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<b>TO:</b>	<b>GENERAL COMMITTEE</b>
<b>SUBJECT:</b>	<b>HARVIE ROAD / HIGHWAY 400 CROSSING - PROVISION OF SANITARY SERVICING (THRUSHWOOD DRIVE TO VETERAN'S DRIVE)</b>
<b>WARDS:</b>	<b>6 AND 7</b>
<b>PREPARED BY AND KEY CONTACT:</b>	<b>S. PATTERSON, P. Eng., MANAGER OF CONSTRUCTION (EXT. 4481)</b>
<b>SUBMITTED BY:</b>	<b>R. SUTTON P. Eng., DIRECTOR OF ENGINEERING</b>
<b>GENERAL MANAGER APPROVAL:</b>	<b>D. FRIARY, ACTING GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH MANAGEMENT</b>
<b>CHIEF ADMINISTRATIVE OFFICER APPROVAL:</b>	<b>M. PROWSE, CHIEF ADMINISTRATIVE OFFICER</b>

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#### **RECOMMENDED MOTION**

1. That a By-law be prepared to authorize the recovery of capital costs for the installation of sanitary servicing of unserved properties on Harvie Road between Thrushwood Drive and Veteran's Drive, as outlined in Staff Report ENG005-18, through the collection of a per metre frontage charge plus lateral costs for benefiting properties abutting the proposed new sections of sanitary sewer, as provided under Section 326 of the Municipal Act, with the option of payment of the sanitary charges over a 10 year period with interest.
2. That a By-law be prepared to authorize the recovery of capital costs for the installation of water servicing of unserved properties on Harvie Road between Thrushwood Drive and Veteran's Drive, as outlined in Staff Report ENG005-18, through the collection of lateral costs for benefiting properties abutting the existing watermain, with the option of payment of the water charges over a 10 year period interest free.

#### **PURPOSE & BACKGROUND**

3. The purpose of this report is to obtain authority and funding to proceed with the recovery of capital costs, a proportional share from the benefitting landowners for installing sanitary servicing and water servicing in the project area.
4. The project area is outlined in Appendix "A". Harvie Road has an existing watermain for the extent of the project but no existing sanitary sewer in the roadway between Thrushwood Drive and Veteran's Drive. There are seven separate properties that are subject to servicing associated with the Harvie Crossing project.
5. On April 2, 2007, City Council adopted motion 07-G-149 regarding Local Improvements and Section 326 (Municipal Act) Servicing Cost Apportionments as follows:

"That Appendix "A" to Staff Report FIN037-07 be adopted as the policy for apportioning costs under a local improvement petition or Section 326 of the *Municipal Act, 2001, S.O. 2001, c. 25* installations."

A copy of the Apportionment Policy and how the costs are allocated is attached in Appendix "B". It should be noted that under the policy property owners are only charged up to a maximum of 30 meters of property frontage.

### **ANALYSIS**

6. As Harvie Road has an existing watermain, there are no Section 326 watermain frontage costs applicable for this portion of roadway. However, property owners will be subject to the charge for the water service lateral construction. The fee will be eligible for the deferred payment options within Section 326.
7. The Harvie Road/ Highway 400 Crossing improvements and associated servicing is in the 2018 Business Plan under a number of applicable projects with construction proposed for 2018, 2019 and 2020. The City's design consultant, Hatch Corporation, is completing the tender package for the construction of Harvie Road and Big Bay Point Road from Bayview Drive to Essa Road, including the sanitary servicing on Harvie Road from Thrushwood Drive to Veterans Drive, and the project is expected to be tendered in June. The sanitary works would be constructed under the authority of Section 326 of the Municipal Act, 2001, and therefore, a By-law will be required.
8. Correspondence with the affected property owners has been occurring with the most recent being a letter distributed the week of May 14, 2018 to the affected property owners explaining:
  - a) The cost estimate that will be applied to their property; and
  - b) Payment plans available to the property owners.

Council members received a copy of the letter.

9. The frontage costs are presently based on estimated construction costs. Once tenders have been closed the charges will be recalculated on actual tendered values, and the property owners will be advised in advance of the award of the tender in 2018.

### **ENVIRONMENTAL MATTERS**

10. The following environmental matters have been considered in the development of the recommendation:
  - a) The Lake Simcoe Protection Plan
  - b) Providing domestic services
11. The City of Barrie's continued efforts in reducing phosphorus loads to Lake Simcoe through the removal of private septic systems demonstrates an environmental commitment by the City of Barrie to making a positive change within the Lake Simcoe Watershed, and ensures that the City stays at the forefront of environmental issues that affect Lake Simcoe.
12. The new domestic water services will reduce the use of private wells, thereby increasing the water quality security of the water supply for all properties.

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## **ALTERNATIVES**

13. The following Alternative is available for consideration by General Committee:

**Alternative #1** General Committee could elect not to collect sanitary frontage and lateral costs from the benefitting property owners.

This Alternative is not recommended as it would not be consistent with the existing policies.

## **FINANCIAL**

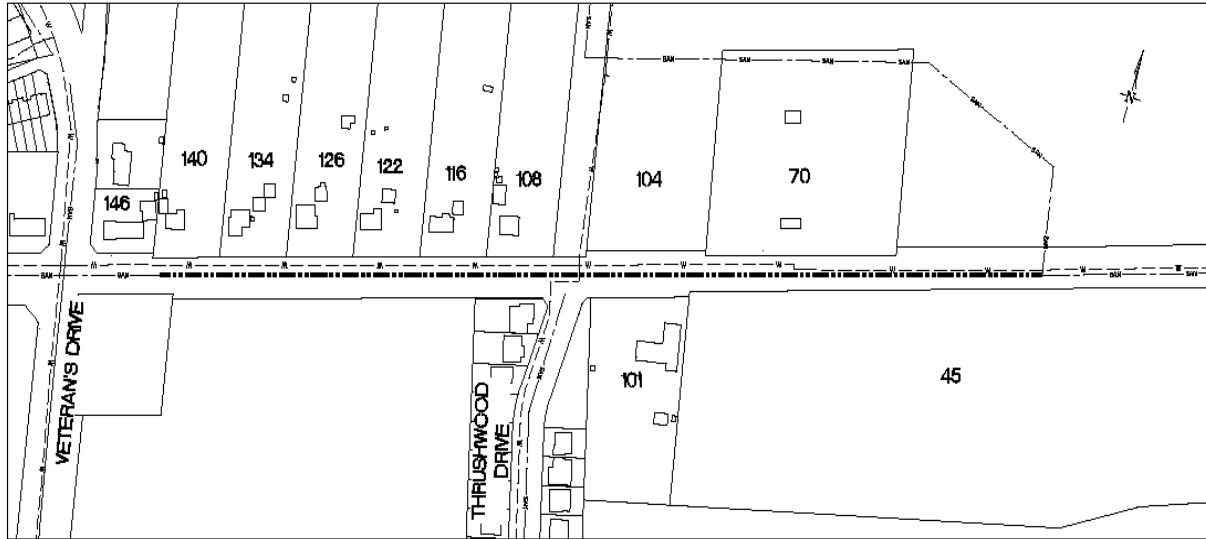
14. The road improvements and servicing construction are in the 2018 Capital Plan with expenditures forecast in 2018 thru 2020.
15. Frontage costs and lateral costs do vary depending on the frontage size for each of the lots however the costs were based on the following unit rates. The actual charges will be based on the actual construction costs calculated upon completion of the project:
- a) Sanitary: Frontage Cost = \$350.00/m; Lateral Cost = \$3500 per lateral
  - b) Watermain Lateral Cost = \$2000 per lateral
16. The estimated construction cost for the Harvie Road - Bryne Drive to Essa Road component of the overall Harvie Crossing project is \$7,340,200.
17. The costs associated with the new sanitary sewer within this section of Harvie Road is estimated at \$447,600 and it is anticipated that \$122,000 will be recovered from property owners under this Section 326 process.
18. It is anticipated that the costs for the water service laterals would be \$26,000 and this will be recovered from unserved property owners under this Section 326 process.

## **LINKAGE TO 2014-2018 STRATEGIC PLAN**

19. The recommendation(s) included in this Staff Report support the following goals identified in the 2014-2018 Strategic Plan:
- ☒ Responsible Spending
20. The recommendations will provide a sanitary sewer collection system and municipal water service for unserved properties on Harvie Road, which help improve the environment of the Lake Simcoe Watershed and provides a more secure water supply for the residents within the City.

APPENDIX "A"

HARVIE ROAD



LEGEND

- PROPOSED SANITARY SEWER
- EXISTING SANITARY SEWER
- - - EXISTING WATERMAIN

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APPENDIX "B"

Apportionment Policy from Staff Report FIN037-07

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Appendix A

**Local Improvement and Section 326 (Municipal Act) Servicing Cost Apportionment Policy**

1. Lots that do not have a front and rear yard width that differ by more than 6 metres are considered regular-shaped and will be assessed their share of the costs utilizing their actual frontage on the works.
2. Triangular or irregularly-shaped lots defined as having front and rear width distances that differ by more than 6 metres are to be assessed their share of the costs by adding the front and rear width and dividing by two. This is to apportion costs on a "just and equitable basis having regard to the situation, value and area of the lot compared to other lots" as described in Ontario Regulation 586/06. If as a result of the averaging the adjusted frontage is greater than 30 metres then the property will be assessed 30 metres.
3. Lots with frontage in excess of 30 metres that will not derive any additional benefit as other lots will have their assessed frontage adjusted to 30 metres. In the event the lot is severed/sub-divided in the future the new lot(s) will be assessed frontage costs at the same per metre rate as the original works and such costs will be payable in full as a condition of the granting of the severance/plan of sub-division.
4. For lots where the works abut only a portion of a property frontage the property will be assessed costs based on the average of the frontages of regular shaped lots affected by the works. In situations where the property has already been assessed some portion in the past for similar type works then a reduction would be to the assessed frontage to recognize the previous charge.
5. For corner lots that are affected by works that abut both their frontage and side (flankage) yards the full amount of the flankage will be exempt from charges until such time that a severance is requested. In the event the lot is severed in the future the new lot will be assessed frontage costs at the same per metre rate as the original works and such costs will be payable in full as a condition of the granting of the severance.
6. For lots that have both their front and rear yards abut on the works then rear portion will be exempted from charges until such time that a severance is requested. In the event the lot is severed in the future the new lot will be assessed frontage costs at the same per metre rate as the original works and such costs will be payable in full as a condition of the granting of the severance.