in the low runoff level group, residential and institutional properties are in medium runoff level group, and industrial and commercial properties are in the high runoff level group. Staff sampled and calculated the percent of impervious surfaces of 100 properties for each group to get an average. See Table 1 for graphics on the types of properties that fall into which runoff level group and each group's average imperviousness.

Table 1: How Properties Are Sorted into Runoff Groups

Low Runoff Level Group	Medium Runoff Level Group	High Runoff Level Group
		
Examples: Natural Areas, Vacant Properties, Golf Courses	Examples: Residential and Institutional	Examples: Commercial, Industrial and Mixed Use
9% Impervious	44% Impervious	88% Impervious

How to Calculate the Stormwater Charge

The stormwater charge is based on the property size and the runoff level group rate. See the equation below for how the stormwater charge is calculated for an individual property.

Equation 1:

$\text{Stormwater Charge} = \text{Size of Property} \times \text{Runoff Level Group Rate}$
--

Based on this calculation, the larger the property the higher the charge. Equally, the higher the group rate a property falls under, the higher the charge.

Legal Considerations

Under the authority of the *Municipal Act, 2001*, the Town has authority to pass a "Fees and Charges" by-law for the purpose of funding stormwater management. As such, tax exempt property owners would be required to pay the stormwater management fee, just as tax exempt properties pay for water and wastewater services. Tax exempt properties include philanthropic organizations, places of worship, and long-term care homes.

For the stormwater charge to be considered a user fee, there must be sufficient correlation between the level of runoff from a property and the fee the property owner pays. Based on the public feedback, staff feels that this charge meets this condition.

Appendix 1 is the Stormwater Management Services Charge by-law supporting the implementation of the stormwater charge.

Implementation Strategy

To promote full transparency, staff are recommending that the stormwater charge be revenue neutral in the first year of implementation. This means that the total stormwater funding level will remain unaffected by the introduction of the new stormwater charge. It will simply be shifted from property taxes and water rates to the new charge.

In 2017, stormwater costs will be removed from property taxes and water and wastewater charges. The costs that are removed will then be supported by the stormwater charge. Once the charge is implemented, staff will develop a 6-year stormwater financial plan to determine the long-term funding requirements.

Financial Impact of Stormwater Charge

The Town's current estimate in the 2017 stormwater budget is \$1,646,000. This comprises \$350,000 in operating costs, \$312,000 support costs and \$983,000 in capital costs. The operating and support costs are pulled from the 2016 budget. The capital cost is the average cost over 5 years, from 2011 to 2015.

The implementation of the new fee will result in a 2.6% tax decrease and a 0.7% water and wastewater rate decrease. With these costs, we may estimate the rates.

The final rate for 2017 will be recommended for adoption with the 2017 Fees and Charges By-law in December.

The Town completed its Capital Financing Sustainability Strategy in 2014 and the strategy recommended an annual asset replacement fund contribution of \$1,700,000. With the implementation of the stormwater charge, a new financial plan will be created to reach long term financial sustainability.

Table 2 below illustrates the estimated average stormwater charge for each runoff level group in 2017.

Table 2: Estimated Average Stormwater Charge for 2017

	Low	Medium	High
Runoff Level Group Rate per square metre	\$ 0.013057	\$ 0.063835	\$ 0.127671
Average Size in square metres	14,200	600	3,720
Average Annual Fee	\$ 185	\$ 38	\$ 475

Because the stormwater charge is a user fee, the stormwater charge impacts different runoff groups differently. To see how properties would be impacted by moving stormwater funding from a taxation based fee calculation to a customer based fee calculation, see Table 3. This table illustrates that stormwater costs will be shifted away from medium runoff level properties to high and low runoff properties.

Please note: 'Total Annual Municipal Costs' includes annual property taxes (Town only) and water/wastewater fees for an average user. As stormwater costs are currently included in both the tax-supported and the rate-supported budgets, this is the appropriate benchmark.

Table 3: Impact of Implementing a Stormwater Charge

	Low	Medium	High
Total Annual Average Municipal Costs <i>without</i> Stormwater Charge	\$2,368	\$2,804	\$10,778
- Taxes	\$1,853	\$1,774	\$7,546
- Water and Wastewater	\$515	\$1,030	\$3,232
- Stormwater	N/A	N/A	N/A

Total Annual Average Municipal Costs <i>with</i> Stormwater Charge	\$2,499	\$2,790	\$11,014
- Taxes	\$1,803	\$1,729	\$7,330
- Water and Wastewater	\$511	\$1,022	\$3,209
- Stormwater	\$185	\$38	\$475

Change in Total Annual Average Municipal Costs (\$)	\$131	-\$14	\$236
Change in Total Annual Average Municipal Costs (%)	5.55%	-0.51%	2.19%

Credit Programs

High Runoff Level Group Program

To recognize significant runoff reductions, staff is proposing to implement a stormwater charge credit program for high level runoff properties. High runoff properties, largely commercial and industrial properties, may reduce their runoff by implementing low impact development features through the development approval process and it is important to acknowledge their contribution.

The credit program will clearly outline the benefits businesses can receive by reducing their runoff. This credit program will maximize the use of current engineering reports and site plan agreements, which will minimize the costs businesses need to incur to apply for the credit.

See Appendix 2 for the Stormwater Credit Program.

Residential Program

Based on public feedback, residents want to keep administration costs of the charge low. The City of Mississauga estimated for every \$1 in credits they would provide to residential customers through a residential credit program, \$4 would have to be spent on administration. The implementation of a credit program would increase the cost of providing the stormwater service and increase the overall stormwater charge.

The implementing features to reduce runoff in order to receive a credit would not be financially beneficial for residents. Assuming a resident installs a rain barrel for \$100 and reduces their runoff by 15%, they would receive an annual credit of \$4.50. There would be a payback period of 22 years. A stormwater credit would be costly for the Town to administer and would provide little incentive to residents to reduce their runoff.

There are a couple of local organizations that provide incentives for residents to reduce their runoff and the Town can raise awareness of these programs with the stormwater charge webpage.

Lake Simcoe Regional Conservation authority offers a Landowner Environmental Assistance Program (LEAP) to homeowners. Homeowners in the Lake Simcoe watershed may qualify for grants of 60 per cent of project costs for eligible rain garden projects, to a maximum of \$5,000. This is a much stronger incentive than the Town could provide through a residential stormwater credit program.

The Windfall Centre offers homeowners RAIN Home Visits. During the visit, the RAIN guide addresses specific concerns unique to each property. In consultation with the homeowner, a prioritized plan is created to manage stormwater and reduce the risk of flooding and would be drawn up and presented to the homeowner. Currently they are offering this program for free to residents of Newmarket, Aurora and Barrie.

Ultimately, the Town must balance its priorities and spend money in the most efficient way possible to maximize the public good.

Because a residential credit program would not provide a strong financial incentive to reduce runoff, staff is consulting with the Newmarket Environmental Advisory Committee to determine creative solutions for rewarding residents for reducing their runoff.

Public Communications

As detailed above, staff has gone through an extensive public consultation process with positive feedback. Pending Council approval of the charge, a new stormwater charge page and video will go live on the Town's website explaining why the Town is implementing a stormwater charge and how it works. A postcard will be sent out to households and businesses to deliver the same message. Advertisements will be in local news publications.

BUSINESS PLAN AND STRATEGIC PLAN LINKAGES

This report links to Newmarket's key strategic directions in being Well Managed through fiscal responsibility.

CONSULTATION

Staff has formed a Task Force represented by Finance, Engineering, Communications, Information Technology and Customer Service to develop and implement the stormwater charge. Updates were regularly provided to the Utility Transition Task Force, which includes the departments above as well as Legal Services, Economic Development and Strategic Initiatives. Various departmental representatives were consulted as components of the project related to them.

HUMAN RESOURCE CONSIDERATIONS

While most of the work required to administer the stormwater charge can be absorbed by current staff, resources will be required to administer the proposed credit program. Namely, the program would require support from a Senior Environmental Coordinator and an LID Maintenance Worker. These items will be supported through fees of the application process and be proposed in the 2017 budget.

BUDGET IMPACT

Operating Budget (Current and Future)

\$227,000 will be removed from the rate supported budgets and \$435,000 will be removed from the tax supported budget. This item will be proposed in the 2017 budget.

Capital Budget

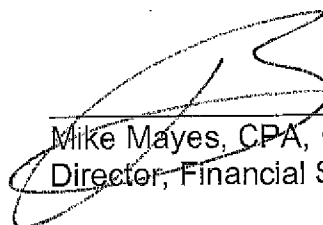
An annual contribution of \$983,000 to the tax supported asset replacement fund will go to the stormwater asset replacement fund. This item will be proposed in the 2017 budget.

CONTACT

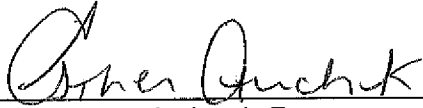
For more information on this report, contact: Mike Mayes at 905-953-5300, ext. 2102 or via e-mail at mmayes@newmarket.ca



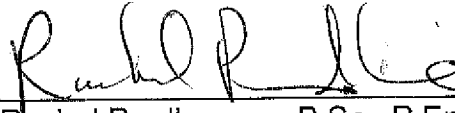
Kevin Yaraskavitch
Financial Business Analyst



Mike Mayes, CPA, CGA, DPA
Director, Financial Services/Treasurer



Esther Armchuk, LL.B.
Commissioner, Corporate Services



Rachel Prudhomme; B.Sc., P.Eng.
Director, Engineering Services



Christopher Kalimootoo
Director, Public Works Services



Peter Noehammer. P.Eng.
Commissioner, Development & Infrastructure services

KY/ne

Appendices

1. Stormwater Management Services Charge by-law (8 pages)
2. Stormwater Credit Program (4 pages)



**CORPORATION OF THE
TOWN OF NEWMARKET
BY-LAW NUMBER 2016-XX**

A BY-LAW TO ADOPT A STORMWATER MANAGEMENT SERVICES CHARGE BY THE TOWN OF NEWMARKET.

WHEREAS the *Municipal Act, 2001*, S.O. 2001 (the "Act"), authorizes a municipality to pass by-laws imposing fees and charges pertaining to a stormwater system pursuant to sections 9, 10, 11 and 391 of the Act;

AND WHEREAS Council deems it necessary and desirable to create a separate stormwater fee and charge to fund the operation, maintenance and capital projects pertaining to stormwater management;

AND WHEREAS the creation of a separate stormwater charge to fund stormwater management (the "Stormwater Charge") will bring greater transparency to the cost of providing and maintaining the stormwater management service with the Town;

AND WHEREAS it is deemed just that the cost of operating, maintaining and upgrading the stormwater management service is paid for by those who benefit from this service;

AND WHEREAS the Council desires to implement a credit program as an incentive for certain property owners to provide on-site stormwater management measures and to recognize existing properties with stormwater management measures already in place;

THEREFORE BE IT ENACTED by the Municipal Council of the Corporation of the Town of Newmarket as follows:

1. THAT the Stormwater Charge be imposed as set out under this bylaw and established through the annual Fees and Charges By-law.
2. AND THAT should any section of this by-law be declared invalid by a court of competent jurisdiction, such section shall be severed from this bylaw and the remainder of the by-law shall continue in full force and effect;
3. AND THAT this by-law shall come into full force and effect on January 1, 2017.

1. DEFINITIONS

1.1 In this by-law,

"Act" mean the *Municipal Act, 2001*, S.O. 2001

"Appeal" means a process by which a person challenges information that has been associated with the Stormwater Charge account.

"Applicant" means a property owner that submits a Stormwater Management Credit application on the Town approved form.

"Average Impervious Area Percentage" means the observed average Impervious Area Percentage within a Runoff Level Group.

"Billing Error" means an error in the preparation of the Stormwater Charge Account, resulting in an undercharge or overcharge caused by a gross or

manifest error in the preparation of the Stormwater Charge account that is clerical or factual in error, including transposition of figures, a typographical error or similar errors.

"By-law" means this Stormwater Management Fees and Charges By-law

"Council" means the Council for the Corporation of the Town of Newmarket

"Credit Program" means the Town's credit program which reduces the Stormwater Charges as an incentive to certain property owners that provide on-site stormwater management measures and as recognition of property owners that have existing properties with stormwater management measures already in place.

"Engineering Services" means the Town's Engineering Services Department of the Development and Infrastructure Services Commission.

"Impervious Area Percentage" means the percent of a property's area that is covered by impervious features. Rooftops and paved surfaces are impervious features.

"Material Change" means any change in the property's runoff characteristics since the Applicant's in the original Stormwater Management Credit application, any fact that was not expressly disclosed by the Applicant in the Stormwater Management Credit application process, or that the Applicant was not aware of at the time of the Stormwater Management Credit application, and which results in the subject property no longer being in substantial compliance with the objectives of the Credit Program, or no longer eligible for the current level of the Stormwater Management Credit approved by the Town.

"Person" includes an individual, sole proprietorship, partnership, corporation, municipal corporation, unincorporated association or organization, trust and a natural person in his or her capacity as a trustee, executor, administrator, or other legal representative.

"Runoff Level Group" means the grouping of properties that have a similar Impervious Area Percentages.

"Stormwater Funding Requirement" means the annual amount of funding required to for the Town to provide the Stormwater Management Service.

"Stormwater Management Service" means the work performed and the infrastructure used, controlled, maintained or operated by the Town to manage stormwater flow and drainage and all appurtenances thereto owned, and includes, but is not limited to, storm sewers, catch basins, storm service connections, drains, pipes, overland conveyance systems including road corridors, culverts, channels, ditches, rivers, streams, creeks, ravines and watercourses, stormwater management facilities including landscaping features, storage ponds or tanks, and oil and grease interceptors that control quantity or quality of stormwater runoff, pumping stations, outfalls, swales and all equipment laid within any highway or road allowance, Town right-of-way or easement or Town property used for the collection, transmission, detention and treatment of stormwater or uncontaminated water.

"Town" means the Corporation of the Town of Newmarket in the Regional Municipality of York or where the context requires the geographical jurisdiction of the Corporation of the Town of Newmarket in the Regional Municipality of York.

"Treasurer" means the Town Treasurer or his/her designate.

2. SCOPE

2.1 A stormwater charge (the "Stormwater Charge") is to be imposed upon all real property in the Town with the exception of real property owned by the Town and real properties that are legally exempt from municipal user fees and charges.

See Appendix C for the list real properties that are exempt from municipal user fees and charges.

3. DETERMINING STORMWATER CHARGE

3.1 The following equation shall be used to determine the Stormwater Charge:

$$\text{Stormwater Charge} = \frac{\text{Property Size} \times \text{Runoff Level Group Rate}}{\text{Rate}}$$

Property Size for non-condominium properties is determined by the Municipal Property Assessment Corporation and is the area identified on the tax roll for the subject property.

Property Size for condominium properties is the size of the condominium corporation's parcel divided by the number of condominium properties on the parcel.

Runoff Level Group rate is determined by the Runoff Level Group's Average Impervious Percentage and the Stormwater Funding Requirement. See Appendix B for the Average Impervious Percentages of the Runoff Level Groups.

3.2 The Runoff Level Group Rate shall be set out by Council in the Fees and Charges By-law.

4 STORMWATER CHARGE ADJUSTMENT

4.1 The Stormwater Charge may be revised in either of the following instances :

- a) An adjustment may arise whereby the Municipal Property Assessment Corporation updates the subject property's assessment resulting from an Appeal.
- b) An internal adjustment may arise whereby the Town revises, modifies, or amends the Stormwater Charge due to various factors, including:
 - i. updates to the Municipal Property Assessment Corporation's assessment data for the subject property;
 - ii. updates to the Town's open space zoning by-law;
 - iii. updates to Runoff Level Groups' Average Impervious Percentage;
 - iv. updates to the procedure determining a properties' Runoff Level Group;
 - v. change in Stormwater Funding Requirement as approved by Council.

5 INVOICING

5.1 The Stormwater Charge shall be invoiced (the "Stormwater Charge Invoice") under the property's property tax bill and identified separately thereunder as a special charge.

5.2 The Stormwater Charge shall be payable upon receipt of the invoice included in the property's tax bill, and every owner in receipt of such invoice shall ensure payment thereof before the due date thereon.

5.3 The Treasurer shall have delegated authority and is authorized to adjust the Stormwater Charge with respect to any property, to the extent that it is deemed appropriate due a Billing Error. In this instance, the Stormwater Charge Invoice may be retroactively recalculated for a period not exceeding one (1) year from the date of detection of the Billing Error with resulting credits or charges to the property owner's stormwater account, and the decision of the Treasurer shall be final and binding.

6 STORMWATER CHARGE ADDED TO TAX ROLL

6.1 Pursuant to subsection 398(2) of the Act and in accordance with the Town's Fee and Charges By-law, the Stormwater Charge may be added to the tax roll of the property to which the Stormwater Charge applies and shall then be collected in the same manner as municipal taxes.

7 CREDIT PROGRAM

7.1 Property owners may be eligible to qualify for a Stormwater Charge credit (the "Stormwater Management Credit") where such users can clearly demonstrate to the Town that owner's stormwater facilities or best management practices provide the Town with cost savings that the Town would otherwise incur as part of its effort to manage stormwater.

7.2 Engineering Services shall be responsible for the administration of the Credit Program, and may prescribe all forms necessary to implement the Credit Program, and may amend such forms from time to time as it deems necessary with the approval of the Treasurer.

Credit Program Application

7.3 Participation in the Credit Program is by application only. Property owners must submit a Stormwater Management Credit application in a form approved by the Town and associated fees, if applicable, for consideration and qualification of the Stormwater Management Credit. The Stormwater Credit application will be reviewed and determined by Engineering Services.

7.4 Reductions to the Stormwater Charge made as a result of the approval of a Stormwater Management Credit application shall take effect in accordance with the following schedule:

- a) Stormwater Management Credit applications received within the first year of the applicable Stormwater Charge: Reductions that result from applications that are received on or before December 31, 2017 will be retroactive up to the later of (i) the date of the first billing of the Stormwater Charge, and (ii) the date on which the qualified stormwater management practices or measures were implemented into service, as determined by Engineering Services.
- b) Stormwater Management Credit applications received after the first year of the applicable Stormwater Charge: Reductions that result from applications that were received on or after January 1, 2018 will be

retroactive up to the later of (i) the date of receipt of the application by Engineering Services, and (ii) the date on which the qualified stormwater management practices or measures were implemented into service, as determined by Engineering Services.

Credit Program Expiration and Renewal

7.5 Stormwater Management Credits shall be in effect for a period of up to five (5) years from the date of approval by the Town, or as otherwise specified at the time of the said credit approval. Credits will expire if not renewed prior to the expiration date of the said credit approval.

7.6A Credit Program application must be resubmitted to the Town no later than three (3) months after any Material Change to the originally submitted Credit Program application which did not contain the Material Change information. Any late resubmission of the application may result in the discontinuance of the Credit Program amount. The Town may adjust (increase or decrease) the current credit amount.

7.7A Stormwater Management Credit may be renewed by a renewal application which must be submitted to the Town no later than three (3) months prior to the expiration date of the credit approval. Any late submission of the application may result in the discontinuance of the Stormwater Management Credit. The Town may adjust (increase or decrease) the current Stormwater Management Credit

Credit Program Inspections

7.8 The Town reserves the right to conduct site inspections, and may, at any reasonable time, enter and inspect any property benefitting from a Stormwater Management Credit to review eligibility and the Town may suspend, reduce or cancel the Stormwater Management Credit as a result of such site inspections.

Credit Program Suspensions, Reductions and Cancellations

7.9 A Stormwater Management Credit may be suspended, reduced or cancelled by the Town under the following circumstances:

- a. failure of an Applicant to meet the terms and conditions of the Stormwater Management Credit approval;
- b. failure of the applicant to maintain a stormwater management practice or measure as required by the terms and conditions of the Stormwater Management Credit approval;
- c. submission of inaccurate or false information by the Applicant;
- d. failure to submit a complete Stormwater Management Credit renewal application.

7.10 A reduction or cancellation of a Stormwater Management Credit may be appealed by the Applicant in writing to the Treasurer. The decision by the Treasurer shall be final and binding.

7.11 Where the Town has granted a Stormwater Management Credit and subsequently determines that a stormwater management practice or measure does not function as approved, the Applicant shall reimburse the Town the entire amount of the Stormwater Management Credit received in respect of the subject property from the later of (i) the date that the Credit Program application was approved, updated or renewed, and (ii) from the date of the last inspection of the subject property by the Town.

7.12 If the Stormwater Management Credit is cancelled by the Town, the Applicant may not re-apply for such a credit for a period of twelve (12) months.

8. APPEALS

8.1 A person who requests an Appeal will not be required to pay a service fee for any of the appeals outlined in Appendix A which outlines the Appeal processes

8.2 The filing of an Appeal does not negate the requirement for the appellant (the "Appellant") to pay the Stormwater Charge.

8.3 Adjustments made as a result of an Appeal shall take effect in accordance with the following schedule:

- a. Appeals received by the Town within the first year of the Stormwater Charge: adjustments that result from Appeals which were received before December 31, 2017 will be retroactive up to the date of the receipt of the Appeal by the Treasurer; and
- b. Appeals received by the Town after the first year of the Stormwater Charge: adjustments that result from Appeals which were received on or after January 1, 2018 will be retroactive up to the date of the receipt of the Appeal by the Treasurer.

ENACTED THIS XXTH DAY OF XXXX, 2016.

Tony Van Bynen, Mayor

Andrew Brouwer, Town Clerk

- Appendix A: Appeal process for the Stormwater Charge
- Appendix B: Average Impervious Percentages of Runoff Level Groups
- Appendix C: List of Properties Exempt from Municipal User Fees and Charges

Appendix A: Appeal process for the Stormwater Charge

Category	Explanation	Appeal Mechanism	Appeal Decision Made by
Legal Exemption	The entity occupying the subject property area is or is not legally subject to municipal fees and charges.	An Appellant must file a Stormwater Charge Appeal Application Form	Director of Financial Services or her/his delegate
Incorrect property size used to calculate charge	Property size used for calculation is or is not correct.	An Appellant must file a Stormwater Charge Appeal Application Form	Director of Financial Services or her/his delegate
Amount of Credit	The amount of credit approved for an applicant's property is or is not appropriate.	An Appellant must file a Stormwater Charge Appeal Application Form	Director of Engineering Services her/his delegate

Appendix B: Average Impervious Percentages of Runoff Level Groups

Runoff Level Group	Typical Property Type Examples	Average Impervious Percentage
Low level	Open Space, Vacant Land, Excess Land	9%
Medium level	Residential, Multi-Residential, Institutional	44%
High level	Commercial, Industrial, Parking Lot	88%

Appendix C: List of Properties Exempt from Municipal User Fees and Charges

1. District School Boards and School Authorities

Pursuant of section 53 of the *Education Act*, R.S.O. 1990, a by-law imposing fees and charges does not apply to a district school board or a

Stormwater Credit Summary

What is a Stormwater Credit?

Stormwater Credits are available to eligible property owners who have implemented stormwater and/or pollution prevention Best Management Practices (BMP's) to reduce impacts to the Town's Stormwater Infrastructure by controlling the quantity and quality of stormwater leaving their property.

The credit program is designed to acknowledge and reward High Level Runoff property owners who take initiatives that result in significantly less runoff than similar properties, resulting in a cost saving that the Town would otherwise incur as part of its effort to manage stormwater.

Participation in the credit program is by application only. Property owners must submit a stormwater credit application in a form approved by the Town for qualification and consideration of the credit. Credit applications will be determined by Engineering Services staff.

Eligibility

Properties which are classified as High, such as industrial and commercial properties, are eligible to receive a credit toward their stormwater management charge. Additional information is provided in the subsequent sections.

Credit Type

Applicants can apply for one of three credit types: New Credit, Credit Update or Credit Renewal.

1. *New Credit*

A stormwater management credit for a newly installed BMP or existing BMP for which a credit does not currently exist.

2. *Credit Update*

A stormwater management credit for an existing BMP where changes have been made or where additional BMP's have been added since the previously approved credit.

3. *Credit Renewal*

A stormwater management credit to renew the existing approved credit as part of the 5 year renewal requirement.

Stormwater Credit Categories

Stormwater Credits are provided by applying a new rate to the property. This is achieved if the applicant demonstrates that all or a portion of the site drains to an eligible BMP that meets the specific evaluation criteria (outlined below). Depending on the evaluation criteria met, the portion of the Site draining to an eligible BMP will be charged either the Low or Medium Class Rate.

An additional credit is available if applicants demonstrate existing Stormwater Management Facilities (SWMF) are being properly maintained and if the property demonstrates that there is significant Green Space on site.

Credit Evaluation Criteria

Credit Category	Evaluation Criteria	Credit Applied
Low Runoff Level Group Rate	The Low Class Rate is applied to the area of the property treated and/or directed to a BMP which will: <ol style="list-style-type: none"> 1. Reduce existing Peak Flow Rate by a minimum of 60% up to and including the 1:100 year storm and; 2. Capture and infiltrate the first 20mm of each Storm Event. 	Low Runoff Level Group Rate applied to area treated
Medium Runoff Level Group Rate	The Medium Class Rate is applied to the area of the property treated and/or directed to a BMP which will: <ol style="list-style-type: none"> 1. Reduce existing Peak Flow Rate by 30% for up to and including the 1:100 year storm and; 2. Capture and infiltrate the first 10mm of each Storm Event. 	Medium Runoff Level Group Rate applied to area treated
Pollution Prevention	Documentation which outlines onsite SWMF's and/or BMP's prevents pollutants from leaving the Site. This can occur in one of three ways: <ol style="list-style-type: none"> 1. Existing onsite private SWMF's are being maintained to ensure that they are performing as per the original facility designs. If no onsite SWMF exist then; 2. The implementation of an onsite Smart About Salt Program, including hiring Certified Smart About Salt contractors, or; 3. Other onsite BMP's are being implemented which provide; the long-term removal of 80% Total Suspended Solids defined as Enhanced Protection by the MOECC and prevent Phosphorus and other contaminants from leaving the Site. 	5% reduction
Significant Green Space	More than 25% of the site area is Green Space.	Low Runoff Level Group Rate applied to Green Space area.

Eligible and Non-Eligible BMP's

The intent of the Credit is to encourage the use of lot level stormwater controls through the use of Low Impact Development (LID) practices such as: permeable paving, soak-away pits, infiltration trenches, rain gardens, rain water harvesting, etc. By applying for the credit, the applicant shall demonstrate that implementing such practices will not have a negative impact on the natural environment or the Town's Stormwater Management Infrastructure.

Green space, grassed or landscaped areas, on the site will not qualify for a credit unless:

1. These areas are treating stormwater from non-green space areas AND meets the Evaluation Criteria for one of the Credit Categories or;
2. The Green Space area is more than 25% of the site's total parcel size and the space either contains trees, which contribute to the Town's urban canopy, or other significant natural heritage features. If the landowner has green space which contains mostly sod, but agrees to plant trees in that area in order to contribute to the Town's urban canopy, this would also qualify for the Green Space Credit.

Credit Example: New Credit Calculation

Existing parcel size	25,000 square metres
Current Land Classification	High Level Runoff
Current Rate based on Land Classification	\$0.24 per square metre*
Current Annual Stormwater Utility Fee	\$6,000/year (25,000 square metres x \$0.24)
Credit applying for	Low
Low Rate Credit	\$0.02 per square metre*
Area treated meeting the Low Credit Category Evaluation Criteria	5,000 square metres
Credit Calculation	20,000sq/m @ \$0.24/sq.m = \$4,800.00 5,000sq/m @ \$0.02/sq.m = \$100.00
New Annual Stormwater Utility Fee	\$4,900.00 per year (\$4,800.00 + \$100.00)
Total Annual Credit	\$1,100 per year

*Note: Class Rates used in the example are for demonstration purposes only. Rates are subject to change.

Review

There is a \$50.00 application fee and only complete applications will be considered for review. Once a Credit Application is reviewed, the applicant will be provided with written notice to the address provided indicating if the application was approved or denied. If denied, the letter will state what Evaluation Criteria was not met. If approved, the letter will indicate the expected credit.

It is anticipated that Credit applications will be submitted at the same time as a Site Plan application. If landowners are requesting to make changes to the Town through the Site Plan process, this would be the ideal time to encourage applicants to implement practices that would result in a stormwater Credit.

Credits or new Rates will not be applied until after confirmation is made by the Town through an onsite inspection that the BMP has been installed and is operational. Please refer to the Town's Stormwater Management Charge By-law.

Material Changes

If credit approved BMP's are added, expanded, reduced, removed or in any way modified, such that their level of performance relative to their approved credit amount has changed; applicants must follow the Credit Update Application Process.

Credit Term and Expiry

Stormwater Credits will be limited to a maximum term as indicated in the Stormwater Management Fees and Charges Bylaw. Credits will expire if not renewed prior to the expiration of the Credit approval.

Maintenance and Inspections

The renewal application is focused on demonstrating that the installed BMP's are properly maintained and in a state of good repair. In order to receive the Credit on an ongoing basis, approved applicants must follow the Credit Renewal Application Process and BMP's will be subject to inspection by Town staff to ensure compliance.