

Development Charges Task Force

Meeting held December 5, 2019

A meeting of the Development Charges Task Force is held this day commencing at 1:00 o'clock p.m. in Room 204, 350 City Hall Square West, there being present the following members:

Councillor Kieran McKenzie, Chair
Councillor Gary Kaschak
David Colle
Shane Mitchell
Jake Rondot

Regrets received from:

Councillor Chris Holt
Evangelo Kalmantis

Also present are the following resource personnel:

Craig Binning, Project Manager, HEMSON Consulting Ltd.
Julia Cziraky, Consultant, HEMSON Consulting Ltd.
Courtney King, Consultant, HEMSON Consulting Ltd.
Tony Ardovini, Deputy Treasurer, Financial Accounting
Dwayne Dawson, Executive Director Operations, Deputy City Engineer
John Revell, Chief Building Official
Karen Kadour, Committee Coordinator

Also present are members of the Technical Working Committee:

Joe Baker, Building
Anna Godo, Engineering
France Isabelle Tunks, Engineering
Mark Spizzirri, Finance
Mike Clement, Parks
Jim Abbs, Planning
Angela Marazita, Public Works - Environmental
Ed Valdez, Pollution Control
Shawna Boakes, Traffic
Pat Delmore, Transit Windsor
Kitty Pope, Windsor Public Library

1. Call to Order

The Chair calls the meeting to order at 1:09 o'clock p.m. and the Task Force considers the Agenda being Schedule A attached hereto, matters which are dealt with as follows:

2. Declaration of Conflict

None disclosed.

3. Adoption of the Minutes

Moved by Councillor Kaschak, seconded by Councillor McKenzie,
That the minutes of the Development Charges Task Force of its meeting held September 26, 2019 **BE ADOPTED** as presented.
Carried.

4. Presentation by HEMSON Consulting

The Presentation entitled "City of Windsor 2020 Development Charges Study – Task Force Meeting #2" is distributed and **attached** as Appendix "A". Craig Binning, Project Manager and Julia Cziraky, Consultant, HEMSON provide the salient points of the presentation as follows:

- In terms of Bill 108 and the Community Benefit Charges (CBC), the final regulations are yet to be released and adds the Windsor CBC strategy process is on hold until the regulations are made available.
- Preliminary development forecasts – Forecast of city-wide population, household and employment to 2029. Sandwich South area-specific forecast to 2041.
- 2020 DC Background Study includes: Fire, Police, Public Works, Transit, Waste Diversion, Roads, Sewage Treatment, Sanitary Sewer, Storm Sewer & Municipal Drains and Water
- 2020 Community Benefit Charges includes: General government, Library, Indoor Recreation, Park Development & Acquisition, Parking
- Transit: Ridership-Based approach – DCA requires Transit DC calculations to be based on a "planned" level of service. Continuing to work on "benefit to existing" and growth cost allocations based on City ridership data and targets.
- Sandwich South Draft Capital Programs – Generally consistent with 2018 DC amendment study, Costs adjusted to reflect current dollars.
- Capital programs have been developed in consultation with City staff – Key data sources: draft 8-year capital plan which includes – Fire Services, Police Services,

Public Works, Transit, Waste Diversion, Roads and related, Sewage Treatment, Sanitary Sewers, Storm & Drains.

- Policy Directions include:
 - Area Rating – Maintain area-specific approach to engineered services rates for Sandwich South – Uniform general services DCs to apply to all development.
 - Adjust residential unit type definitions to align with zoning by-law – No change to rate structure proposed.
 - Annual DC Index date – Move from June 1 to November 1.

The document entitled “Development Related to Capital Program” is distributed and **attached** as Appendix “B”.

5. Questions and Discussion

T. Ardovini states assuming the regulations in Bill 108 are not released in the near future and this by-law expires in May 2020, will only the hard services remain in the by-law at that point? C. Binning responds the transitional rules have said if you have a by-law set to expire and it contains the discounted services, they can remain in force even if the by-law is expired until the earlier of 2 points – when the CBC by-law is passed or, by December 31, 2020. When we bring forward the new by-law for the engineering services, the city’s existing by-law will not be repealed, but will basically expire for everything except the soft services.

The Chair advises as it relates to Sandwich South, when doing estimates there is always a conservative or aggressive view and asks what the standard practice in this instance is. C. Binning responds that assigning that kind of language to our portion between Sandwich South and city wide depends on which area you’re developing and what the perspective is. If one is in Sandwich South, being conservative means less is being allocated to it with more to city wide. Historically, here in Windsor when it comes to apportioning project shares being development and the calculations of the ratio, we’ve been fairly conservative.

T. Ardovini adds we endeavour to provide the most actual cost. Initially, there are several high level engineering studies in order of magnitudes and as further studies are completed, the numbers become refined. Unfortunately at this point with Sandwich South, there are still high level engineering studies, however, as more detailed studies are completed, the actual cost may be refined higher or lower.

J. Revell reports that one of high priorities of Council is the Active Transportation Master Plan and he asks if this is included in the “Roads and Related” or if this is separate and apart from the development charges. J. Cziraky responds this is included in the road program.

J. Revell states that when projects are funded they have an active transportation fund with approximately \$4 million for infill. He adds some of trails are not necessarily associated with the roads. So treating the active transportation network as a separate budget we're bringing active transportation portions that will be charged with overseeing these projects as part of the construction. He recommends this be treated as part of the capital costs.

C. Binning adds the general approach across the province has been if the active transportation works are within the road right-of-way and sometimes adjacent, then we will capture those under the roads development charge. If they're removed from the road right-of-way, they have to fall within what existed before the parks development side of this but will now be part of the CBC funding.

The Chair asks if the notion of having a separate category for active transportation whether or not it's an existing roadway, and questions if it will go against current legislation. C. Binning responds the *Development Charges Act* is structured as being very prescriptive regarding what services are eligible for funding and there's one called "services related to a highway" so his recommendation to municipalities is not to have a category of service that is specifically linked between the *Development Charges Act* but through the services related to the highway, They can have road construction active transportation corridors and have the public works building fleet but they would need to be for purposes of the bylaw rolled up under that one category. There's no reason that this couldn't be tracked as a subset of that category.

J. Rondot states further to the current different rates between city wide and Sandwich South, will there also be two different rates relating to the CBC for Sandwich South and the City of Windsor. C. Binning responds the CBC regime does not have that structure of charge per unit because it will be capped as a percentage of land, so the structure may have different percentages for residential versus non-residential and high density uses such as condominiums and apartments. So if the rate is 50% in Windsor for residential uses, the CBC rate could be set at 50% of the land within the downtown core.

S. Mitchell questions if there have been successes regarding incentives that were provided or a geographical analysis. He adds it is worth looking at the boundary that should be expanded. J. Abbs reports the City Planner undertook a special study and states in order to expand that area, the study would have to be repeated to justify the changes.

S. Mitchell requests that the 2016 Core Study report be provided.

Moved by Councillor Kaschak, seconded by Councillor McKenzie,
That the presentation entitled "City of Windsor 2020 Development Charges Study
– Task Force Meeting #2" **BE RECEIVED.**
Carried.

6. Date of Next Meeting

The next meeting will be held on January 30, 2020 at 11:00 a.m. in a venue to be determined

7. Adjournment

There being no further business, the meeting is adjourned at 2:25 o'clock p.m.

CHAIR

COMMITTEE COORDINATOR