

Administration and Operations Committee Agenda

Date: Tuesday, October 15, 2024
Time: 9:00 a.m.
Location: Council Chambers
7 Broadway Street West
Paris, ON

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	Pages
1. Attendance	
2. Approval of Agenda	
<u>Recommendation</u>	
That the Administration and Operations Committee agenda for October 15, 2024, be approved.	
3. Declaration of Pecuniary Interests	
4. Delegations / Petitions / Presentations	
4.1 <u>Cameron Johnston - Millards Chartered Professional Accountants - County of Brant 2023 Financial Statements</u>	15 - 47
<u>Resolution:</u>	
That the report to the Members of County of Brant Council and the Consolidated Financial Statements for the Year Ended December 31, 2023 be received as information.	
4.2 <u>Byron Tan - Watson & Associates Economists Ltd. - 2024 Development Charges Background Study and By-law</u>	47 - 64
(See Staff Report RPT-0456-24 - 8a)	
5. Adoption of Minutes from Previous Meetings	
5.1 <u>Administration and Operations Committee Minutes of September 17, 2024</u>	65 - 78

Recommendation

That the Administration and Operations Committee minutes of September 17, 2024, be approved.

6. Business Arising from the Minutes

7. Consent Items

7.1 Consent Items to be Approved

- 7.1.1 RPT-0187-24 - Source Water Protection Plan and Assessment Report Amendments for the County of Brant - A. Bazzard 79 - 82

Recommendation

Whereas Section 34 (s. 34) of *the Clean Water Act, 2006*, allows locally initiated amendments of the Source Protection Plan and Assessment Reports requiring Council endorsement prior to pre-consultation with affected municipalities, ministries, first nations and other implementing bodies;

That the County of Brant endorses the proposed amendments to the Grand River Source Protection Plan and Assessment Report, as it relates to the County of Brant, and outlined in the Lake Erie Region Source Protection Committee Report SPC-24-09-03 "S. 34 Amendment to the Grand River Assessment Report and Source Protection Plan: County of Brant".

- 7.1.2 RPT-0344-24 40 Km/hr Neighbourhood Zones - R. Knap 83 - 162

Recommendation

Whereas, in 2021, staff had reviewed several concerns with motorist speeds on various roads near schools, within the County of Brant (the County);

And whereas, further to our adopted Transportation Master Plan (TMP) which identifies the requirement for a review of the speed limit on neighborhood/local roads;

And whereas, further to the Brant Committee Report dated July 20, 2021, RPT-21-199 Proposal for Speed Limit Reductions and RPT-21-223 Proposal Community Safety Zones in school areas, a review of the speed limit reduction on all neighbourhood/local roadways to 40 km/hr;

And whereas staff follows the guidelines of the May 23, 2019 approved Council report "CD-19-63 - Brant Safe Streets Speed Control and Road Safety Strategy" for an enhanced level of pedestrian safety;

Be it hereby resolved that Traffic By-Law Number 182-05, Schedule J, be amended by reducing the speed limit to a maximum 40 km/hr speed limit area to the following neighborhood/local areas, over a three (3) year period;

Paris Neighborhoods (15 Areas)

- Balmoral Street Area

- Bradbury Crescent Area
- Broadway Street Area
- Capron Street Area
- Cedar Street Area
- Cobblestone Drive Area
- Daugaard Avenue Area
- Dundas Street West area
- Market Street – southeast area
- Market Street – southwest area
- Mile Hill Road area
- Oak Avenue Area
- Paris District Highschool Area
- Walnut Street Area

Scotland Neighborhoods (four (4) areas)

- Augustus Court Area
- Queen Street South Area
- Queen Street Area
- Royal Troon Drive Area

Oakland Neighborhoods (two (2) Areas)

- Oakland Road area
- Walter Street area

Mount Pleasant Neighborhoods (two (2) Areas)

- Bernice Street area
- Russell Street area

Burford Neighborhoods (eight (8) Areas)

- Alexander Street Area
- Elizabeth Avenue Area
- Highland Drive Area
- John Street Area
- Melissa Avenue Area
- Minshall Drive Area
- Park Avenue Area
- Smith Street Area
- Saint William Street Area

Oakhill Neighborhood (one (1) Area)

- Oakhill Drive Area

Glen Morris Neighborhoods (five (5) Areas)

- Deer Run Court Area
- Glen Morris West Area
- Glen Morris Area
- Meadowood Drive Area
- Scenic Drive Area

St George Neighborhoods (five (5) Areas)

- Harrisburg Drive Area
- High Street Area
- Highgate Drive Area
- Sunnyside Drive Area
- Victor Boulevard Area

Onondaga Neighborhood (one (1) Area)

- Painter Road Area

Middleport Neighborhood (one (1) Area)

- Middleport Road Area

Cainsville Area (not on map)

- Blossom Ave – Brant County Road 18 to Colborne Street East, (denotes already existing 40 km/hr. speed limit).

And that the Brant County Ontario Provincial Police Department be advised of these proposed revisions and to monitor as their resources permit them to.

7.1.3	<u>RPT-0464-24 - Various Parking and Traffic Modifications - Roads - R. Knap</u>	163 - 190
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Recommendation

Whereas the Roads Division have received various requests for parking and traffic modifications for several different locations throughout the County of Brant (the County). Requests were made through the Brant Safe Streets program and by various County Departments;

And Whereas the following parking and stopping parking restrictions are recommended to the following sections of road:

That Parking By-Law Number 004-19 be amended by adding the following proposed stopping restrictions:

Dundas Street West

- To implement into Schedule 2, Stopping Prohibited Anytime, on

the east side from King Edward Street to approximately 50 meters north of King Edward Street;

- To implement into Schedule 2, Stopping Prohibited Anytime, on the west side from King Edward Street to approximately 50 meters north of King Edward Street;

Ellis Avenue

- To implement into Schedule 2, Stopping Prohibited Anytime, on the north side from approximately 380 meters west of Mt Pleasant Road to approximately 450 meters west of Mt Pleasant Road;
- To implement into Schedule 2, Stopping Prohibited Anytime, on the south side from approximately 380 meters west of Mt Pleasant Road to approximately 450 meters west of Mt Pleasant Road;

That Parking By-Law Number 004-19 be amended by adding the following proposed parking restrictions:

Hill Side Avenue

- To implement into Schedule 3, Parking Prohibited Anytime, on the north side from 136 Hillside Ave to approximately 30 meters west of Race Street;

Race Street

- To implement into Schedule 3, Parking Prohibited Anytime, on the west side from Hill Side Avenue to approximately 30 meters north of Hill Side Avenue;

2 Beverly Street Parking Lot & 11 Main Street South, Municipal Lot # 8

- To implement into Schedule 10, Municipal Parking Lots, a time limit of 24 hr. restriction as illustrated in Attachment # 4A.
- To implement into Schedule 11, Parking Restricted Time Limited – Parking Lot, a time limit of 24 hr. restriction as illustrated in Attachment # 4A.
- To implement Schedule 12, Parking Restricted - Accessible Parking Permit Only, two (2) parking spaces located from approximately 10 meters south of Beverley Street West to approximately 15 meters south of Beverly Street West, and from approximately 19 meters west of Main Street South to approximately 27 meters west of Main Street South as illustrated in Attachment # 4B;

And Whereas the following traffic restrictions are recommended to the following section of road:

That Traffic By law 182-05, Schedule R, Spring Load Restrictions (March 1 to April 30), be amended to the following section of road:

Baptist Church Road

- To implement the seasonal load restriction from Brant County Road 22 to Onondaga Townline Road;

That the appropriate By-Laws be amended to recognize new stop signs, new speed limits and pending no parking signs as a result of Development:

Riverview Highlands 1067 (aka Simply Grand II):

That Parking By-Law 004-19, Schedule 3, Parking Prohibited Anytime, be amended by adding the following proposed parking restrictions:

- Daugaard Avenue – on the south side from Rest Acres Road easterly to Court Drive;
- Daugaard Avenue – on the north side from Rest Acres Road, easterly to Court Drive;
- Daugaard Avenue – on the south side from Court Drive to 155 meters east of Court Drive;
- Daugaard Avenue – on the north side from Court Drive to 20 meters east of Court Drive;
- Court Drive – on the east side from Daugaard Avenue to 96 meters north of Daugaard Avenue;
- Court Drive – on the west side from Daugaard Avenue to 48 meters south of Daugaard Avenue;
- Court Drive – on the west side from Rest Acres Road to 100 meters north of Rest Acres Road;
- Court Drive – on the east side from Daugaard Avenue, southerly to Rest Acres Road.

Nith Development Area

That Traffic By law 182-05, Schedule B, Stop Signs, be amended by adding the following locations:

- Gladys Stephens Court – for eastbound motorists as it intersects with Summerwind Drive;
- Herriot Street – for westbound motorists as it intersects with Summerwind Drive;
- Herriot Street – for eastbound motorists as it intersects with Gort Drive;
- Herriot Street – for westbound motorists as it intersects with Gort Drive;
- Blackman Crescent – for westbound motorists as it intersects with Gort Avenue;
- Blackman Crescent – for southbound motorists as it intersects with Herriot Street;
- Gort Avenue - for northbound motorists as it intersects with Summerwind Drive;
- Ralph Newbrooke Circle - for westbound motorists as it

intersects with Summerwind Drive;

- Clegg Crescent – for southbound motorists as it intersects with Ralph Newbrooke Circle;
- Clegg Crescent – for westbound motorists as it intersects with Ralph Newbrooke Circle;
- Gort Avenue – for southbound motorists as it intersects with Churchill Drive;
- Summerwind Drive – for southbound motorists as it intersects with Dundas Street West;

That Traffic By law 182-05, Schedule B, Stop Signs, be amended by removing the following locations when the roundabout is built;

- Summerwind Drive – for southbound motorists as it intersects with Dundas Street West;
- Dundas Street West – for northbound motorists as it intersects with Zavarella Court/Heinbuch Drive;
- Dundas Street West – for southbound motorists as it intersects with Zavarella Court/Heinbuch Drive;

That Parking By-Law 004-19, Schedule 3, Parking Prohibited Anytime, be amended by adding the following proposed parking restrictions:

- Summerwind Drive – on the west side from Dundas Street West to Herriot Street;
- Summerwind Drive – on the east side from Dundas Street West to 54 meters north of Dundas Street West;
- Summerwind Drive – on the east side 38 meters south of Herriot Street West to 57 meters south of Herriot Street;
- Summerwind Drive – on the east side from Herriot Street to 21 meters south of Herriot Street;
- Summerwind Drive – on the west side from Herriot Street to Ralph Newbrooke Circle;
- Summerwind Drive – on the east side from Herriot Street to 22 meters north of Herriot Street;
- Summerwind Drive – on the east side from 56 meters north of Herriot Street to 76 meters north of Herriot Street;
- Summerwind Drive – on the east side from 177 meters north of Herriot Street to 199 meters north of Herriot Street;
- Summerwind Drive – on the east side from 179 meters south of Gort Avenue to 389 meters south of Gort Avenue;
- Summerwind Drive – on the east side from 160 meters south of Gort Avenue to 164 meters south of Gort Avenue;
- Summerwind Drive – on the east side from 69 meters south of Gort Avenue to 147 meters south of Gort Avenue;
- Summerwind Drive – on the east side from Gort Avenue to 25 meters south of Gort Avenue;

- Summerwind Drive – on the east side from Gort Avenue to 100 meters north of Gort Avenue;
- Summerwind Drive – on the east side from Ralph Newbrooke Circle to 18 meters south of Ralph Newbrooke Circle;
- Gladys Stephens Court – on the north side from Summerwind Drive to 27 meters west of Summerwind Drive;
- Gladys Stephens Court – on the north side from 40 meters west of Summerwind Drive to 77 meters west of Summerwind Drive;
- Gladys Stephens Court – on the south side from Summerwind Drive to 66 meters west of Summerwind Drive;
- Herriot Street – on the north side from Summerwind Drive to Gort Avenue;
- Herriot Street – on the south side from Summerwind Drive to Gort Avenue;
- Herriot Street – on the south side from Gort Avenue to Barker Street;
- Herriot Street – on the north side from Gort Avenue to Blackman Crescent;
- Herriot Street – on the north side from Blackman Crescent to 35 meters east of Blackman Crescent;
- Herriot Street – on the north side from 86 meters east of Blackman Crescent to 137 meters east of Blackman Crescent;
- Blackman Crescent (east-west leg) – on the north side from Gort Avenue to Blackman Crescent (north-south leg);
- Blackman Crescent (east-west leg) – on the south side from Gort Avenue to Blackman Crescent (north-south leg);
- Blackman Crescent (north-south leg) – on the west side from Herriot Street to 19 meters north of Herriot Street;
- Blackman Crescent (north-south leg) – on the west side from 37 meters north of Herriot Street to 70 meters north of Herriot Street;
- Blackman Crescent (north-south leg) – on the west side from 95 meters north of Herriot Street to Blackman Crescent (east-west leg);
- Blackman Crescent (north-south leg) – on the east side from Herriot Street to Blackman Crescent; (east-west leg).
- Gort Avenue – on the east side from Churchill Drive to Herriot Street;
- Gort Avenue – on the east side from Herriot Street to Summerwind Drive;
- Gort Avenue - on the west side from Herriot Street to 23 meters south of Herriot Street;
- Gort Avenue – on the west side from 60 meters south of Herriot Street to Churchill Drive;

- Gort Avenue – on the west side from Herriot Street to 21 meters north of Herriot Street;
- Gort Avenue – on the west side of 39 meters north of Herriot Street to 203 meters north of Herriot Street;
- Gort Avenue – on the west side from 177 meters south of Summerwind Drive to 354 meters south of Summerwind Drive;
- Gort Avenue – on the west side from 134 meters south of Summerwind Drive to 143 meters south of Summerwind Drive;
- Gort Avenue – on the west side from 33 meters south of Summerwind Drive to 106 meters south of Summerwind Drive;
- Gort Avenue – on the west side from Summerwind Drive to 19 meters south of Summerwind Drive;
- Ralph Newbrooke Circle (south leg) – on the south side from Summerwind Drive to Ralph Newbrooke Circle (east leg);
- Ralph Newbrooke Circle (east leg) – on the east side from Ralph Newbrooke Circle (north leg) to Ralph Newbrooke Circle (south leg);
- Ralph Newbrooke Circle (north leg) – on the north side from Ralph Newbrooke Circle (west leg) to Ralph Newbrooke Circle (east leg);
- Ralph Newbrooke Circle (west leg) – on the west side from Ralph Newbrooke Circle (north leg) to Ralph Newbrooke Circle (south leg);
- Ralph Newbrooke Circle (south leg) – on the north side from Ralph Newbrooke Circle (west leg) to 23 meters east of Ralph Newbrooke Circle; (west leg).
- Ralph Newbrooke Circle (south leg) – on the north side from Clegg Crescent to 24 meters west of Clegg Crescent;
- Ralph Newbrooke Circle (east leg) – on the west side from 56 meters east of Clegg Crescent to Ralph Newbrooke Circle (north leg);
- Ralph Newbrooke Circle (north leg) – on the south side from Ralph Newbrooke Circle (east leg) to 9 meters west of Ralph Newbrooke Circle (east leg);
- Ralph Newbrooke Circle (north leg) – on the south side from Ralph Newbrooke Circle (west leg) to 37 meters east of Ralph Newbrooke Circle (west leg);
- Ralph Newbrooke Circle (west leg) – on the east side from Clegg Crescent to 20 meters north of Clegg Crescent;
- Ralph Newbrooke Circle (west leg) – on the east side from 57 meters north of Clegg Crescent to Ralph Newbrooke Circle (north leg);
- Ralph Newbrooke Circle (west leg) – on the east side from Clegg Crescent to 22 meters south of Clegg Crescent;
- Ralph Newbrooke Circle (west leg) – on the east side from 48

meters south of Clegg Crescent to Ralph Newbrooke Circle;
(south leg).

- Clegg Crescent (north-south leg) – on the east side from Ralph Newbrooke Circle to Clegg Crescent (east-west leg);
- Clegg Crescent (north-south leg) – on the west side from Ralph Newbrooke Circle (south leg) to 69 meters north of Ralph Newbrooke Circle (south leg);
- Clegg Crescent (north-south leg) – on the west side from 100 meters north of Ralph Newbrooke Circle to Clegg Crescent (east-west leg);
- Clegg Crescent (east-west leg) – on the north side from Ralph Newbrooke Circle to Clegg Crescent (north-south leg);
- Clegg Crescent (east-west leg) – on the south side from Ralph Newbrooke Circle to Clegg Crescent (north-south leg).

That the Brant County Ontario Provincial Police Department be advised of these proposed revisions and to monitor the areas as their resources permit them too.

7.1.4 RPT-0466-24 New Aggregate Assessment Subclass & New Tax Rate - D. van Engen & C. Staley 191 - 194

Recommendation

That the County of Brant adopt the new industrial subclass and related tax ratios for aggregate sites as prescribed by the Minister of Finance;

That the 2024 tax rate for municipal purposes be .0250803;

And that the 2024 education tax rate be .00044.

7.1.5 RPT-0473-24 Scotland Fire Station Improvement of Water Access - D. Watson 195 - 196

Recommendation

That the installation of equipment at the Scotland Fire Station to enable in station water fill of fire apparatus in the amount of \$31,227 be approved;

And that \$5,250 be funded from Capital Project FRE078 Fire Rural Water Supply, \$18,170 from the Rural Fire Suppression Reserve, and \$7,807 from Development Charges.

7.1.6 RPT-0474-24 Purchase of Paris Fire Station Tanker Apparatus - D. Watson 197 - 200

Recommendation

Whereas the 2024 capital budget includes a replacement Tanker apparatus for the Paris Fire station (Unit 314) in the amount of \$600,000;

And whereas current market conditions are causing significant supply chain issues and anticipated price increases that will affect the acquisition of fire apparatus in a timely and cost-effective manner;

And whereas Dependable Emergency Vehicles has a Tanker truck apparatus currently available that will meet the requirements of the County of Brant Fire Services;

And whereas Purchasing Policy By-law 87-22 outlines the requirements for procurement of goods and services;

That the General Manager of Emergency and Protective Services be permitted to directly negotiate the acquisition of a Tanker truck with Dependable Emergency Vehicles to a maximum purchase price of \$541,636.

7.2 Consent Items to be Received

7.2.1	<u>RPT-0159-24 Adaptive Intersection Technology - G. Demers</u>	201 - 222
7.2.2	<u>RPT-0468-24 Budget to Actual at July 31st, 2024 - H. Mifflin</u>	223 - 232
7.2.3	<u>Fire Prevention Activity Report - September 2024 - T. Waldschmidt</u>	233 - 234

8. **Staff Reports**

8.1	<u>RPT-0465-24 2024 Development Charges Background Study and By-law - H. Boyd & H. Mifflin</u>	235 - 362
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Recommendation

Whereas the statutory Public Hearing regarding the County of Brant 2024 Development Charges Background Study and By-law was held and concluded on June 25, 2024 and Council determines that the public hearing requirements have been met;

That the 2024 Development Charges Background Study as released on May 24, 2024, Addendum No. 1 to the development charges background study released on June 20, 2024 and Addendum No. 2 to the development charges background study released on October 7, 2024 be approved;

That the forecast of anticipated development, capital project forecast and resulting calculations included in the development charges background study be approved;

That feedback from stakeholders gained through Stakeholders meetings on May 9, 2024 and August 21, 2024 as well as Statutory Public Meeting held on June 25, 2024 be received;

That staff responses to all stakeholder comments, be received;

That the by-law, being a by-law to approve development charges and to repeal By-law 100-19, as amended, be presented to the Council of the County of Brant for consideration with the new development charge rates coming into effect November 1, 2024.

8.1.1	<u>Correspondence Received Re: 2024 Development Charge Background Study Amendment - Sifton Properties Limited - Project No. 27 Cost Estimate</u>	363 - 364
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8.2	<u>RPT-0419-24 Winter Sidewalk Maintenance Program - G. Demers & J. DeMunck</u>	365 - 396
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Recommendation

Whereas the County of Brant (the County) has a Winter Sidewalk Maintenance Program, maintaining an established network of sidewalks and multi-use paths;

And whereas staff were directed to review the existing winter sidewalk maintenance program in terms of scope;

And whereas this review was conducted, the results of which are outlined in Staff Report RPT-0419-24;

That the current Winter Sidewalk Maintenance Program be continued as currently established and that the noted additional sidewalks in this report be added to the program.

- 8.3 RPT-0460-24 Oakland Community Centre Renovation - Child Care Services - K. Ballantyne 397 - 404

Recommendation

That staff be authorized to proceed with receiving quotations for the renovation of the former Customer Service Area and Coatroom/Hallway at the Oakland Community Centre (Concept A Floorplan) and finalize the terms and conditions with the proponent (Julee Farmer) to recover 50% of the renovation costs, subject to financing for the purposes of opening a child care centre;

And that surplus funds available from RFC-225 Oakland Water and Septic replacement in the amount of \$50,000 and funds available from RFC-259 Community Centre Capital Improvements account in the estimated amount of \$50,000 be re-allocated for this project;

And that staff prepare a 5-year lease agreement, inclusive of lease-holder improvement terms for Council approval.

9. Committee Reports & Minutes

- 9.1 Brant Connects Committee Minutes of September 4, 2024 405 - 408

Recommendation

That the Brant Connects Committee Minutes of September 4, 2024, be received as information.

- 9.2 Accessibility Advisory Committee Report and Minutes of September 16, 2024 409 - 414

Recommendation

That the following recommendation of the Accessibility Advisory Committee be approved:

1. That the Mayor's Office prepare create certificates for The Rustic Palm and NoiseMaker in recognition of their Accessibility Improvements;

And that Mayor Bailey present the certificate to The Rustic Palm.

- 9.3 Cemetery Advisory Committee Minutes of September 26, 2024 415 - 418

Recommendation

That the Cemetery Advisory Committee Minutes of September 26, 2024, be received as information.

- 9.4 Tourism Advisory Committee Minutes of October 3, 2024 419 - 422

Recommendation

That the Tourism Advisory Committee Minutes of October 3, 2024, be received as information.

- 9.5 Brant Heritage Committee Report and Minutes of October 3, 2024 423 - 428

Recommendation

That the following recommendation of the Brant Heritage Committee from its meeting on October 3, 2024 be approved:

1. That the public engagement process for The Downtown Dig Project include references to heritage markers;

And that the Brant Heritage Committee receive the feedback from the public engagement process to further investigate heritage markers in the downtown streetscape as a first step towards heritage storytelling within the County of Brant.

10. Communications

11. Other Business

12. In Camera

- 12.1 RPT-0441-24, S.239(2)(c) A proposed or pending acquisition or disposition of land by the municipality or local board.[777 Watts Pond Road, 793 Watts Pond Road, 303 Grand River Street North (GRSN), 321 GRSN, 334 GRSN, and 340 GRSN] - J. Murphy
- 12.2 RPT-0463-24- S.239(2)(c) A proposed or pending acquisition or disposition of land; (k) A position, plan, procedure, criteria or instruction to be applied to negotiations (Rest Acres Road Legal Agreement Amendment) - M. Eby

13. Next Meeting and Adjournment

Tuesday, November 19, 2024 at 9:00 a.m. in the County of Brant Council Chambers.

THE CORPORATION OF THE COUNTY OF BRANT

CONSOLIDATED FINANCIAL STATEMENTS

For the year ended December 31, 2023

THE CORPORATION OF THE COUNTY OF BRANT

For the year ended December 31, 2023

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MANAGEMENT REPORT
December 31, 2023

The accompanying financial statements are the responsibility of the management of the Corporation of the County of Brant. In management's opinion, these financial statements have been prepared in accordance with Canadian Public Sector Accounting Standards. Management has selected accounting principles and methods that are appropriate for the Corporation's circumstances. Financial statements are not precise since they include certain amounts based on estimates and judgments. Management has determined such amounts on a reasonable basis in order to ensure that the financial statements are presented fairly, in all material respects. The notes to the financial statements and any other supplementary information presented are consistent with that in the financial statements.

The Corporation maintains systems of internal accounting and administrative controls that are designed to provide reasonable assurance that the financial information is relevant, reliable, and accurate, that transactions are properly authorized and that the Corporation assets are properly accounted for and adequately safeguarded.

The financial statements have been examined by Millard, Rouse and Rosebrugh LLP Chartered Professional Accountants, the external auditors of the Corporation. The responsibility of the external auditors is to express their opinion on whether the financial statements are fairly presented, in all material respects, in accordance with Canadian Public Sector Accounting Standards.

County Council, through the Administration and Operations Committee, is responsible for ensuring that management fulfils its responsibility for financial reporting and internal control. Millard, Rouse and Rosebrugh LLP Chartered Professional Accountants have full and free access to the Administration and Operations Committee, with and without the presence of management.

Alison Newton
Chief Administrative Officer
October 15, 2024

Heather L Mifflin
Director of Finance, Treasurer
October 15, 2024

INDEPENDENT AUDITORS' REPORT

To the Members of Council, Inhabitants and Ratepayers of The Corporation of the County of Brant

Opinion

We have audited the consolidated financial statements of The Corporation of the County of Brant (the 'County'), which comprise the consolidated statement of financial position as at December 31, 2023, and the consolidated statements of operations and accumulated surplus, changes in net financial assets, remeasurement gains and losses and cash flows for the year then ended, and notes to the consolidated financial statements, including a summary of significant accounting policies.

In our opinion, the accompanying consolidated financial statements present fairly, in all material respects, the consolidated financial position of the County as at December 31, 2023, and its results of operations, its changes in net financial assets and its cash flows for the year then ended in accordance with Canadian public sector accounting standards.

Basis for Opinion

We conducted our audit in accordance with Canadian generally accepted auditing standards. Our responsibilities under those standards are further described in the *Auditors' Responsibilities for the Audit of Financial Statements* section of our report. We are independent of the County in accordance with the ethical requirements that are relevant to our audit of the consolidated financial statements in Canada, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Responsibilities of Management and Those Charged with Governance for the Financial Statements

Management is responsible for the preparation and fair presentation of these consolidated financial statements in accordance with Canadian public sector accounting standards, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the consolidated financial statements, management is responsible for assessing the County's ability to continue as a going concern, disclosing, as applicable, matters relating to going concern and using the going concern basis of accounting unless management either intends to liquidate the County or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the County's financial reporting process.

Auditors' Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the consolidated financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditors' report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Canadian generally accepted auditing standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements. As part of an audit in accordance with Canadian generally accepted auditing standards, we exercise professional judgment and maintain professional skepticism throughout the audit.

We also:

- Identify and assess the risks of material misstatement of the consolidated financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the County's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- Conclude on the appropriateness of management's use of the going concern basis of accounting and based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the County's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditors' report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditors' report. However, future events or conditions may cause the County to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the consolidated financial statements, including the disclosures, and whether the consolidated financial statements represent the underlying transactions and events in a manner that achieves fair presentation.
- Obtain sufficient appropriate audit evidence regarding the financial information of the entities or business activities within the group Entity to express an opinion on the financial statements. We are responsible for the direction, supervision and performance of the group audit. We remain solely responsible for our audit opinion.

We communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.



October 1, 2024
Brantford, Ontario

CHARTERED PROFESSIONAL ACCOUNTANTS
Licensed Public Accountants

THE CORPORATION OF THE COUNTY OF BRANT

CONSOLIDATED STATEMENT OF FINANCIAL POSITION

As at December 31	2023	2022
Financial Assets		
Cash and cash equivalents	9,828,141	2,131,152
Investments (Note 6)	69,857,388	64,860,044
Taxes receivable	3,649,524	2,885,865
Accounts receivable	16,954,382	17,691,673
Accounts receivable - Boundary adjustment (Note 7)	6,615,394	8,423,679
Affordable housing loan (Note 8)	118,298	133,084
Investment in Brant Municipal Enterprises Inc. (Note 9)	4,567,375	4,561,592
	111,590,502	100,687,089
Financial Liabilities		
Accounts payable and accrued liabilities	37,470,479	29,559,028
Deferred revenues	717,614	166,140
Deferred revenues - obligatory reserve funds (Note 10)	34,620,365	30,873,255
Future employee benefits (Note 11)	2,833,075	2,551,435
Accrued interest on long term liabilities	657,688	339,427
Asset Retirement Obligation	17,052,540	16,880,507
Net long term liabilities (Note 13)	61,586,168	45,237,277
	154,937,929	125,607,069
Net Financial Assets	(43,347,427)	(24,919,980)
Non-Financial Assets		
Tangible capital assets - net (Page 30)	437,854,655	392,601,438
Inventories and prepaid expenses	1,911,961	1,506,547
	439,766,616	394,107,985
Accumulated Surplus - End of Year (Note 14)	393,168,203	369,188,005
Accumulated Remeasurement Gains and (Losses)	3,250,986	-
Accumulated Surplus and Remeasurement Gains (Losses)	396,419,189	369,188,005

THE CORPORATION OF THE COUNTY OF BRANT

CONSOLIDATED STATEMENT OF OPERATIONS AND ACCUMULATED SURPLUS

For the year ended December 31	Budget	2023	2022
Revenue			
Taxation	70,502,230	71,738,130	65,078,402
Fees and user charges	20,935,826	19,355,590	18,917,014
Grants - Ontario	10,879,917	17,374,140	16,773,959
Grants - Canada	5,986	902,905	2,699,616
Recoveries from other municipalities	5,946,523	6,736,792	6,227,799
Licenses, permits and rents	3,034,999	5,029,729	5,652,062
Investment income	933,617	1,972,947	950,148
Development charges and contributions	-	4,712,886	9,369,171
Boundary transfer compensation (Note 7)	-	378,298	(61,436)
Other income (Note 16)	1,644,825	11,921,210	11,485,939
	113,883,923	140,122,627	137,092,674
Expenditures			
General government	9,073,305	6,899,963	6,067,949
Protection services	13,148,910	15,495,031	14,480,628
Transportation services	14,815,927	15,424,560	15,239,585
Environmental services	14,690,135	16,288,991	16,561,170
Health services	19,303,954	21,877,898	20,096,693
Social and family services	5,475,717	10,424,556	8,446,707
Recreation and cultural services	12,868,656	13,815,406	11,559,598
Planning and development	5,623,159	5,016,117	4,133,733
	94,999,763	105,242,522	96,586,063
Income Before Under-noted Items	18,884,160	34,880,105	40,506,611
Other (Income)/Expense			
Contributed tangible capital assets		7,763,799	2,785,644
Gain/(loss) on disposal of tangible capital assets		568,044	(1,197,012)
Amortization of tangible capital assets		(19,059,718)	(17,682,162)
ARO Accretion expense		(172,032)	(100,125)
		(10,899,907)	(16,193,655)
Annual Surplus from Operations		23,980,198	24,312,956
Accumulated Surplus - Beginning of Year		369,188,005	344,875,049
Accumulated Surplus - End of Year (Note 14)		393,168,203	369,188,005

THE CORPORATION OF THE COUNTY OF BRANT
CONSOLIDATED STATEMENT OF CHANGES IN NET FINANCIAL ASSETS

For the year ended December 31	2023	2022
Annual Surplus from Operations	23,980,198	24,312,956
Amortization of tangible capital assets	19,059,718	17,682,162
Adjustment of net assets	-	(109,709)
Acquisition of tangible capital assets (net of transferred CIP)	(56,665,058)	(46,893,332)
Contributed tangible capital assets	(7,763,799)	(2,785,644)
(Gain)/Loss on disposal of tangible capital assets	(568,044)	1,197,012
Proceeds on disposal of tangible capital assets	683,964	230,139
Net change in remeasurement gains (losses)	1,187,934	-
Decrease/(Increase) in inventory and prepaid expense	(405,412)	(209,052)
Increase/(Decrease) in Net Financial Assets (Debt)	(20,490,499)	(6,575,468)
Net Financial Assets (Debt) - Beginning of Year	(24,919,980)	(18,344,512)
Adjustment for Adoption of Financial Instruments	2,063,052	-
Net Financial Assets - End of Year	(43,347,427)	(24,919,980)

THE CORPORATION OF THE COUNTY OF BRANT
CONSOLIDATED STATEMENT OF REMEASUREMENT GAINS AND LOSSES

For the year ended December 31	2023
Accumulated remeasurement gains (losses), beginning of year	-
Adjustment on adoption of the financial instruments standard (Note 2)	2,063,052
	2,063,052
Unrealized gains (losses) attributed to:	
Portfolio Investments	1,187,934
Realized (gains) losses, reclassified to the statement of operations:	
Portfolio investments	-
Net change in remeasurement gains (losses), for the year	1,187,934
Accumulated remeasurement gains (losses), end of year	3,250,986

THE CORPORATION OF THE COUNTY OF BRANT

CONSOLIDATED STATEMENT OF CASH FLOWS

For the year ended December 31	2023	2022
Cash Provided By (Used In)		
Operating Activities		
Annual Surplus from operations	23,980,198	24,312,956
Items not involving cash:		
Amortization of tangible capital assets	19,059,718	17,682,162
Asset retirement obligations accretion	172,032	100,125
Adjustment of net assets	-	(109,709)
Contributed tangible capital assets	(7,763,799)	(2,785,644)
Loss/(Gain) on disposal of tangible capital assets	(568,044)	1,197,012
Net change in remeasurement gains / (losses)	1,187,934	-
	36,068,039	40,396,902
Sources (uses) of cash (Note 17)	14,201,225	11,796,003
Cash provided by operating transactions	50,269,264	52,192,905
Capital Activities		
Acquisition of tangible capital assets (net of transferred CIP)	(56,665,058)	(46,893,332)
Proceeds on disposal of tangible capital assets	683,964	230,139
Cash provided by (applied to) capital transactions	(55,981,094)	(46,663,193)
Investing Activities		
(Increase) / Decrease in investments	(4,997,340)	(26,028,945)
Investment in Brant Municipal Enterprises Inc.	(5,783)	155,166
Cash provided by (applied to) investing transactions	(5,003,123)	(25,873,779)
Financing Activities		
Proceeds from new debt	20,161,319	-
Repayment of long-term liabilities	(3,812,429)	(3,654,530)
	16,348,890	(3,654,530)
Net Change in Cash and Cash Equivalents	5,633,937	(23,998,597)
Cash and Cash Equivalents - Beginning of Year	2,131,152	26,129,749
Adjustment on Adoption of Financial Instruments	2,063,052	-
Cash and Cash Equivalents - End of Year	9,828,141	2,131,152

THE CORPORATION OF THE COUNTY OF BRANT

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS

For the year ended December 31, 2023

The Corporation of the County of Brant is a County in the Province of Ontario, Canada. It conducts its operations guided by the provisions of provincial statutes such as the Municipal Act and related legislation.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The consolidated financial statements of The Corporation of the County of Brant (the “County”) are prepared by management in accordance with Canadian public sector accounting standards as recommended by the Public Sector Accounting Board of the Chartered Professional Accountants Canada.

The preparation of financial statements in conformity with Canadian public sector accounting standards requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements, and the reported amounts of revenues and expenditures during the period. Since precise determination of many assets and liabilities is dependent upon future events, the preparation of periodic financial statements necessarily involves the use of estimates and approximations. These have been made using careful judgment. Actual results could differ from these estimates. Significant aspects of the accounting policies adopted by the County are as follows:

(a) Reporting Entities

- (i) The consolidated financial statements reflect the assets, liabilities, revenues, expenditures and fund balances of the reporting entity. The reporting entity is composed of all organizations, committees and local boards accountable for the administration of their financial affairs and resources to the County and which are owned or controlled by the County. These consolidated financial statements include:

Paris Business Improvement Area

Brant County Public Library Board

John Noble Home - Proportionate consolidation at 28% (2022 - 28%)

Inter-departmental and inter-organizational transactions and balances between these organizations have been eliminated.

(ii) Non-Consolidated Entities

The following local boards, joint local boards, municipal enterprises and utilities are not consolidated:

The Brant County Health Unit

(iii) Accounting for School Board Transactions

The taxation, other revenues, expenditures, assets and liabilities with respect to the operations of the school boards are not reflected in the municipal fund balances of these financial statements.

(iv) Trust Funds

Trust funds and their related operations administered by the County are not consolidated, but are separately reported on the Trust Funds Statements of Continuity and Financial Position.

THE CORPORATION OF THE COUNTY OF BRANT

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS

For the year ended December 31, 2023

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

(a) Reporting Entities (continued)

(v) Government Business Enterprises

Government business enterprises, consisting of Brant Municipal Enterprises Inc., are accounted for on a modified equity basis, consistent with the Canadian public sector accounting standards for government business enterprises. Under the modified equity basis, the business enterprise's accounting policies are not adjusted to conform with those of the County, and inter-organizational transactions and balances are not eliminated.

(b) Basis of Accounting

(i) Accrual Basis of Accounting

The consolidated financial statements are prepared using the accrual basis of accounting. The accrual basis of accounting records revenue as it is earned and measurable. Expenditures are recognized as they are incurred and measurable based upon receipt of goods or services and/or the creation of a legal obligation to pay.

(ii) Non-financial Assets

Non-financial assets are not available to discharge existing liabilities and are held for use in the provision of services. They have useful lives extending beyond the current year, and are not intended for sale in the ordinary course of operations. The change in non-financial assets during the year, together with the excess of revenues over expenses, provides the change in net financial assets (liabilities) for the year.

(a) Tangible Capital Assets

Tangible capital assets are recorded at cost, which includes amounts that are directly attributable to construction, development, or betterment of the asset. The cost, less residual value, of the tangible capital assets, excluding land and landfill sites, are amortized on a straight line basis over their estimated useful lives as following:

Land	No amortization
Land improvements	12 - 25 years
Infrastructure (road - right of way)	15 - 50 years
Infrastructure (water/wastewater/storm)	25 - 75 years
Buildings	50 years
Building improvements	10 - 50 years
Machinery and equipment	5 - 25 years
Vehicles	7 - 15 years

(b) Contribution of Tangible Capital Assets

Tangible capital assets received as contributions are recorded at their fair market value at the date of receipt, and that fair value is also recorded as revenue. Similarly, transfers of assets to third parties are recorded as an expense equal to the net book value of the asset as of the date of transfer.

THE CORPORATION OF THE COUNTY OF BRANT

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS

For the year ended December 31, 2023

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

(b) Basis of Accounting (continued)

(c) Leases

Leases are classified as capital or operating leases. Leases which transfer substantially all of the benefits and risks incidental to ownership of property are accounted for as capital leases. All other leases are accounted for as operating leases and the related lease payments are expensed as incurred.

(iii) Government Transfers

Government transfers are recognized in the financial statements as revenues in the period in which events giving rise to the transfer occur, providing the transfers are authorized, any eligibility criteria have been met, and reasonable estimates of the amounts can be made.

(iv) Deferred Revenues

Deferred revenues represent user charges and fees which have been collected but for which the related services have yet to be performed. These amounts will be recognized as revenues in the fiscal year the services are performed.

(v) Cash and Cash Equivalents

Cash and cash equivalents are comprised of cash on hand, cash held in financial institutions, and short term investments with original maturities of three months or less from the time of acquisition.

(vi) Employee future benefits and other obligations

Employee future benefits and other obligations for retirement, post employment and pension benefits are reported in the Consolidated Statement of Financial Position. The accrued benefit obligations are determined using management's best estimates of expected investment yields, wage and salary escalation, mortality rates, termination and retirement ages. The actuarial gain or loss is amortized over the expected average remaining life expectancy of the members of the employee groups.

(vii) Asset Retirement Obligations

An asset retirement obligation is recognized when, as at the financial reporting date, all of the following criteria are met:

- i. There is a legal obligation to incur retirement costs in relation to a tangible capital asset;
- ii. It is expected that future economic benefits will be given up; and
- iii. A reasonable estimate of the amount can be made.

A liability has been recognized for the estimated future expenses related to asbestos removal in buildings, gravel pits, landfill closure and post closure costs and various other obligations, such as; well and septic removal on assets owned by the County. The liability is adjusted to reflect changes due to the passage of time, revisions in the timing or amount of the original undiscounted cash flow estimates, and fluctuations in the discount and inflation rates using present value techniques. The recognition of a liability resulted in an accompanying increase to the respective tangible capital assets.

THE CORPORATION OF THE COUNTY OF BRANT

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS

For the year ended December 31, 2023

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

(b) Basis of Accounting (continued)

(vii) Asset Retirement Obligations (continued)

The tangible capital assets impacted by the asset retirement obligations are being amortized along with the related asset in accordance with the amortization accounting policy outlined in note 1(b)(ii)(a).

(viii) Financial Instruments

Financial instruments are recorded at fair value on initial recognition. Derivative instruments and equity instruments that are quoted in an active market are reported at fair value. All other financial instruments are subsequently recorded at cost or amortized cost unless management has elected to carry the instruments at fair value.

Unrealized changes in fair value are recognized in the statement of remeasurement gains and losses until they are realized, when they are transferred to the statement of operations.

Transaction costs incurred on the acquisition of financial instruments measured subsequently at fair value are expensed as incurred. All other financial instruments are adjusted by transaction costs incurred on acquisition and financing costs, which are amortized using the straight-line method (or effective interest rate method).

All financial assets are assessed for impairment on an annual basis at the end of the fiscal year. When a decline is determined to be other than temporary, the amount of the loss is reported in the statement of operations and adjusted through the statement of remeasurement gains and losses.

When the asset is sold, the unrealized gains and losses previously recognized in the statement of remeasurement gains and losses are reversed and recognized in the statement of operations.

Long term debt is recorded at cost.

The Standards require an organization to classify the fair value measurements using a fair value hierarchy, which includes three levels of information that may be used to measure fair value:

- Level 1 - Unadjusted quoted market prices in active markets for identical assets or liabilities;
- Level 2 - Observable or corroborated inputs, other than level 1, such as quoted prices for similar assets or liabilities in inactive markets or market data for substantially the full term of the assets or liabilities; and
- Level 3 - Unobservable inputs that are supported by little or no market activity and that are significant to the fair value of assets and liabilities.

The preparation of financial statements in conformity with Canadian Public Sector Accounting Standards requires management to make estimates and assumptions that affect the reported amount of assets and liabilities, disclosure of contingent assets and liabilities at the date of the financial statements, and the reported amounts of revenues and expenses during the period.

THE CORPORATION OF THE COUNTY OF BRANT
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS
For the year ended December 31, 2023

2. CHANGES IN ACCOUNTING POLICIES

Adoption of new accounting standard - PS 3280 Asset Retirement Obligations

On January 1, 2022, the County adopted Canadian Public Sector Accounting Standard PS 3280 - Asset Retirement Obligations. The new accounting standard addresses the reporting of legal obligations associated with the retirement of certain tangible capital assets by public sector entities. The standard was adopted on the modified retrospective basis at the date of adoption. Under the modified retrospective method, the discount rate and assumptions used on initial recognition are those as of the date of adoption of the standard.

The County removed the landfill liability that had been recognized to date and recognized an asset retirement obligation upon adoption of PS 3280 on January 1, 2022, using the modified retrospective method. The liability represents the required closure and post-closure care for the landfill site by the County.

In accordance with the provisions of this new standard, the County reflected the following adjustments as of January 1, 2022:

- An increase of \$18,259,617 to tangible capital assets representing the original estimate of the obligation as of the date of purchase and/or construction, and an accompanying increase of \$16,274,238 to accumulated amortization.
- The opening accumulated surplus decreased by \$1,369,567 due to the derecognition of the landfill liability of \$13,342,724 previously reported under PS 3270, and the recognition of the asset retirement obligations liability amounting to \$16,880,507.

Due to the adoption of PS 3280, certain amounts in the 2022 financial statements have been restated for comparative purposes. Restated amounts are as follows:

	As previously stated	Adjustment	2022 As restated
Asset retirement obligations	-	(16,880,507)	(16,880,507)
Landfill closure and post-closure liability	(13,342,724)	13,342,724	-
Tangible capital assets - net book value	390,616,059	1,985,379	392,601,438
Amortization of tangible capital assets	17,599,450	82,712	17,682,162
ARO accretion expense	-	100,125	100,125
Annual surplus from operations	24,495,793	(182,837)	24,312,956
Accumulated surplus - beginning of year	346,244,616	(1,369,567)	344,875,049
Accumulated surplus - end of year	370,740,409	(1,552,404)	369,188,005
Net Financial Assets - end of year	(21,382,197)	(3,537,783)	(24,919,980)

THE CORPORATION OF THE COUNTY OF BRANT
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS
For the year ended December 31, 2023

2. CHANGES IN ACCOUNTING POLICIES (continued)

PS 3450 Financial Instruments

On January 1, 2023, the County adopted Canadian Public Sector Accounting Standards PS 3450 – Financial Instruments. The standard was adopted prospectively from the date of adoption. The new standard provides comprehensive requirements for the recognition, measurement, presentation and disclosure of financial instruments.

Under PS 3450, all financial instruments, including derivatives, are included in the statement of financial position and are measured at fair value or amortized cost based on the characteristics of the instrument and the County's accounting policy choices (see Note 1(b)(viii)).

In accordance with the provisions of this new standard, the County reflected the following adjustments at January 1, 2023:

- An increase of \$2,063,052 to investments and an increase of \$2,063,052 to accumulated remeasurement gains (losses) due to the unrealized gain of the County's investments previously held at cost being reclassified to accumulated remeasurement gains /(losses).

3. OPERATIONS OF SCHOOL BOARDS

Further to Note 1(a)(iii), during 2023, the County made property tax transfers to school boards. The amount collected and remitted is summarized below by Board:

	2023	2022
Public English	13,636,855	12,865,202
Separate English	3,084,635	2,810,176
Public French	51,313	27,789
Separate French	97,011	87,478

4. CONTRIBUTIONS TO NON-CONSOLIDATED JOINT BOARDS

Further to Note 1(a)(ii), the following contribution which is included as an expenditure on the consolidated statement of operations was made by the County to these boards:

	2023	2022
Brant County Health Unit	1,188,552	1,117,889

5. TRUST FUNDS

Trust funds administered by the County amounting to \$1,781,806 (2022 - \$1,699,379) have not been included in the consolidated statement of financial position, nor have their operations been included in the consolidated statement of operations.

THE CORPORATION OF THE COUNTY OF BRANT

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS

For the year ended December 31, 2023

6. INVESTMENTS

Canadian Public Sector Accounting Standard PS 3450 - Financial Instruments requires an organization to classify fair value measurements using a fair value hierarchy, which includes three levels of information that may be used to measure fair value (see Note 1(b)(viii)).

The ONE Canadian Equity Portfolio is designated to the fair value category and classified as a Level 2 asset. There were no transfers between Level 1 and 2 during the year. There were no transfers in or out of Level 3.

	2023	2022
Portfolio investments	42,363,229	64,860,044
Portfolio investments, designated to the fair value category	27,494,159	-
	69,857,388	64,860,044

7. BOUNDARY ADJUSTMENT

On January 1, 2017, the County's boundary lines were reduced by 2,720 hectares of land transferred to the City of Brantford ("the City") from the County's jurisdiction. Using a present value technique with a discount rate of 4.30% (2022 - 4.60%), a receivable is recognized for compensation due to the County from the City in the amount of \$6,615,394. The undiscounted balance is \$7,212,296. The City is required to pay the County \$11,633,500 by way of 10 equal annual installments from January 2018 to January 2027. In addition, the City must pay the County \$11,259,144 for the phase-out of County taxes based on the amount of the County municipal taxes levied on the lands in the transferred area in 2016. This amount will be received in annual installments that will decline on a straight-line basis until 2027.

As part of the agreement, the County transferred assets to the City in the amount of \$4,408,376. The assets were mainly linear assets, traffic signals, traffic signs, land, and stormwater management ponds.

8. AFFORDABLE HOUSING LOAN

The County has loaned funds to the 120 West River Street affordable housing project. The loan is forgivable at \$14,786 per year as long as the borrower is in compliance with all terms and conditions of its Municipal Facilities Agreement. The agreement also allows for a reduction in property tax on the project if the borrower is in compliance with the agreement.

THE CORPORATION OF THE COUNTY OF BRANT
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS
For the year ended December 31, 2023

9. INVESTMENT IN GOVERNMENT BUSINESS ENTERPRISES

Brant Municipal Enterprises Inc.

The Company provides various non-regulated services to customers in Brant County and surrounding service areas. The services presently include: sentinel light rentals, renewable energy services, and property development initiatives.

The following table provides condensed financial information in respect to the operations of Brant Municipal Enterprises Inc., for the year ended December 31, 2023.

Brant Municipal Enterprises Inc.	2023	2022
Financial Position		
Current assets	5,075,346	4,614,306
Long term assets	55,575	55,575
Total assets	5,130,921	4,669,881
Current liabilities	563,546	108,289
Total liabilities	563,546	108,289
Net Equity	4,567,375	4,561,592
	2023	2022
Results of Operations		
Revenues	1,947,719	704,255
Expenses	1,941,936	859,420
Net Income/(Loss)	5,783	(155,165)

The County's investment is comprised of the following:

Common shares	475,329	475,329
Prior year retained earnings/(deficit)	4,086,263	4,241,428
Net Investment - Beginning of Year	4,561,592	4,716,757
Net income (loss) for the year	5,783	(155,165)
Net Investment - End of Year	4,567,375	4,561,592

THE CORPORATION OF THE COUNTY OF BRANT

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS

For the year ended December 31, 2023

10. DEFERRED REVENUES - OBLIGATORY RESERVE FUNDS

A requirement of Canadian public sector accounting standards is that obligatory reserve funds be reported as deferred revenue. This requirement is in place as provincial legislation restricts how these funds may be used and, under certain circumstances, these funds may possibly be refunded.

The balances in the obligatory reserve funds of the County are summarized as follows:

2023	Opening balance	Contributions received	Investment income	Revenue recognized	Ending balance
Federal Gas Tax transfer	2,185,080	2,429,568	104,375	3,588,265	1,130,758
Provincial Gas Tax transfer	9,387	280,774	747	280,774	10,134
Development Engineering Reserve Fund	-	-	(46,474)	(1,225,718)	(1,272,192)
Cannabis Reserve Fund	24,433	-	590	1,704	23,319
OCIF Formula Funding	2,237,611	2,082,824	96,959	4,054,062	363,332
Building Department charges	6,504,099	-	166,606	(320,264)	6,990,969
Development charges	18,659,254	7,627,145	565,902	402,802	26,449,499
Recreational land (The Planning Act)	1,253,391	101,403	26,888	457,136	924,546
	30,873,255	12,521,714	915,593	7,238,761	34,620,365
2022	Opening balance	Contributions received	Investment income	Revenue recognized	Ending balance
Federal Gas Tax transfer	5,346,114	2,328,336	91,423	5,580,793	2,185,080
Provincial Gas Tax transfer	66,851	280,774	556	338,794	9,387
Provincial Grant Safe Restart Funding	-	-	-	-	-
Cannabis Reserve Fund	52,444	-	949	28,960	24,433
OCIF Formula Funding	50,715	2,450,381	29,998	293,483	2,237,611
Building Department charges	5,469,617	-	147,824	(886,658)	6,504,099
Development charges	12,083,884	11,587,195	368,147	5,379,972	18,659,254
Recreational land (The Planning Act)	1,231,546	206,854	30,678	215,687	1,253,391
	24,301,171	16,853,540	669,575	10,951,031	30,873,255

The County has accumulated total net expenditures of \$3,572,197 (2022 - \$2,868,989) related to fire protection, storm water, and water infrastructure development. Development charges to recover these expenditures are recorded as revenue when levied and received.

THE CORPORATION OF THE COUNTY OF BRANT

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS

For the year ended December 31, 2023

11. FUTURE EMPLOYEE BENEFITS

The County provides certain employee benefits which will require funding in future periods. An actuarial valuation was completed in April 2023 for the year ended December 31, 2022 and forms the basis for the estimated liability reported in these financial statements.

The weighted average assumptions used in the valuation were as follows:

	2023	2022
Discount Rate	4.60%	4.60%
Healthcare cost increases		
Dental health care increases	4.50%	4.50%
Healthcare increases - initial	7.26%	7.26%
Healthcare increases - ultimate rate	4.00%	4.00%
Grading period	5 years	5 years

Future Employee Benefits

	2023	2022
Accrued Benefit Obligation as at January 1	2,756,575	2,325,632
Current Period Benefit Cost	248,121	324,426
Interest accrued	134,932	97,830
Estimated Benefit Payment	(142,797)	(110,792)
Actuarial (Gain)/Loss in Year	-	119,479
Accrued Benefit Obligation as at December 31	2,996,831	2,756,575
Unrecognized (Gains) / Losses	(163,756)	(205,140)
Liability as at December 31	2,833,075	2,551,435

12. PENSION AGREEMENTS

The County makes contributions to the Ontario Municipal Employees Retirement System ("OMERS"), which is a multi-employer plan, on behalf of its staff. The plan is a defined benefit plan which specifies the amount of the retirement benefit to be received by the employees based on the length of service and average earnings. The OMERS pension plan has a deficit. If actuarial surpluses are not available to offset the existing deficit and subsidize future contributions, increases in contributions will be required in the future.

In 2023, the County of Brant contributed \$3,518,823 (2022 - \$3,047,392) to OMERS on behalf of its employees.

THE CORPORATION OF THE COUNTY OF BRANT

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS

For the year ended December 31, 2023

13. NET LONG TERM LIABILITIES

- (a) The balance of net long term liabilities reported on the consolidated statement of financial position is comprised of:

	2023	2022
Total long term liabilities incurred by the County, outstanding at year end	61,586,168	45,237,277

- (b) Of the net long term liabilities reported above, future principal payments are summarized as follows:

	2024 - 2028	Thereafter
Principal payments on long term debt	20,921,544	40,664,624

- (c) Interest expense paid on long term liabilities for the year was \$1,982,160 (2022 - \$1,682,339).

THE CORPORATION OF THE COUNTY OF BRANT

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS

For the year ended December 31, 2023

13. NET LONG TERM LIABILITIES (continued)

(d) Loans outstanding as at December 31, 2023:

Name	Maturity	Amount
Ontario Infrastructure Projects Corporation (OIPC)		
OIPC, interest at 4.52%, semi-annual principal and interest payments of \$61,990	2025	177,871
OIPC, interest at 4.14%, semi-annual principal and interest payments of \$31,559	2026	148,450
OIPC, interest at 3.14%, semi-annual principal and interest payments of \$124,902	2027	821,897
OIPC, interest at 2.94%, semi-annual principal and interest payments of \$77,280	2027	579,267
OIPC, interest at 3.26%, semi-annual principal and interest payments of \$82,881	2028	688,601
OIPC, interest at 4.86%, semi-annual principal and interest payments of \$291,243	2030	3,213,365
OIPC, interest at 4.41%, semi-annual principal and interest payments of \$234,056	2031	2,961,845
OIPC, interest at 3.41%, semi-annual principal and interest payments of \$277,985	2032	4,072,674
OIPC, interest at 3.56%, semi-annual principal and interest payments of \$94,324	2033	1,509,314
OIPC, interest at 3.40%, semi-annual principal and interest payments of \$415,920	2034	7,580,922
OIPC, interest at 3.40%, semi-annual principal and interest payments of \$398,084	2037	8,810,445
OIPC, interest at 3.58%, semi-annual principal and interest payments of \$127,341	2039	3,081,728
OIPC, interest at 2.66%, semi-annual principal and interest payments of \$308,817	2039	8,005,708
OIPC, interest at 4.34%, semi-annual principal and interest payments of \$664,739	2048	19,934,081
		61,586,168

THE CORPORATION OF THE COUNTY OF BRANT

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS

For the year ended December 31, 2023

14. ACCUMULATED SURPLUS

Accumulated surplus is comprised of the following amounts:

	2023	2022
Operations	(121,543,755)	(108,812,058)
County of Brant Public Library	3,746,869	2,820,004
Paris Business Improvement Area	47,867	53,761
Government Business Enterprises - net investment (Note 9)	4,567,375	4,561,592
Reserves (Note 15)	16,768,055	18,440,281
Reserve Funds (Note 15)	51,727,137	61,508,366
Invested in tangible capital assets	437,854,655	390,616,059
	393,168,203	369,188,005

THE CORPORATION OF THE COUNTY OF BRANT

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS

For the year ended December 31, 2023

15. RESERVES AND RESERVE FUNDS

	2023	2022
Reserves set aside for specific purpose by Council:		
Ambulance - cross border	-	39,798
Ambulance - equipment	125,694	211,404
Ambulance - fire station	51,000	48,000
Ambulance - vehicle	(58,771)	199,685
Brant Trail Improvement & River Access Reserve	341,827	366,767
Capital expenditures	115,092	866,592
Cemetery land purchase	1,672	1,672
Closure and post closure solid waste facilities reserve	650,000	650,000
Community services capital	521,447	586,646
Contingency rate stabilization	3,588,230	3,679,462
Corporate services capital	475,362	25,421
Development service capital	131,185	120,031
Economic Development Capital Reserve	451,054	37,500
Election fund	40,000	-
Fire capital	65,000	119,130
Health unit	400,260	400,260
Impounded water access	-	36,668
Industrial development	998,915	2,038,373
Insurance	274,253	345,473
John Noble Home B&C bed	199,894	199,894
John Noble Home general	1,275,192	1,215,902
Library capital	549,858	441,587
Police services	7,518	7,518
Property reserve	2,048,945	1,441,889
Public works capital	3,443,458	3,543,336
Road equipment	1,035,033	1,778,892
Rural fire suppression	34,074	29,274
Vehicle for hire access	1,863	392
Waste collection	-	6,778
Winter control and fleet	-	1,937
	16,768,055	18,440,281
Reserve funds set aside for specific purposes by Council:		
Brant County Power Sale	29,491,859	31,516,859
Financing	4,047,527	4,452,214
Water development	15,229,169	14,595,137
Sanitary sewers	2,397,117	9,734,605
Scholarship award	2,199	2,145
Trees	97,236	40,004
Russell Heights	211,105	208,898
Hospital reserve	182,250	-
Affordable housing	68,675	958,504
	51,727,137	61,508,366
Total Reserves and Reserve Funds	68,495,192	79,948,647

THE CORPORATION OF THE COUNTY OF BRANT

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS

For the year ended December 31, 2023

16. OTHER INCOME

Other revenues are comprised of the following:

	2023 Budget	2023 Actual	2022 Actual
Penalties and interest on taxation	426,000	517,437	435,241
OCIF formula funding	-	4,054,062	293,483
Change in equity of BME	-	5,783	(155,165)
Sale of equipment and land	-	570,350	2,616,365
Donations and other	8,550	717,362	1,042,775
Transfer from trust funds	40,000	55,049	44,752
Federal Gas Tax transfer	-	3,588,265	5,580,793
Provincial Gas Tax transfer	-	280,774	338,794
Other recoveries, fines and penalties	1,170,275	2,132,128	1,288,901
	1,644,825	11,921,210	11,485,939

17. SOURCES (USES) OF CASH

	2023	2022
Taxes receivable	(763,659)	(791,839)
Accounts receivable	737,291	(6,394,371)
Accounts receivable - Boundary adjustment	1,808,285	2,418,557
Affordable housing loan	14,786	14,786
Land inventory	-	-
Accounts payable and accruals	7,911,451	6,639,147
Deferred revenues - obligatory reserve funds	3,747,110	6,572,084
Deferred revenue	551,474	80,949
Employee benefits and accrued interest on long term liabilities	599,901	375,431
Asset retirement obligation	-	3,090,311
Inventories and prepaid expenses	(405,414)	(209,052)
	14,201,225	11,796,003

THE CORPORATION OF THE COUNTY OF BRANT

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS

For the year ended December 31, 2023

18. BUDGET AMOUNTS

County of Brant Council approves the operating and capital budgets each year on a modified-accrual basis of accounting (sometimes referred to as cash basis). Since the audited financial statements are prepared on a full accrual basis, a reconciliation must be performed in order to present the annual budget. A summary of the reconciliation for 2023 is as follows:

STATEMENT OF OPERATIONS	2023 Approved Operating Budget	Adjustments*	2023 Full Accrual Budget
Source of Revenue			
Taxation	70,952,530	(450,300)	70,502,230
Fees and user charges	20,935,826	-	20,935,826
Grants - Ontario	10,879,917	-	10,879,917
Grants - Canada	5,986	-	5,986
Recoveries and other municipalities	5,946,523	-	5,946,523
Licenses, permits and rents	3,034,999	-	3,034,999
Investment income	933,617	-	933,617
Internal recoveries	10,995,737	(10,995,737)	-
Boundary transfer compensation	2,016,316	(2,016,316)	-
Other income	1,644,825	-	1,644,825
	127,346,276	(13,462,353)	113,883,923
Expenses by Function			
General government	28,488,572	(19,415,267)	9,073,305
Protection to services	13,072,477	76,433	13,148,910
Transportation services	20,452,070	(5,636,143)	14,815,927
Environmental services	20,791,929	(6,101,794)	14,690,135
Health services	19,013,989	289,965	19,303,954
Social and family services	6,091,204	(615,487)	5,475,717
Recreation and cultural services	12,559,984	308,672	12,868,656
Planning and development	6,876,051	(1,252,892)	5,623,159
	127,346,276	(32,346,513)	94,999,763
Annual Surplus (Deficit)	-	18,884,160	18,884,160

*Adjustments are required to convert the budget from a modified-accrual (cash) basis to a full accrual basis. These adjustments include the removal of all transfers to and from reserves and reserve funds and capital fund revenue and expenses, removal of debt principal payments from expenses, and the addition of non-cash accounting revenues and expenses such as changes in employee future benefits.

19. SUBSEQUENT EVENTS

Subsequent to December 31, 2023, the County sold a 97% interest in the Cowan Community Health Hub to Brant Municipal Enterprises Inc. for \$9,784,189. The County will hold a \$7,000,000 loan on the sale. The County owns 100% of the outstanding shares of Brant Municipal Enterprises Inc.

The County also entered into a lease agreement for a new paramedic office and ambulance station.

THE CORPORATION OF THE COUNTY OF BRANT
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS
For the year ended December 31, 2023

20. CONTRACTUAL OBLIGATIONS AND COMMITMENTS

The County has entered into the following contracts:

a) Rest Acres Road Roundabout at Hutchings Drive

The total construction cost of this project is \$5,021,021. Of this amount, \$4,123,838 has been spent to December 31, 2023 with the remaining balance to be spent in subsequent periods.

b) Brant 403 Business Park

The total construction cost of this project is \$49,750. Of this amount, \$33,716 has been spent to December 31, 2023 with the remaining balance to be spent in subsequent periods.

c) Fire Hall Bunker Gear Storage Rooms

The total construction cost of this project is \$419,431. Of this amount, \$269,809 has been spent to December 31, 2023 with the remaining balance to be spent in subsequent periods.

d) Vansickle Bridge Deck Replacement

The total construction cost of this project is \$1,207,700. Of this amount, \$1,183,929 has been spent to December 31, 2023 with the remaining balance to be spent in subsequent periods.

e) Mather Drain

The total construction cost of this project is \$168,520. Of this amount, \$166,042 has been spent to December 31, 2023 with the remaining balance to be spent in subsequent periods.

f) Iarocci Blvd. Construction

The total construction cost of this project is \$1,864,211. Of this amount, \$1,783,916 has been spent to December 31, 2023 with the remaining balance to be spent in subsequent periods.

g) Grand River Street North Reconstruction Trunk Sewer & Watermain

The total construction cost of this project is \$6,111,382. Of this amount, \$3,441,600 has been spent to December 31, 2023 with the remaining balance to be spent in subsequent periods.

h) Paris Road Widening for Turning Lane to Access 471 Paris Road

The total construction cost of this project is \$527,219. Of this amount, \$522,581 has been spent to December 31, 2023 with the remaining balance to be spent in subsequent periods.

i) Paris Lawn Bowling Club

The total construction cost of this project is \$1,651,300. Of this amount, \$290,319 has been spent to December 31, 2023 with the remaining balance to be spent in subsequent periods.

j) Burford Administration Office Building Envelope Retrofit

The total construction cost of this project is \$1,644,885. Of this amount, \$1,195,968 has been spent to December 31, 2023 with the remaining balance to be spent in subsequent periods.

k) Rest Acres, King Edwards, Powerline and Arlington

The total construction cost of this project is \$16,426,587. Of this amount, \$16,274,595 has been spent to December 31, 2023 with the remaining balance to be spent in subsequent periods.

THE CORPORATION OF THE COUNTY OF BRANT
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS
For the year ended December 31, 2023

20. CONTRACTUAL OBLIGATIONS AND COMMITMENTS (continued)

l) Low Volume Roads - 2023

The total construction cost of this project is \$3,211,499. Of this amount, \$2,928,993 has been spent to December 31, 2023 with the remaining balance to be spent in subsequent periods.

m) Low Volume Roads - 2022

The total construction cost of this project is \$3,026,791. Of this amount, \$2,472,289 has been spent to December 31, 2023 with the remaining balance to be spent in subsequent periods.

n) Watercourse Rehabilitation - 18 Puttawn Road

The total construction cost of this project is \$69,245. Of this amount, \$6,945 has been spent to December 31, 2023 with the remaining balance to be spent in subsequent periods.

21. CONTINGENCIES

Certain claims, suits and complaints arising in the ordinary course of operations have been filed or are pending against the County or on behalf of the County. In the opinion of management, the amounts of these claims would not have a significant effect on the financial position or results of operations of the County if disposed of favourably or unfavourably.

The County has been served with various claims as a result of accidents and other incidents. The County is not aware of any possible settlements in excess of its liability insurance coverage. The outcomes of these claims are not determinable at this time. Should any liability be determined and not covered by insurance, it will be recognized in the period when determined.

22. CONTRACTUAL RIGHTS

Contractual rights are rights to economic resources arising from contracts or agreements that will result in revenues and assets in the future. The County's contractual rights consist of contracts entered into for operating leases.

23. CONVERTIBLE DEBT AGREEMENT

The County and Six Nations of the Grand River have entered into a joint venture agreement. The agreement calls for a loan in the amount of \$193,500. The loan will bear interest at a rate of 9.189% and will have interest only payments semi annually. Principal repayment will be due on March 4, 2023, at that time Six Nations of the Grand River has the option to convert the loan into a 15% interest in the joint venture in lieu of repayment.

Six Nations has exercised the right to convert the loan into a 15% interest in the joint venture. No formal agreements have been signed as of the date of the financial statements.

THE CORPORATION OF THE COUNTY OF BRANT
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS
For the year ended December 31, 2023

24. SEGMENTED INFORMATION

The County of Brant is a single tier municipality that provides a wide range of services to its citizens. The major services chosen for segmented disclosure are those for which the percentage of annual operating expenditures is greater than 10% of the County's total operating expenditures. The revenues and expenditures reported for each segment include directly attributable amounts as well as internal charges and recoveries allocated on a reasonable basis. A description of each major service and the activities each provide are as follows:

Police Services

The County of Brant police service enhances the quality of life for all citizens and responds to their changing needs by ensuring and promoting public safety in partnership with our community.

The services are performed by the Ontario Provincial Police and are based upon a contract for services.

Ambulance Services

The County provides ambulance services to the residents of Brant and Brantford.

Transportation Services

The transportation services department is responsible for the safe and efficient movement of people and goods within the County. Responsibilities include road construction and maintenance, traffic signals and signs, winter control, developing parking and traffic control bylaws, implementation and maintenance of street lighting, and management and maintenance of parking lots.

Environmental Services

Environmental services include sanitary sewer system, storm sewer system, waterworks, waste collection, waste disposal and recycling.

Responsibilities include water treatment and maintenance, water distribution, water quality, water conservation, the water pollution control plant, pumping stations, pollution control, storm and sanitary sewer maintenance, curbside garbage collection, waste diversion, yard waste management, household hazardous waste day events and landfill site operations.

Recreation and Cultural Services

This segment includes parks, recreation programs, recreation facilities, libraries and cultural services.

Responsibilities include management and provision of recreational services, facilities and programs and administration and maintenance of the libraries.

Social Services and Housing

Social services and housing ensures a healthy community by providing a social infrastructure to the Citizens of Brant County. Services include general assistance, income support, employment assistance, childcare, affordable housing and assistance to aged persons.

The services are performed by The Corporation of the City of Brantford and are based upon an agreement for services.

THE CORPORATION OF THE COUNTY OF BRANT

SCHEDULE OF SEGMENTED INFORMATION

For the year ended December 31, 2023

	Police Services	Ambulance Services	Transportation Services	Environmental Services	Recreational & Cultural Services	Social Services and Housing	Other Services	Total 2023
Revenue								
Taxation	-	-	-	-	-	-	71,738,130	71,738,130
Grants	159,887	9,581,593	8,316,138	1,208,247	210,790	5,052,323	1,672,871	26,201,849
Revenue from other municipalities	-	6,299,492	36,178	-	-	-	401,122	6,736,792
Other revenue	68,471	36,529	156,640	15,199,950	2,307,052	346,475	25,657,596	43,772,713
Government business enterprise income and dividends	-	-	-	-	-	-	5,783	5,783
	228,358	15,917,614	8,508,956	16,408,197	2,517,842	5,398,798	99,475,502	148,455,267
Expenses								
Salaries and benefits	10,058	14,798,530	6,688,334	2,606,045	8,205,205	4,069,023	18,337,454	54,714,649
Materials and supplies	219,507	1,730,487	5,163,470	4,197,959	3,362,754	1,009,213	4,874,774	20,558,164
Contracted services	5,874,297	587,491	3,706,591	5,493,745	731,323	262,469	2,217,167	18,873,083
External transfers	2,853	128,636	-	313,860	161,400	4,827,836	2,065,407	7,499,992
Debt servicing	389,834	-	477,625	623,254	174,382	137,561	497,763	2,300,419
Other expenditures	3,065	221,391	70,555	583,789	8,389	79,021	365,536	1,331,746
Amortization	304,082	547,112	9,650,523	3,920,505	2,007,111	414,682	2,353,001	19,197,016
	6,803,696	18,013,647	25,757,098	17,739,157	14,650,564	10,799,805	30,711,102	124,475,069
Net Surplus (Deficit)	(6,575,338)	(2,096,033)	(17,248,142)	(1,330,960)	12,132,722)	(5,401,007)	68,764,400	23,980,198

THE CORPORATION OF THE COUNTY OF BRANT

SCHEDULE OF SEGMENTED INFORMATION

For the year ended December 31, 2022

	Police Services	Ambulance Services	Transportation Services	Environmental Services	Recreational & Cultural Services	Social Services and Housing	Other Services	Total 2022
Revenue								
Taxation	-	-	-	-	-	-	65,078,402	65,078,402
Grants	113,075	9,188,777	9,164,942	514,140	1,063,822	3,860,097	1,810,752	25,715,605
Revenue from other municipalities	-	5,535,556	432,117	-	-	-	260,126	6,227,799
Other revenue	90,219	1,635	101,026	14,529,054	1,678,901	273,814	26,337,028	43,011,677
Government business enterprise income and dividends	-	-	-	-	-	-	(155,165)	(155,165)
	203,294	14,725,968	9,698,085	15,043,194	2,742,723	4,133,911	93,331,143	139,878,318
Expenses								
Salaries and benefits	12,178	13,701,093	6,311,824	2,209,660	7,061,872	3,250,305	16,730,523	49,277,455
Materials and supplies	122,846	1,545,813	5,830,546	2,524,666	2,623,645	796,923	3,715,219	17,159,658
Contracted services	5,931,093	347,567	2,991,831	8,190,723	591,932	191,295	2,045,922	20,290,363
External transfers	6,159	131,160	-	330,997	274,324	3,942,679	2,195,904	6,881,223
Debt servicing	-	-	432,172	574,747	190,673	147,531	299,864	1,644,987
Other expenditures	2,622	217,098	534,673	885,275	96,394	57,511	735,816	2,529,389
Amortization	303,444	442,335	8,868,597	3,658,496	1,900,695	398,225	2,210,495	17,782,287
	6,378,342	16,385,066	24,969,643	18,374,564	12,739,535	8,784,469	27,933,743	115,565,362
Net Surplus (Deficit)	(6,175,048)	(1,659,098)	(15,271,558)	(3,331,370)	(9,996,812)	(4,650,558)	65,397,400	24,312,956

THE CORPORATION OF THE COUNTY OF BRANT

SCHEDULE OF TANGIBLE CAPITAL ASSETS

For the year ended December 31, 2023

	Land	Land Improvements	Building	Machinery & Equipment	Infrastructure	Construction in Progress	Total 2023	Total 2022
Cost								
Balance, beginning of year	23,086,955	26,712,814	122,065,376	92,415,808	334,562,756	39,804,287	638,647,996	593,942,106
Additions during the year	2,137,952	2,288,726	10,652,703	9,103,937	39,104,001	57,517,411	120,804,730	73,337,198
Disposals during the year	9,200	15,246	94,897	1,681,884	420,203	56,375,873	58,597,303	28,842,117
Adjustments	-	-	-	-	-	-	-	210,810
Balance, end of year	25,215,707	28,986,294	132,623,182	99,837,861	373,246,554	40,945,825	700,855,423	638,647,997
Accumulated Amortization								
Balance, beginning of year	-	8,814,078	31,856,279	44,757,055	160,619,147	-	246,046,559	232,020,040
Amortization during the year	-	1,143,706	2,867,399	5,308,531	9,740,082	-	19,059,718	17,682,162
Adjustments	-	-	-	-	-	-	-	101,101
Accumulated amortization on disposal	-	15,246	89,863	1,629,861	370,539	-	2,105,509	3,756,744
Balance, end of year	-	9,942,538	34,633,815	48,435,725	169,988,690	-	263,000,768	246,046,559
Net Book Value of Tangible Capital Assets	25,215,707	19,043,756	97,989,367	51,402,136	203,257,864	40,945,825	437,854,655	392,601,438



Development Charges

Administration and Operations Committee Meeting

County of Brant
October 15, 2024

Agenda



- Opening Remarks
- Recap of Study Process and Timelines
- Addendum #2 Summary
- D.C. Rates
- Survey of Comparator Municipalities
- Next Steps
- Open discussion

Recap of Study Process and Timelines



1

May 2023 to April 2024

Data collection, staff review, D.C. calculations and policy work

2

April 30, 2024

Council Workshop

3

May 9, 2024

Stakeholder Meeting #1

4

May 24, 2024

Release of Final Background Study

5

June 20, 2024

Release of Addendum Report #1

6

June 25, 2024

Mandatory Public Meeting

7

August 21, 2024

Stakeholder Meeting #2

8

September 13, 2024

Stakeholder Meeting #3

9

October 7, 2024

Release of Addendum Report #2

10

October 15, 2024

Administration and Operations Committee Meeting

11

October 22, 2024

Council Consideration of By-law

Addendum #2 Summary



- The purpose of this meeting is to provide an update to the changes to the Background Study since the release of the original Background Study dated May 24, 2024, and Addendum #1 dated June 20, 2024, which were presented to Council during the public meeting which occurred on June 25, 2024.
- The County engaged with Stakeholders and the development community through meetings and written correspondence. The stakeholder group identified key areas and provided comments for the County to consider. The County addressed these comments and reassessed the capital program.
- The changes in Addendum #2 are due to a re-examination of the following capital programs:
 - Parks and Recreation Services, Library services, Services Related to a Highway – Roads and Related, Fire Protection Services, Water Services, Wastewater Services, Stormwater Services, and Growth Studies.

Addendum #2 Summary

Parks and Recreation Services



Project	Previous Net Capital Cost	Updated Net Capital Cost
Brant Sports Complex Addition/Needs Assessment Discounted Growth-Related Interest	\$5,810,603	\$1,198,970
Field House and Event Facility (Indoor Soccer) (45,000 sq.ft.)	\$4,869,100	\$0

- The Parks and Recreation Services D.C. has decreased from \$16,022 to \$11,829 per residential single detached dwelling and from \$0.70 to \$0.52 per sq.ft. of non-residential gross floor area

Library Services

Project	Previous Net Capital Cost	Updated Net Capital Cost
New Main Library Branch Discounted Growth-Related Interest	\$1,172,081	\$483,672
New Glen Morris Branch	\$800,000	\$522,300

- The Library Services D.C. has decreased from \$2,570 to \$2,143 per residential single detached dwelling and from \$0.12 to \$0.10 per sq.ft. of non-residential gross floor area

Addendum #2 Summary

Services Related to a Highway – Roads and Related



Project	Previous Net Capital Cost	Updated Net Capital Cost
Grand River St. N Reconstruction and Expansion	\$30,960,000	\$29,960,000
Grand River St. N Reconstruction and Expansion Discounted Growth Related Interest	\$3,187,921	\$1,315,619
Hwy403/Rest Acres Road Ramp Interchanges	\$7,000,000	\$10,800,000
Bishopsgate Road Improvements and Interchange	\$12,487,500	\$10,987,500

- The Services Related to a Highway D.C. has decreased from \$14,521 to \$14,453 per residential single detached dwelling and from \$4.62 to \$4.60 per sq.ft. of non-residential gross floor area

Fire Protection Services

Project	Previous Net Capital Cost	Updated Net Capital Cost
Provision for Upgrading Current Facilities	\$2,000,000	\$1,000,000

- The Fire Protection Services D.C. has decreased from \$2,645 to \$2,527 per residential single detached dwelling and from \$0.84 to \$0.80 per sq.ft. of non-residential gross floor area

Addendum #2 Summary

Wastewater Services



Project	Previous Net Capital Cost	Updated Net Capital Cost
Grand River St N - New & Upgrades to Sanitary Sewer Discounted Growth-Related Interest	\$720,037	\$297,151
Paris Wastewater Treatment Plant Expansion	\$91,428,700	\$62,337,800
St. George Water Pollution Control Plant Expansion	\$22,325,800	\$9,554,400
St. George, South SPS and Forcemain	\$0	\$1,000,000
Cainsville South SPS and Forcemain	\$5,130,000	\$0
King Edward/Cleaver Road SPS & Forcemain	\$1,250,000	\$1,875,000
Provision for Oversizing Gravity Sewers	\$0	\$1,000,000
Paris Grand SPS	\$0	\$1,000,000

- The Wastewater Services D.C. has decreased from \$23,601 to \$15,764 per residential single detached dwelling and from \$7.12 to \$4.76 per sq.ft. of non-residential gross floor area

Addendum #2 Summary

Water Services



Project	Previous Net Capital Cost	Updated Net Capital Cost
Cainsville Watermain Upgrade, Phase 1, WM-001	\$0	\$0
Grand River St N - Watermain Upgrades Discounted Growth-Related Interest	\$2,634,206	\$1,087,107
Provision for Oversizing Watermains	\$0	\$1,000,000

- The Water Services D.C. has decreased from \$14,001 to \$12,410 per residential single detached dwelling and from \$4.17 to \$3.70 per sq.ft. of non-residential gross floor area

Stormwater Services

Project	Previous Net Capital Cost	Updated Net Capital Cost
Grand River St N - New & Upgrades to Storm Sewer Discounted Growth Related Interest	\$376,973	\$155,573

- The Stormwater Services D.C. has decreased from \$445 to \$409 per residential single detached dwelling and from \$0.13 to \$0.12 per sq.ft. of non-residential gross floor area

Addendum #2 Summary

Growth Studies



Project	Previous Net Capital Cost	Updated Net Capital Cost
Design Guidelines	\$55,000	\$49,500
Archeological Master Plan	\$270,000	\$243,000
Secondary Plans	\$432,000	\$388,800

- The Growth Studies D.C. has decreased from \$775 to \$774 per residential single detached dwelling and from \$0.26 to \$0.23 per sq.ft. of non-residential gross floor area

Calculated D.C. Rates



Service	RESIDENTIAL					NON-RESIDENTIAL
	Single and Semi-Detached Dwelling	Multiples	Apartments - 2 Bedrooms +	Apartments - Studio and 1 Bedroom	Special Care/Special Dwelling Units	(per sq.ft. of Gross Floor Area)
County-Wide Services:						
Services Related to a Highway	14,453	9,453	9,945	6,542	5,155	4.60
Fire Protection Services	2,527	1,653	1,739	1,144	901	0.80
Policing Services	265	173	182	120	95	0.08
Parks and Recreation Services	11,829	7,736	8,139	5,355	4,219	0.52
Library Services	2,143	1,402	1,475	970	764	0.10
Long-term Care Services	1,008	659	694	456	360	0.10
Ambulance	318	208	219	144	113	0.03
Waste Diversion	255	167	175	115	91	0.01
Growth Studies	774	506	533	350	276	0.23
Total County-Wide Services	33,572	21,957	23,101	15,196	11,974	6.47
Urban Services:						
Stormwater Drainage and Control Services	409	267	281	185	146	0.12
Wastewater Services	15,764	10,310	10,847	7,136	5,623	4.76
Water Services	12,410	8,116	8,539	5,617	4,426	3.70
Total Urban Services	28,583	18,693	19,667	12,938	10,195	8.58
Total County-Wide and Urban Services	62,155	40,650	42,768	28,134	22,169	15.05

Rate Comparison - Residential



Service/Class of Service	Current Charges (September 1, 2024)	Calculated (Background Study May 24, 2024)	Calculated (Addendum Report #1 June 20, 2024)	Calculated (Addendum Report #2 October 7, 2024)
County-Wide Services/Classes:				
Services Related to a Highway	13,172	14,521	14,521	14,453
Fire Protection Services	1,702	2,645	2,645	2,527
Policing Services	264	297	265	265
Parks and Recreation Services	9,799	16,022	16,022	11,829
Library Services	1,547	2,570	2,570	2,143
Growth Studies	390	-	775	774
Long-term Care Services	-	1,008	1,008	1,008
Ambulance	218	318	318	318
Waste Diversion	193	255	255	255
Total County-Wide Services/Classes	27,285	37,636	38,379	33,572
Urban Services:				
Stormwater Drainage and Control Services	213	445	445	409
Wastewater Services	8,550	23,601	23,601	15,764
Water Services	11,026	14,001	14,001	12,410
Total Urban Services	19,788	38,047	38,047	28,583
Grand Total - Urban Area	47,073	75,683	76,426	62,155

Rate Comparison – Other Residential



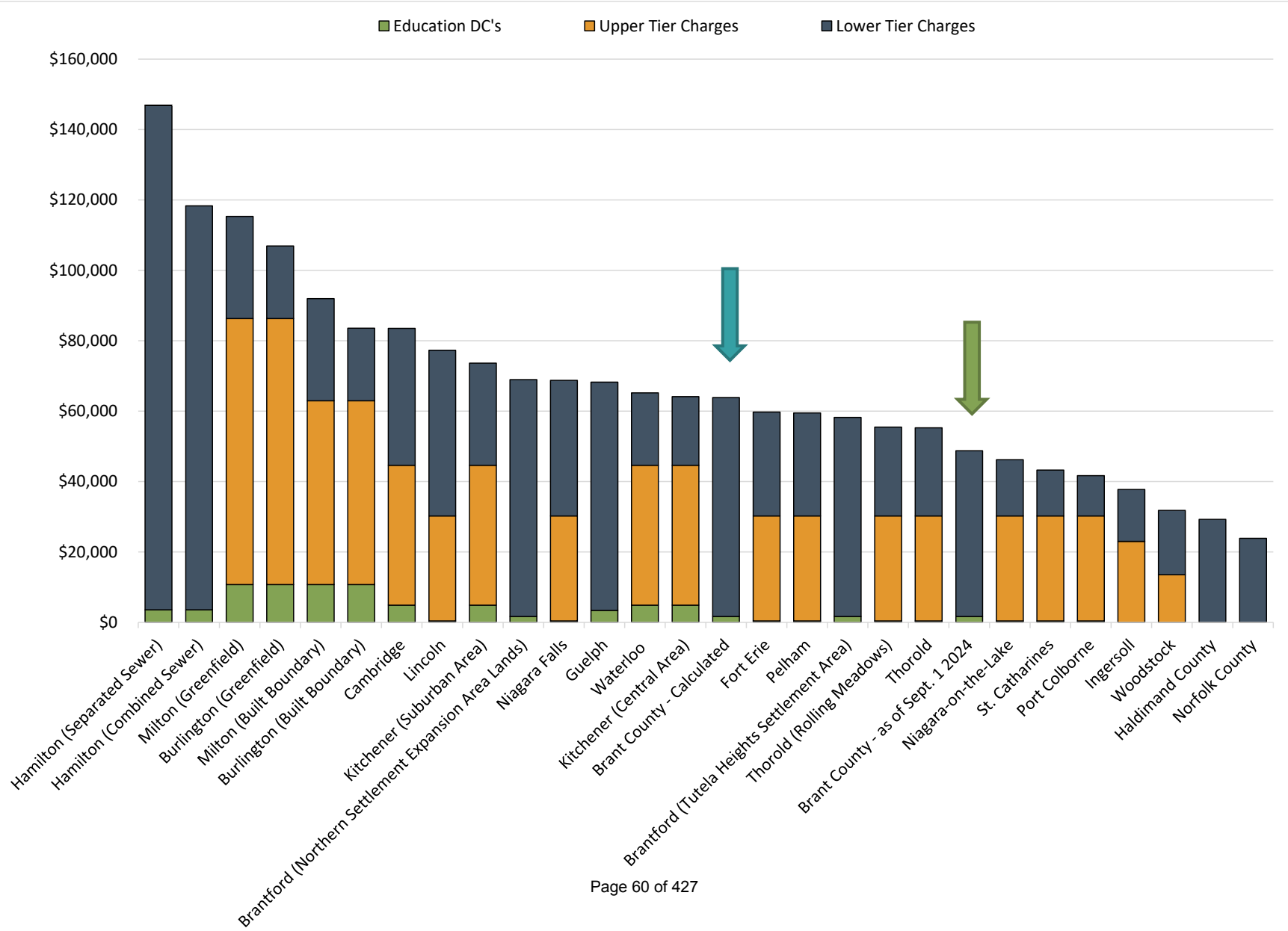
Other Categories	Current Charges (September 1, 2024)	Calculated (Background Study May 24, 2024)	Calculated (Addendum Report #1 June 20, 2024)	Calculated (Addendum Report #2 October 7, 2024)
Multiples	30,323	49,499	49,985	40,650
Apartments - 2 Bedrooms +	31,232	52,074	52,585	42,768
Apartments - Studio and 1 Bedroom	18,271	34,257	34,594	28,134

Rate Comparison – Non-Residential

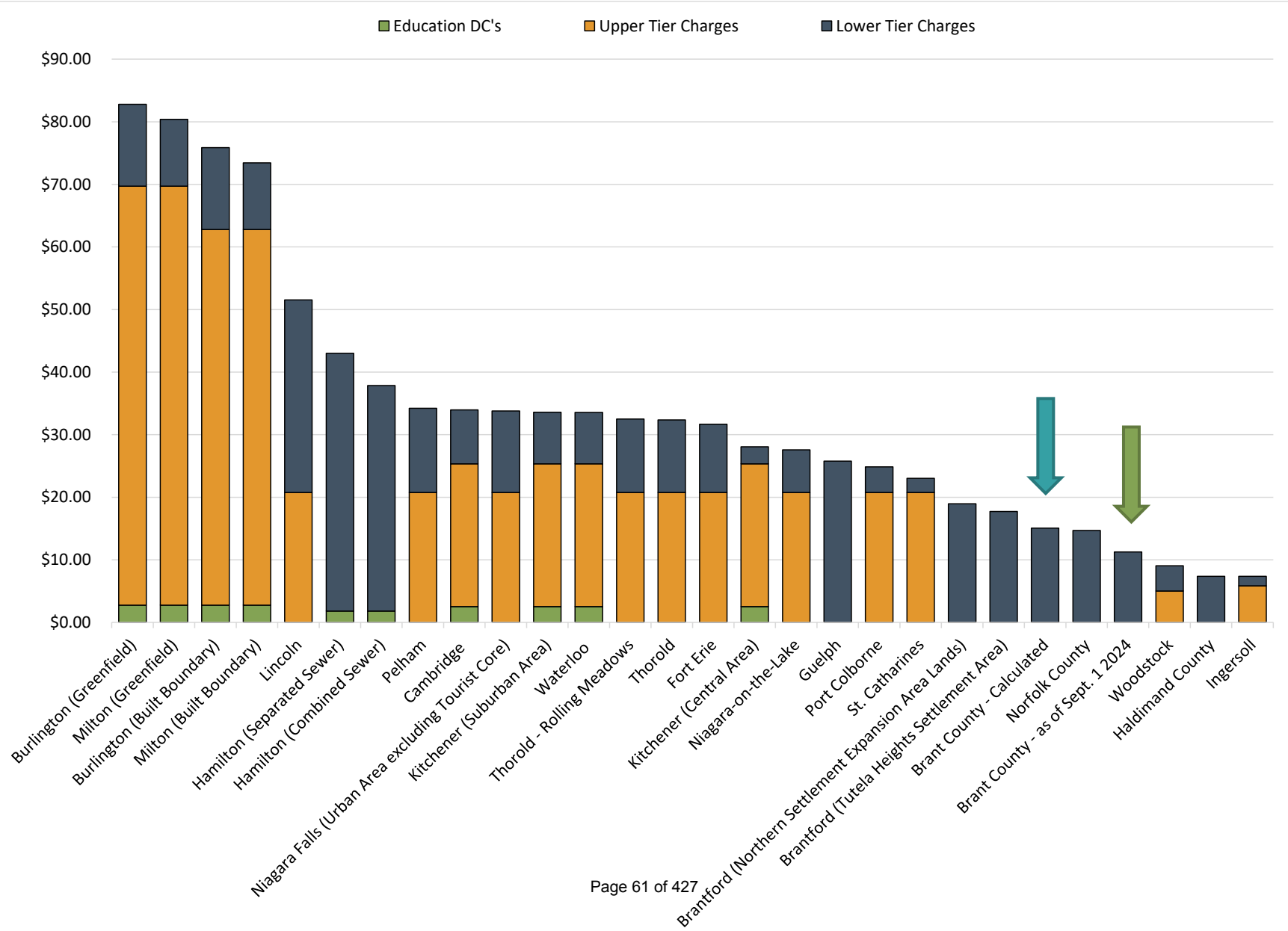


Service/Class of Service	Current Charges (September 1, 2024)	Calculated (Background Study May 24, 2024)	Calculated (Addendum Report #1 June 20, 2024)	Calculated (Addendum Report #2 October 7, 2024)
County-Wide Services/Classes:				
Services Related to a Highway	4.30	4.62	4.62	4.60
Fire Protection Services	0.56	0.84	0.84	0.80
Policing Services	0.09	0.09	0.08	0.08
Parks and Recreation Services	0.29	0.70	0.70	0.52
Library Services	0.04	0.12	0.12	0.10
Growth Studies	0.14	-	0.26	0.23
Long-term Care Services	-	0.10	0.10	0.10
Ambulance	0.01	0.03	0.03	0.03
Waste Diversion	0.01	0.01	0.01	0.01
Total County-Wide Services/Classes	5.44	6.51	6.76	6.47
Urban Services:				
Stormwater Drainage and Control Services	0.05	0.13	0.13	0.12
Wastewater Services	2.53	7.12	7.12	4.76
Water Services	3.23	4.17	4.17	3.70
Total Urban Services	5.81	11.42	11.42	8.58
Grand Total - Urban Area	11.25	17.93	18.18	15.05

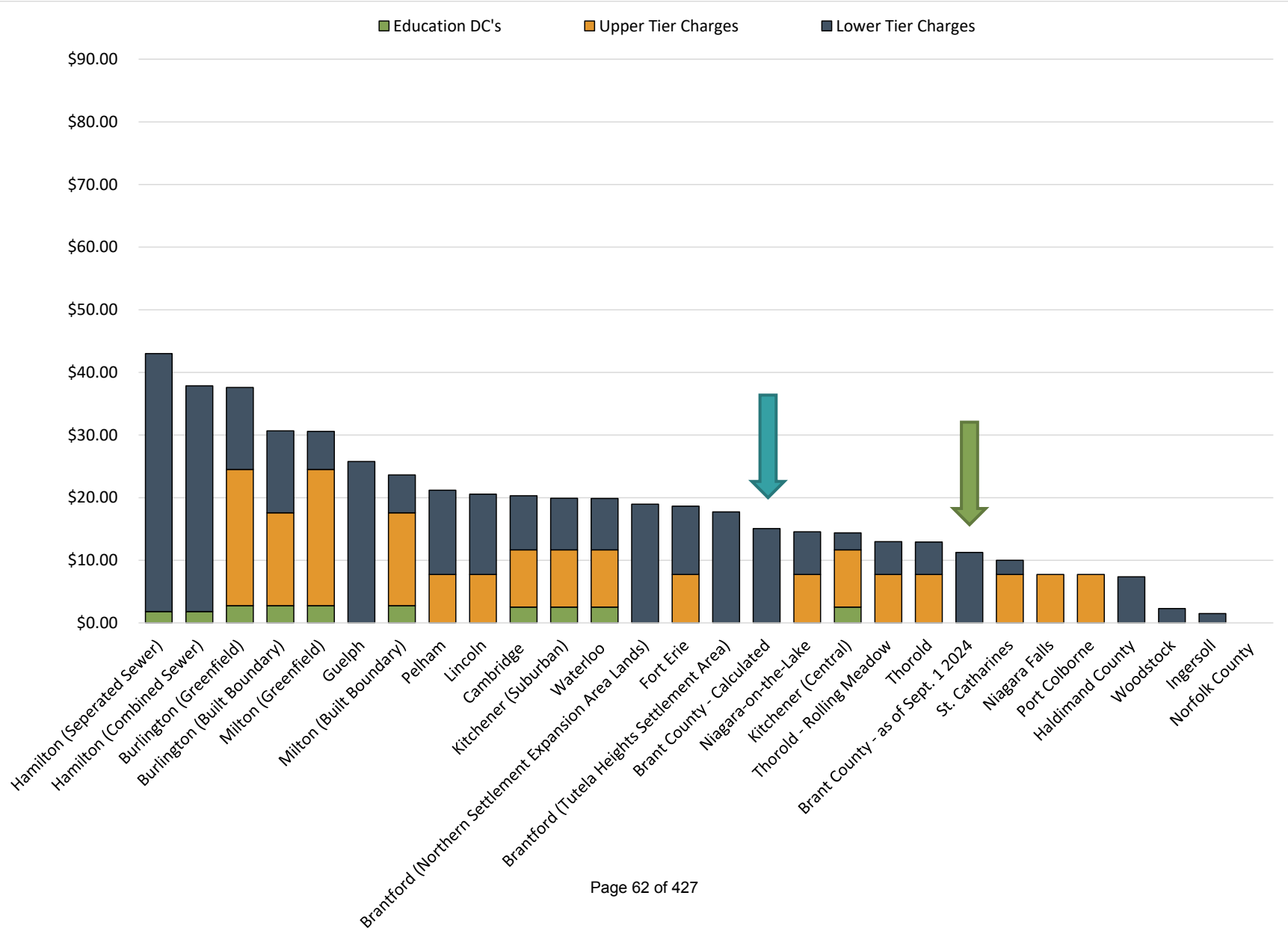
Survey of Comparator Municipalities – Single/Semi-Detached



Survey of Comparator Municipalities – Commercial (per sq.ft.)



Survey of Comparator Municipalities – Industrial (per sq.ft.)



Next Steps



May 2023 to April 2024

Data collection, staff review, D.C. calculations and policy work



April 30, 2024

Council Workshop



May 9, 2024

Stakeholder Meeting #1



May 24, 2024

Release of Final Background Study



June 20, 2024

Release of Addendum Report #1



June 25, 2024

Mandatory Public Meeting



August 21, 2024

Stakeholder Meeting #2



September 13, 2024

Stakeholder Meeting #3



October 7, 2024

Release of Addendum Report #2



October 15, 2024

Administration and Operations Committee Meeting



October 22, 2024

Council Consideration of By-law

Questions





Administration and Operations Committee Minutes

Date: September 17, 2024
Time: 9:00 a.m.
Location: Council Chambers
7 Broadway Street West
Paris, ON

Present: Mayor Bailey, Councillors Kyle, MacAlpine, Howes, Oakley, Bell, Peirce, Chambers, Miller, Coleman, and Garneau

Staff: Newton, Boyd, Connor, Crozier, Dyjach, Mete, Stevenson, Walton, Bailey, Bazzard, Bergeron, Cunningham, Demers, Eby, Mifflin, Vink, Tulumello, Allison, and Pluck

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Councillor Peirce in the Chair.

1. Attendance

Attendance was taken.

2. Approval of Agenda

Moved by Councillor Oakley
Seconded by Councillor Kyle

That the Administration and Operations Committee agenda for September 17, 2024, be approved.

Carried

3. Declaration of Pecuniary Interests

3.1 Mayor Bailey - 10.1 Cemetery Advisory Committee Minutes & Report of July 25, 2024

Mayor Bailey declared a pecuniary interest on this item.

4. Delegations / Petitions / Presentations

None.

5. Adoption of Minutes from Previous Meetings

5.1 Administration and Operations Committee Minutes of July 16, 2024

Moved by Councillor Coleman
Seconded by Mayor Bailey

That the Administration and Operations Committee minutes of July 16, 2024, be approved.

Carried

6. Business Arising from the Minutes

Parking on Park Avenue, Burford

In response to questions, Greg Demers, Director of Roads advised that an update on parking on Park Avenue will be brought back to Committee in November.

Oakland Community Centre Potential Tenant

In response to questions, Phil Mete, General Manager of Community Services advised that discussions are ongoing with the potential tenant for part of the Oakland Community Centre building.

7. Consent Items

7.1 Consent Items to be Approved

7.1.1 RPT-0343-24 Award of OPS-RFT-24-26 Bennett Municipal Drain

Moved by Councillor Coleman
Seconded by Councillor Kyle

That OPS-RFT-24-26 Bennett Drain be awarded to Robinson Farm Drainage for the bid price of \$1,005,779.00 (excluding HST).

Carried

7.1.2 RPT-0401-24 Environmental Management Reserve

In response to questions, Andrea Bazzard, Director of Environmental Services advised that staff have been meeting with users to discuss the transition and that the biggest change will be for commercial institutions.

Moved by Councillor MacAlpine
Seconded by Councillor Howes

Whereas in March 2021 a resolution was passed to establish an Environmental Management Reserve with the savings, \$329,585 based on 2024 budgeted expenses, realized from the Blue Box program being transitioned to the Producers in 2025.

And whereas the waste collection contract cost will increase 85% (\$1,216,915.28) in 2025, in essence meaning no savings;

That the savings from the transition of Blue Box program to the Producers be used to offset the increased waste collection contract cost instead of being placed into an Environmental Management Reserve.

Carried

7.1.3 RPT-0325-24 Site Alteration By-law Update

Moved by Mayor Bailey
Seconded by Councillor Bell

That RPT-0325-24- Site Alteration By-law Update be approved;

And that amendments to the County of Brant License Tribunal Rules of Practice and Procedures be prepared and presented to Council for approval;

And that an amending by-law to the Site Alteration By-law, 82-22, be prepared and presented to Council for approval;

Carried

7.1.4 RPT-0185-24 - OLT E-File Portal Registration

Moved by Councillor Miller
Seconded by Councillor Kyle

That RPT-0185-24 OLT E-File Portal Registration be received; and

That E-file be approved as an option for the filing of Ontario Land Tribunal appeals within the County of Brant.

Carried

7.1.5 RPT-0318-24 Appointment of an Engineer under section 78 for the Terryberry Drain

Moved by Mayor Bailey
Seconded by Councillor Chambers

Whereas Section 78 of *the Drainage Act* (the “Act”) prescribes that “if a drainage works has been constructed under a by-law passed under *the Act* of any predecessor of *the Act*, and the Council of the municipality that is responsible for maintaining and repairing the drainage works considers it appropriate to undertake one (1) or more of the projects listed in subsection (1.1) for the better use, maintenance or repair of the drainage works or of lands or roads, the municipality may undertake and complete the project in accordance with the report of an engineer appointed by it and without the petition required by Section 4”;

And whereas the majority of the Terryberry Municipal Drain system was last improved under a report prepared by John B. Dodd, O.L.S., dated January 11, 1967, and adopted by By-Law 1625 of the former Township of Burford;

And whereas property owners assessed into the Terryberry Municipal Drain have made multiple verbal and email complaints requesting drain improvement and repairs as early as 1998;

Be it hereby resolved that in accordance with Section 78 of *the Act*, the County hereby appoints Streamline Engineering Inc. as the engineer to prepare a report for Council's consideration in accordance with the requirements of *the Act*.

Carried

7.1.6 RPT-0133-24 Species at Risk Mitigation Plan Policy

Moved by Councillor Oakley
Seconded by Councillor Kyle

Whereas all municipalities are required to comply with *Ontario Regulation 242/08* and the *Endangered Species Act* (ESA);

And whereas the County of Brant is undertaking a lot of drain maintenance work requiring the compliance with this legislation;

THAT RPT-0133-24 Species at Risk Mitigation Plan Policy be received as information;

AND that the Species at Risk Mitigation Plan Policy (Attachment 1) and Mitigation Plan (Attachment 2) be approved.

Carried

7.1.7 RPT-0360-24 Vehicle for Hire By-law Amendment

Moved by Councillor Coleman
Seconded by Councillor Howes

THAT Report RPT-360-24, Vehicle for Hire By-law #58-22 amendments be received;

AND THAT section 2.1(9) of the County of Brant Vehicle for Hire By-law #58-22, be deleted and replaced with the following bolded wording:

2.1 Except where otherwise provided, the provisions of this By-law shall apply to the operation of a Vehicle for Hire within the County of Brant, except:

(9) a conveyance which begins from outside the County of Brant, where the Vehicle for Hire can legally operate in the municipality in which the conveyance begins;

AND THAT Schedule "A" Fare Card be amended to read: "RATE FOR TRIPS WHERE DROP OFF IS OUTSIDE OF THE COUNTY OF BRANT TO BE DETERMINED BY THE CAB COMPANY."

AND THAT that section 10.3 of By-law #58-22 surrounding inspections be amended to read: "Notification of an inspection **under section 10.1** or an Order made under section 10 of this By-law shall be served on an Owner:

Carried

7.1.8 RPT-0199-24 Building By-law 4-22 Housekeeping Update

Moved by Councillor Bell
Seconded by Councillor Kyle

That RPT-0199-24 Building By-law 4-22 Update be approved; and

That an amending by-law for by-law 4-22, the Building By-law, be prepared and presented for Council's consideration and approval.

Carried

7.2 Consent Items to be Received

Item 7.2.1 and 7.2.2 were pulled for discussion.

Moved by Councillor Coleman
Seconded by Councillor Oakley

That the following items be received:

- RPT-0428-24 Municipal Drain Progress Update
- Fire Prevention Activity Report - July and August
- 2024 Ontario Senior Achievement Award

Carried

7.2.1 RPT-0428-24 Municipal Drain Progress Update

7.2.2 Fire Prevention Activity Report - July and August 2024

In response to questions, Cindy Stevenson, General Manager of Emergency and Protective Services noted that they can provide Council with further details on the structure fires.

7.2.3 2024 Ontario Senior Achievement Award

8. Staff Reports

8.1 RPT-0410-24 Paris' "Downtown Dig" - Strategic Initiatives Update

In response to questions, Melissa Connor, General Manager of Strategic Initiatives reviewed that once design details are finalized, a multi-media, comprehensive communications strategy, including visuals would be undertaken to help promote the proposed enhancements and to clarify construction scopes and schedules as they affect residents, businesses and tourism. In discussion, it was suggested that communication on this project is critical and that there may be misunderstanding amongst residents and businesses about the timing and final result of this project.

Moved by Mayor Bailey
Seconded by Councillor Oakley

That RPT - 0410 - 24 be received as information;

And that Council delegate authority to the General Manager of Strategic Initiatives to approve Downtown Paris Community Improvement Plan Applications for \$5,000 and under to expedite requests.

Carried

8.2 RPT-0418-24 Pre-Budget Tender Approval for the Downtown Dig and Other Various Capital Projects

Mark Eby, Director of Infrastructure and Asset Management appeared before the Committee and advised that a plan will be brought forward for Council's consideration, outlining the next five years of capital projects and public consultation.

Moved by Councillor Coleman
Seconded by Councillor Kyle

That staff be directed to start the Operations Capital project tender process in advance of the 2025 Budget Deliberations and approval to ensure that the four (4) projects listed as follows are tendered at the most advantageous time of year:

- Grand River Street North Downtown Dig;
- Reid Bridge Rehabilitation;
- Peddie Bridge Rehabilitation;
- Douglass Bridge Rehabilitation;

And that the tender for Grand River Street North (GRSN) be presented to Council for approval in January, ahead of budget approval;

And that staff report back to Council for approval of the remaining tenders as required by the County Purchasing Policy;

And that Attachments 1 and 2 outlining the tentative schedule for GRSN Downtown Dig and other construction projects in the downtown Paris area, respectively, be received for information

Carried

8.3 RPT-0417-24 Castler and Kelly Bridges Conversion or Closure Review

Moved by Councillor Miller
Seconded by Councillor Coleman

That staff be directed to include the minor rehabilitation work for the Castler Bridge in the 2025 budget;

And that the minor rehabilitation works at the Kelly Bridge be included in a future budget;

And that staff also review the inclusion of funding to complete minor rehabilitation, and maintenance works at County of Brant (County) structures as best practice to maintain County owned assets in future budget years.

Carried

8.4 RPT-0423-24 - Reduce Speed Limits at All Times on Roads Adjacent to Schools to 40 km/hr

In response to questions, G. Demers advised that the County of Brant is currently reviewing 40 kilometre per hour neighbourhoods, and that the reduction of school zones to 40 kilometre per hour will be year round.

Moved by Councillor Oakley
Seconded by Councillor MacAlpine

Whereas all County of Brant (County) roads adjacent to schools have a 40 km/hr speed limit area during school times only;

And whereas, The County of Brant has been approved for the implementation of the Automated Speed Enforcement Ontario Program, (ASE);

And whereas, further to the Report dated July 20, 2021, RPT-21-199 Proposal for Speed Limit Reductions and RPT-21-223 Proposal Community Safety Zones in school areas, a review of the existing speed limits on roads adjacent to schools have identified the need to regulate the speed limit to 40 km/hrs at all times;

And whereas staff follows the guidelines of the May 23, 2019, approved Council report "CD-19-63 - Brant Safe Streets Speed Control and Road Safety Strategy" for an enhanced level of pedestrian safety;

Be it hereby resolved that Traffic By-Law Number 182-05, Schedule J, be amended by reducing the speed limit to a maximum 40 km/hr speed limit at all times of the day to the following sections of road;

- Beverley Street West – from approximately 300 meters west of High Street to approximately 127 metres east of High Street;
- Brant School Road – from approximately 148 metres east of Colborne Street East to approximately 701 metres east of Colborne Street East;
- Church Street West – from Simcoe Street to approximately 20 metres west of Royal Troon Drive;
- Grand River Street North – from approximately 150 metres south of St Patrick Street to approximately 8.5 metres south of Paris Links Road;
- Mt Pleasant Road – from approximately 150 metres south of the southerly property line of 667 Mt. Pleasant Road to approximately 150 metres north of the northerly property line of 667 Mt. Pleasant Road;
- Silver Street – from Market Street to Jefferson Street;

That the Brant County Ontario Provincial Police (OPP) Department be advised of these proposed speed limit reductions and to monitor them as resources permit them to do so.

Carried

8.5 RPT-0370-24 Delegated Authority Approval for Additional Solid Waste Collection Services

Moved by Councillor MacAlpine
Seconded by Councillor Kyle

Whereas the St George Children's Center, a not-for-profit registered charitable organization, operates the Little Learners of St. George daycare in the basement of the Holy Trinity Church located at two (2) Andrew Street, St George and has requested to set out up to five (5) bags of garbage per week for the daycare;

That the garbage bag/container set out limit for this property be increased to eight (8) to support the daycare and church usage, from the current four (4) limit authorized through the Solid Waste Control Bylaw 146-17, as long as the Little Learners of St George is in operation at this location;

And that the General Manager of Operations be given Delegated Authority to approve future increased garbage bag/container set out limits for properties when there is a community benefit to the County of Brant;

And that an amendment to by-law 73-22, being the delegation of authority By-law, be prepared and presented to Council for approval.

Carried

8.6 RPT-0439-24 2025 Budget Direction

In response to questions, Heather Bailey, Manager of Budgets and Long-Term Financial Planning / Deputy Treasurer advised that the starting capital levy amount is based on previous years' budget, applying the non-residential construction price index, with staff working to apply this levy and other sources of funding to projects that most closely achieve the County's asset management, development charges (growth) and Council-priority asset projects.

In response to a question, Rob Walton, General Manager of Operations indicated that several recommendations to proceed to tender are anticipated in advance of final budget approval, to ensure that there are no project delays and optimal competitive pricing.

Moved by Councillor Bell
Seconded by Councillor Kyle

That staff be directed to prepare a proposed 2025 **operating** budget which:

- a. maintains the current level of service; and

- b. includes decision packages for any proposed increase or change in level of service;

That staff be directed to prepare a proposed 2025 ten-year **capital** forecast:

- a. to fund maintenance and/or replacement of existing assets/infrastructure with a starting 2025 capital levy of \$16,775,663; and
- b. to include decision packages for the purchase/construction of new assets; and

And that a 2025 budget schedule as below be approved,

- January 16th, 2025, 9am – Initial Presentation of Draft Budget & Department Presentations
- January 22nd, 2025, 6pm – External Agencies Presentations & Capital Budget Review
- February 6th, 2025, 9am – Budget Deliberations & Decision Packages
- Additional meetings if needed
- February 25th, 2025, 6pm Council Meeting – Budget Approval

No Vote. Motion to Amend Follows

Moved by Councillor Bell
Seconded by Mayor Bailey

That the clause "to fund maintenance and/or replacement of existing assets/infrastructure with a starting 2025 capital levy of \$16,775,663" be struck out and replaced with "to fund maintenance and/or replacement of existing assets/infrastructure to a level that fully meets the requirements of the approved Asset Management Plan".

Carried

Moved by Councillor Bell
Seconded by Mayor Bailey

That staff be directed to prepare a proposed 2025 **operating** budget which:

- a. maintains the current level of service; and
- b. includes decision packages for any proposed increase or change in level of service;

That staff be directed to prepare a proposed 2025 ten-year **capital** forecast:

- a. to fund maintenance and/or replacement of existing assets/infrastructure to a level that fully meets the requirements of the approved Asset Management Plan; and
- b. to include decision packages for the purchase/construction of new assets;

And that a 2025 budget schedule as below be approved,

- January 16th, 2025, 9am – Initial Presentation of Draft Budget & Department Presentations
- January 22nd, 2025, 6pm – External Agencies Presentations & Capital Budget Review
- February 6th, 2025, 9am – Budget Deliberations & Decision Packages
- Additional meetings if needed
- February 25th, 2025, 6pm Council Meeting – Budget Approval

Carried

8.7 RPT-0440-24 Multi-Year Budgeting

In response to questions, H. Bailey confirmed that changes can be made to the budget if a multi-year budget was passed. She provided further examples of municipalities that have implemented multi-year budgeting and noting additional staff were hired to work on the multi-year budget.

Moved by Councillor Oakley
Seconded by Councillor Bell

That the 2025 Budget be prepared in the same manner as previous years, with a one-year operating budget and a ten-year capital forecast;

That a phased-in approach to the implementation of a multi-year budget process for both the operating and capital budgets commencing with a two-year budget in 2026 and a subsequent four-year budget in 2028 be approved in principal;

And that the additional resources required to implement multi-year budgeting process be referred to 2025 budget deliberations.

Defeated

Moved by Councillor Bell
Seconded by Councillor MacAlpine

That the 2025 Budget be prepared in the same manner as previous years, with a one-year operating budget and a ten-year capital forecast;

And that a one-year budget for 2026 be prepared with a three-year forecast for 2027-2029.

Carried

8.8 RPT-0335-24 Purchasing By-law Amendment - Services from Brant Municipal Enterprises

Moved by Councillor Coleman
Seconded by Councillor Bell

That the County of Brant Purchasing By-law, By-law Number 87-22, Schedule “B” – Items Not Subject to the County’s Purchasing By-law” be amended to add the following:

5.0 Services Provided by Brant Municipal Enterprises

Procurement of the following services directly from Brant Municipal Enterprises (BME) is not subject to the County’s Purchasing Policy, but will require an agreement in advance between the County and BME outlining the scope, terms and payment schedule for such works:

- a. Operation and maintenance of solar installations, including replacement of any equipment / panels;
- b. Operation and maintenance of other energy conservation / joint initiative installations;
- c. Consulting Services for energy management / energy conservation features on new build projects;
- d. Consulting Services for County projects and studies which align with BME’s Strategic Plan and where an efficiency and/or improved outcome is anticipated with such input; and
- e. Grant writing / grant reporting support

Procurement of the following construction works directly from Brant Municipal Enterprises (BME) is not subject to the County’s Purchasing Policy, but will require BME to be identified in advance as a vendor for the project, to be incorporated into third party project tenders and contract documents. This may also require BME to enter into a third-party contract as a sub-trade:

- a. Installation or replacement of equipment related to solar, energy conservation, lighting or other initiatives aligned with BME’s business portfolio; and
- b. Installation or replacement of equipment related to any pilot projects for new joint initiatives between BME and the County of Brant

Nothing under Section 5.0 – Services Provided by Brant Municipal Enterprises precludes staff from seeking competitive bids for any works noted above. No services provided by Brant Municipal Enterprises under Section 5.0 disqualifies it from bidding on any competitive bid process undertaken in accordance with the Purchasing By-law.

All purchases shall be aligned with legislative procurement requirements and this by-law.

Carried

9. Communications

None.

10. Committee Minutes & Reports

10.1 Cemetery Advisory Committee Minutes & Report of July 25, 2024

Mayor Bailey declared a conflict of interest of interest on this item and did not participate in debate or vote.

Moved by Councillor Kyle
Seconded by Councillor MacAlpine

That the Cemetery Advisory Committee report and minutes of July 25, 2024 be approved noting the following recommendation:

1. That staff be directed to investigate the two gravestones next to the Bailey Stone, Choi and Thompson, at the St. George Cemetery, and report back to committee at the next cycle.

Carried

10.2 Communities Improvement Plan Committee minutes of July 15, 2024

Moved by Councillor Howes
Seconded by Councillor Oakley

That the Community Improvement Plan Committee minutes of July 15, 2024 be received as information.

Carried

11. Other Business

Update on Artificial Intelligence Traffic Junctions

In response to questions, G. Demers advised that Brant Municipal Enterprises and the AI manufacturer are reviewing the data and a report is forthcoming to Committee.

Powerline Road Slope Failure

R. Walton provided a brief update on emergency slope repairs for Powerline Road, east of Pottruff Road.

In response to questions, R. Walton provided an update on other slope works within the municipality, including consultations for works along the Grand River in the Onondaga area and dyke rehabilitation works in Paris.

12. In Camera

None.

13. Next Meeting and Adjournment

Committee adjourned at 10:19 a.m. to meet again on October 15, 2024, at the County of Brant Council Chambers.

Secretary



Administration and Operations Committee Report

To: The Chair and Members of the Administration and Operations Committee
From: Andrea Bazzard, Director of Environmental Services
Date: October 15, 2024
Report #: RPT-0187-24
Subject: Source Water Protection Plan and Assessment Report Amendments for the County of Brant
Purpose: For Approval

Recommendation

That Section 34 (s. 34) of *the Clean Water Act, 2006*, allows locally initiated amendments of the Source Protection Plan and Assessment Reports requiring counsel endorsement prior to pre-consultation with effected municipalities, ministries, first nations and other implementing bodies;

And, that the County of Brant endorses the proposed amendments to the Grand River Source Protection Plan and Assessment Report, as it relates to the County of Brant, and outlined in the Lake Erie Region Source Protection Committee Report SPC-24-09-03 "S. 34 Amendment to the Grand River Assessment Report and Source Protection Plan: County of Brant".

Strategic Plan Priority

Strategic Priority 1 - Sustainable and Managed Growth

Strategic Priority 2 - Effective Communication

Strategic Priority 6 - Stable and Responsive Governance

Impacts and Mitigation

Social Impacts

Providing the County with clean, safe and reliable drinking water, from source to tap.

Environmental Impacts

Ensuring that the local groundwater resource and environment are protected through applicable policy.

Economic Impacts

No economic impacts, this work is completed under existing programs and approved budgets.

Report

Background

The Clean Water Act, 2006, ensures communities protect their drinking water sources by developing collaborative, watershed-based, source protection plans.

The Grand River Source Protection Plan (GRSPP) and Assessment Report (AR) were initially approved by the Ministry of the Environment, Conservation and Parks (MECP) on November 26, 2015. The current version of the GRSPP and AR were last updated in 2020.

On December 3, 2021, amendments to the MECP Technical Rules (also referred to as the 2021 Technical Rules) came into effect by the MECP requiring the current requested updates. These changes assessed source protection vulnerability and risks and included revising threat circumstances for identifying significant drinking water threats as well as amending governing source protection technical work.

Analysis

A comprehensive summary of the GRSPP and AR policy edits for the s. 34 amendment are detailed in the Lake Erie Region Source Protection Committee Report SPC-24-09-03 “S. 34 Amendment to the Grand River Assessment Report and Source Protection Plan: County of Brant” which can be found at the following link:

<https://events.grandriver.ca/SourceWater/Detail/2024-09-26-1300-Lake-Erie-Region-Source-Protection-Committee-Meeti/87ade323-129a-495c-b0e0-b1f101216458> (pages 19-38).

These updates include the following:

- Threat enumeration updates of all significant drinking water threat activities in the County of Brant Drinking Water Systems (Airport, Paris, Mt. Pleasant, and St. George) to align with the 2021 Technical Rules;
- Revised road salt and snow policies;
- Identification of a sodium and chloride water quality concern around the Bethel Municipal Wellfield, and delineation of the associated Wellhead Protection Area - Issue Contributing Area (WHPA-ICA);
- Threats assessment for the Bethel Municipal Well now include any threat activity that may contribute to the sodium and chloride issues to be considered a significant threat;
- Comprehensive re-evaluation of two (2) existing significant drinking water threat condition sites within the St. George WHPAs; and,
- Minor text edits to create consistent policy structure and formatting.

Summary and Recommendations

The pre-consultation period for this s.34 amendment is planned for October 2024. Pre-consultation provides municipalities, ministries, first nations and other implementing bodies a chance to review and comment on the proposed amendments. Comments received during pre-consultation, along with any necessary revisions, will be brought back to the Source Protection Committee and the County for consideration prior to releasing the amendment for public consultation, which is planned for December 2024 through January 2025. GRCA Staff

in consultation with the County will revise the Draft Updated GRSP and AR, as necessary. The revised plans will then be released to the Grand River Source Protection Authority in February 2025 for submission to the MECP in Q1/Q2 2025.

Staff recommend that this report be approved, and the resolution submitted to Grand River Conservation Authority, Lake Erie Region Source Protection Committee, as a formal endorsement by the County of Brant.

Attachments

- 1. [Lake Erie Region Source Protection Committee Report SPC-24-09-03 “S. 34 Amendment to the Grand River Assessment Report and Source Protection Plan: County of Brant”](#) (pages 19-38)

Reviewed By

R. Walton, General Manager of Operations

Copied To

B. Allison, Acting Director of Council Services
A. Dyjach, General Manager of Development Services
H. Dzurko, Risk Management Official, Cambium

By-law and/or Agreement

By-law Required	No
Agreement(s) or other documents to be signed by Mayor and /or Clerk	No



Administration and Operations Committee Report

To: The Chair and Members of the Administration and Operations Committee
From: Rick Knap, CET, Roads Technologist
Date: October 15, 2024
Report #: RPT-0344-24
Subject: 40 km/hr Neighborhood Zones
Purpose: For Approval

Recommendation

Whereas, in 2021, staff had reviewed several concerns with motorist speeds on various roads near schools, within the County of Brant (the County);

And whereas, further to our adopted Transportation Master Plan (TMP) which identifies the requirement for a review of the speed limit on neighborhood/local roads;

And whereas, further to the Brant Committee Report dated July 20, 2021, RPT-21-199 Proposal for Speed Limit Reductions and RPT-21-223 Proposal Community Safety Zones in school areas, a review of the speed limit reduction on all neighbourhood/local roadways to 40 km/hr;

And whereas staff follows the guidelines of the May 23, 2019 approved Council report “CD-19-63 - Brant Safe Streets Speed Control and Road Safety Strategy” for an enhanced level of pedestrian safety;

Be it hereby resolved that Traffic By-Law Number 182-05, Schedule J, be amended by reducing the speed limit to a maximum 40 km/hr speed limit area to the following neighborhood/local areas, over a three (3) year period;

Paris Neighborhoods (15 Areas)

- Balmoral Street Area
- Bradbury Crescent Area
- Broadway Street Area
- Capron Street Area
- Cedar Street Area
- Cobblestone Drive Area
- Daugaard Avenue Area
- Dundas Street West area
- Market Street – southeast area
- Market Street – southwest area

- Mile Hill Road area
- Oak Avenue Area
- Paris District Highschool Area
- Walnut Street Area

Scotland Neighborhoods (four (4) areas)

- Augustus Court Area
- Queen Street South Area
- Queen Street Area
- Royal Troon Drive Area

Oakland Neighborhoods (two (2) Areas)

- Oakland Road area
- Walter Street area

Mount Pleasant Neighborhoods (two (2) Areas)

- Bernice Street area
- Russell Street area

Burford Neighborhoods (eight (8) Areas)

- Alexander Street Area
- Elizabeth Avenue Area
- Highland Drive Area
- John Street Area
- Melissa Avenue Area
- Minshall Drive Area
- Park Avenue Area
- Smith Street Area
- Saint William Street Area

Oakhill Neighborhood (one (1) Area)

- Oakhill Drive Area

Glen Morris Neighborhoods (five (5) Areas)

- Deer Run Court Area
- Glen Morris West Area
- Glen Morris Area
- Meadowood Drive Area
- Scenic Drive Area

St George Neighborhoods (five (5) Areas)

- Harrisburg Drive Area
- High Street Area

- Highgate Drive Area
- Sunnyside Drive Area
- Victor Boulevard Area

Onondaga Neighborhood (one (1) Area)

- Painter Road Area

Middleport Neighborhood (one (1) Area)

- Middleport Road Area

Cainsville Area (not on map)

- Blossom Ave – Brant County Road 18 to Colborne Street East, (denotes already existing 40 km/hr. speed limit.

And that the Brant County Ontario Provincial Police Department be advised of these proposed revisions and to monitor as their resources permit them to.

Executive Summary

Various speed limit concerns have been raised on a number of roads within the County of Brant. All County roads adjacent to schools now have a 40 km/h, 24-hours a day, year-round speed limit. Roads Staff have investigated and mapped out the speed changes as presented in the Transportation Master plan update 2022 for consideration.

Strategic Plan Priority

Strategic Priority 5 - Healthy, Safe, and Engaged Citizens

Impacts and Mitigation

Social Impacts

These By-law updates and speed revisions will improve safety, traffic movement and road maintenance in the respected areas.

Environmental Impacts

As 40 km/hr speed limit areas are implemented over a three (3) year period, staff will continue to collect additional data in years one (1) and two (2), as this may result in emissions decrease.

Economic Impacts

Sufficient funds are available between 2025 to 2027 in the sign operating budgets to install the various regulatory traffic signage recommendations at an estimated cost of a total \$180,000

- 2025 approximately \$25,000
- 2026 approximately \$55,000
- 2027 approximately \$90,000

Report

Background

Staff consistently receive various concerns related to motorists' speeds on various roads, within the County.

The next phase of staff's review of motorists' speeds involves a review of neighborhood and local roads within the County. This is in conjunction with the guidelines/requirements of our adopted TMP, and also relates to the Brant Committee Reports submitted in 2021, RPT-21-199 Proposal for Speed Limit Reductions and RPT-21-223 Proposal Community Safety Zones in school areas regarding speed limits.

Our review is to conduct neighborhood assessments regarding motorists' speeds and if certain local urbanized roads should be reduced to 40 km/h from the standard 50 km/hr speed limit.

Information is collected and reviewed via such platforms as the World Health Organization (WHO), which released the Pedestrian Safety Manual in 2013. This document identified the relationship between stopping distance, vehicle speed and pedestrian injuries. Their report determined that driver behaviour and speed are a major contributing factor in collisions involving pedestrians.

On May 30th, 2017, the Province of Ontario passed *Bill 65, the Safer School Zone Act* which permits municipalities to enact neighbourhood speed limit reductions. Currently, the default speed limit is 50 km/h, unless posted otherwise. *Section 128 (2.1) of the Ontario Highway Traffic Act* now allows municipalities to pass a by-law to set a speed limit less than 50 km/h for all roads within a designated area.

Analysis

Brant Safe Streets (BSS) Review

Since our BSS program began in 2019, staff have received approximately 600 requests/concerns associated with speeding and aggressive driving within the County. Prior to this program, the County of Brant continuously received concerns regarding motorists' speeds and driver behaviors.

When receiving a BSS concern regarding motorists' speeds pertaining to a particular road, staff follows the guidelines as established within the Ontario Traffic Manual, utilizing roadside environment, road design, collision factors and pedestrian and vehicular volumes. These factors are used and our review of the following data on a particular section of road, (but not limited to), are as follows:

- Motorists' actual speeds on this road – obtained by deploying speed spy units;
- The physical geometrics of the road and its surroundings, sidewalks, convenience stores, schools in the area, etc.;
- Review of existing regulatory signage – speed signs, stop signs, stop ahead signs, parking signs etc.;

- Review of existing advisory signage – curve signs, hidden entrance signs, pedestrian area signs, etc.;
- Proposed reconstruction of the road – to improve the physical geometrics and the asphalt condition of the road;
- Traffic Calming Measures – Knockdown speed signs, speed humps, speed cushions, over size signs, flashers etc.

These factors are entered into a chart for the section of road in question and a priority ranking is obtained for staff to determine if any additional traffic improvements are required such as additional signage or traffic calming measures.

In addition to implementing a 40 km/hr speed limit area to all County roads adjacent to schools, The County have also implemented certain 40 km/h zones on local residential roadways when approved individually, along with other speed limits as deemed necessary, as well as the implementation of other traffic calming measures.

Pedestrian Safety Manual

In 2013, the WHO released the Pedestrian Safety Manual. This document identified the relationship between stopping distance, vehicle speed and pedestrian injuries. The report determined that driver behaviour and speed are a major contributing factor in collisions involving pedestrians. The report concluded that the perception and reaction stopping distance required for a motorist to stop in an emergency increased with the speed of the vehicle. A vehicle travelling at 50 km/h will typically need 36.0 meters to stop, while a vehicle travelling at 40 km/h will typically stop in 27.0 meters, that equates to a 9.0-meter difference between the two (2) speeds.

This is further illustrated in Chart 1.

Required Reaction Stopping Distance	
Vehicle Speed km/hr.	Required Distance To Stop (meters)
50 km/hr.	36 meters
40 km/hr.	27 meters

The impact speed and pedestrian injury severity changes drastically based on vehicle speeds. The WHO reported that an adult pedestrian has a 20 percent risk of dying if struck by a vehicle travelling at 60 km/h. The report states that most speed is lost in the last few meters of braking. Therefore, when a vehicle that was travelling at 40 km/h has stopped, comparing this to a car that is travelling at 50 km/hr., this car is still travelling at 41 km/hr. during the same distance. Thus, a difference of 10 km/hr in initial travelling speed can result in a difference of 41 km/hr in impact speed.

This is further illustrated in Chart 2.

Initial Traveling Speed vs. Impact Speed	
Initial Travelling Speed (km/hr.)	Impact Speed (km/hr.)
50 km/hr.	41 km/hr.
40 km/hr.	0 km/hr.

This report that the WHO prepared in 2013, recommended that speed management is important for addressing pedestrian safety. Key measures for managing speed include setting speed limits lower than 50 km/h in residential and high pedestrian traffic areas, enforcing traffic rules on speed limits and implementing various traffic-calming measures.

Speeding and aggressive driving are major contributing factors to most of the injury and fatal collisions. Regarding collisions involving pedestrians, it has been determined that injuries occur in 90 percent of the incidents. Reducing speed limits in designated neighbourhoods to 40 km/hr is considered a significant measure to reduce collision severity and injuries. Chart 3 further emphasises that there is approximately 41 percent increase in the risk of fatal pedestrian injury between the 50 km/hr and 40 km/hr speed limits.

Chart 3

Risk Of Fatal Pedestrian Injury vs. Impact Speed	
Impact Travelling Speed (km/hr.)	Risk of Fatal Pedestrian Injury (%)
50 km/hr.	70 %
40 km/hr.	29 %

Neighborhood area signs - Begin and End Gateway Signage

As previously mentioned, the County has implemented certain 40 km/hr speed limits on individual local residential roadways, however this practice of scheduling by-laws and installing signage on each local roadway can be costly and inefficient and doesn't adequately address the problem within the entire municipality. Bill 65 provides an opportunity to reduce the speed limits on local residential and collector roadways within designated neighborhoods by passing a by-law and installing perimeter signing for each neighborhood within the County. This program will require that by-laws be passed for each reduced speed neighbourhood and that signs be installed at the intersection of each neighbourhood roadway where it intersects with the arterial road network surrounding the neighbourhood.

This legislation, Bill 65, removes the current requirements of signing and creating a by-law for every single individual street within a neighbourhood, reducing the overall number of speed limit signs and by-law entries needed. Signs will be posted on both the right-hand and left-

hand side of the roadway creating a 'gateway' feature as drivers enter and exit residential neighbourhoods. An example of how the new signs will be applied to residential neighbourhoods is attached (Attachment 2).

Should Council wish to proceed with this legislation and sign neighborhood areas, (approximately 45 zones to implement), staff recommends that due to the scope of work, the number of signs to be installed, and to further monitor the affects of these perimeter (gateway to neighborhood), signage, staff are recommending that the implementation will take place over a three (3) year period, with approximately 15 percent of the neighbourhoods proposed to be implemented in 2025. The areas that have been chosen for the 2025 season installation, shall consist of areas where prominent senior/student pedestrian activity occurs, (schools, stores, retirement homes, disability locations, as a few examples), and shall be monitored through the collection of data and various observations by several departments and will be reported back to Council should the need arise.

Proposed areas/zones for the first signs to be installed in 2025 are as follows:

Paris Neighborhoods (three (3) Proposed Areas for 2025)

- Broadway Street Area
- Cobblestone Drive Area
- Paris District Highschool Area

Scotland Neighborhoods (one (1) Proposed Area for 2025)

- Augustus Court Area

Mount Pleasant Neighborhoods (one (1) Proposed Area for 2025)

- Russell Street area

Burford Neighborhoods (two (2) Proposed Areas)

- Alexander Street Area
- Park Avenue Area

Oakhill Neighborhood (one (1) Proposed Area for 2025)

- Oakhill Drive Area

Glen Morris Neighborhoods (one (1) Proposed Area for 2025)

- Glen Morris West Area
- Glen Morris Area

St George Neighborhoods (one (1) Proposed area for 2025)

- Victor Boulevard Area

If favorable results have been acquired in 2025, staff will proceed with the proposed 2026 conversions, completing approximately 35 percent of the proposed area and will continue to monitor. Then the final 50 percent shall be completed in 2027 (year three (3)). This will allow all material to be ordered and work to be completed in-house. This approach will allow

monitoring of completed work each year of implementation and reporting back to Council should the need arise.

During the implementation stage of the 40km/hr neighborhood gateway signage, staff will once again review additional traffic calming measures to ensure the safety of all users are enhanced and the regulations and various calming measures that have been implemented, are consistently applied in these areas.

Please be aware, in consultation with County departments and partnering agencies there has been reservations regarding the implementation of all neighborhood/local roads to be reduced to 40 km/hr, particularly where our data does not warrant a speed limit reduction as this may result in unrealistic expectations with the residents living on those streets. Speed enforcement will be a challenge and traffic calming a large financial commitment if road users do not voluntarily reduce their speed.

Although not required as documented in Bill 65, staff have further identified all sections of road that the 40 km/hr speed limits will be eventually enacted at the end of this three (3) year program. Please note, sections of road highlighted in blue denotes that the speed limit of 40 km/hr on these roads already exist. The roads to be converted to 40 km/hr are listed in Attachment 3.

It is recommended that staff be directed to implement neighborhood speed-limit reductions on local and minor collector roads on a portion of neighborhoods in 2025, (approximately 15 percent), and monitor the results. Further to this, a communication blitz will take place advising the residents of these proposed implementations. If the results are favorable, staff will continue with this program in 2026 and in 2027 respectfully, resulting in this program being completed over a three (3) year period.

Summary and Recommendations

Based on the above, staff recommends that the speed limit be reduced on a limited number of neighborhood/local roadways to 40 km/hr in 2025, and offers the following summation:

- All County roads adjacent to schools have a 40 km/hr speed limit regulation;
- This review identifies the guidelines/requirements of our adopted TMP;
- *The Safer School Zone Act, Bill 65*, permits municipalities to enact neighbourhood / area speed limit reductions;
- County of Brant currently has approximately 45 neighborhood areas that would fall under the Bill 65 legislation;
- Our review of 40 km/hr speed limit on neighborhood/local roads will provide additional safety measures to pedestrians and residents in their respected neighbourhoods;
- The first year of our 40 km/hr implementation neighborhood program will include areas where senior and student pedestrian activity consistently occurs and shall be monitored prior to implementing the next phase the following year;

- County departments and partnering agencies have expressed reservations regarding the implementation of all neighborhood/local roads to be reduced to 40 km/hr due to increased demand for enforcement and traffic calming.
- Staff recommends the implementation take place over a three (3) year period, with approximately 15 percent of the neighbourhoods proposed to be implemented in 2025 and shall report back to Council should the need arise;
- If favorable results have been acquired in 2025, staff will proceed with further installations in year two (2), 2026, with estimated completion of approximately 35 percent of neighborhood areas and shall be monitored as well;
- Then the final 50 percent shall be completed in 2027. This will allow all material to be ordered and work to be completed in-house and will also allow these locations/areas to be monitored each year of implementation and report back to Council should the need arise.

All new signs shall be erected, and old signs removed where applicable in accordance with Regulation 615 of *the Highway Traffic Act*, as well as the Ontario Traffic Manual. Once the necessary By-laws have been approved by County Council, and County sign regulations have been amended, the above noted work will begin in 2025 and will expand into 2026 and 2027 respectively over a three (3) year project period.

The recommendations in this report follow the guidelines of the May 23, 2019, approved Council report “CD-19-63 - Brant Safe Streets Speed Control and Road Safety Strategy”.

These revisions shall be monitored by the County’s Operational and By-law Enforcement Departments, as well the Brant County Ontario Provincial Police Department (OPP) and staff shall report back if any additional concerns arise.

It is recommended that the necessary By-laws be considered so that the process of changing the signs can start in 2025.

Attachments

1. Maps of proposed 40km/h local Roads (57 maps)
2. Example of new “gateway” sign installation
3. List of Roads to be Converted

Reviewed By

G. Demers, Director of Roads
R. Walton, General Manager of Operations

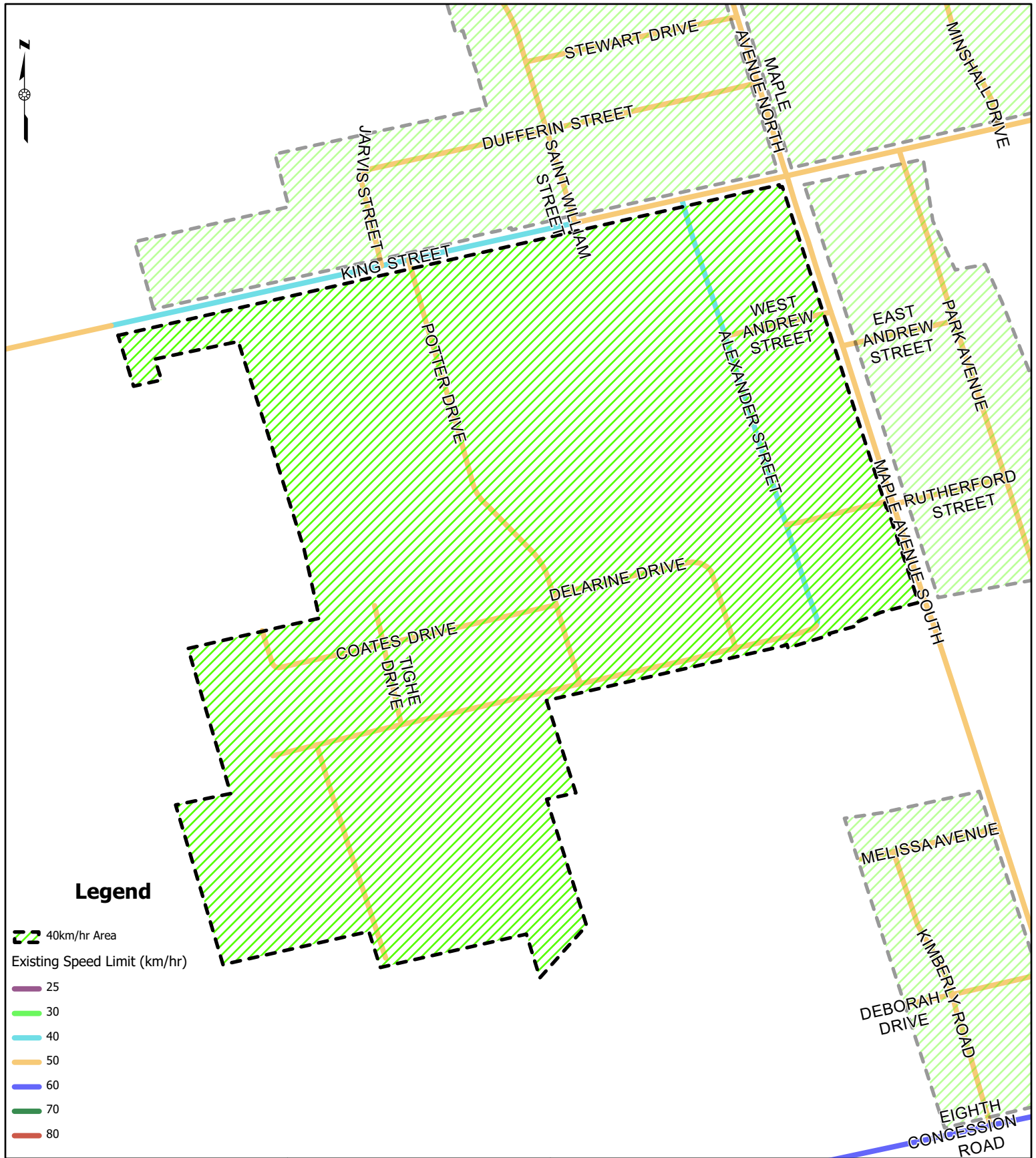
Copied To

1. J. DeMunck, Road Operations Manager
2. J. Roswell, Road Superintendent
3. K. McAllister, Road Superintendent
4. S. McDonald, Acting Road Operations Manager

- 5. B. McDonald, Road Superintendent
- 6. M. Huggins, Road Superintendent
- 7. G. Bergeron, Director of Enforcement and Regulatory Services
- 8. Sgt. Darren Vandertuin, Brant County OPP

By-law and/or Agreement

By-law Required	Yes
Agreement(s) or other documents to be signed by Mayor and /or Clerk	No

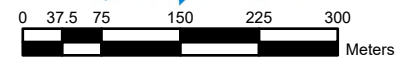


Legend

40km/hr Area

Existing Speed Limit (km/hr)

- 25
- 30
- 40
- 50
- 60
- 70
- 80



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40km/hr AREA MAPPING Burford - Alexander St

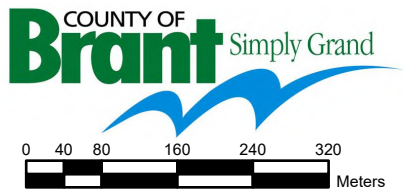
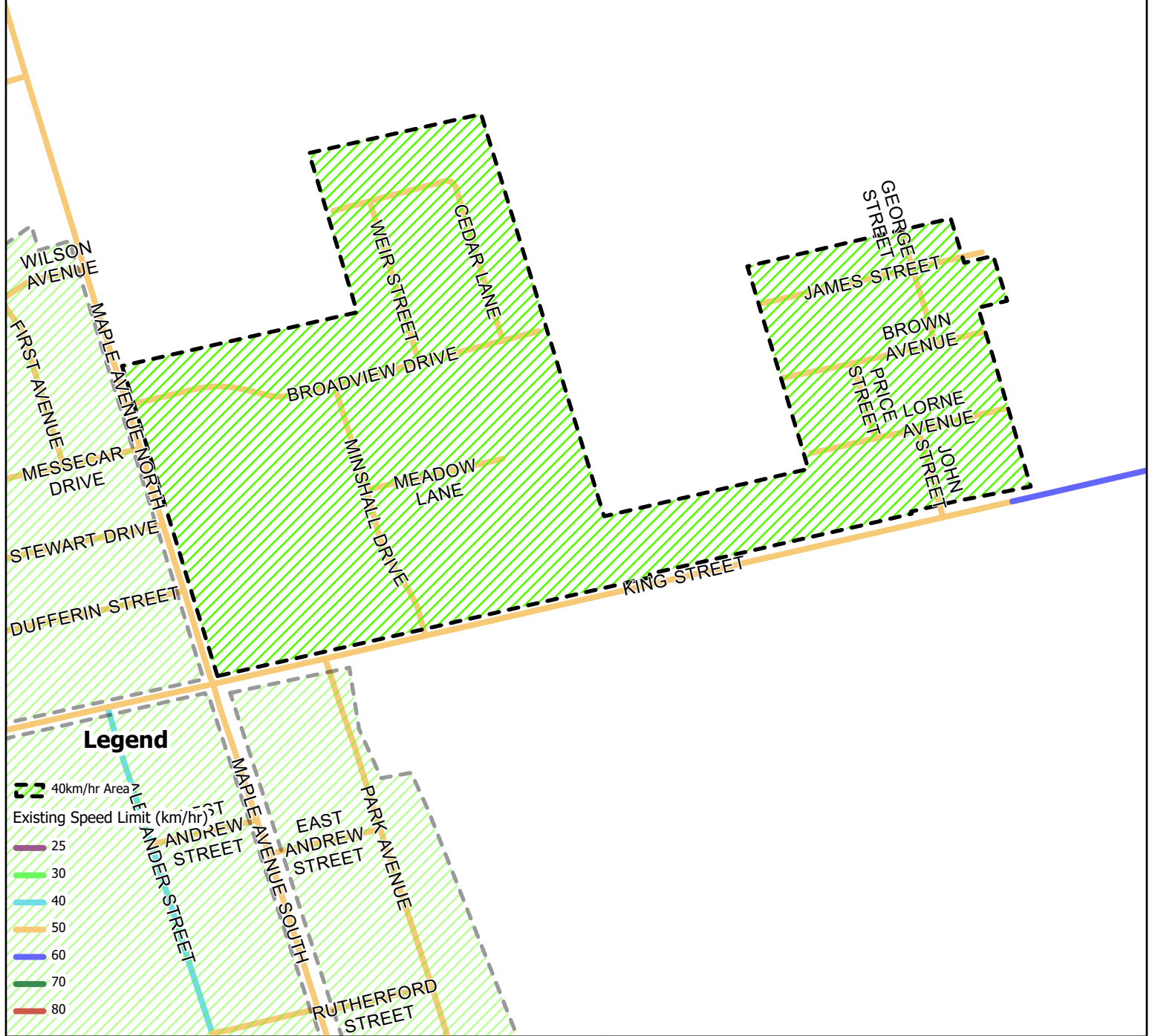
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M. Balog

DATE:
Sep, 05 2024

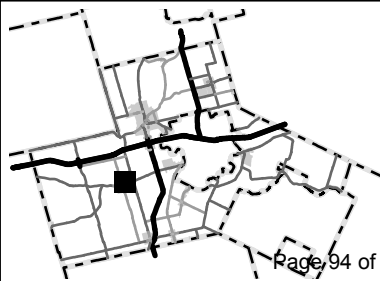
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1 of 57



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40km/hr AREA MAPPING Burford - Broadview Dr

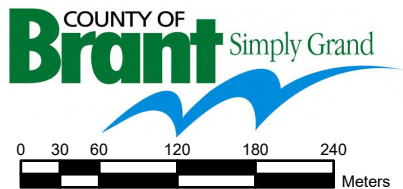
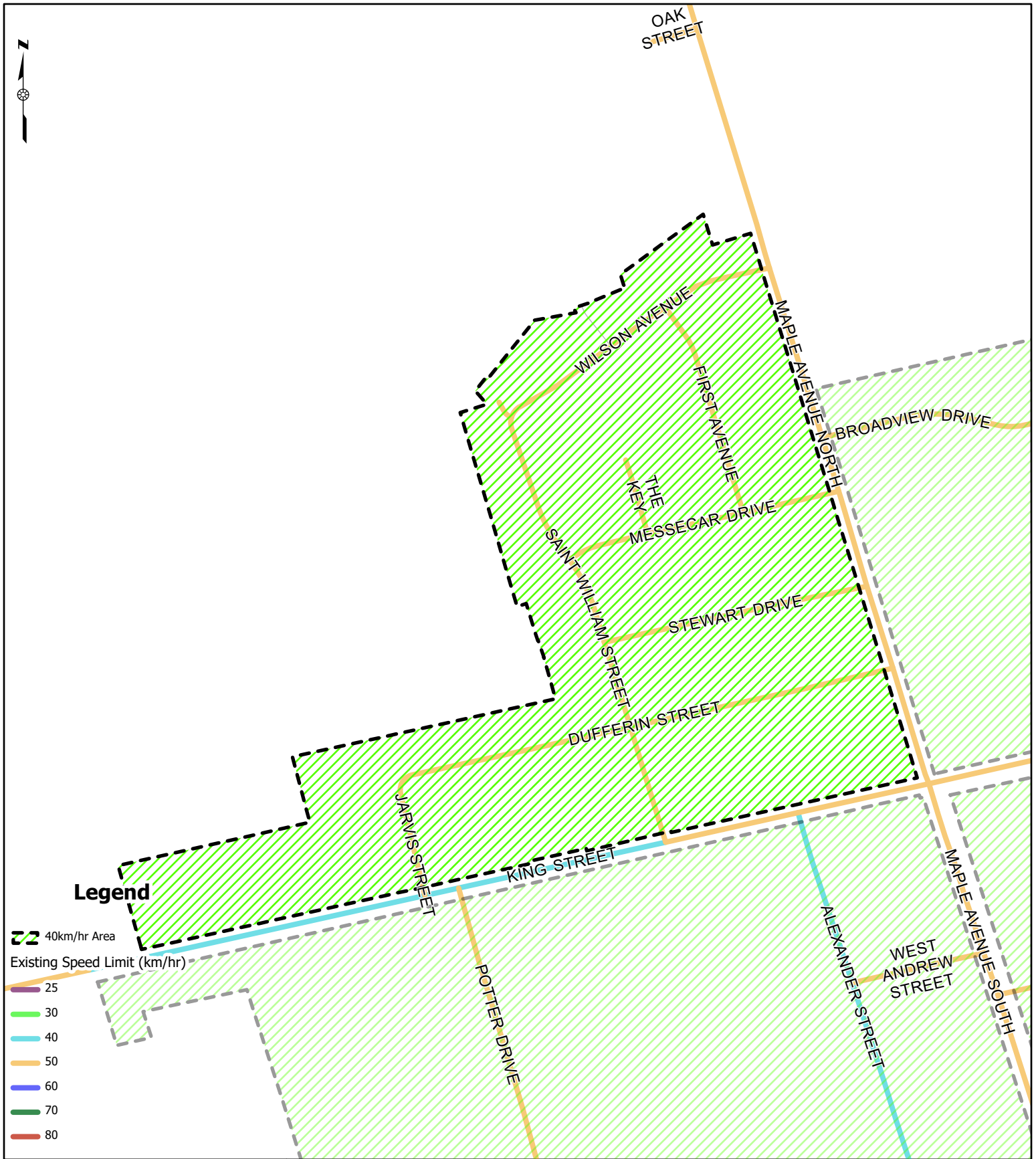
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40km/hr AREA MAPPING Burford - Dufferin St

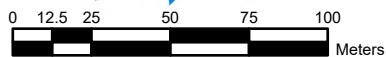
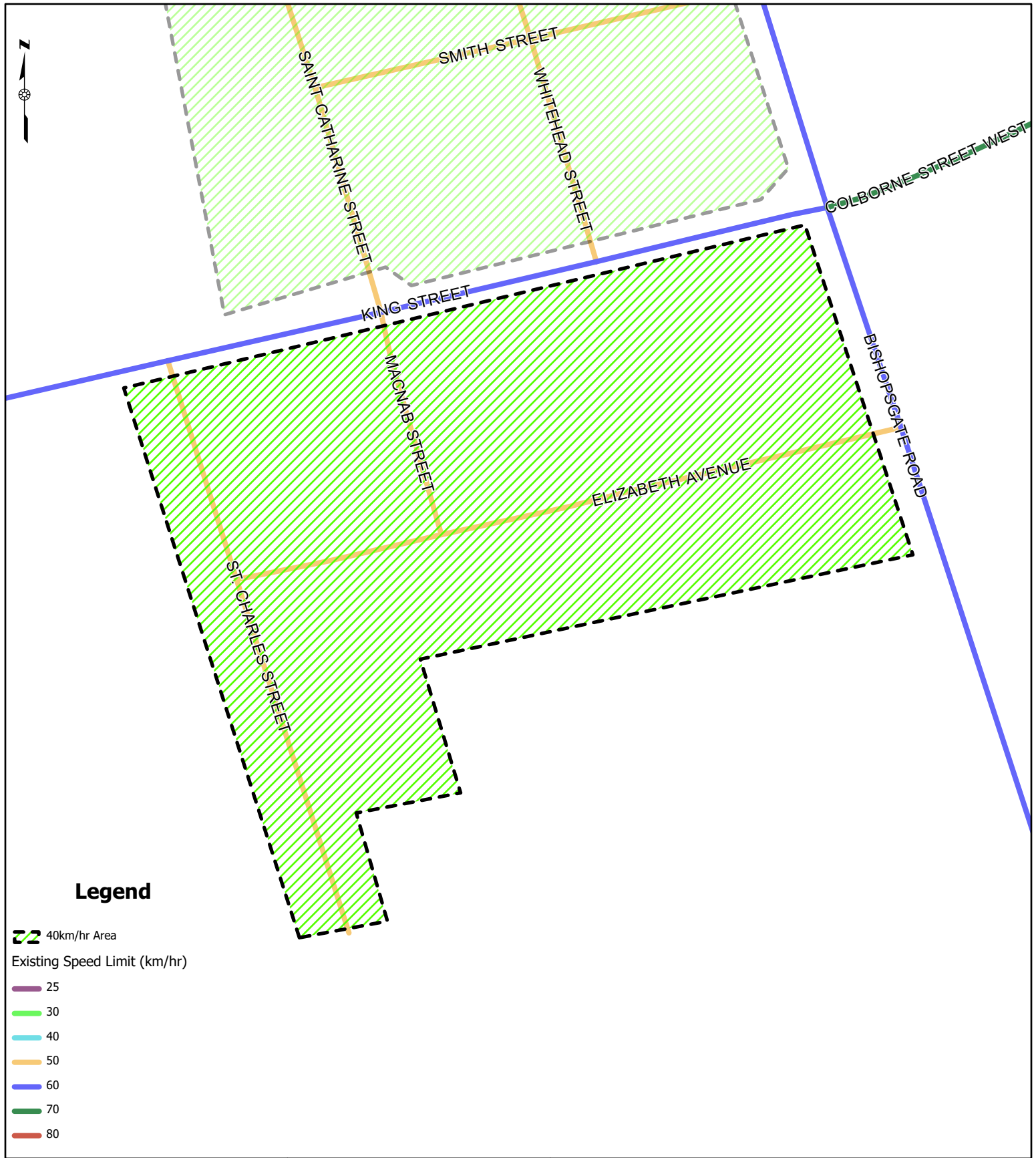
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40km/hr AREA MAPPING Burford - Elizabeth St

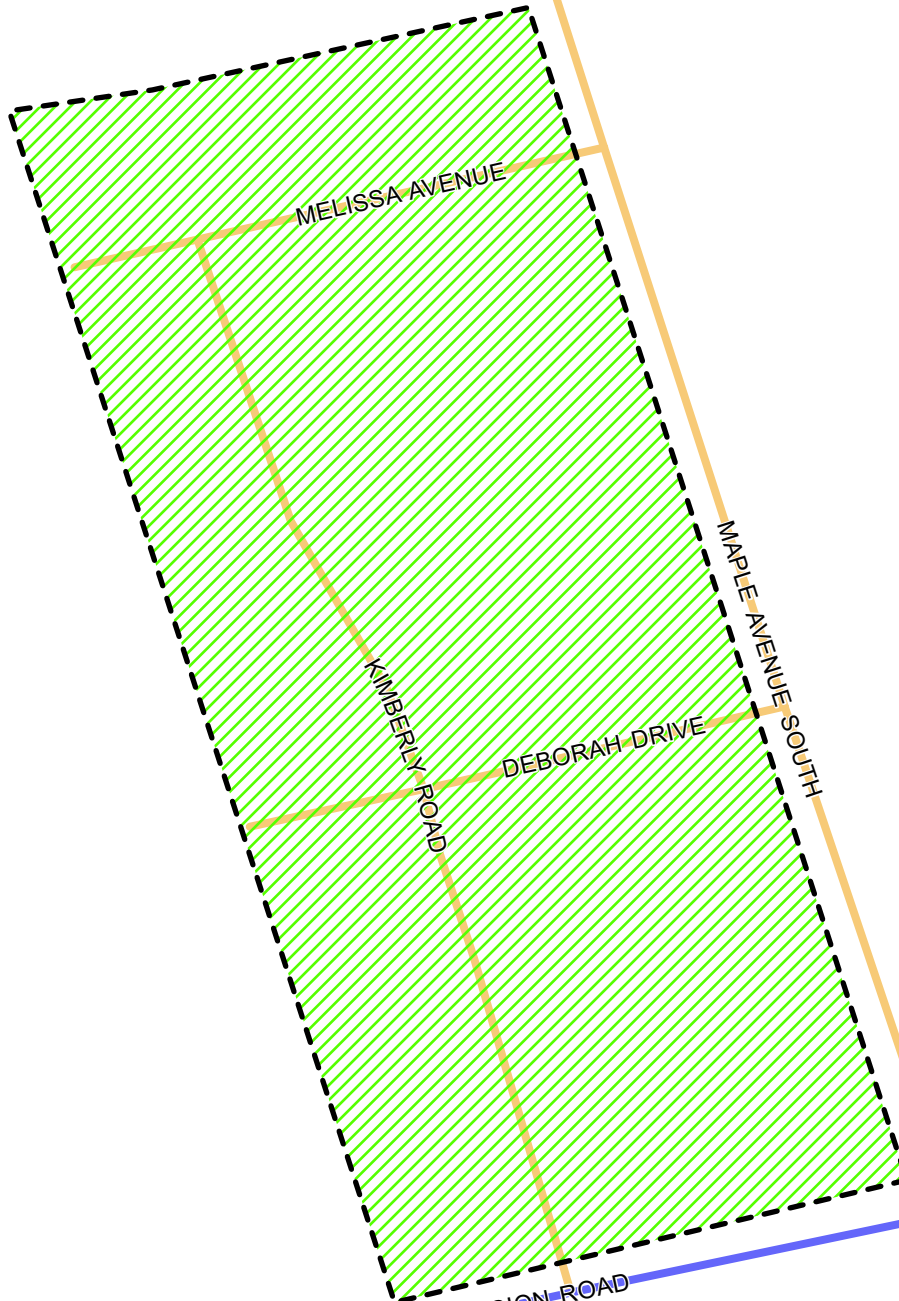
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4 of 57

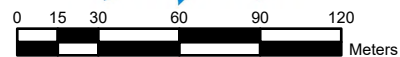


Legend

 40km/hr Area

Existing Speed Limit (km/hr)

-  25
-  30
-  40
-  50
-  60
-  70
-  80



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40km/hr AREA MAPPING Burford - Kimberly Rd

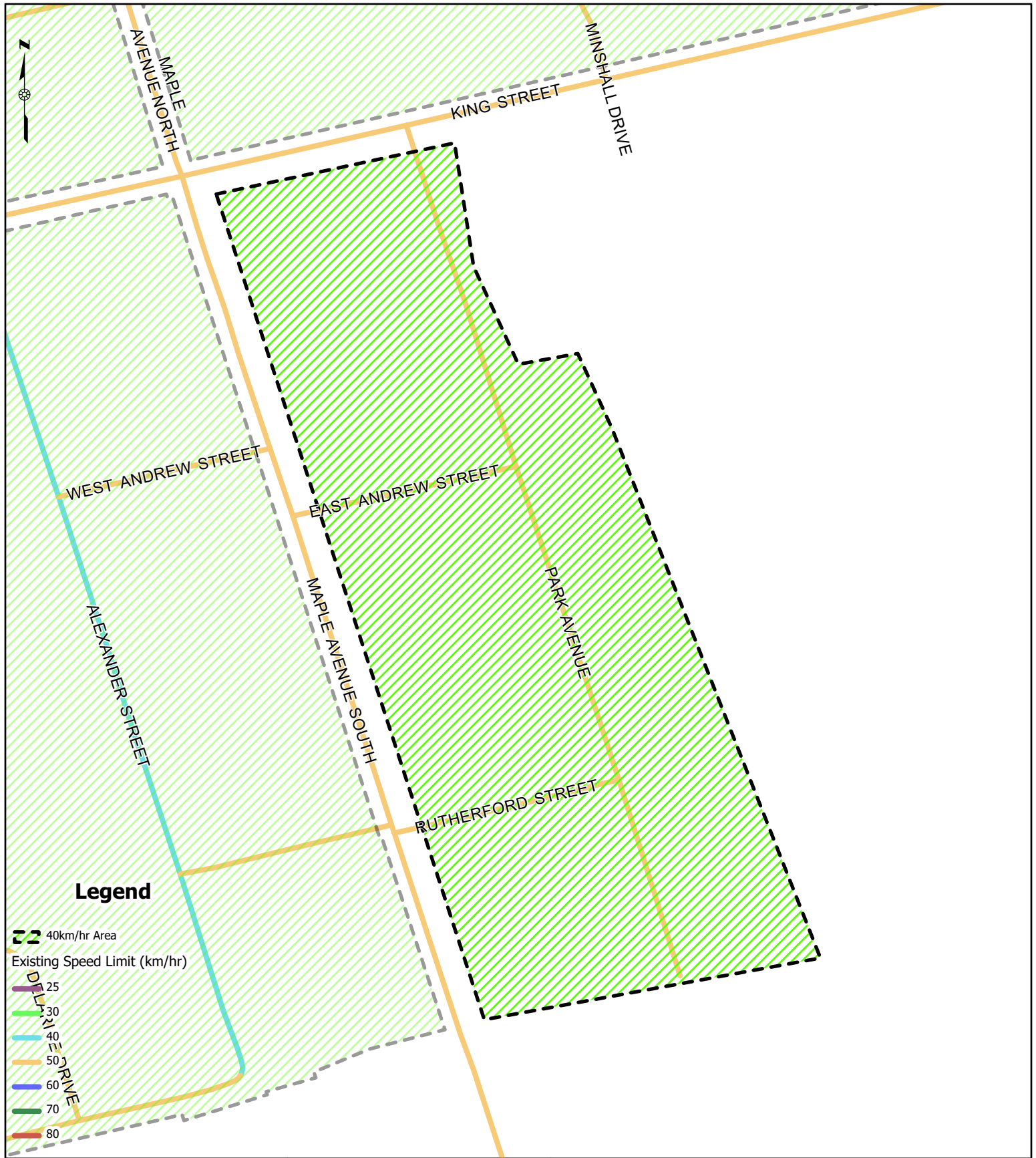
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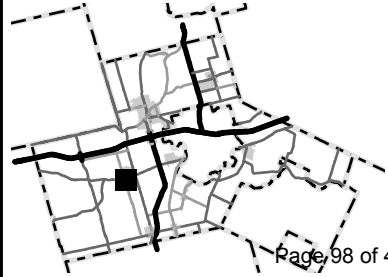
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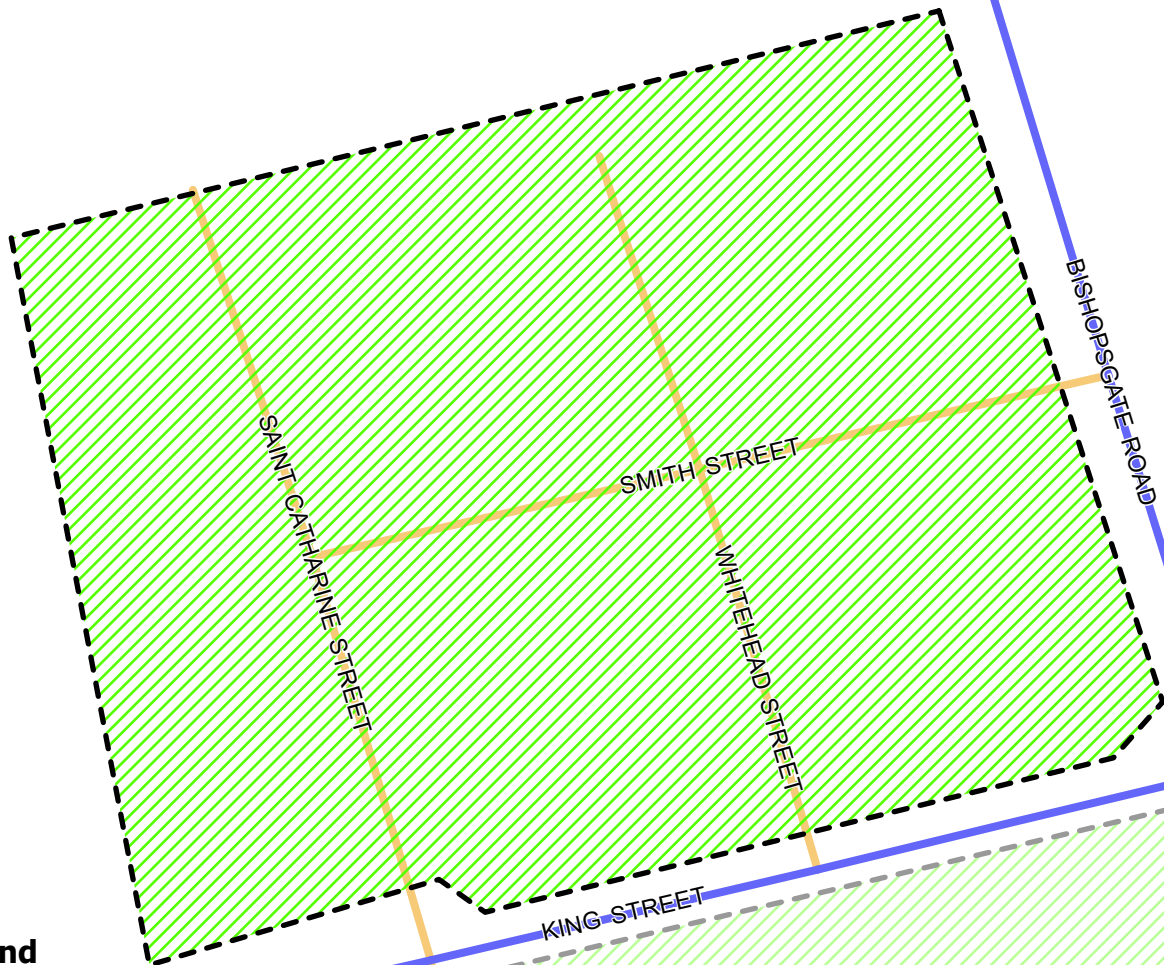
COUNTY OF
Brant *Simply Grand*

0 15 30 60 90 120 Meters


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40km/hr AREA MAPPING Burford - Park Ave		
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Page 98 of 427 Sep, 05 2024	1:3,600	



Legend

 40km/hr Area

Existing Speed Limit (km/hr)

-  25
-  30
-  40
-  50
-  60
-  70
-  80



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40km/hr AREA MAPPING Burford - Smith St

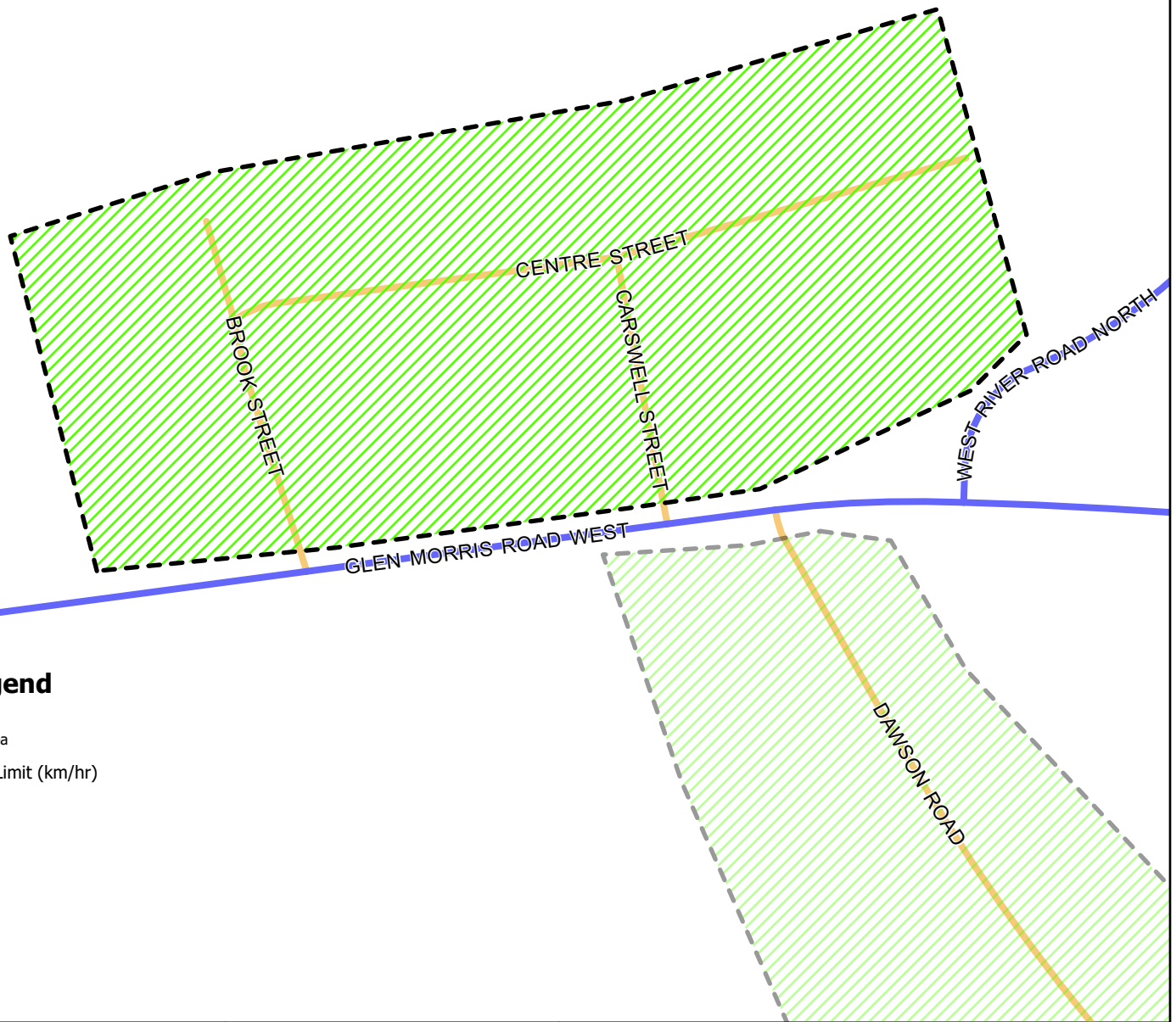
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Legend

 40km/hr Area

Existing Speed Limit (km/hr)

-  25
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-  40
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-  60
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40km/hr AREA MAPPING Glen Morris - Brook St

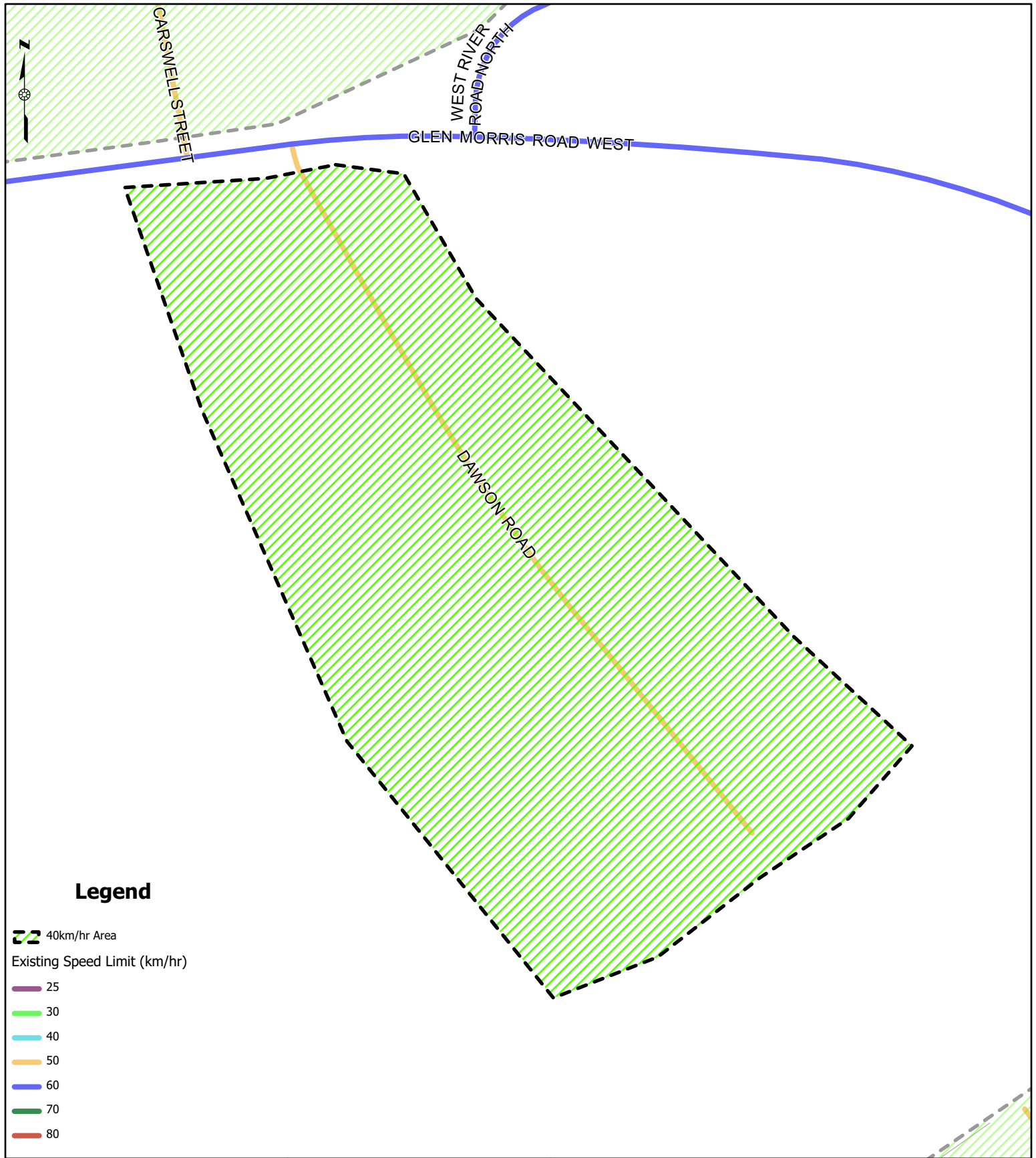
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8 of 57



Legend

 40km/hr Area

Existing Speed Limit (km/hr)

-  25
-  30
-  40
-  50
-  60
-  70
-  80



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40km/hr AREA MAPPING Glen Morris - Dawson Rd

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27 Sep, 05 2024

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EAST RIVER ROAD

DEER RUN COURT

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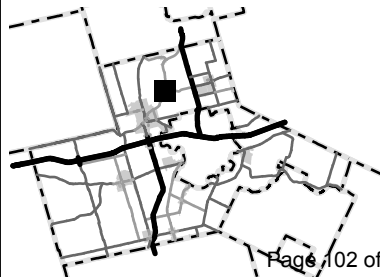
 40km/hr Area

Existing Speed Limit (km/hr)

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-  40
-  50
-  60
-  70
-  80



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40km/hr AREA MAPPING Glen Morris - Deer Run Crt

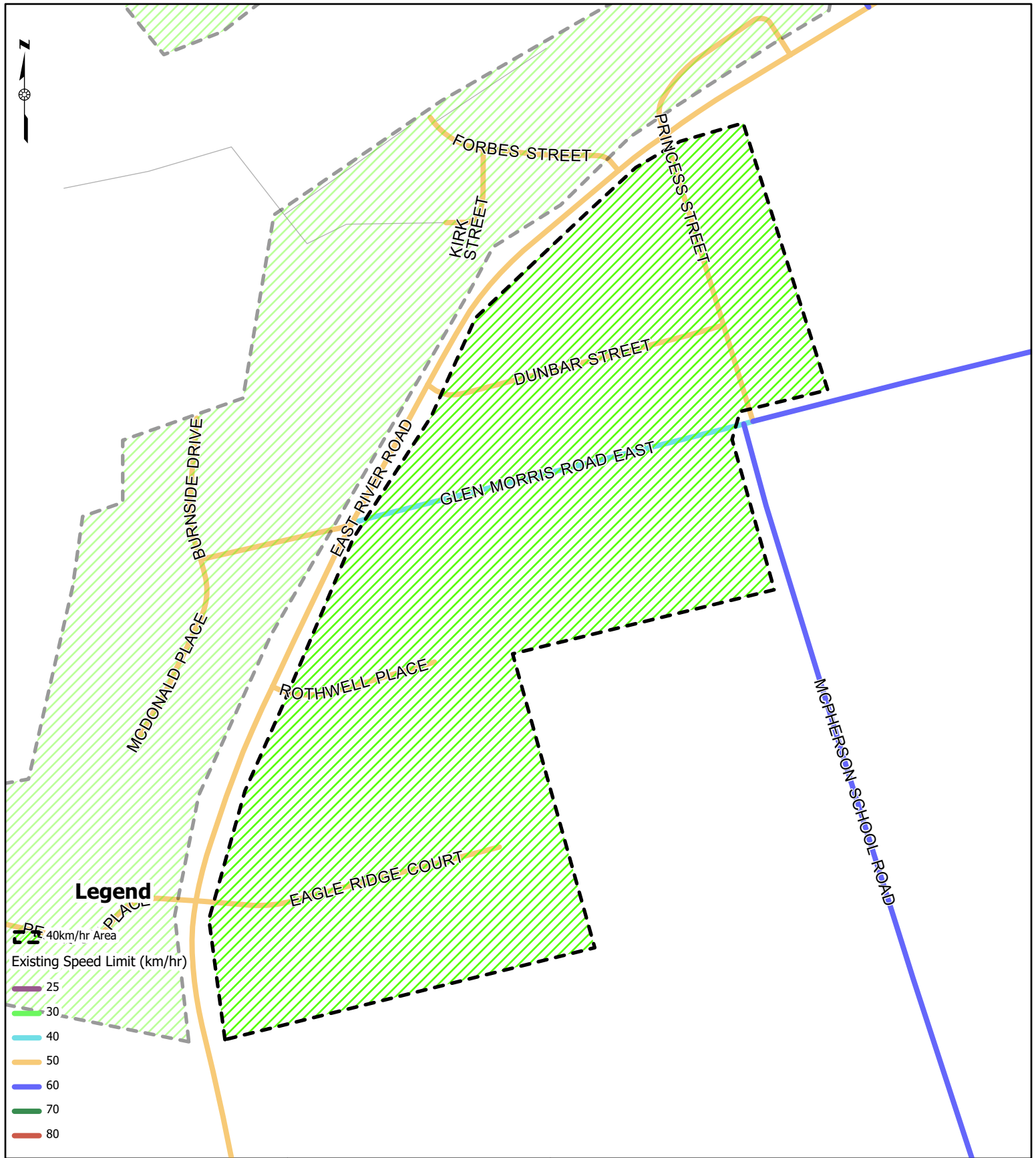
DRAWN BY:
M. Balog

DATE:
27 Sep, 05 2024

SCALE:
1:1,800

DRAWING NO.

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40km/hr AREA MAPPING Glen Morris - Glen Morris Rd E

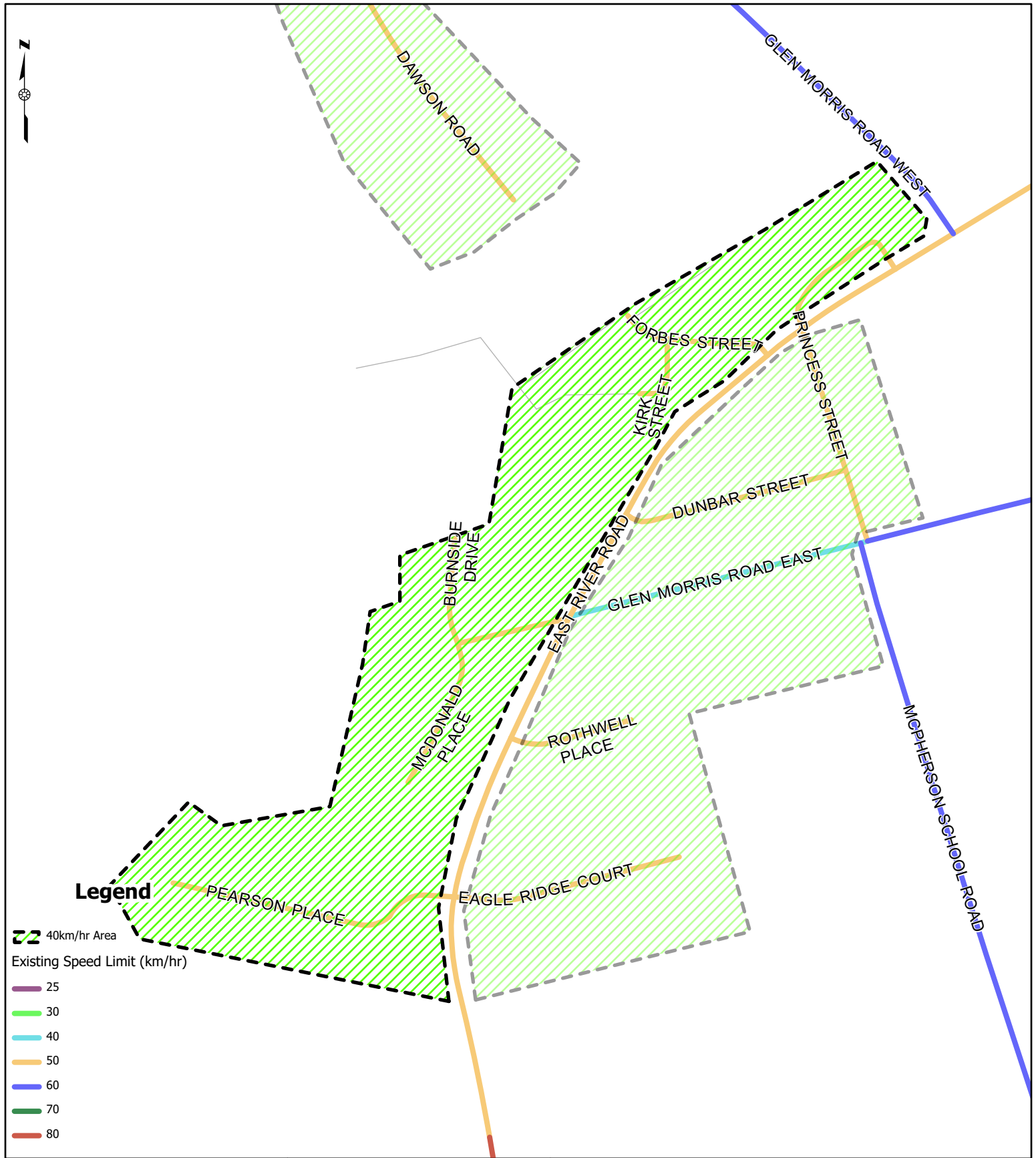
DRAWN BY:
M. Balog

DATE:
27 Sep, 05 2024

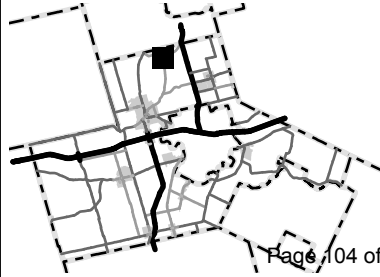
SCALE:
1:4,600

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40km/hr AREA MAPPING Glen Morris - McDonald PI

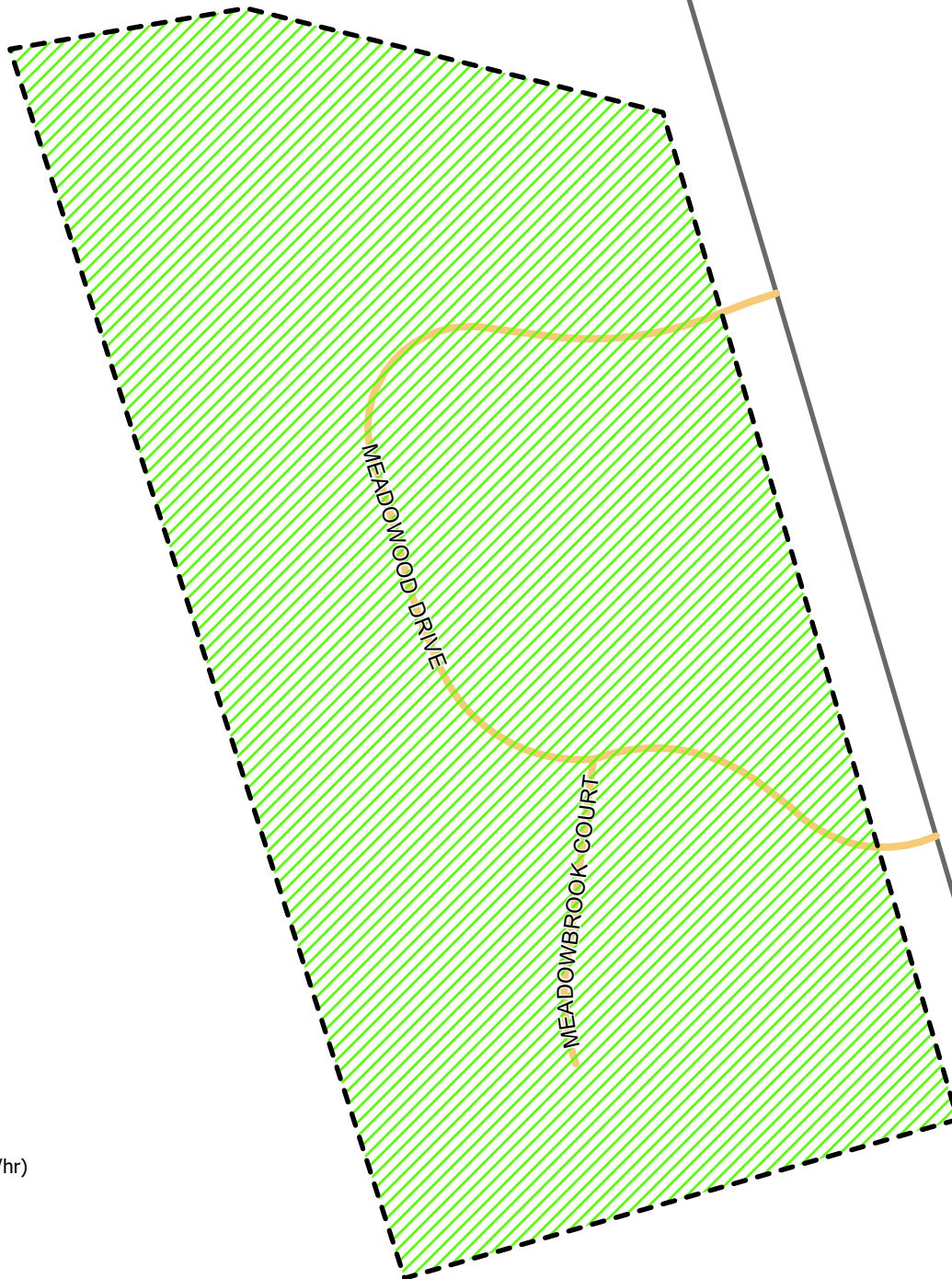
DRAWN BY:
M. Balog

DATE:
27 Sep, 05 2024

SCALE:
1:6,200

DRAWING NO.

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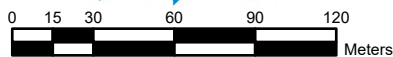


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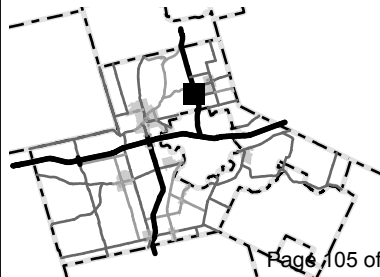
 40km/hr Area

Existing Speed Limit (km/hr)

-  25
-  30
-  40
-  50
-  60
-  70
-  80



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40km/hr AREA MAPPING Glen Morris - Meadowood Dr

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27 Sep, 05 2024

SCALE:
1:2,800

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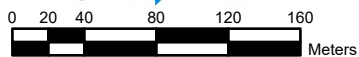


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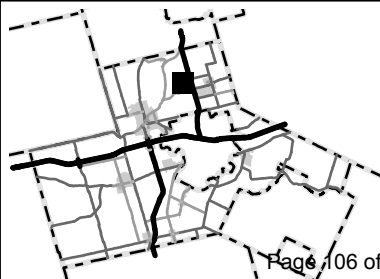
40km/hr Area

Existing Speed Limit (km/hr)

- 25
- 30
- 40
- 50
- 60
- 70
- 80



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40km/hr AREA MAPPING Glen Morris - Stoney Brae Dr

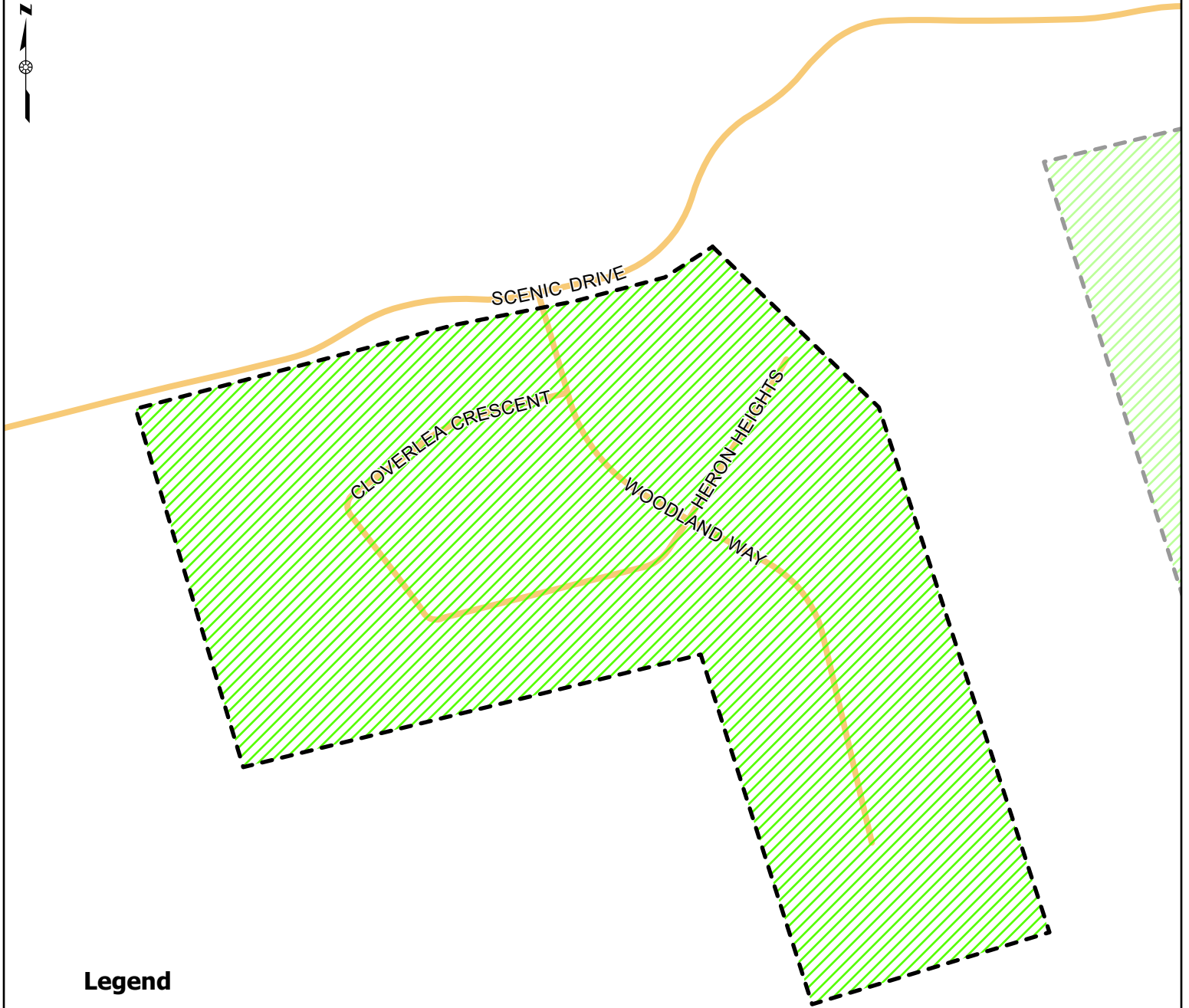
DRAWN BY:
M. Balog

DATE:
27 Sep, 05 2024


SCALE:
1:4,200

DRAWING NO.





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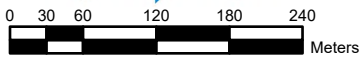


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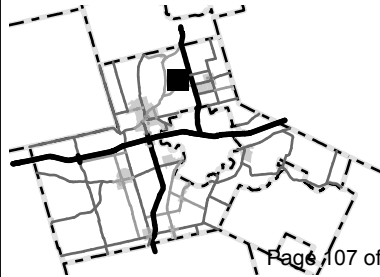
 40km/hr Area

Existing Speed Limit (km/hr)

-  25
-  30
-  40
-  50
-  60
-  70
-  80



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40km/hr AREA MAPPING Glen Morris - Woodland Way

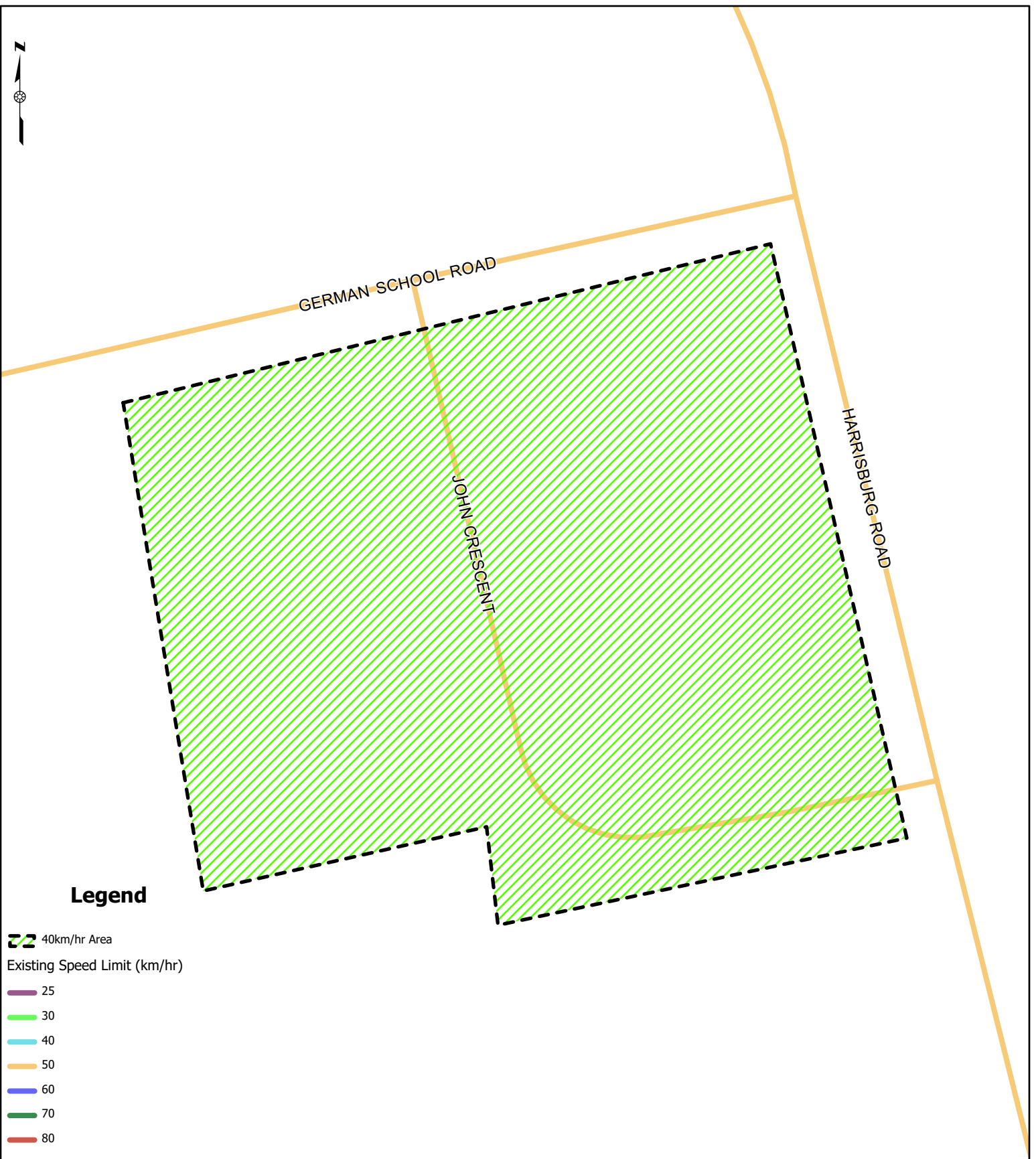
DRAWN BY:
M. Balog

DATE:
27 Sep, 05 2024

SCALE:
1:6,200

DRAWING NO.





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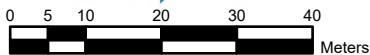


Legend

 40km/hr Area

Existing Speed Limit (km/hr)

-  25
-  30
-  40
-  50
-  60
-  70
-  80



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40km/hr AREA MAPPING Harrisburg - John Cres

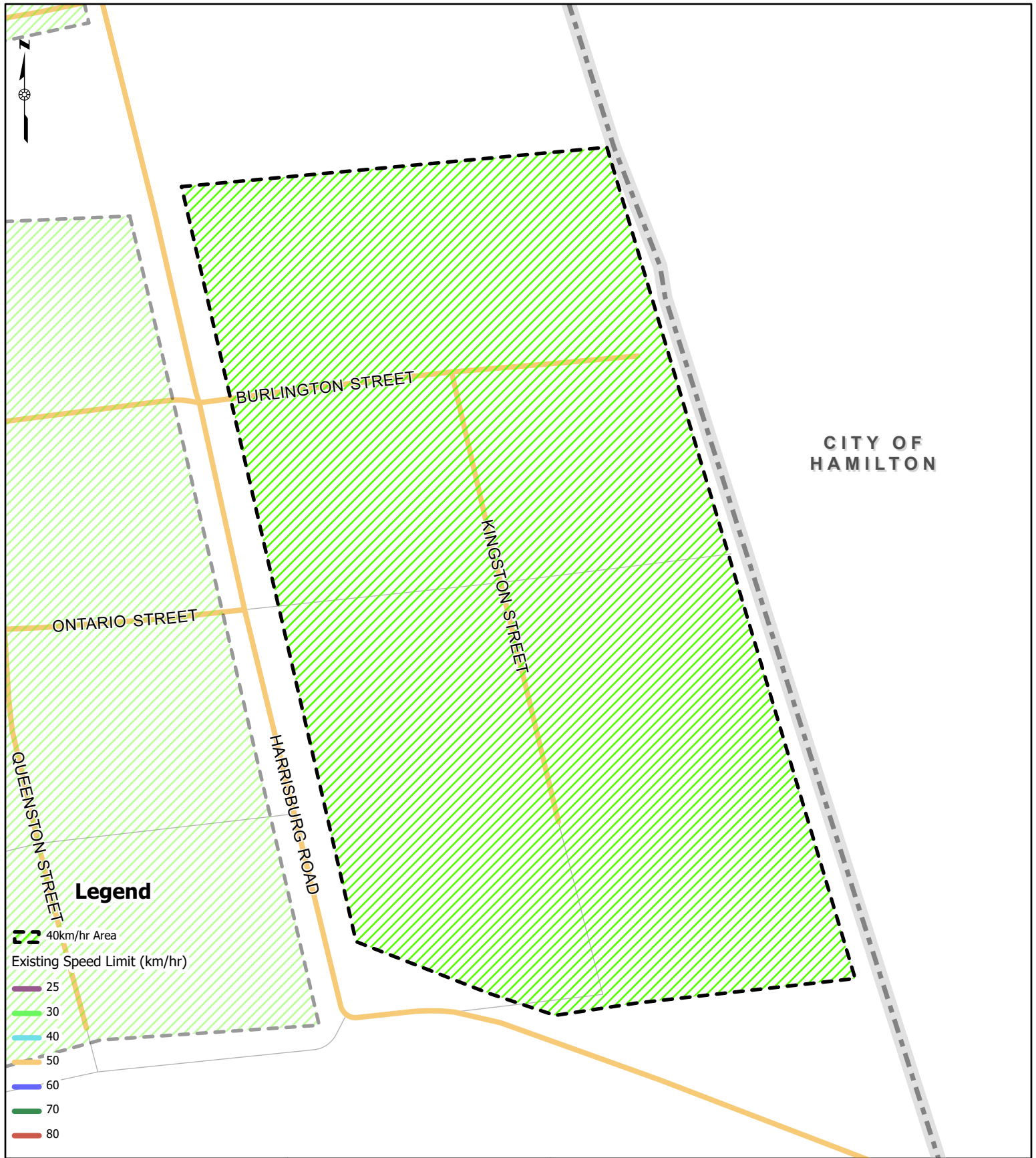
DRAWN BY:
M. Balog

DATE:
27 Sep, 05 2024

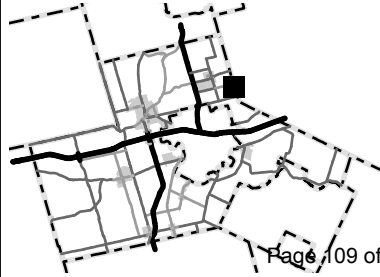
SCALE:
1:1,000

DRAWING NO.

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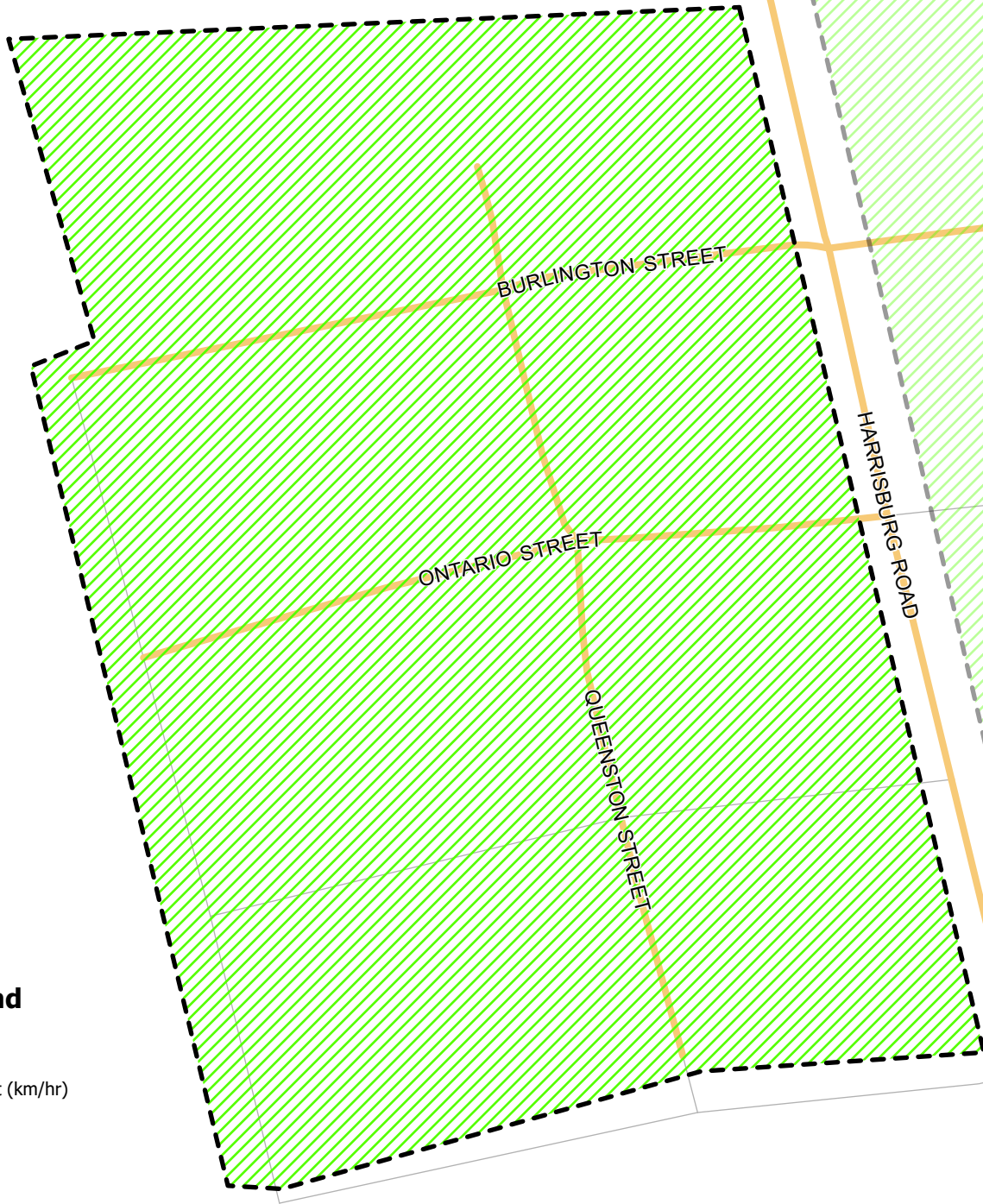


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40km/hr AREA MAPPING Harrisburg - Kingston St





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DATE: 27 Sep, 05 2024	SCALE: 1:2,400	17 of 57

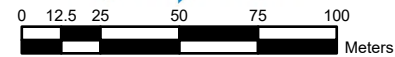


Legend

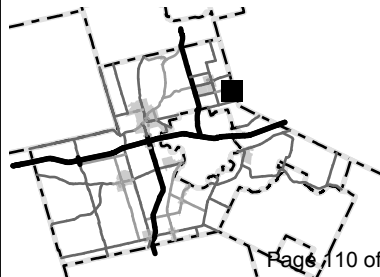
 40km/hr Area

Existing Speed Limit (km/hr)

-  25
-  30
-  40
-  50
-  60
-  70
-  80



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40km/hr AREA MAPPING Harrisburg - Queenston St

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27 Sep, 05 2024

SCALE:
1:2,400

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SIX NATIONS
OF THE
GRAND RIVER

MIDDLEPORT ROAD

YOUELL STREET

HAGER STREET

SOLOMON STREET

JAMES LAWRENCE STREET

HIGHWAY #54

Legend

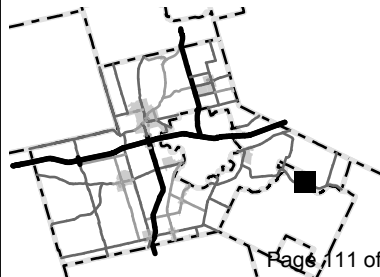
 40km/hr Area

Existing Speed Limit (km/hr)

-  25
-  30
-  40
-  50
-  60
-  70
-  80



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40km/hr AREA MAPPING Middleport

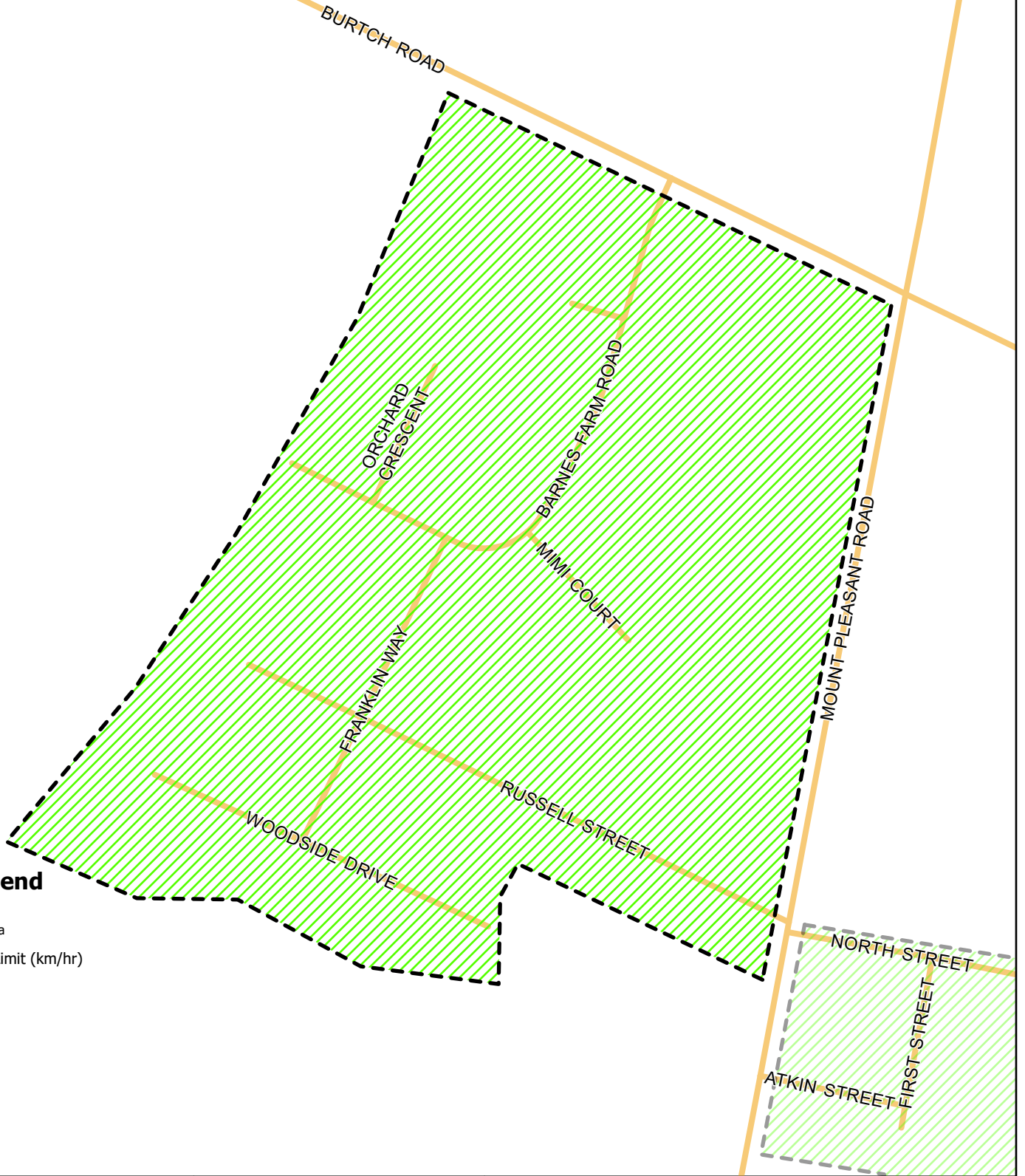
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M. Balog

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27 Sep, 05 2024

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1:2,000

DRAWING NO.

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COUNTY OF
Brant Simply Grand

0 20 40 80 120 160
Meters

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40km/hr AREA MAPPING Mt. Pleasant - Barnes Farm Rd

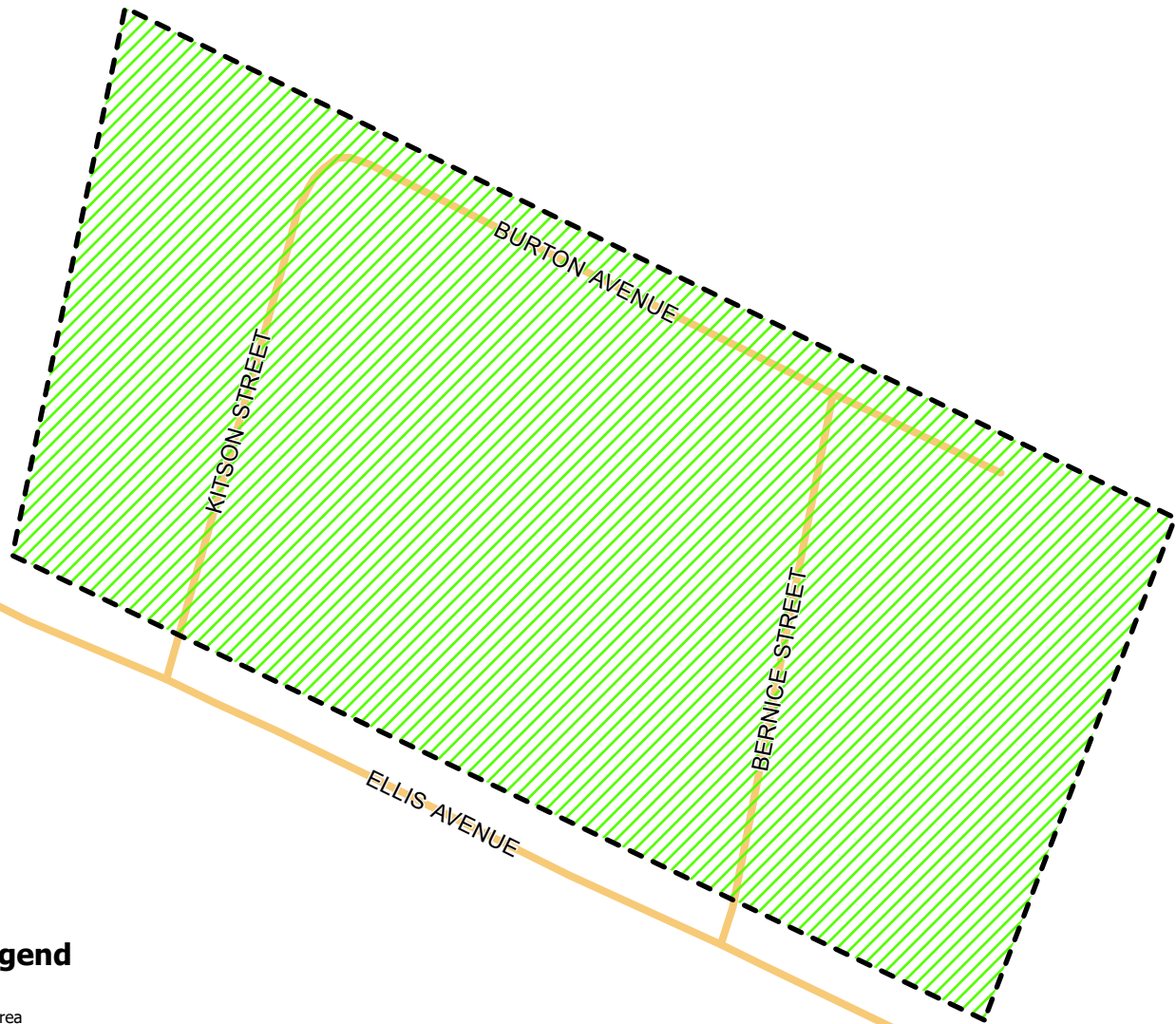
DRAWN BY:
M. Balog

DATE:
27 Sep, 05 2024


SCALE:
1:4,400

DRAWING NO.


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Legend

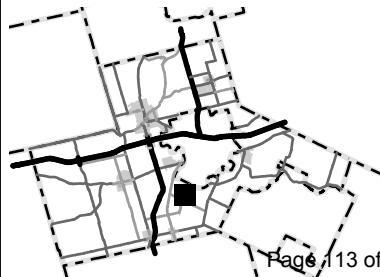
 40km/hr Area

Existing Speed Limit (km/hr)

-  25
-  30
-  40
-  50
-  60
-  70
-  80



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40km/hr AREA MAPPING Mt. Pleasant - Bernice St

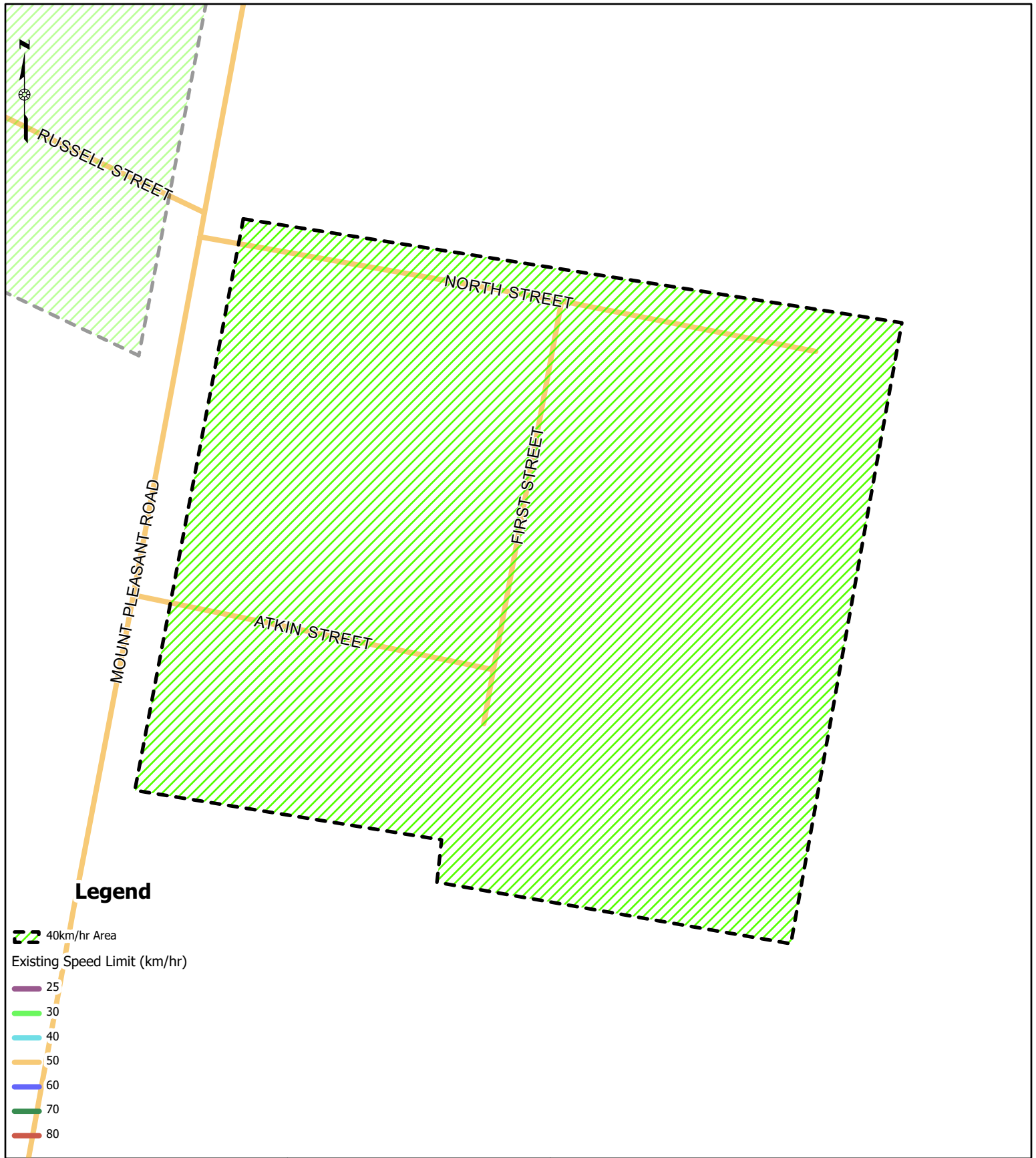
DRAWN BY:
M. Balog

DATE:
27 Sep, 05 2024

SCALE:
1:2,000

DRAWING NO.

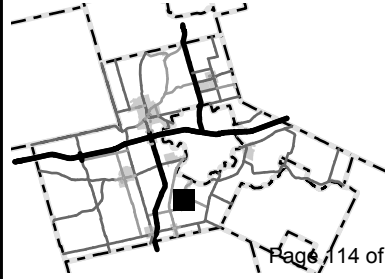
21 of 57



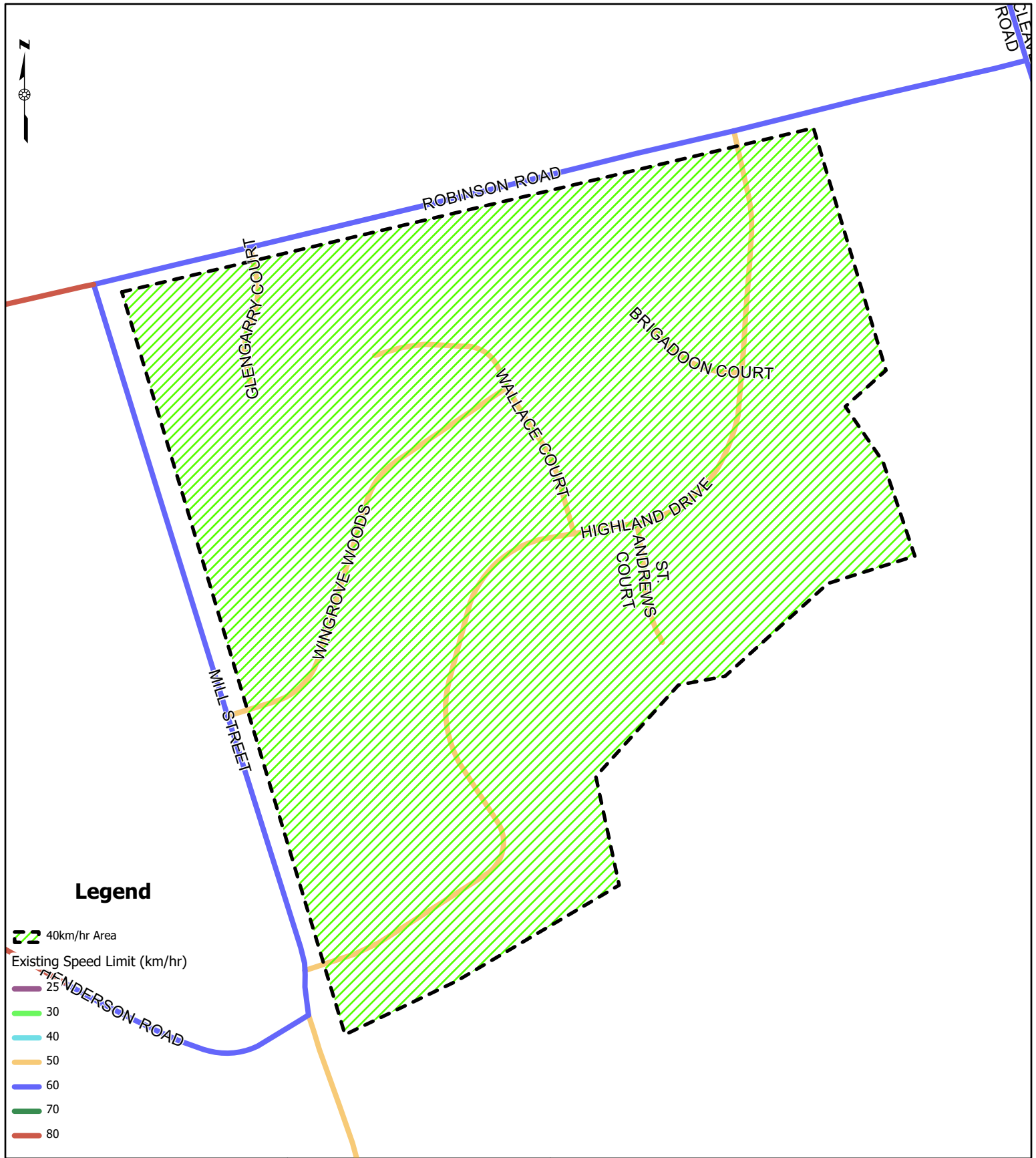
COUNTY OF
Brant Simply Grand

0 5 10 20 30 40 Meters

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40km/hr AREA MAPPING Mt. Pleasant - North St		
DRAWN BY: M. Balog		DRAWING NO.
DATE: 27 Sep, 05 2024	SCALE: 1:1,600	22 of 57



Legend

40km/hr Area

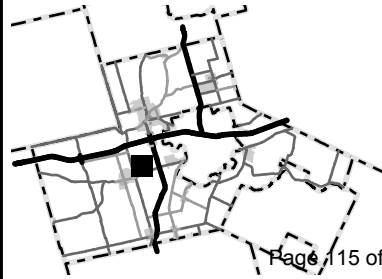
Existing Speed Limit (km/hr)

- 25
- 30
- 40
- 50
- 60
- 70
- 80

COUNTY OF Brant Simply Grand

0 40 80 160 240 320 Meters

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40km/hr AREA MAPPING Mt. Vernon - Highland Estates

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SCALE:
1:7,400

DRAWING NO.

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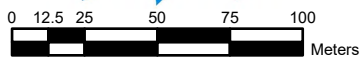


Legend

 40km/hr Area

Existing Speed Limit (km/hr)

-  25
-  30
-  40
-  50
-  60
-  70
-  80



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40km/hr AREA MAPPING Oakhill - Hudson Dr

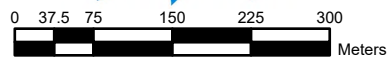
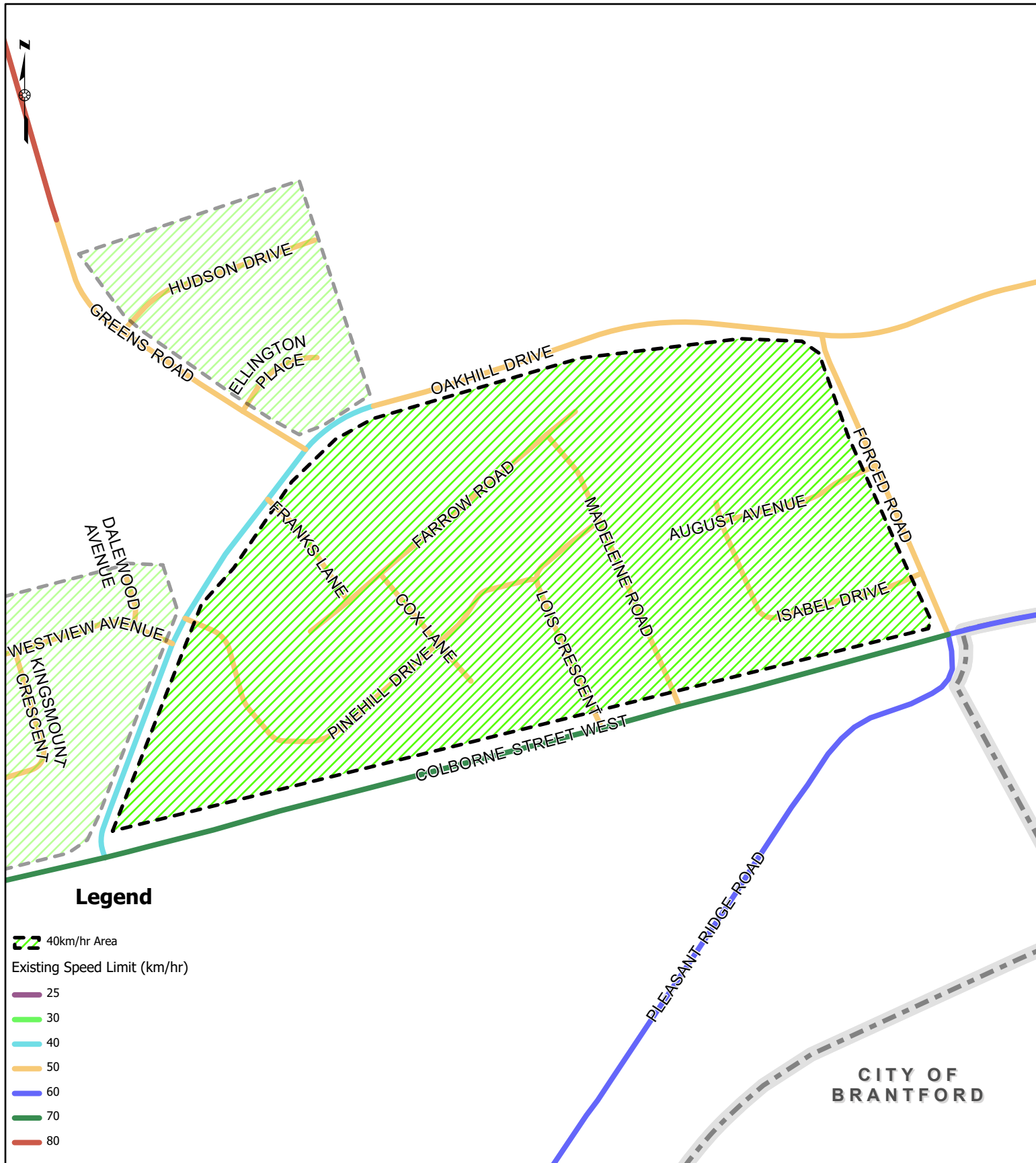
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M. Balog

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SCALE:
1:2,600

DRAWING NO.

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40km/hr AREA MAPPING Oakhill - Pinehill Dr

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DATE:
27 Sep, 05 2024


SCALE:
1:7,200

DRAWING NO.







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Legend

 40km/hr Area

Existing Speed Limit (km/hr)

-  25
-  30
-  40
-  50
-  60
-  70
-  80



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40km/hr AREA MAPPING Oakhill - Westview Ave

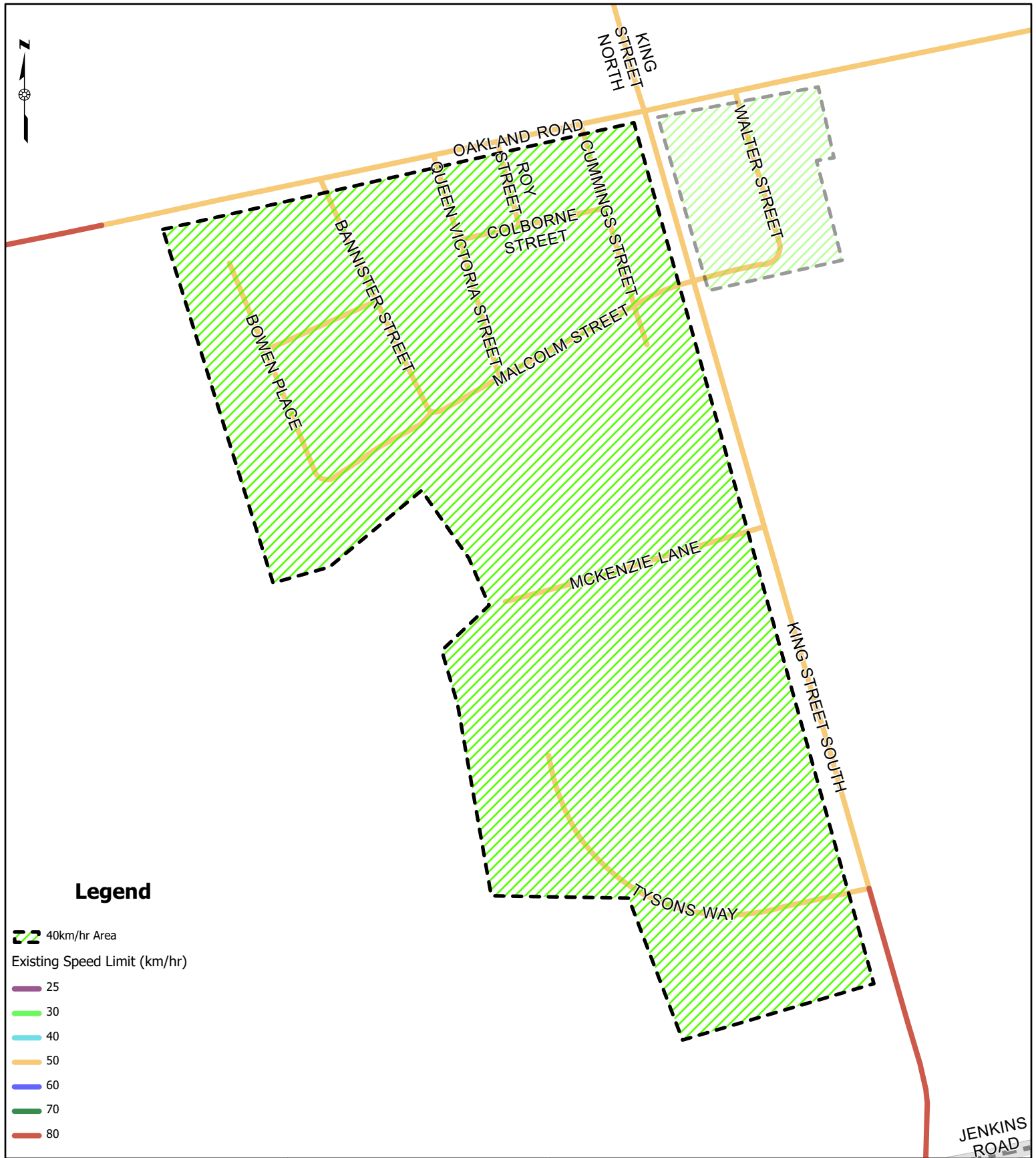
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M. Balog

DATE:
27 Sep, 05 2024


SCALE:
1:2,600

DRAWING NO.



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Legend

 40km/hr Area

Existing Speed Limit (km/hr)

-  25
-  30
-  40
-  50
-  60
-  70
-  80



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40km/hr AREA MAPPING Oakland - Malcolm St

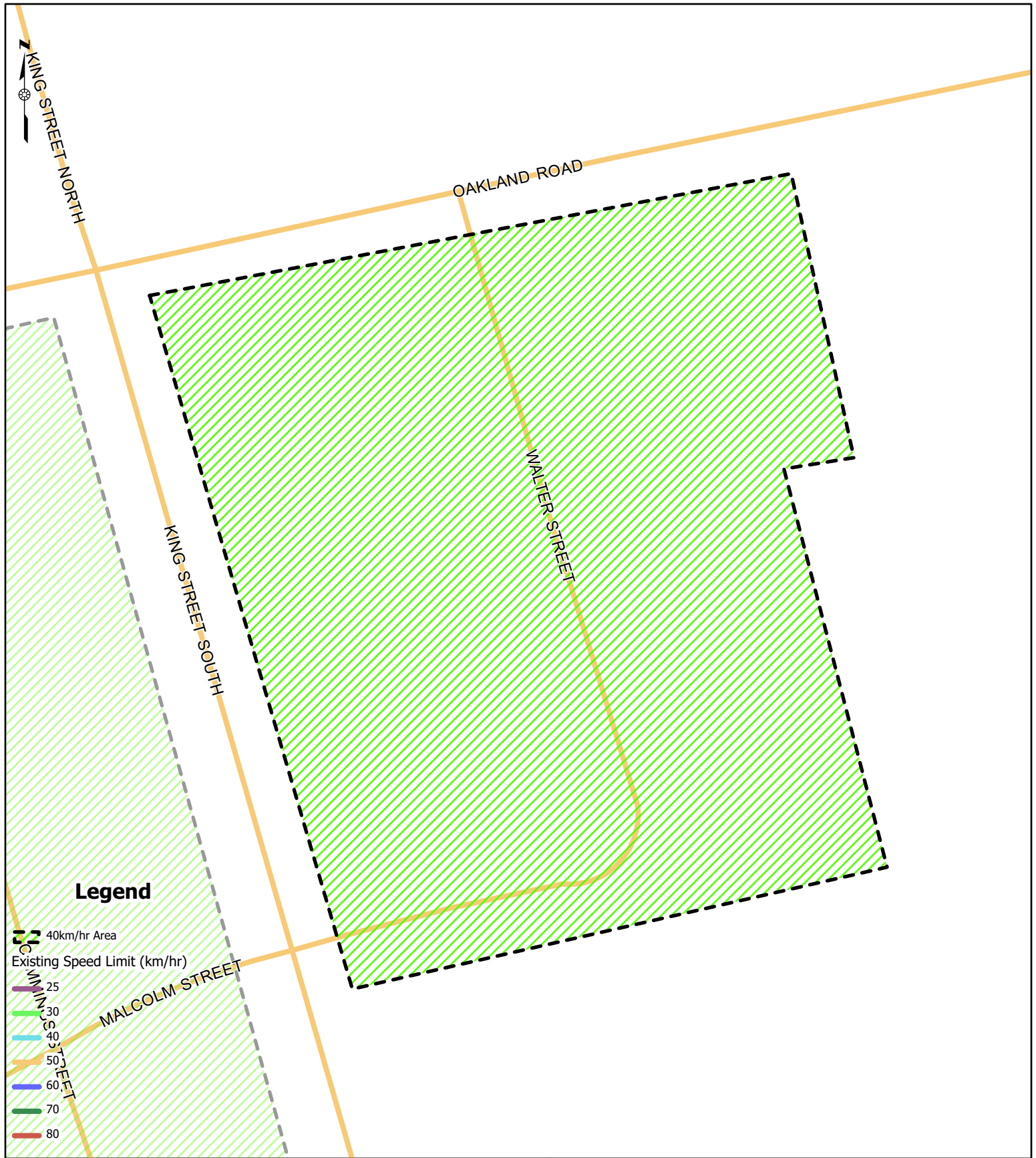
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M. Balog

DATE:
27 Sep, 05 2024

SCALE:
1:6,400

DRAWING NO.

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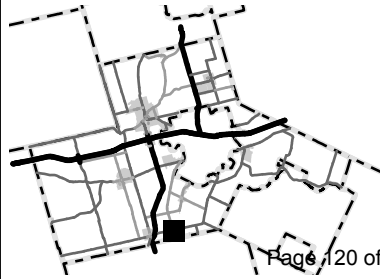
Legend



COUNTY OF Brant Simply Grand

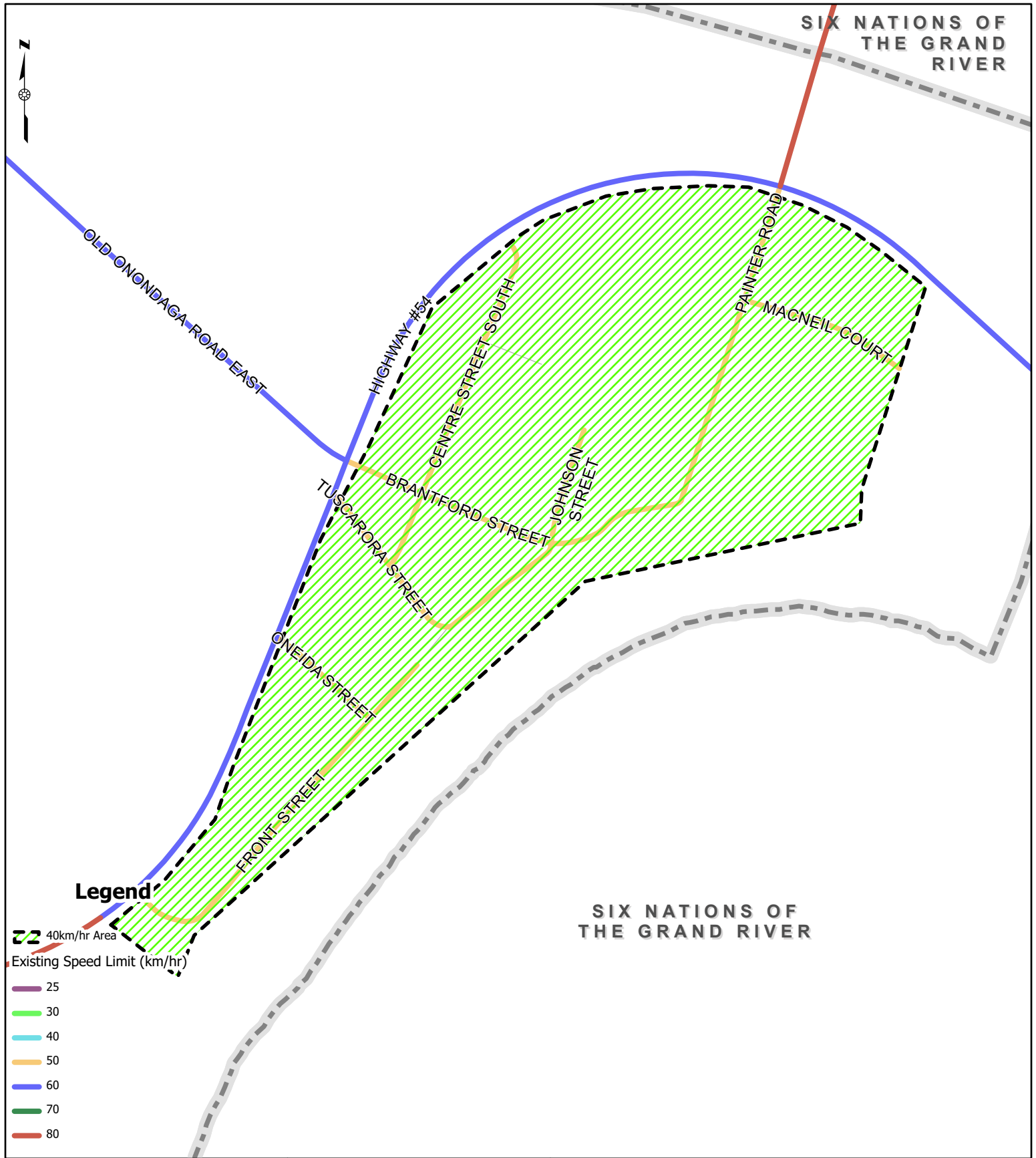
0 5 10 20 30 40 Meters

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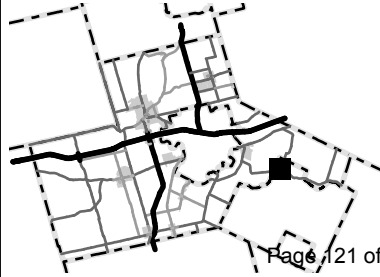


40km/hr AREA MAPPING Oakland - Walter St

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DATE: 27 Sep, 05 2024	SCALE: 1:1,600	



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40km/hr AREA MAPPING Painter Rd S

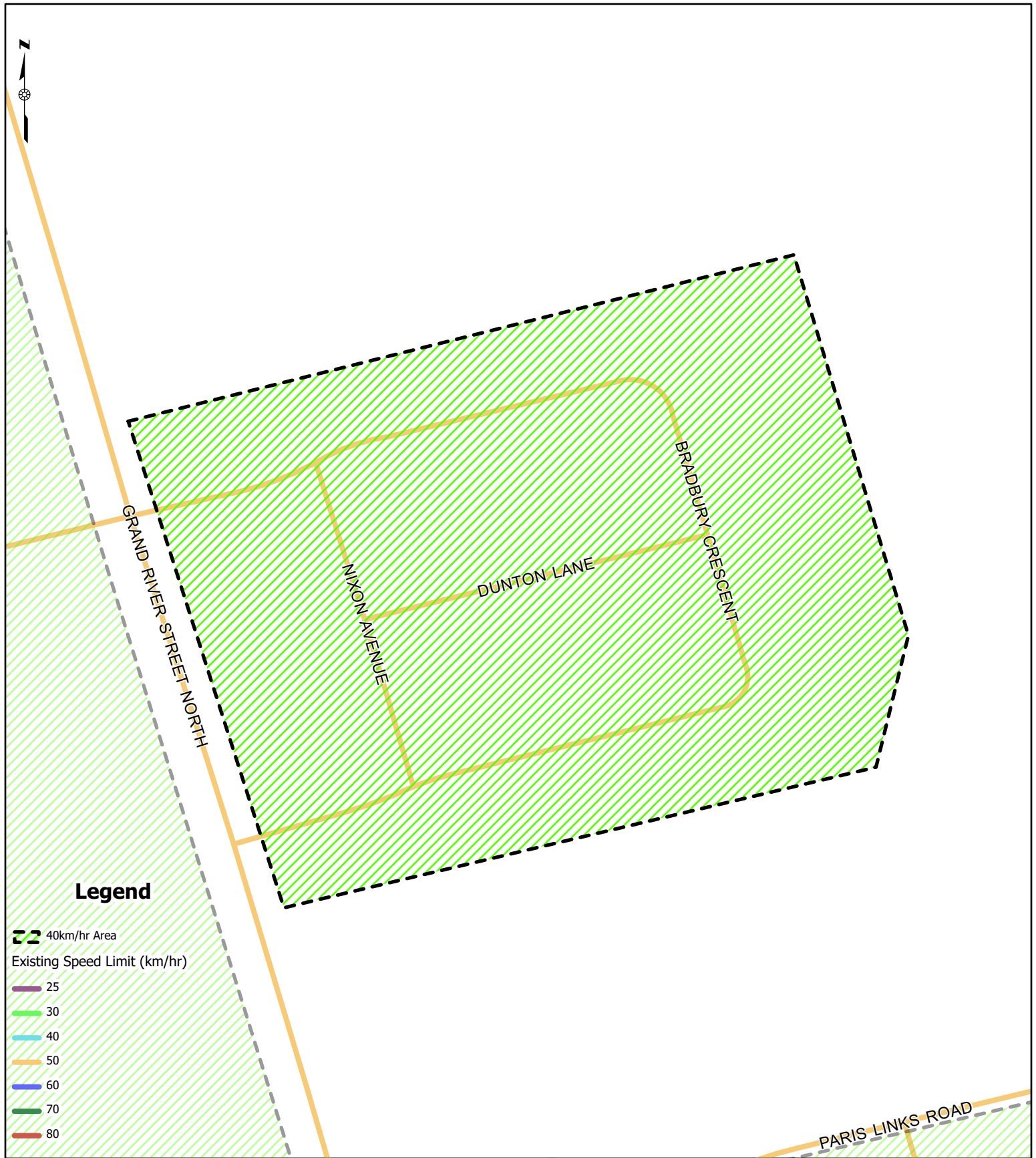
DRAWN BY:
M. Balog

DATE:
27 Sep, 05 2024

SCALE:
1:6,200

DRAWING NO.

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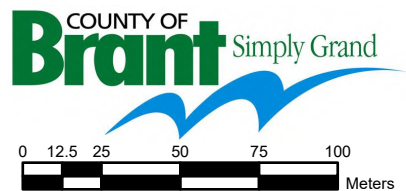


Legend

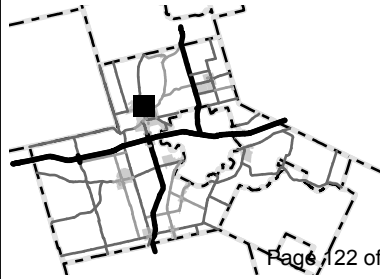
40km/hr Area

Existing Speed Limit (km/hr)

- 25
- 30
- 40
- 50
- 60
- 70
- 80



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40km/hr AREA MAPPING Paris - Bradberry Cres

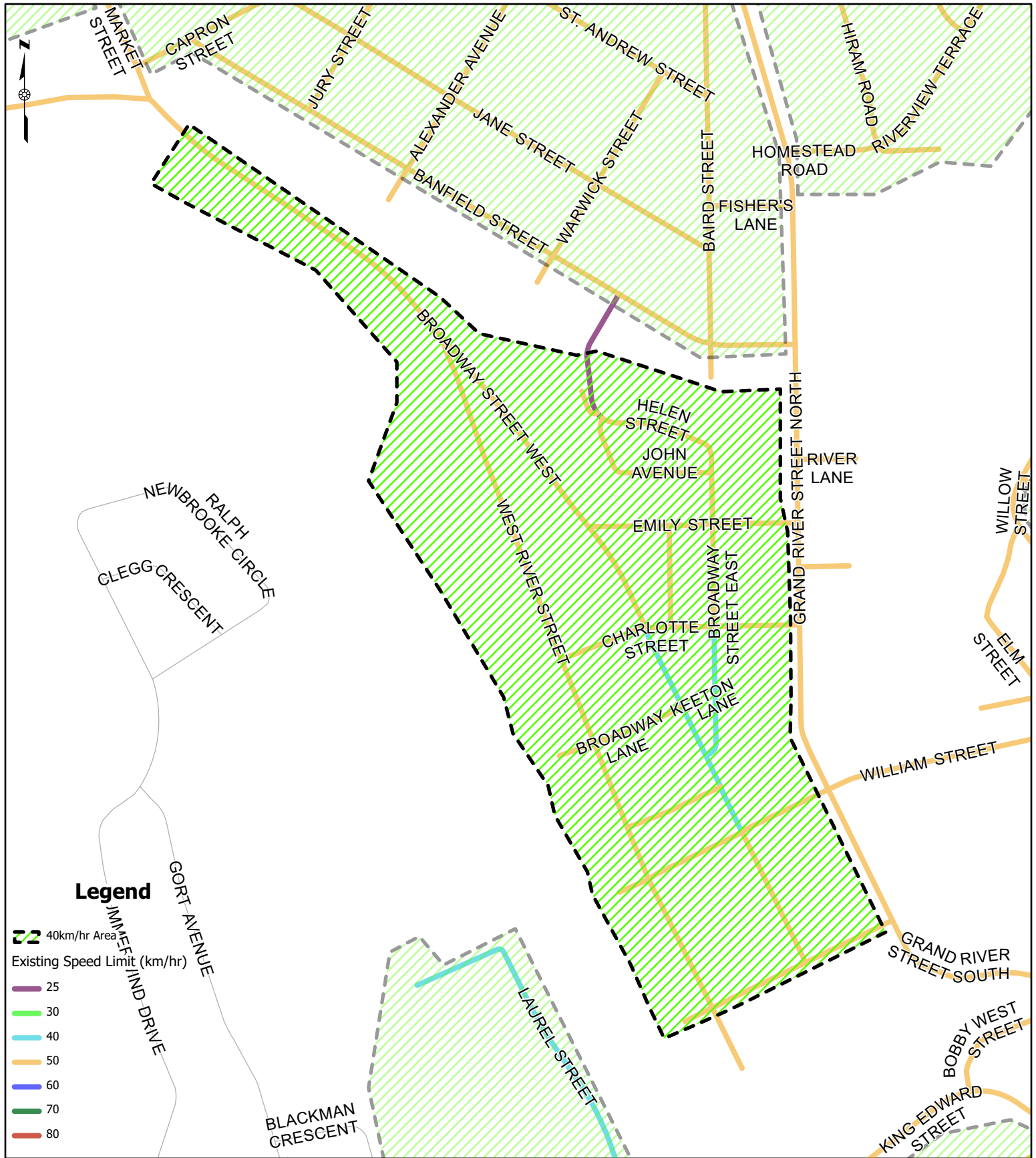
DRAWN BY:
M. Balog

DATE:
27 Sep, 05 2024

SCALE:
1:2,400

DRAWING NO.

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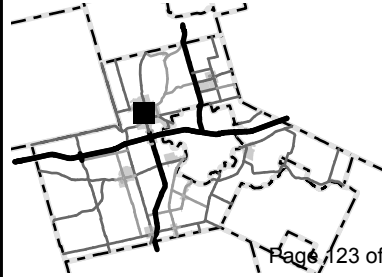
Legend

- 40km/hr Area
- Existing Speed Limit (km/hr)
- 25
 - 30
 - 40
 - 50
 - 60
 - 70
 - 80

COUNTY OF Brant Simply Grand

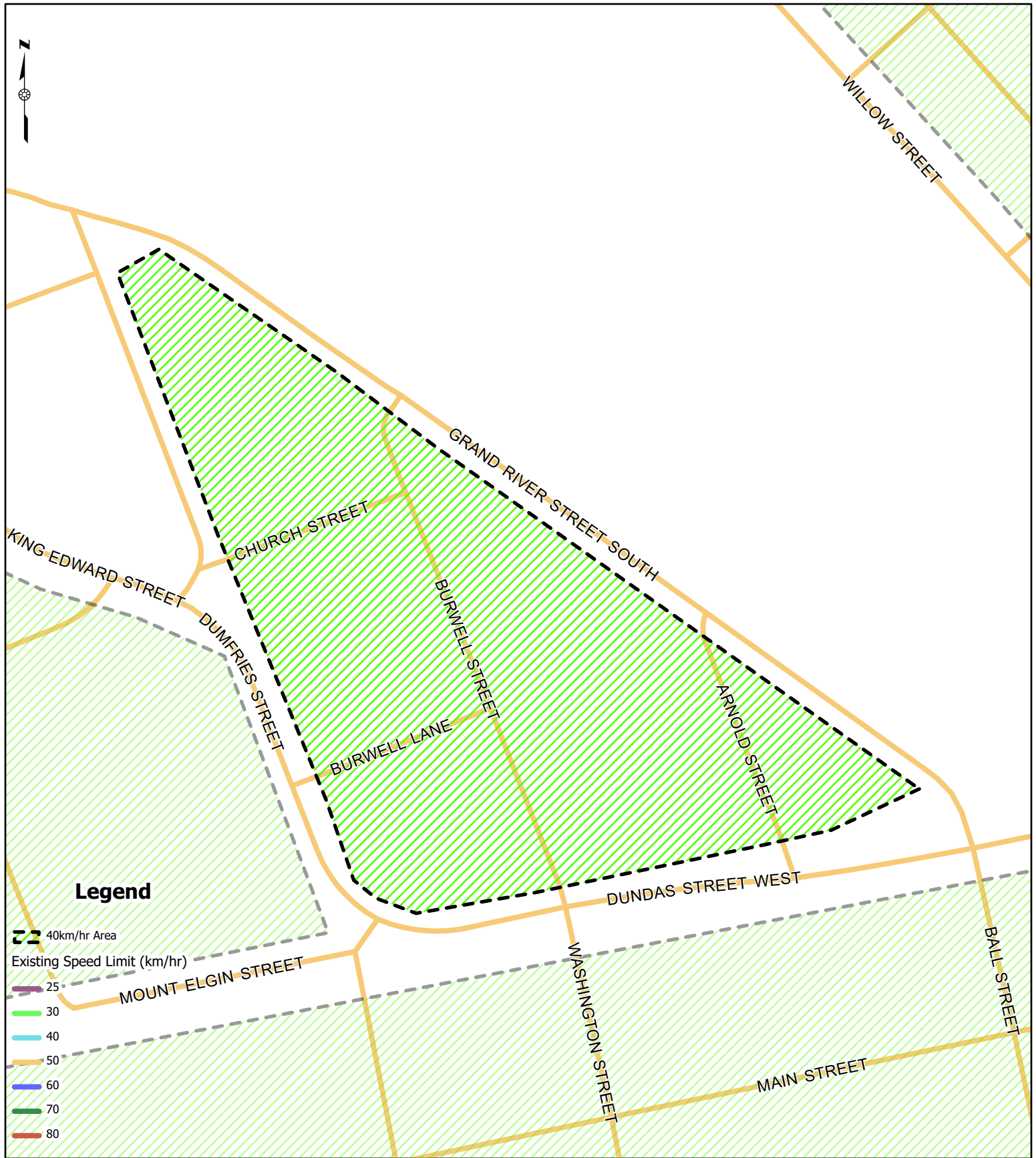
0 30 60 120 180 240 Meters

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40km/hr AREA MAPPING Paris - Broadway St

DRAWN BY: M. Balog	DRAWING NO. 31 of 57
DATE: 27 Sep, 05 2024	SCALE: 1:6,000



Legend

40km/hr Area

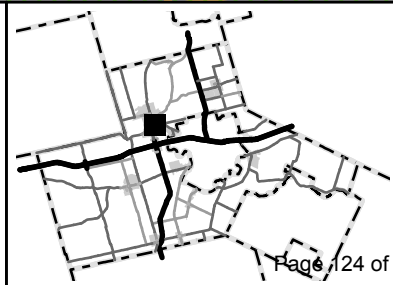
Existing Speed Limit (km/hr)

- 25
- 30
- 40
- 50
- 60
- 70
- 80

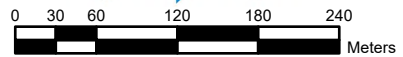
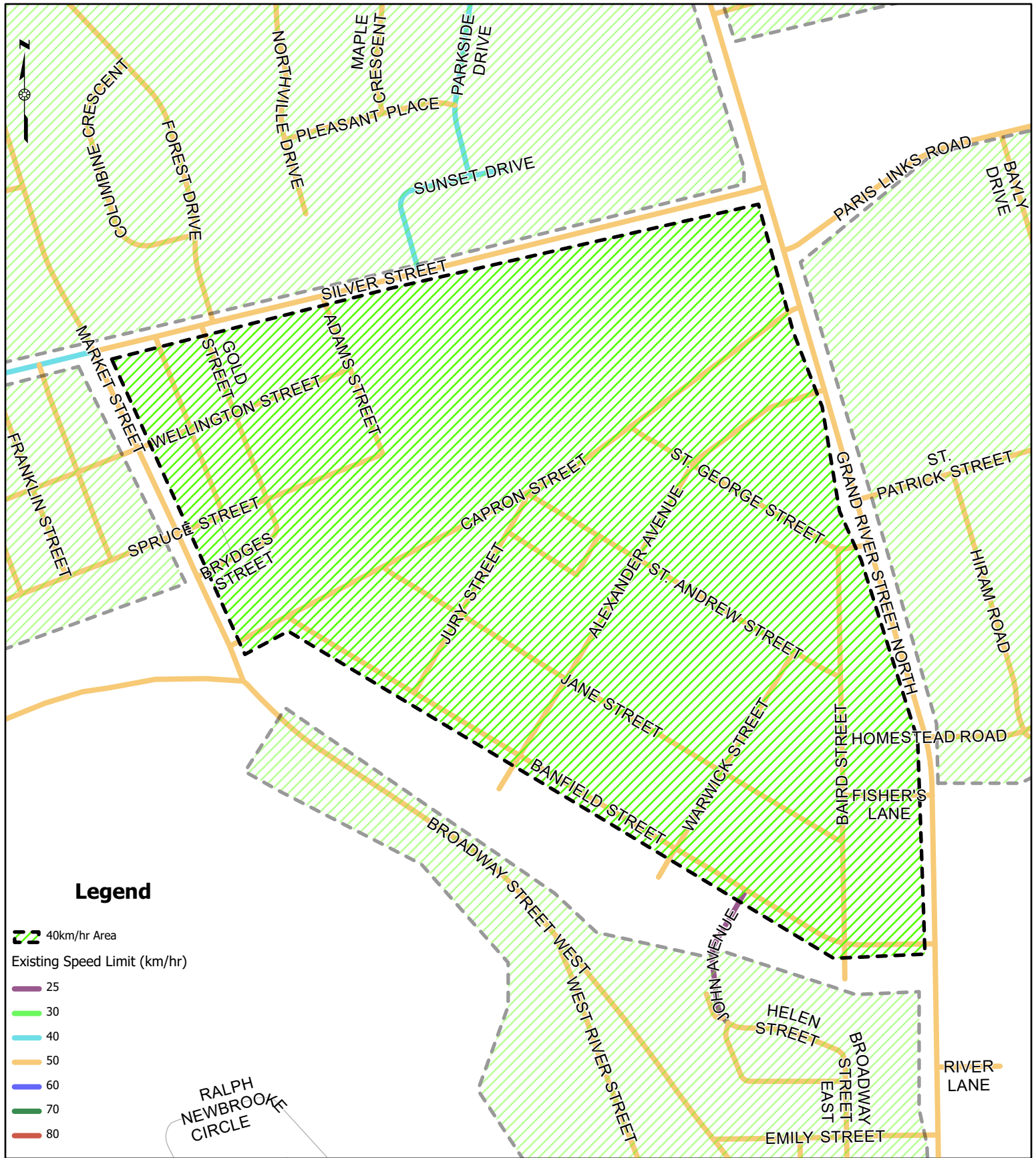
COUNTY OF
Brant Simply Grand

0 12.5 25 50 75 100 Meters

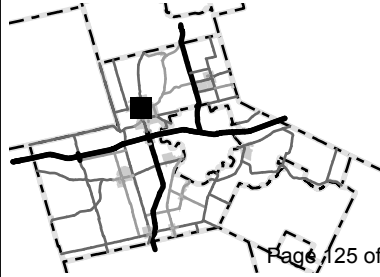
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40km/hr AREA MAPPING Paris - Burwell St		
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DATE: 27 Sep, 05 2024	SCALE: 1:2,400	



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40km/hr AREA MAPPING Paris - Capron St

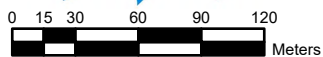
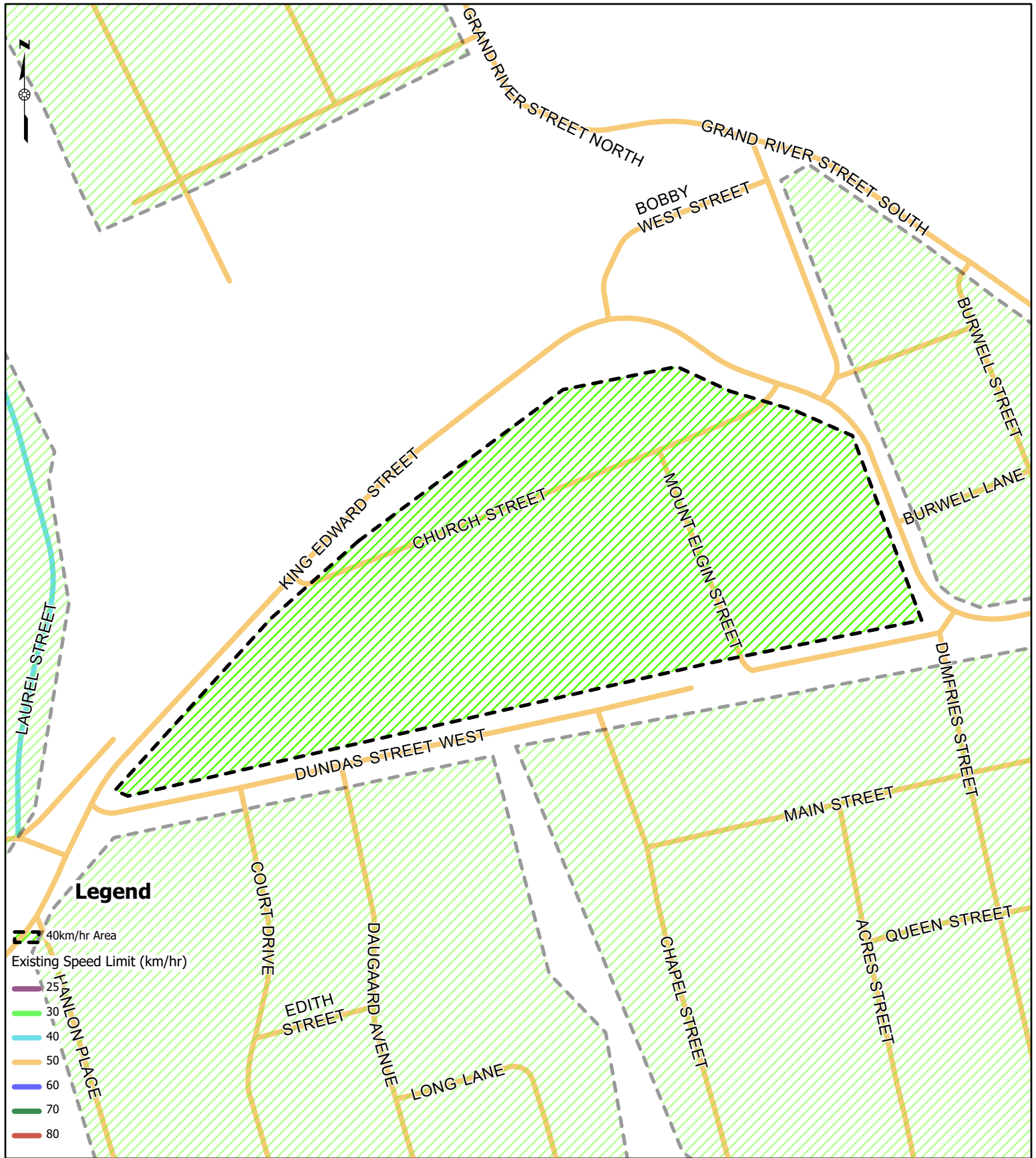
DRAWN BY:
M. Balog

DATE:
27 Sep, 05 2024

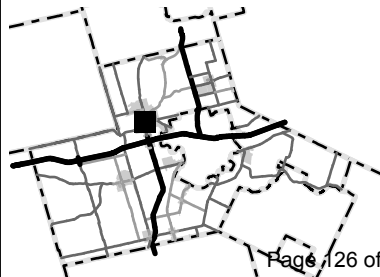
SCALE:
1:5,600

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40km/hr AREA MAPPING Paris - Church St

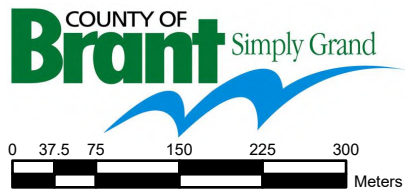
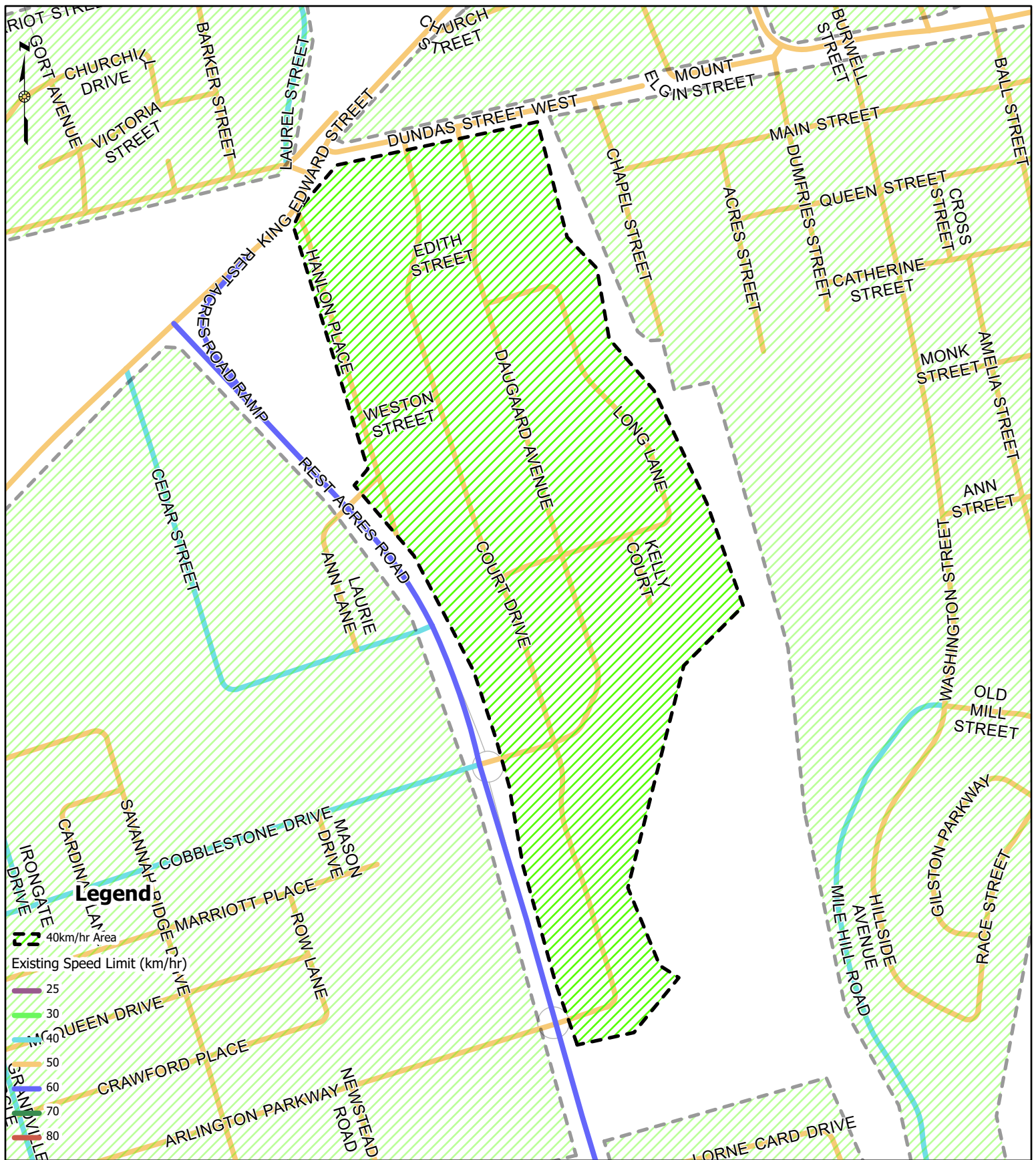
DRAWN BY:
M. Balog

DATE:
27 Sep, 05 2024

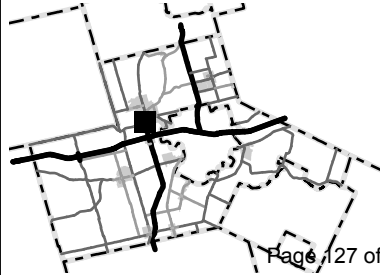
SCALE:
1:3,600

DRAWING NO.

34 of 57



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40km/hr AREA MAPPING Paris - Daugaard Ave

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27 Sep, 05 2024

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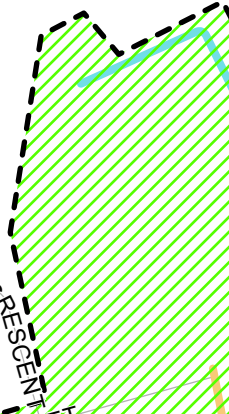
SCALE:
1:6,800



SUMMERWIND DRIVE

GORT AVENUE

BLACKMAN CRES



LAUREL STREET

GLADYS STEPHENS COURT

HERRIOT STREET

CHURCHILL DRIVE

VICTORIA STREET

BARKER STREET

CHURCH STREET

DAUGARD AVENUE

EDITH STREET

WESTON STREET

ANN LANE

COURT DRIVE

HANLON PLACE

KING EDWARD STREET

CEDAR STREET

REST ACRES ROAD RAMP

DUNDAS STREET WEST


HEINBUCH ZAVARELLA COURT

FREEMAN STREET

FARRUGIE STREET

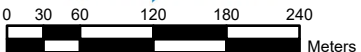

IRONGATE DRIVE

Legend

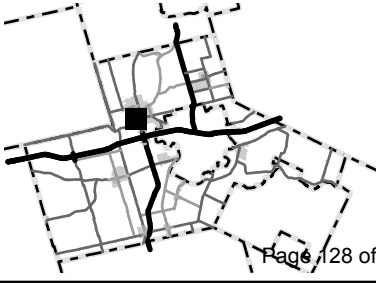
 40km/hr Area

Existing Speed Limit (km/hr)

-  25
-  30
-  40
-  50
-  60
-  70
-  80

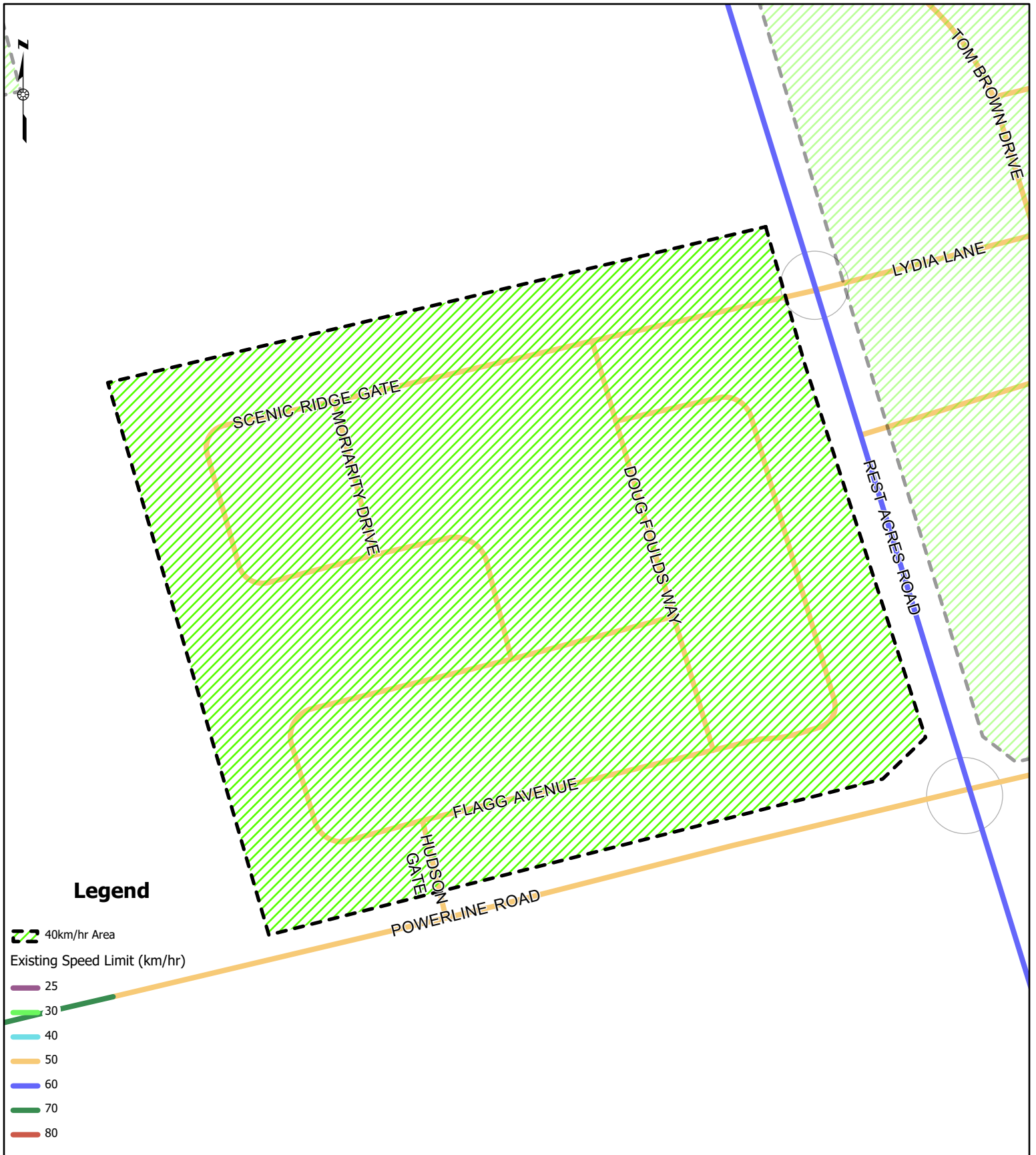


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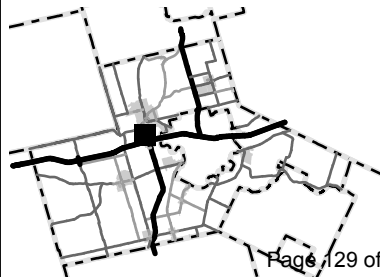


40km/hr AREA MAPPING Paris - Dundas St W

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DATE: 27 Sep, 05 2024	SCALE: 1:6,200	



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40km/hr AREA MAPPING Paris - Flagg Ave

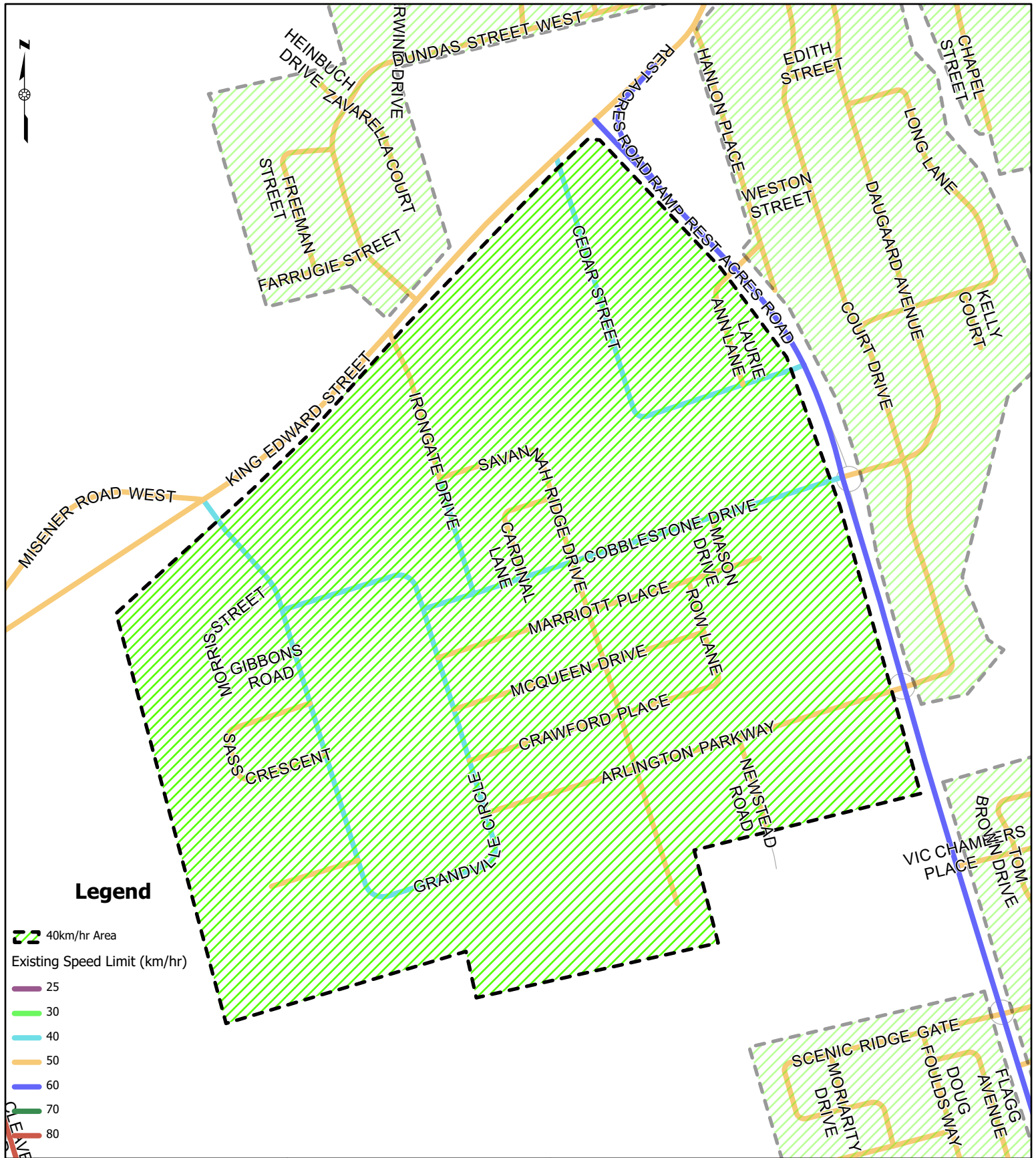
DRAWN BY:
M. Balog

DATE:
27 Sep, 05 2024

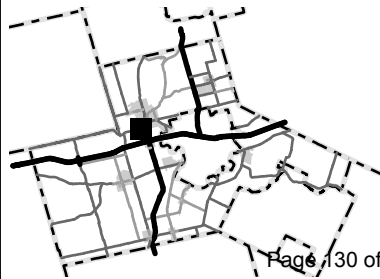
SCALE:
1:3,000

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37 of 57



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40km/hr AREA MAPPING Paris - Grandview Cir

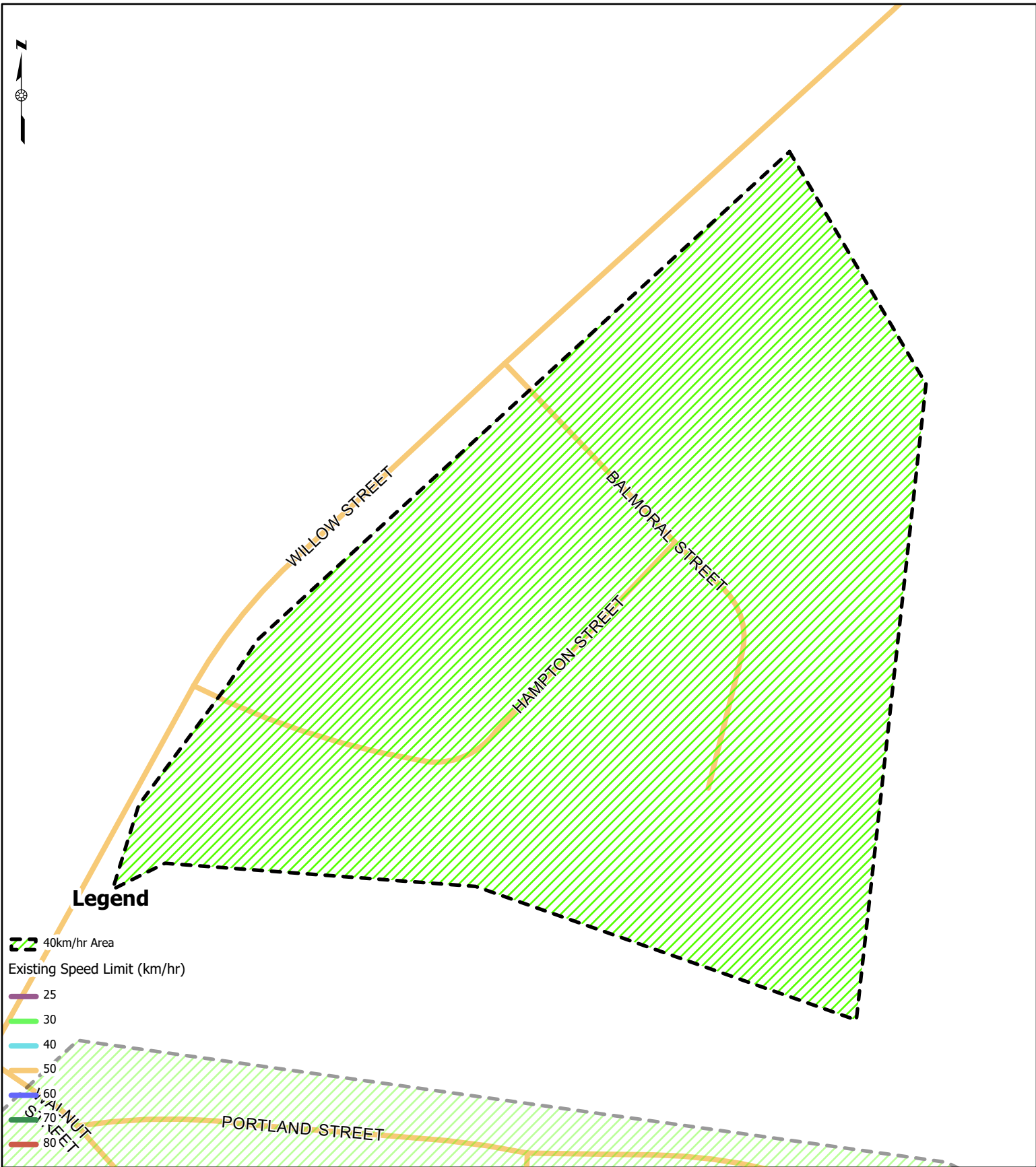
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M. Balog

DATE:
27 Sep, 05 2024

DRAWING NO.

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SCALE:
1:8,400



Legend

 40km/hr Area

Existing Speed Limit (km/hr)

 25

 30

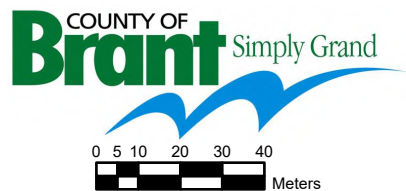
 40

 50

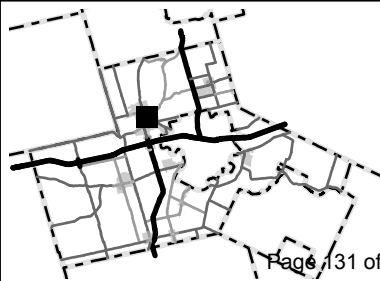
 60

 70

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40km/hr AREA MAPPING Paris - Hampton St

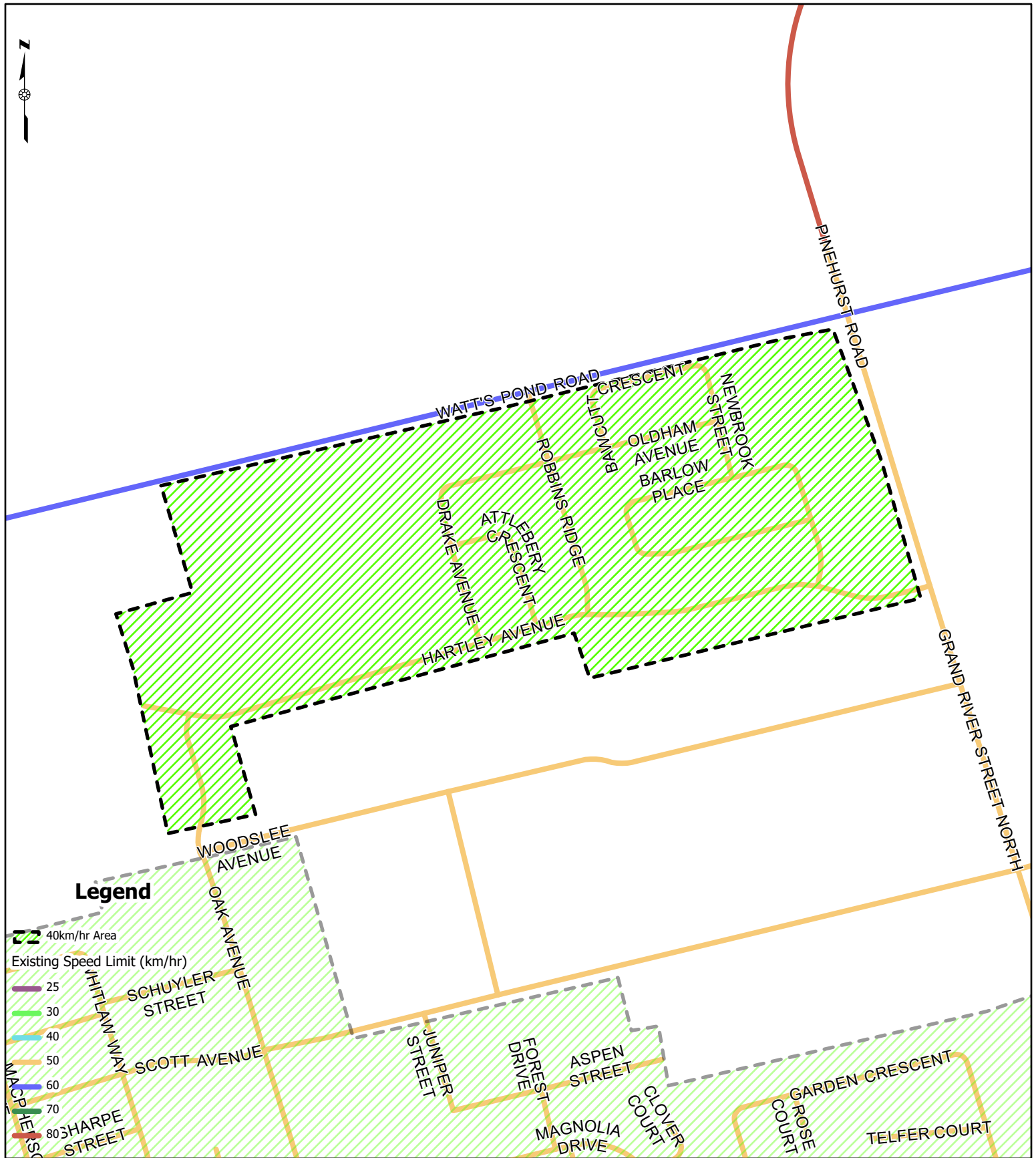
DRAWN BY:
M. Balog

DATE:
27 Sep, 05 2024

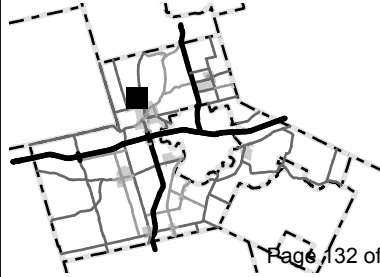
SCALE:
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40km/hr AREA MAPPING Paris - Hartley Ave

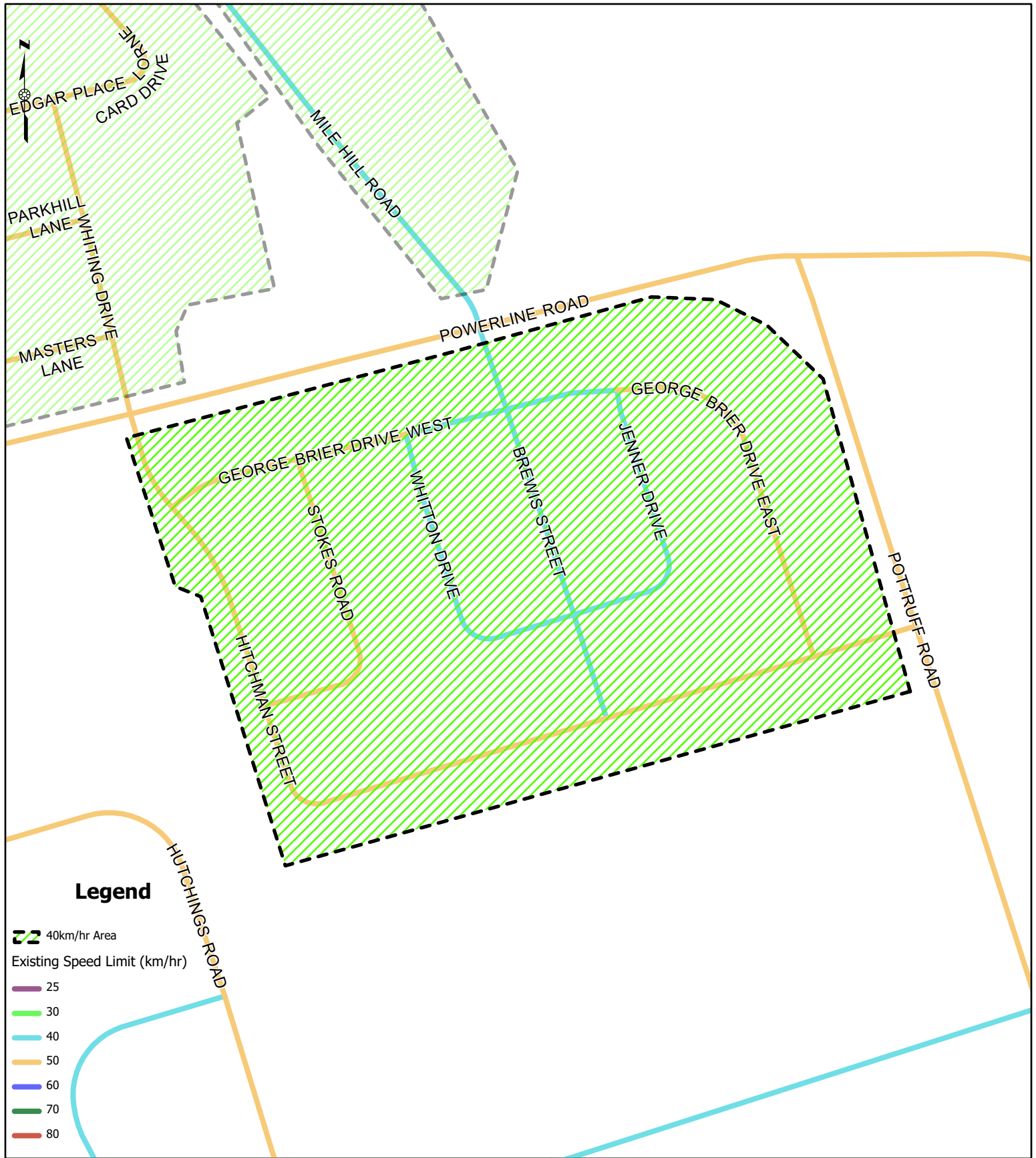
DRAWN BY:
M. Balog

DATE:
27 Sep, 05 2024

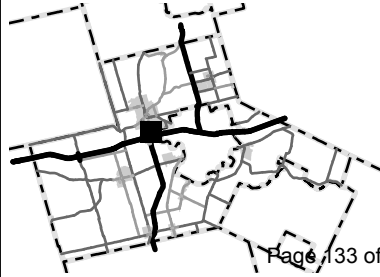
DRAWING NO.

40 of 57

SCALE:
1:7,200



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40km/hr AREA MAPPING Paris - Hitchman St

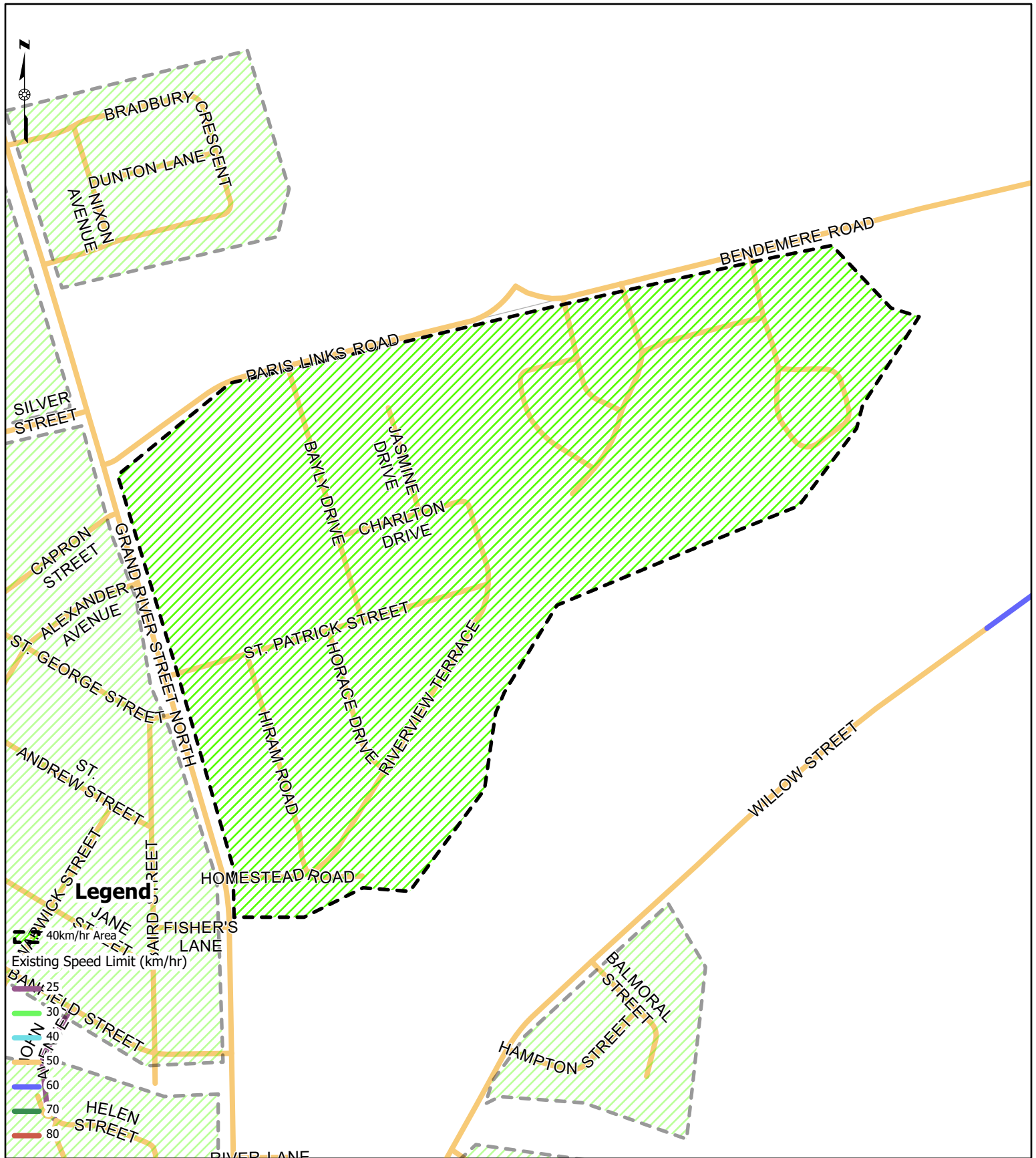
DRAWN BY:
M. Balog

DATE:
27 Sep, 05 2024

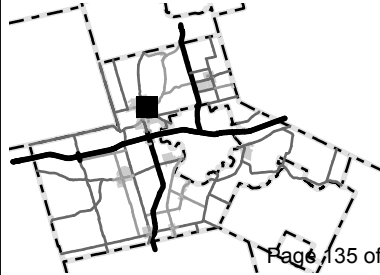
SCALE:
1:3,600

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41 of 57



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40km/hr AREA MAPPING Paris - St. Patricks St

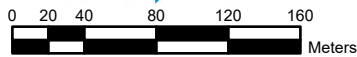
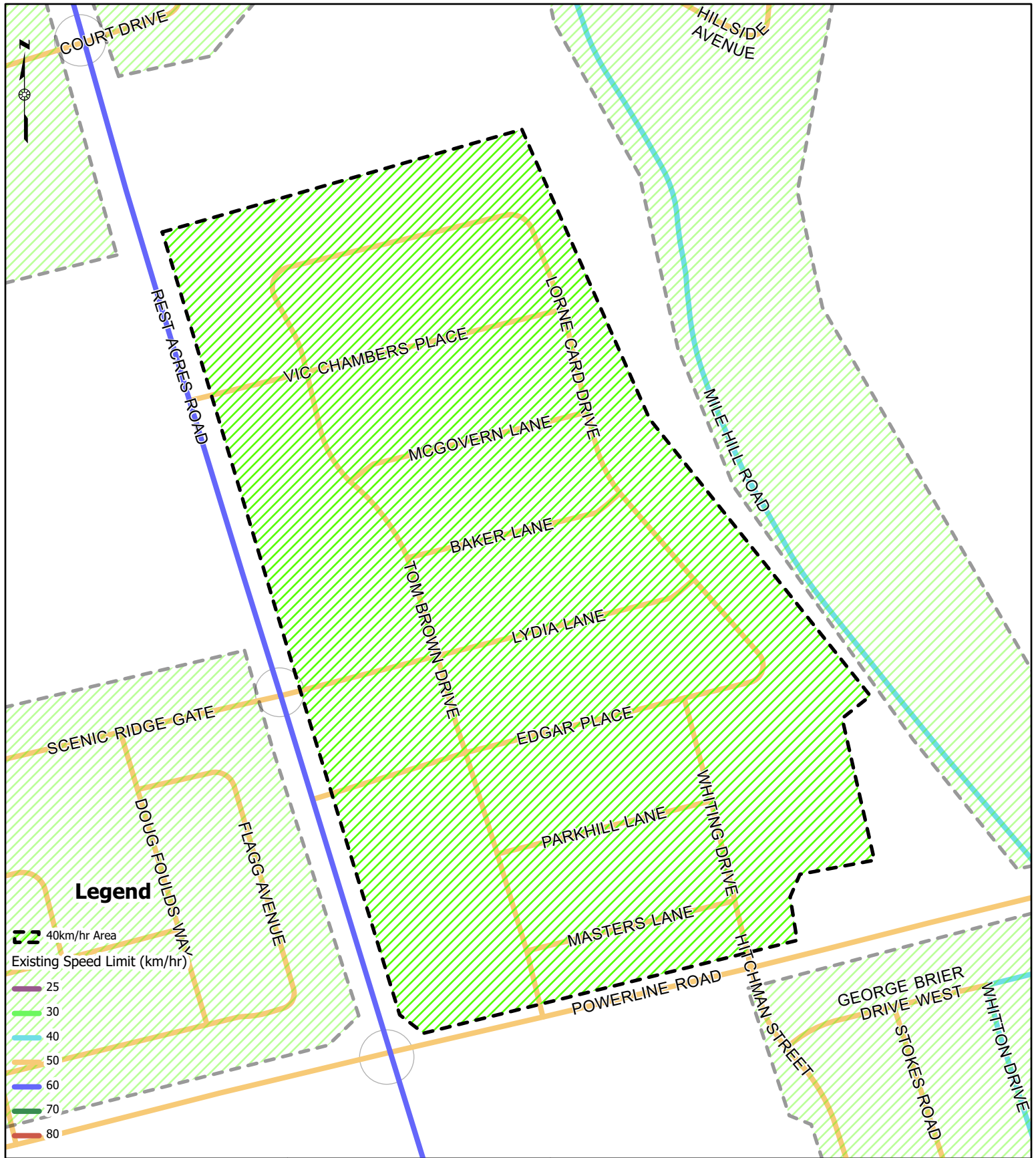
DRAWN BY:
M. Balog

DATE:
27 Sep, 05 2024

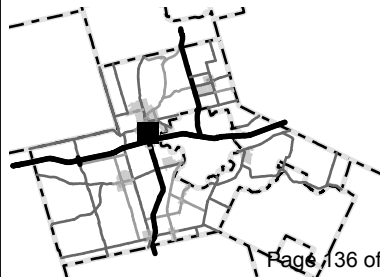
SCALE:
1:6,600

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43 of 57



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40km/hr AREA MAPPING Paris - Tom Brown Dr

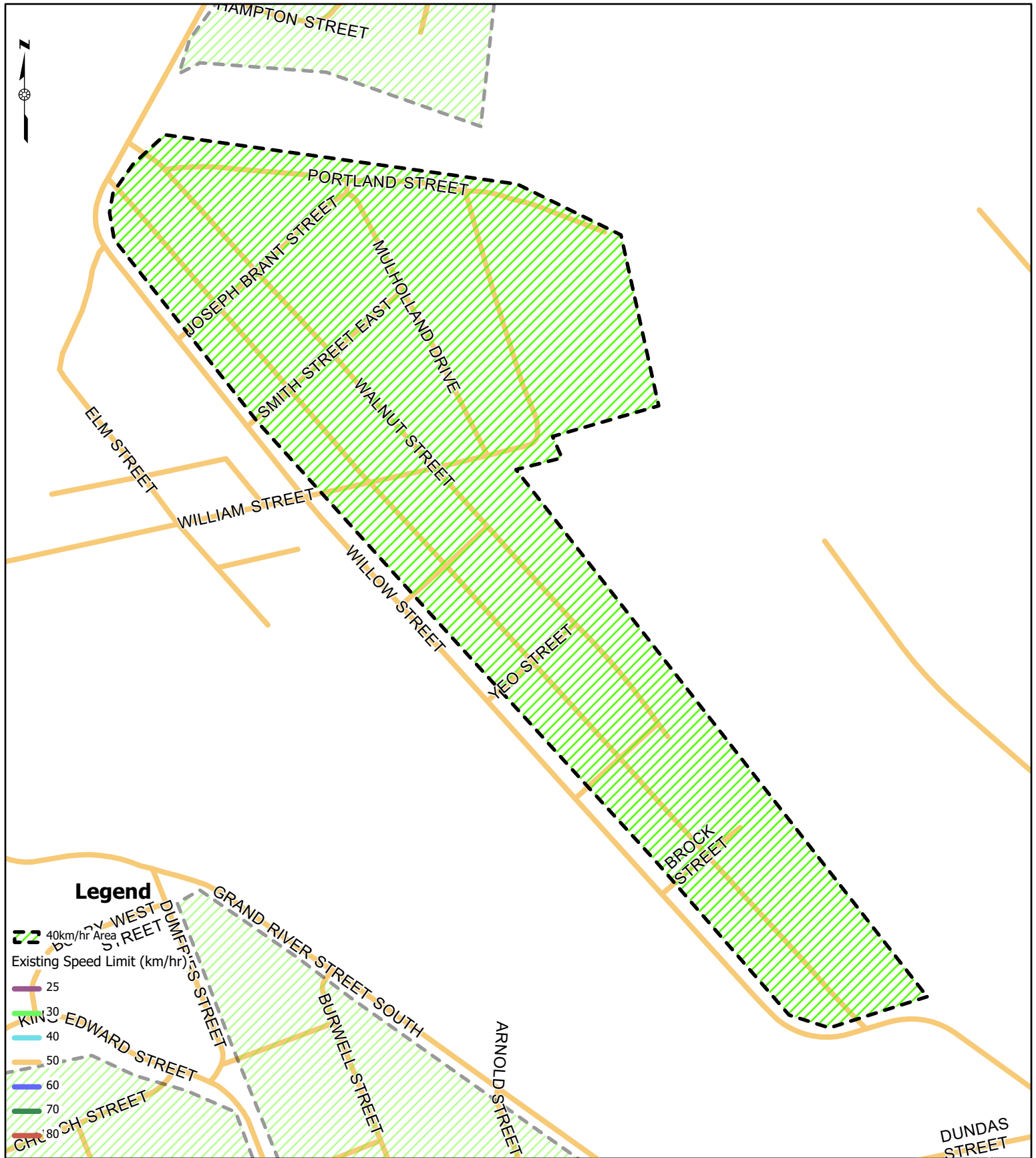
DRAWN BY:
M. Balog

DATE:
27 Sep, 05 2024

SCALE:
1:4,200

DRAWING NO.

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Legend

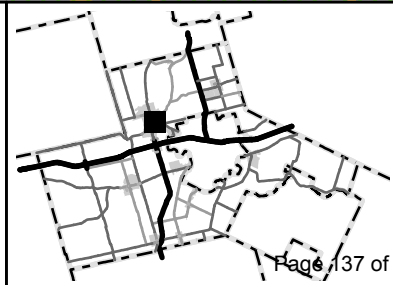
40km/hr Area

Existing Speed Limit (km/hr)

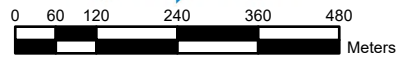
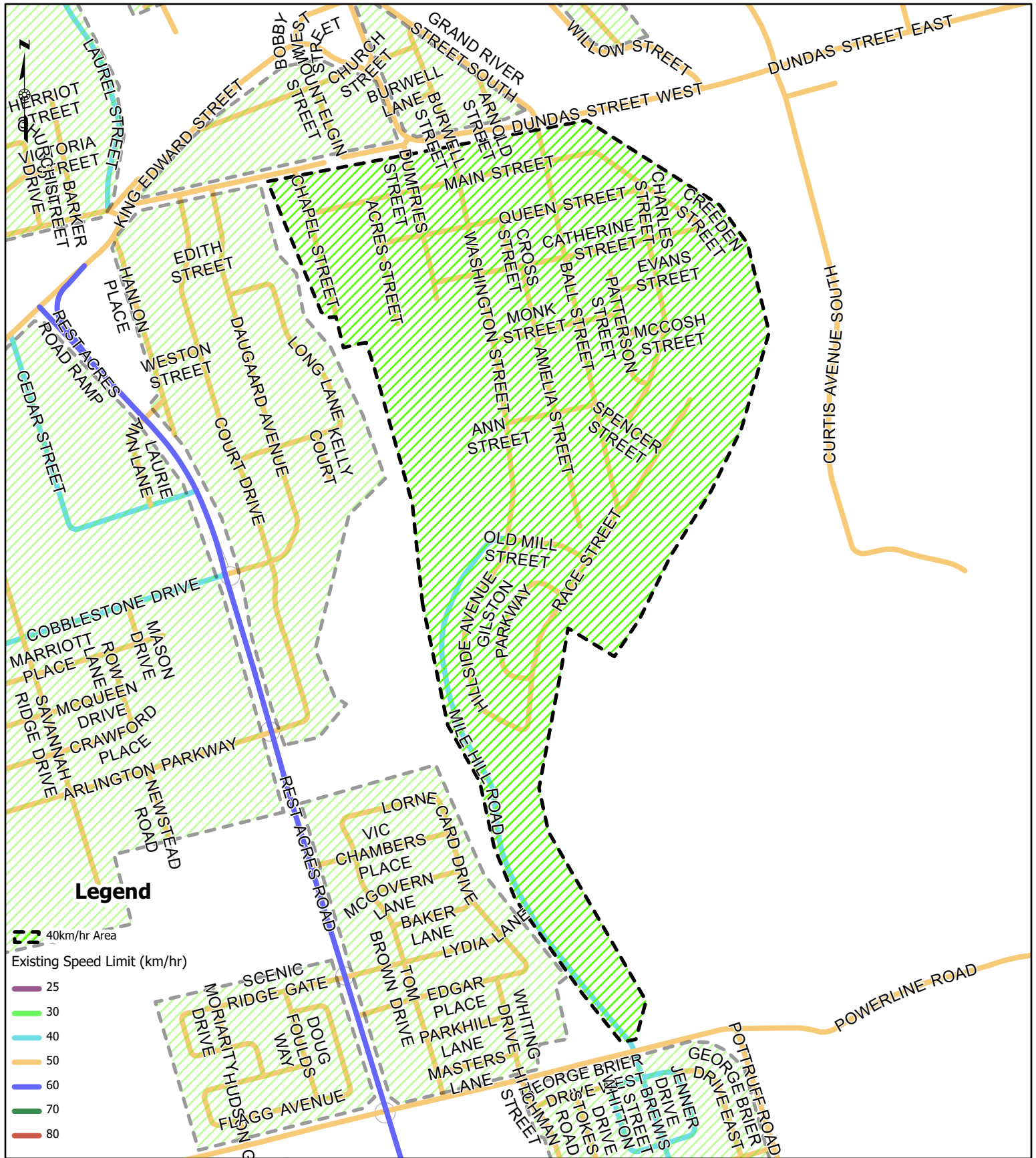
- 25
- 30
- 40
- 50
- 60
- 70
- 80

COUNTY OF Brant Simply Grand

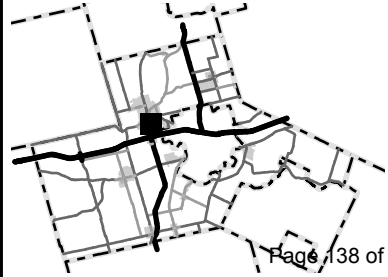
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40km/hr AREA MAPPING Paris - Walnut St		
DRAWN BY: M. Balog		DRAWING NO.
DATE: 27 Sep, 05 2024	SCALE: 1:4,400	45 of 57

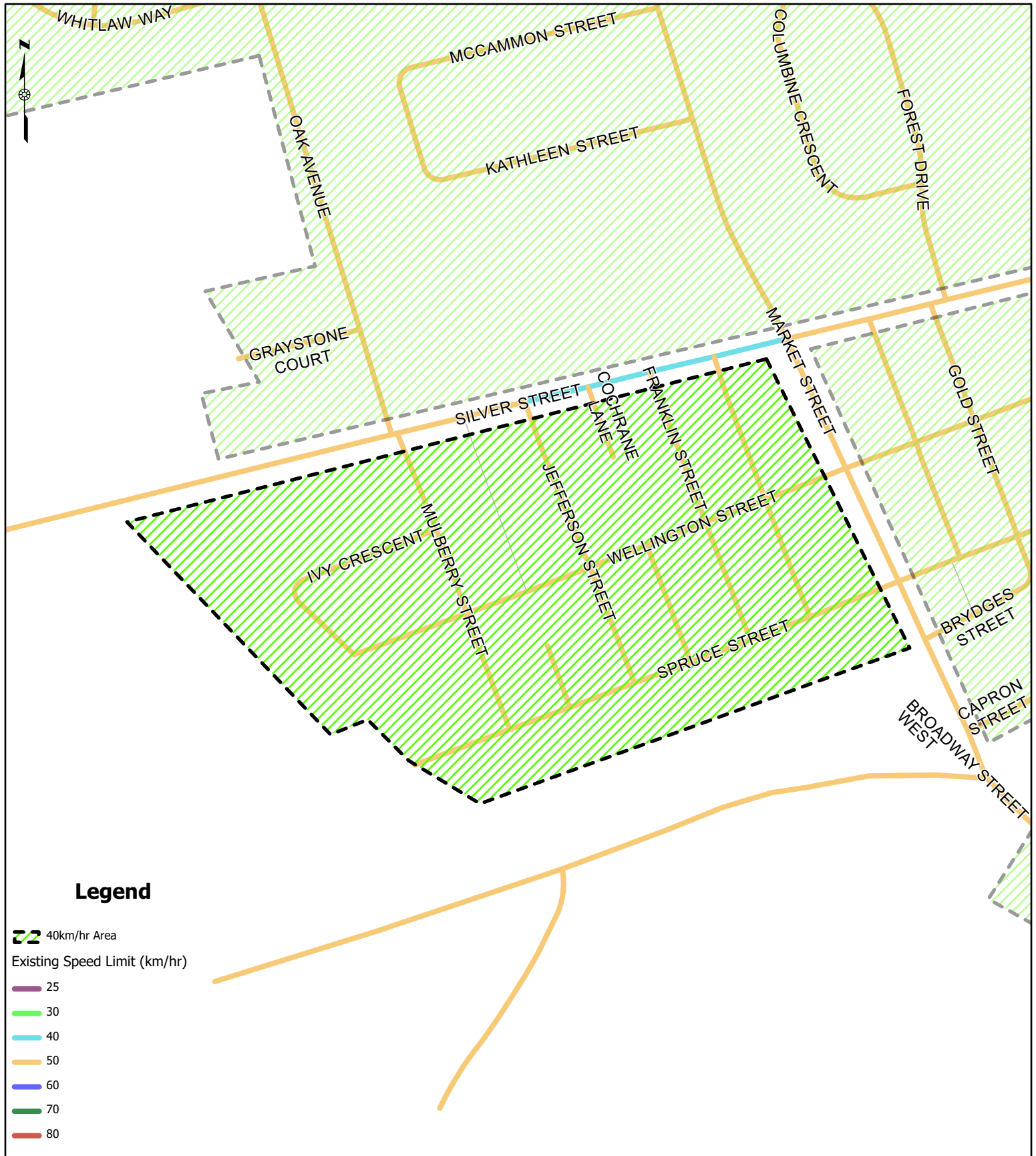


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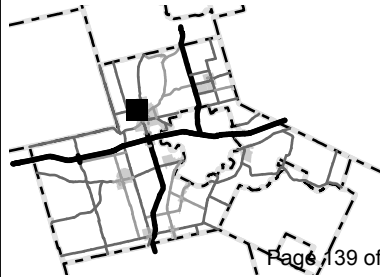


40km/hr AREA MAPPING Paris - Washington St

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DATE: 27 Sep, 05 2024	SCALE: 1:11,200



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40km/hr AREA MAPPING Paris - Wellington St

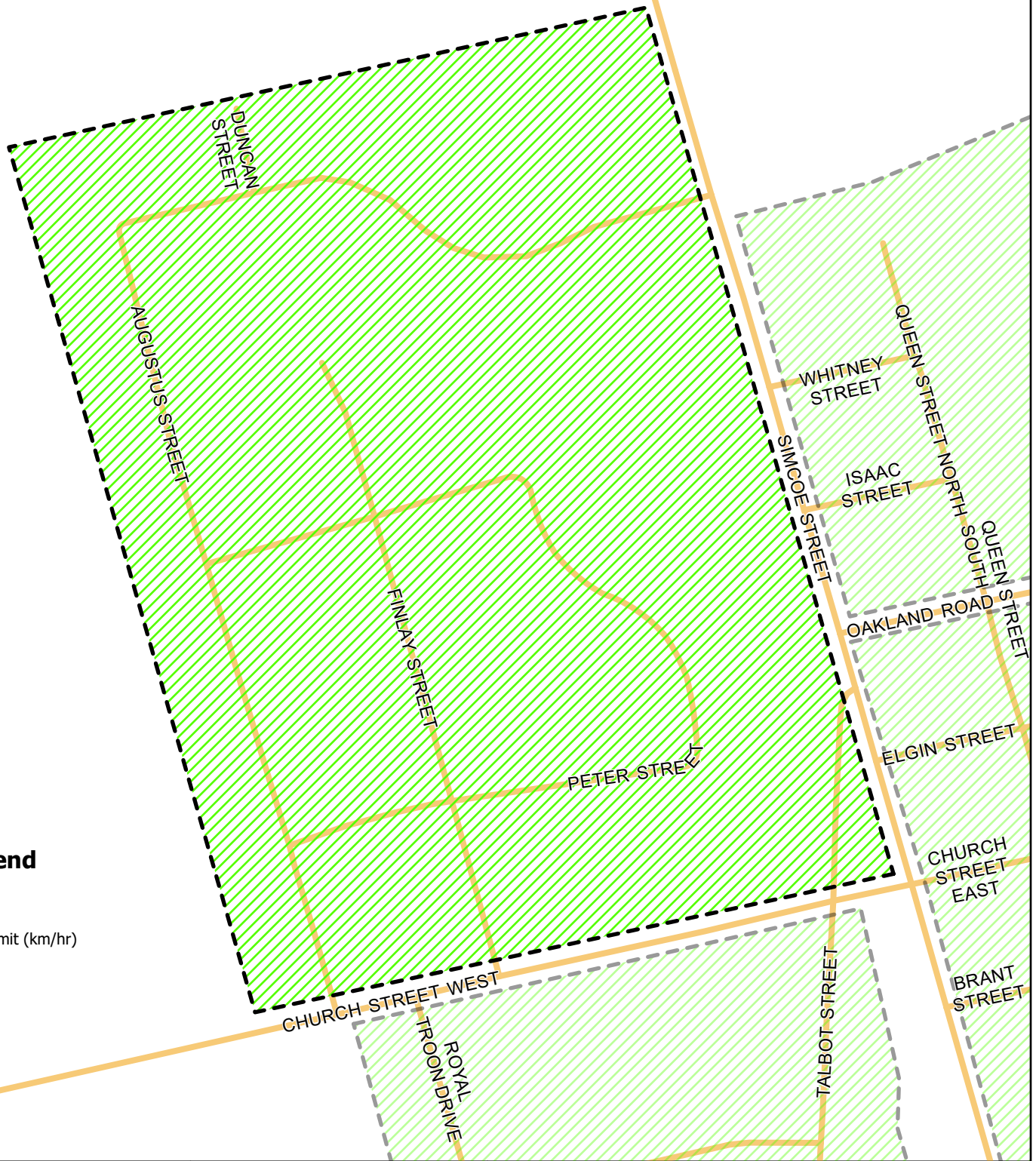
DRAWN BY:
M. Balog

DATE:
27 Sep, 05 2024


SCALE:
1:4,200

DRAWING NO.




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Legend

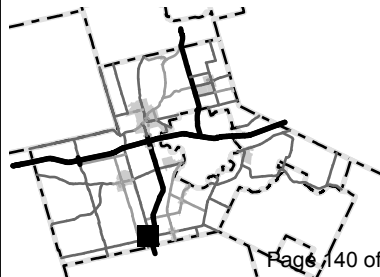
 40km/hr Area

Existing Speed Limit (km/hr)

-  25
-  30
-  40
-  50
-  60
-  70
-  80



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40km/hr AREA MAPPING Scotland - Augustus St

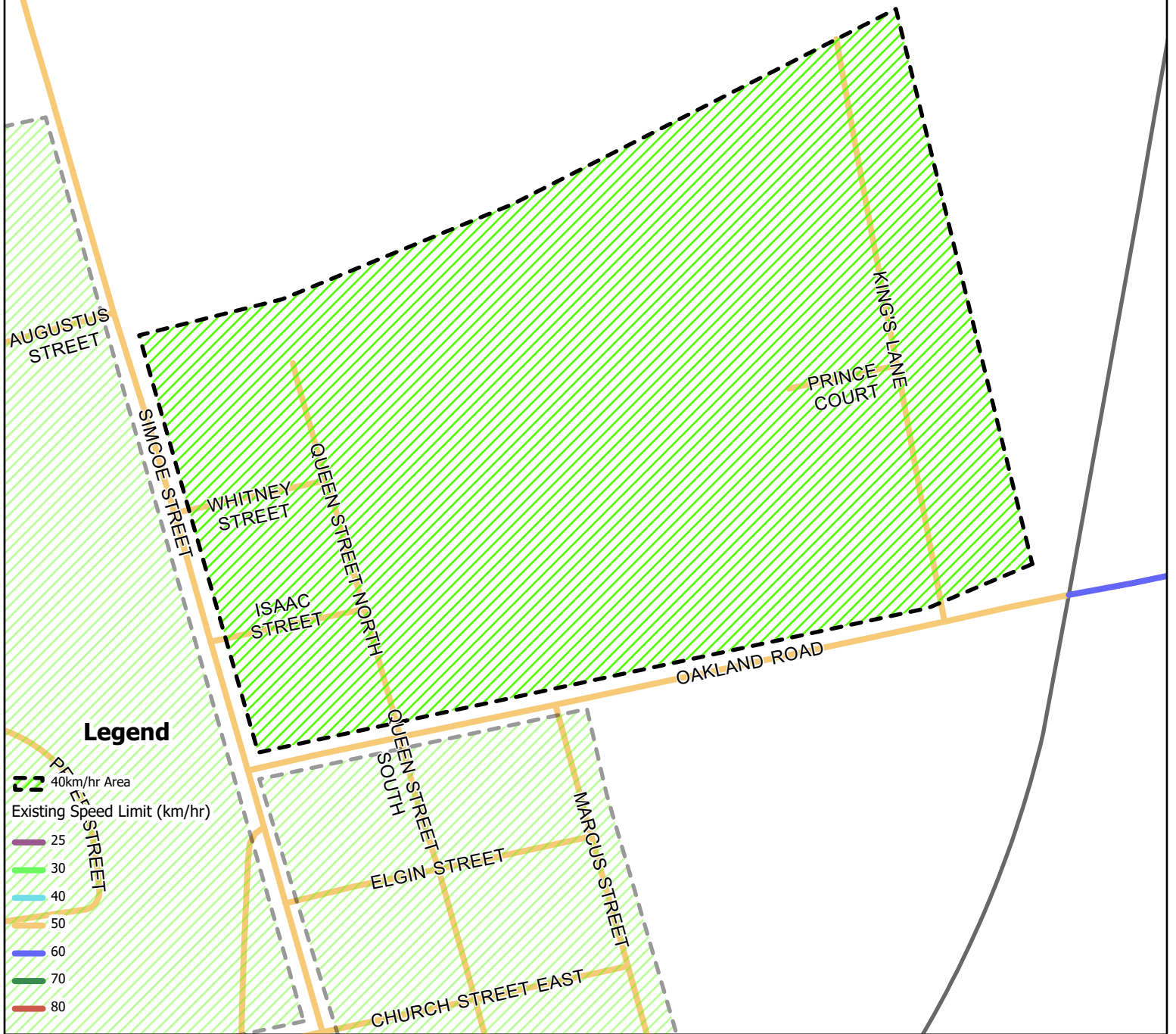
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SCALE:
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40km/hr AREA MAPPING Scotland - Queen St N

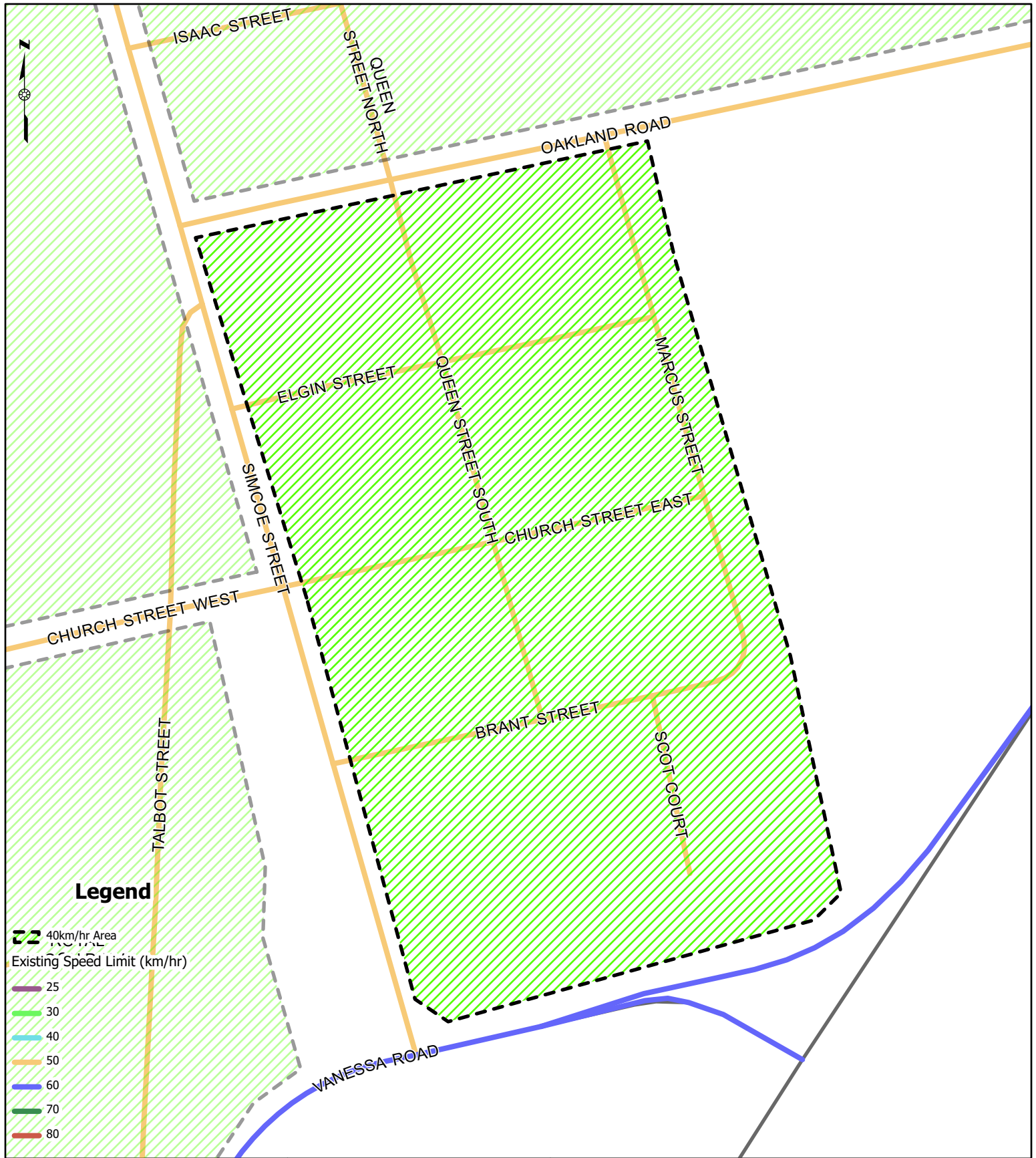
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M. Balog

DATE:
27 Sep, 05 2024

SCALE:
1:5,000

DRAWING NO.

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Legend

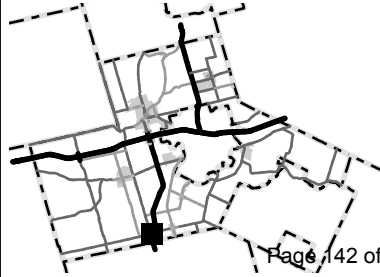
40km/hr Area

Existing Speed Limit (km/hr)

- 25
- 30
- 40
- 50
- 60
- 70
- 80

COUNTY OF Brant Simply Grand

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40km/hr AREA MAPPING Scotland - Queen St S

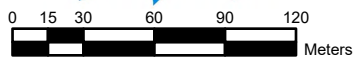
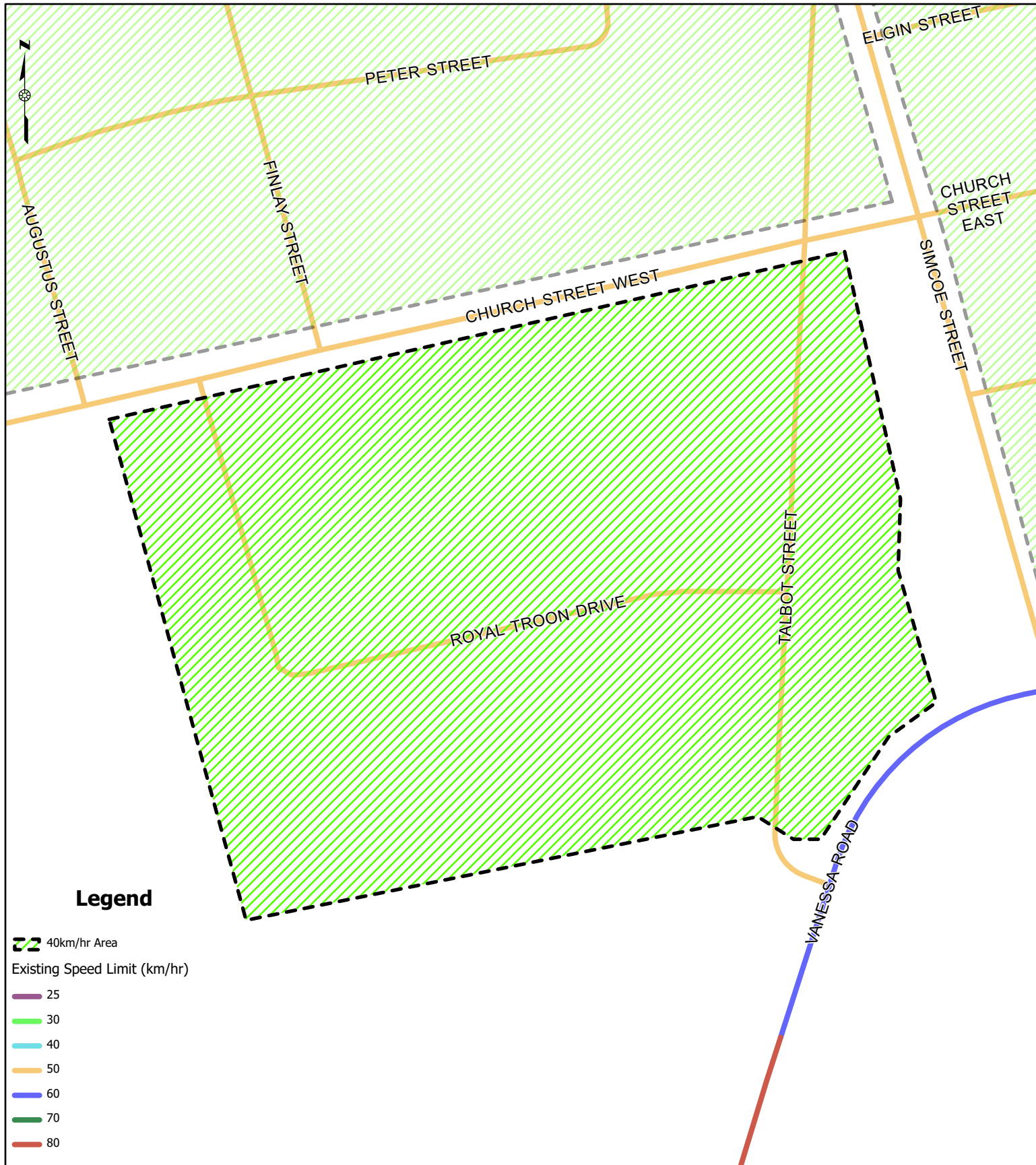
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SCALE:
1:3,200



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40km/hr AREA MAPPING Scotland - Royal Troon

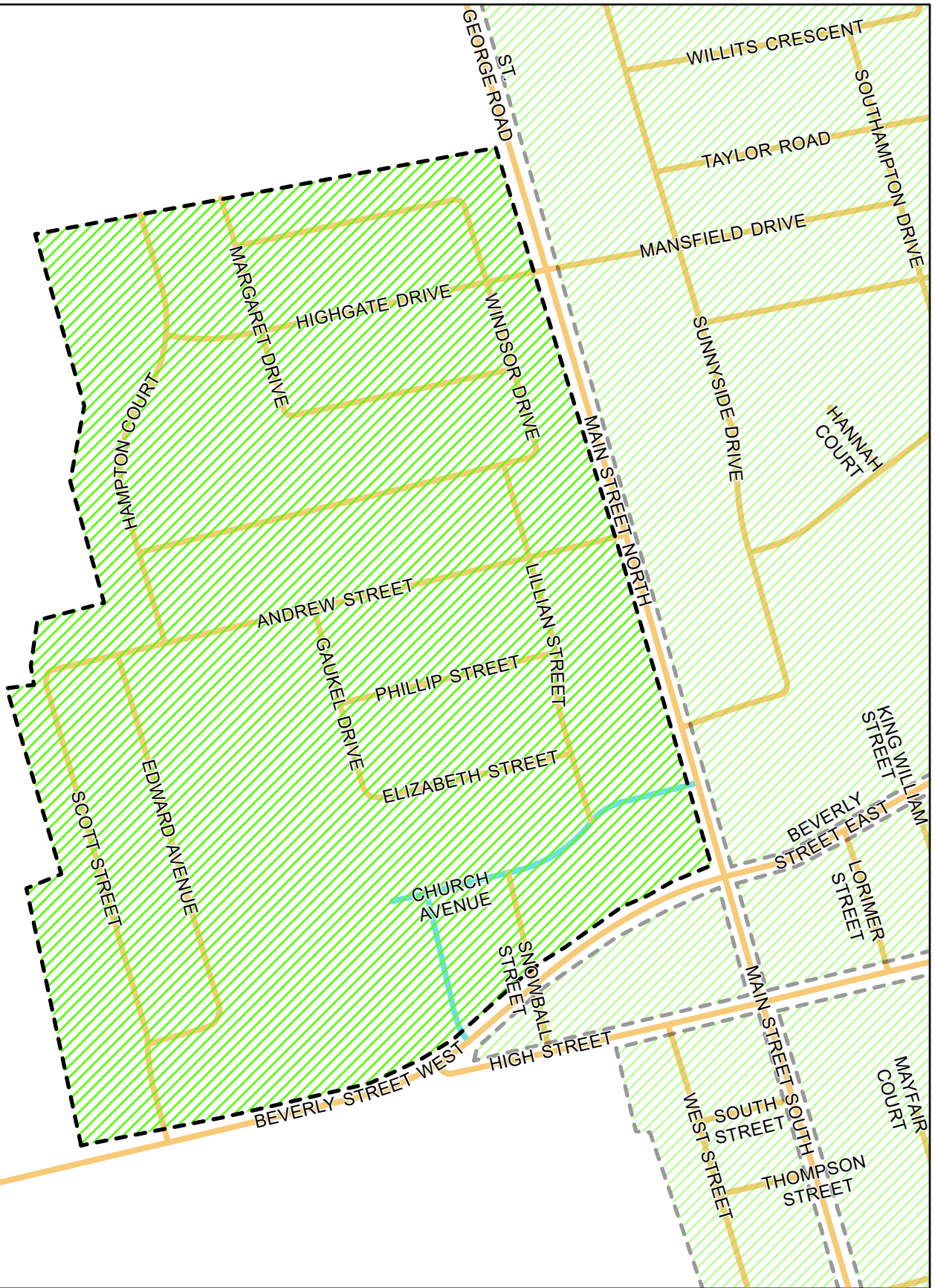
DRAWN BY:
M. Balog

DATE:
27 Sep, 05 2024

SCALE:
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DRAWING NO.

51 of 57

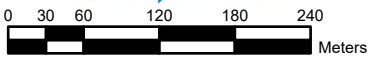


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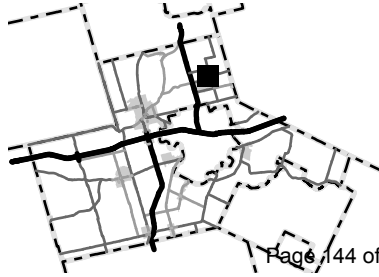
40km/hr Area

Existing Speed Limit (km/hr)

- 25
- 30
- 40
- 50
- 60
- 70
- 80



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40km/hr AREA MAPPING St George - Andrew St

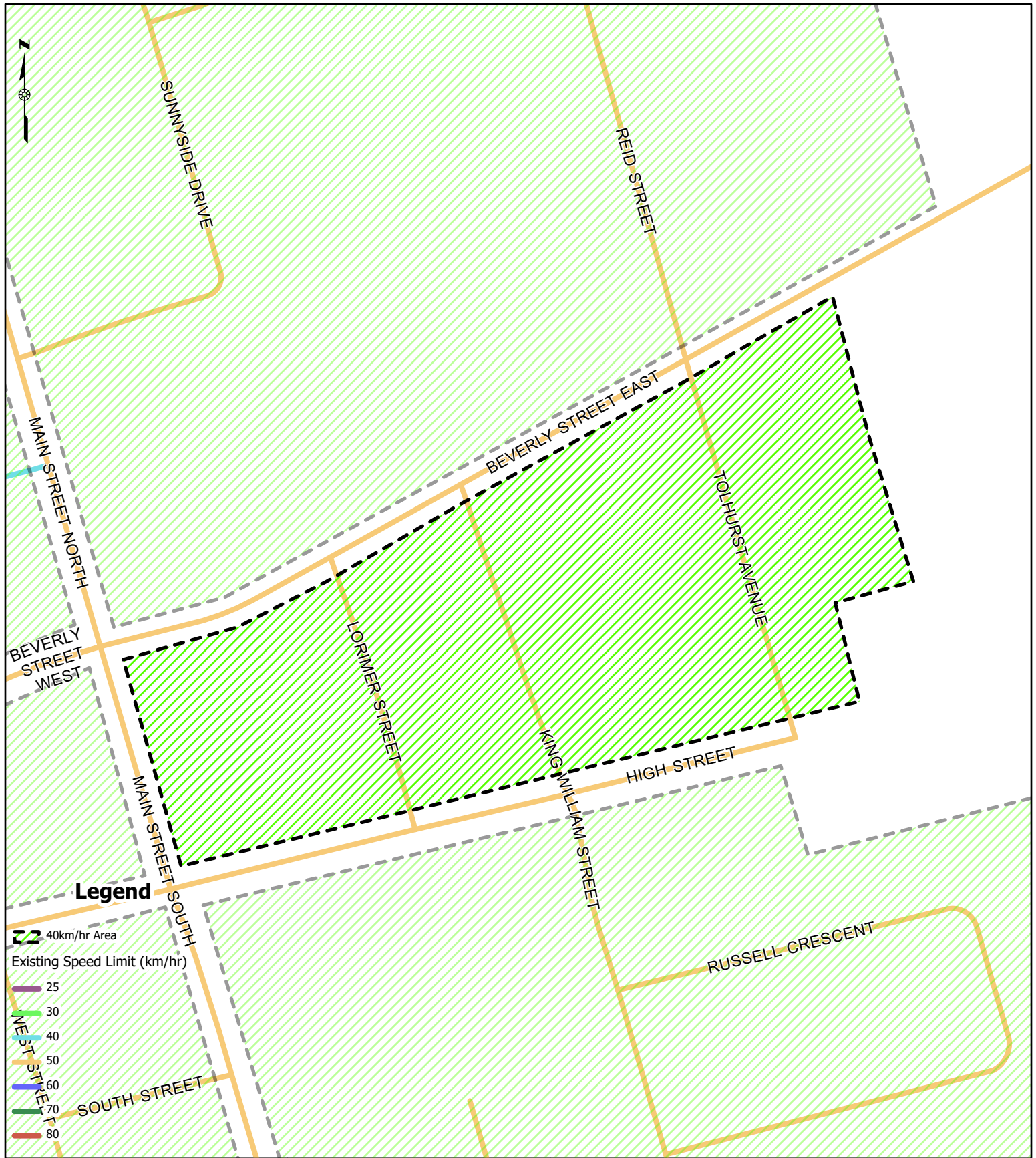
DRAWN BY:
M. Balog

DATE:
27 Sep, 05 2024

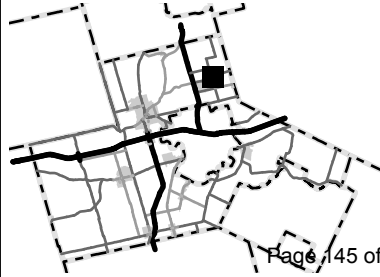
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40km/hr AREA MAPPING St George - King William St

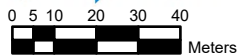
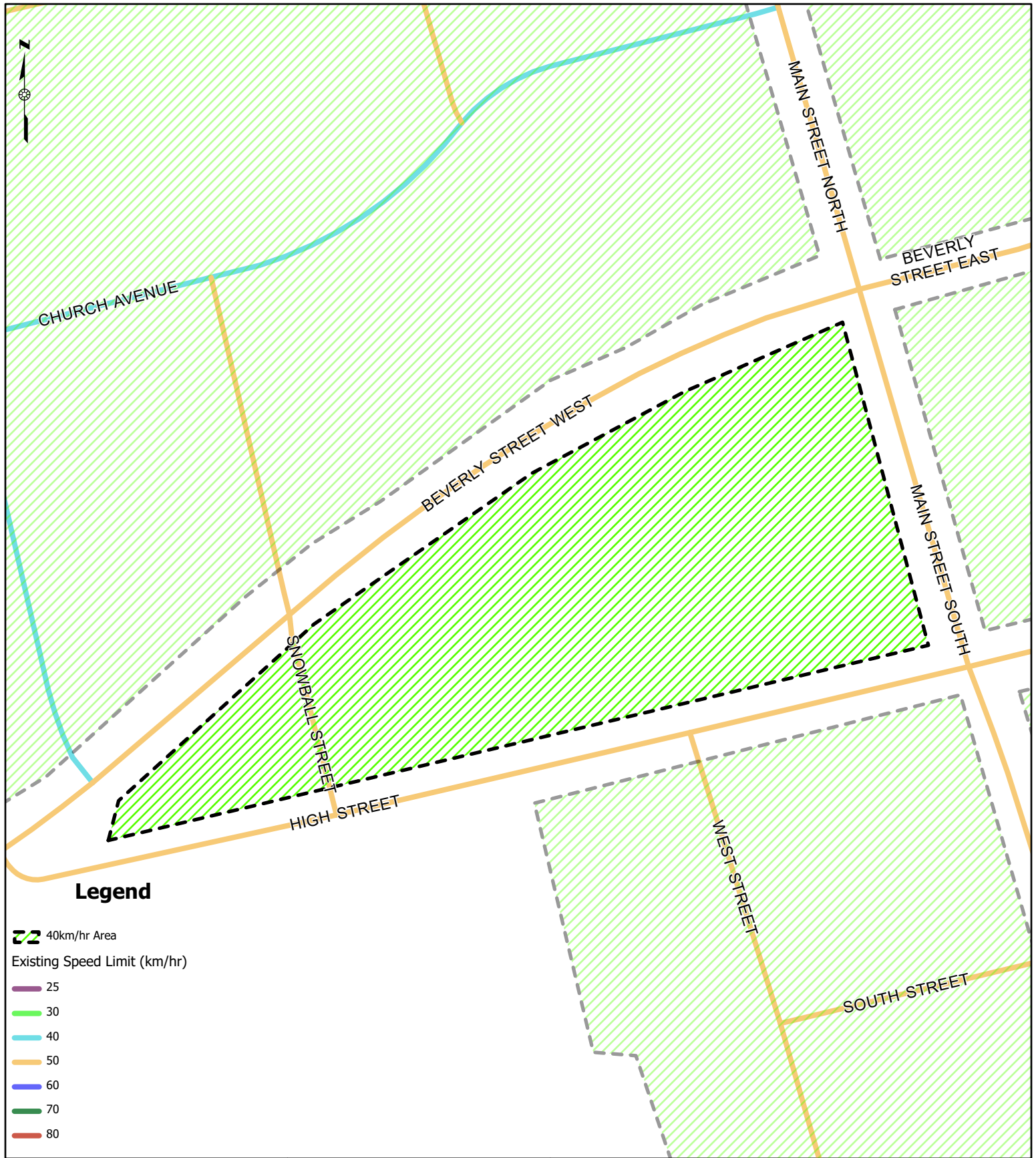
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27 Sep, 05 2024

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1:2,800

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40km/hr AREA MAPPING St George - Snowball St

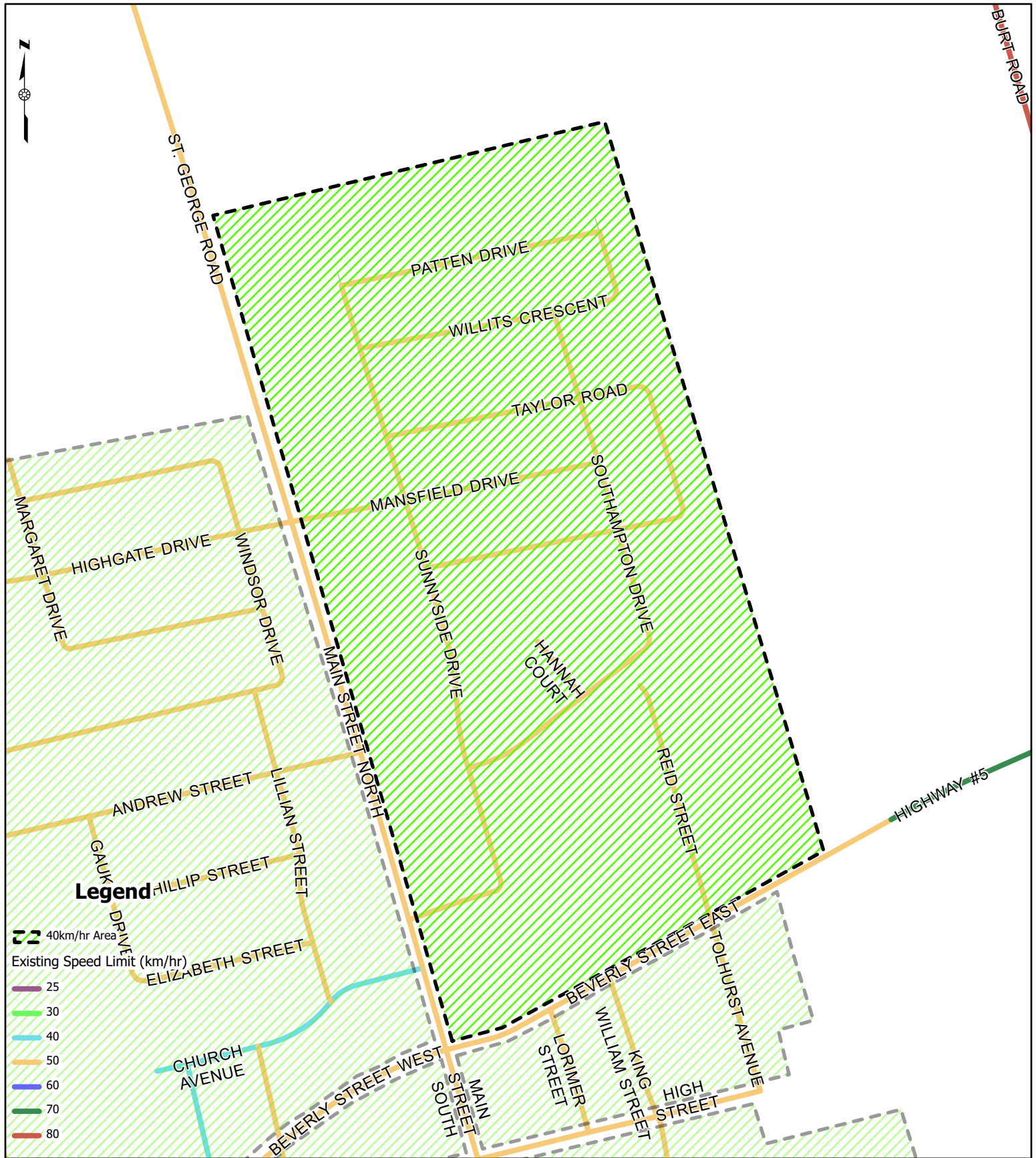
DRAWN BY:
M. Balog

DATE:
27 Sep, 05 2024

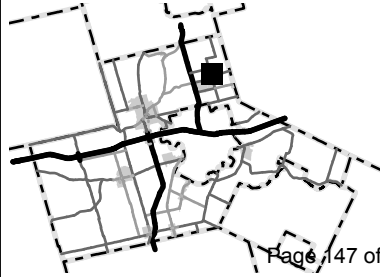
SCALE:
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DRAWING NO.

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40km/hr AREA MAPPING St George - Sunnyside Dr

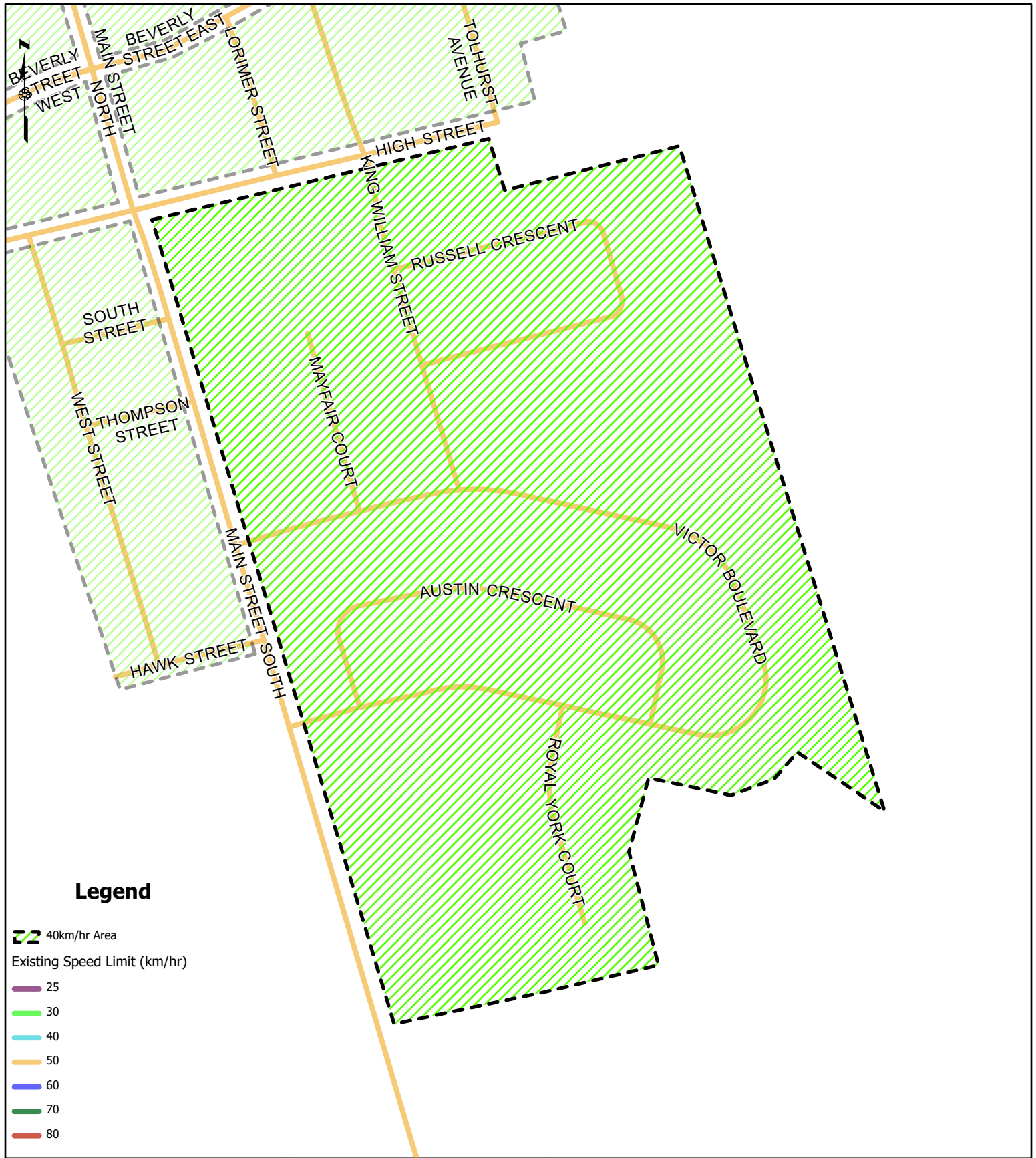
DRAWN BY:
M. Balog

DATE:
27 Sep, 05 2024

DRAWING NO.

55 of 57

SCALE:
1:6,200



Legend

40km/hr Area

Existing Speed Limit (km/hr)

- 25
- 30
- 40
- 50
- 60
- 70
- 80



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40km/hr AREA MAPPING St George - Victor Blvd

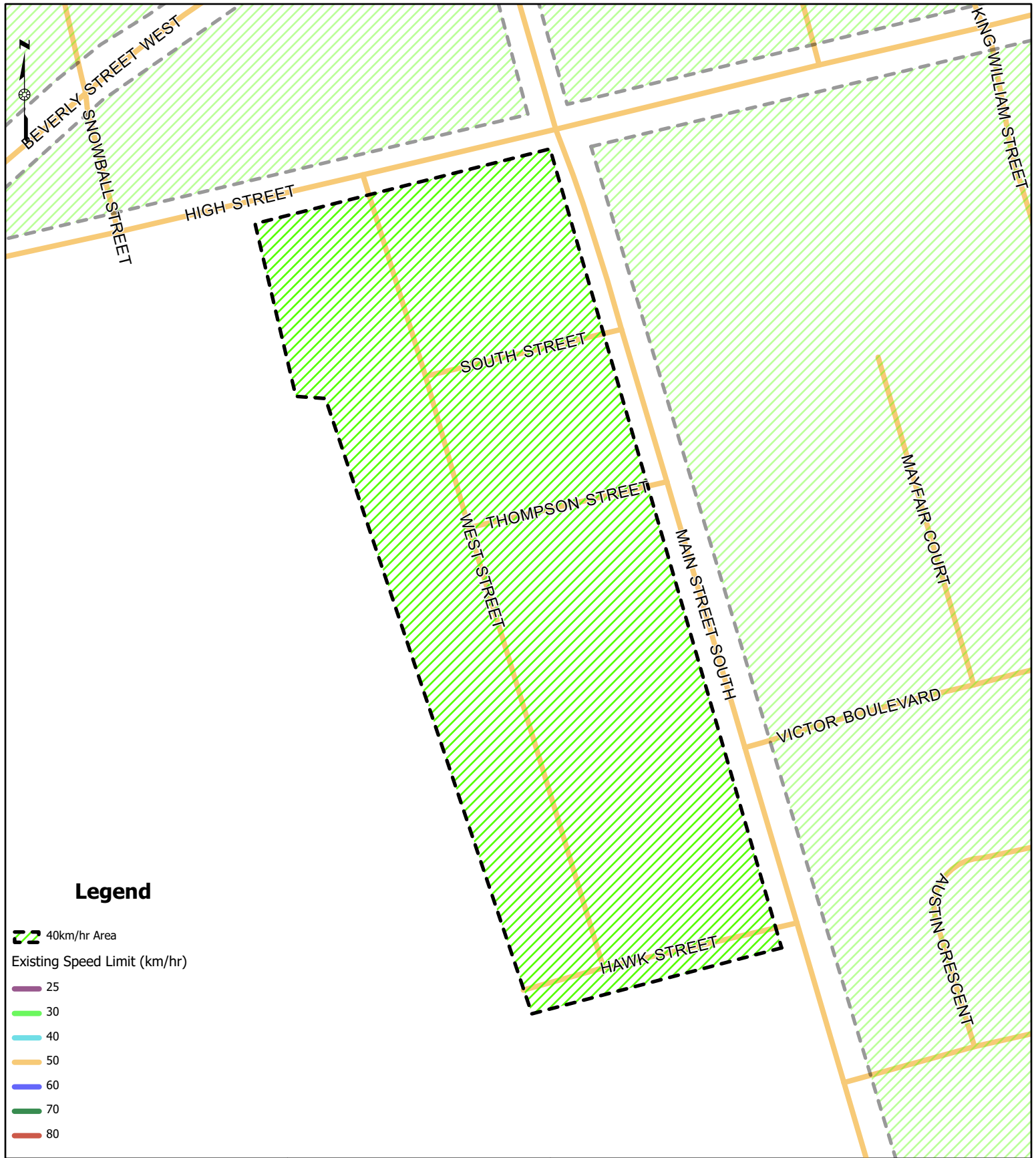
DRAWN BY:
M. Balog

DATE:
27 Sep, 05 2024

SCALE:
1:4,800

DRAWING NO.

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40 km/h Neighbourhood Area Maps & Gateway Signs



40km Area signs
Mounted front & back with
Begins & ends tabs at both
sides of the road at every
Entrance to a neighbourhood



Attachment 3 – RPT-0344-24 40 km/h Neighbourhood Zones

Blue Denotes the roads that are already 40 km/hr.

Paris Neighborhoods (15 Areas)

- Abeles Avenue – Magnolia Drive to Owen Avenue
- Acres Street – Main Street to approximately 200 meters south of Queen Street
- Adams Street - Silver Street to Spruce Street
- Alexander Avenue – Grand River Street North to approximately 50 meters south of Banfield Street
- Ann Street – Washington Street to Ball Street
- Arlington Parkway – Rest Acres Road to Grandville Circle
- Armstrong Drive – Whitlaw Way to Oak Avenue
- Arnold Street – Grand River Street South to Dundas Street West
- Aspen Street – Juniper Street to approximately 200 meters east of Forest Drive
- Attleberry Crescent – Hartley Avenue to Drake Avenue
- Baird Street – St George Street to approximately 50 meters south of Banfield Street
- Baker Street – Tom Brown Drive to Lorne Card Drive
- Ball Street – Race Street to Dundas Street West
- Banfield Street– Grand River Street North to Capron Street
- Bawcutt Crescent – Newbrook Street to Oldham Avenue
- Barker Street – Dundas Street to Herriot Street
- Barlow Place – Hartley Avenue to Newbrook Street (Circle NSEW)
- Bayly Drive – St Patrick Street to Paris Links Road
- Beam Street - Grandville Circle to Becker Street
- Becker Street – Grandville Circle to approximately 75 meters west of Munn Street/Bean Street
- Bendemeer Road – Paris Links Road to West River Street
- Blackman Crescent – Herriot Street to Gort Avenue
- Blaney Street – Mears Road to Gilham Way
- **Bobby West Drive – Dumfries Street to King Edward Street**
- Bradbury Crescent – Grand River Street North/Trillium Way to Grand River Street North (S)
- Brewis Street – George Brier Drive West to Hitchman Street
- Broadway Street East – Broadway Street West to Helen Street
- Broadway Street West – Mechanic Street to Capron Street/Market Street
- Brydges Street – Spruce Street to Market Street
- Burwell Lane – Burwell Street to King Edward Street
- Cameron Lane – Spruce Street to Wellington Street
- Capron Street – Grand River Street North to Market Street
- Cardinal Lane – Cobblestone Drive to Savannah Ridge Drive
- Catherine Street – Dumfries Street to Creedon Street
- Catherine Street – Dumfries Street to Creedon Street
- **Cedar Street – King Edward Street to Laurie Ann Lane**
- Chapel Street – Dundas Street West to approximately 240 meters south of Main Street
- Charles Street – Creedon Street to Spencer Street
- Charles Street – Queen Street to Spencer Street
- Charlotte Street – West River Street to Grand River Street North
- Charlton Drive – Bayly Drive to Riverview Terrace
- Churchill Drive – Victoria Street to approximately 170 meters west of Gort Avenue

- Clover Court – Magnolia Drive to approximately 100 meters east of Magnolia Court
- Cobblestone Drive – Rest Acres Road to Grandville Circle
- Cochrane Lane – Silver street to approximately 100 meters south of Silver Street
- Columbine Crescent – Forest Drive (N) to Forest Drive (S)
- Court Drive – Arlington Parkway to Dundas Street West
- Crawford Place – Grandville Circle to Row Lane
- Creedon Street – Catherine Street to Main Street
- Cross Street – Queen Street to Catherine Street
- Daugaard Avenue – Dundas Street West to Rest Acres Road
- Drake Avenue – Hartley Avenue to Robbins Ridge
- Dumfries Street – Church Street to Grand River Street South
- Dundas Crescent – Dundas Street West to approximately 30 meters north of Dundas Street West
- Dundas Street West – King Edward Street (east of Hanlon Place) to approximately 80 meters east of Chapel Street
- Dundas Street West – King Edward Street (WS) to King Edward Street (EN) by Laurel Street
- Dunton Lane – Bradbury Crescent to Nixon Avenue
- Edgar Place – Tom Brown Drive to Whiting Drive
- Edith Street - Daugaard Avenue to Court Drive
- Elm Lane – Approximately 85 meters west of Elm Street to approximately 75 meters east of Elm Street
- Elm Street William Street to approximately 200 meters north of William Street
- Emerson Court - Whitlaw Way to approximately 120 meters north of Armstrong Drive
- Emily Street – Grand River Street North to Broadway Street West
- Evans Street – Patterson Street to Chapel Street
- Farrugie Street - Dundas Street West to approximately 180 meters west of Dundas Street West
- Finn Street – Spruce Street to approximately 65 meters north of Spruce Street
- Fishers Lane – Grand River Street North to Baird Street
- Ford Street – Heming Street to Mears Road
- Forest Drive – Magnolia Drive to Silver Street
- Franklin Street – Silver Street to Spruce Street
- Freeman Street – Farrugie Street to Dundas Street West
- Garden Crescent – Trillium Way (E) to Trillium Way (W)
- George Brier Drive West – Hitchman Street (NW) to Hitchman Street (SE)
- Gibbons Road - Grandville Circle to Morris Street
- Gilham Way – Bendemere road to approximately 300 meters south of Blaney Street (Circle)
- Geilston Parkway – Race Street (N) to Race Street (S)
- Glegg Crescent – Ralph Newbrooke Crescent (N) to Ralph Newbrooke Crescent (E)
- Gold Street - Silver Street to Spruce Street
- Gort Avenue - Dundas Street west to Churchill Avenue
- Gort Avenue – Summerwind Drive to approximately 400 meters south of Herriot Street
- Grandville Circle – the entire circle
- Griffith's Drive – Whitlaw Way to McPherson Drive
- Hanlon Place – Rest Acres Road to approximately 100 meters south of rest Acres Road
- Hanlon Place – Rest Acres Road to Dundas Street West
- Hartley Avenue – Grand River Street North to Oak Avenue
- Heinbuch Drive - Dundas Street West to approximately 50 meters north of Dundas Street West
- Helen Street – Banfield Street to Broadway Street West
- Heming Street – Bendemere Road to Mears Road
- Herriot Street – Barker Street to Summerwind Drive

- Hillside Avenue – Old Mill Street/Washington Street/Mile Hill Road to Race Street
- Hiram Road – St Patrick Street to Homestead Drive
- Hitchman Street – Powerline Road/Mile Hill Road to Pottruff Road
- Homestead Road – Grand River Street North to Riverview Terrace
- Hopkins Lane – Spruce Street to Silver Street
- Horrace Drive – St Patrick Street to Homestead Drive
- [Irongate Drive – Cobblestone Drive to Savannah Ridge Drive](#)
- Irongate Drive – Savannah Ridge Drive to King Edward Street
- Ivy Crescent – Mulberry Street to Wellington Street
- Jane Street– Grand River Street North to Capron Street
- Jasmine Drive – Charlton Drive to approximately 150 meters north of Charlton Drive
- Jefferson Street – Silver Street to Spruce Street
- Jennifer Street – George Brier Drive West to Brewis Street
- Jenny Lane – Silver Street to Wellington Street
- John Avenue – Broadway Street West to Helen Street
- Joseph Brant Street – Willow Street to Mulholland Drive/Portland Street
- Juniper Street – Aspen Street to Scott Avenue
- Jury Street – Capron Street/St Andrew Street to Banfield Street
- Kathleen Street – McCammon Street to Market Street
- Keeton Lane – Broadway Street West to approximately 50 meters west of West River Street
- Kelly Court – Long Lane to approximately 100 meters south of Long Lane
- Larkspur Lane – Magnolia Drive to Owen Avenue
- [Laurel Street – Dundas Street West to Lions Park Entrance](#)
- Laurie Ann Lane – Rest Acres Road to Cedar Street
- Lee Avenue – Scott Avenue to Woodslee Avenue
- Long Lane – Daugaard Avenue (N) to Daugaard Avenue (S)
- Lydia Lane – Rest Acres Road to Lorne Card Drive
- Mack Jones Way – Willow Street to William Street
- Magnolia Drive – Oak Avenue to Trillium Way
- Main Street – Chapel Street to Creedon Street
- Maple Crescent - Northville Drive to Pleasant Place
- Marriott Place - Grandville Circle to +- 75 meters east of Mason Drive
- Mason Drive – Cobblestone Drive to Marriott Place
- Masters Lane – Tom Brown Drive to Whitting Drive
- McCammon Street – Kathleen Street to Market Street
- McCosh Street – Patterson Street to Charles Street
- McGovern Lane – Tom Brown Drive to Lorne Card Drive
- McPherson Drive - Whitlaw Way (N) to Whitlaw Way (S)
- McQueen Drive - Grandville Circle to Row Lane
- Mears Road - Bendemere Road to approximately 60 metros south of Ford Street
- Mechanic Street – Grand River Street North to approximately 70 metros west of West River Street
- [Mile Hill Road – Powerline Road/Brewis Street to Old Mill Street/Hillside Avenue/Washington Street](#)
- Misener Road West – King Edward Street to King Edward Street/Grandville Circle
- Monk Street – Washington Street to Patterson Street
- Morris Street – Grandville Circle to Gibbons Road
- Mulberry Street – Silver Street to approximately 50 meters south of Spruce Street
- Munn Crescent – Becker Street to +- 250 meters southwest of Becker Street
- Newbrook Street – Bawcutt Crescent to Barlow Place

- Newstead Road – Arlington Parkway to approximately 150 meters south of Arlington Parkway
- Nimmo Street – Portland Street to William Street
- Nixon Avenue – Bradbury Crescent (N) to Bradbury Crescent (S)
- Northville Drive – Trillium Way to approximately 100 meters south of Pleasant Place
- Oak Avenue – Hartley Avenue to Silver Street
- Old Mill Street – Mile Hill Road/Washington Street/Hillside Avenue to Race Street
- Oldham Avenue – Robbins Ridge to Newbrook Street
- Owen Avenue – Abeles Avenue to Market Street
- Paris Links Road – Grand River Street North to Bendemere Road
- Parkhill Lane – Tom Brown Drive to Whiting Drive
- Parkside Drive – Trillium Way to Sunset Drive
- Patterson Street – Charles Street to approximately 50 meters north of Evans Street
- Pleasant Place – Northville Drive to Parkside Drive
- Portland Street – Willow Street/Walnut Street to approximately 140 meters east of Nimmo Street
- Queen Street – Acres Street to Creedon Street
- Ralph Newbrook Circle to Ralph Newbrooke Circle
- River Lane – Grand River Street North to approximately 60 meters east of Grand River Street North
- Riverview Terrace – Charlton Drive to Homestead Road
- Robbins Ridge – Watt's Pond Road to Hartley Avenue
- Rose Court – Garden Crescent to approximately 70 meters south of Garden Crescent
- Row Lane – Marriott Place to Crawford Place
- Sass Crescent – Grandville Circle (N) to Grandville Circle (S)
- Savannah Ridge Drive – Irongate Drive to approximately 300 meters south of Arlington Parkway
- Schyler Street – McPherson Drive to Oak Avenue
- Scott Avenue – Approximately 120 meters east of Grand River Street North to approximately 50 meters east of McPherson Drive
- Sharpe Street – McPherson Drive to Oak Avenue
- Smith Street East – Mulholland Drive to Willow Street
- Spencer Street – Ann Street to approximately 150 meters east of Race Street
- Spruce Street – Adams Street to approximately 90 meters west of Mulberry Street
- St Andrew Street – Capron Street to Baird Street
- St George Street – Grand River Street North to Capron Street
- St Patrick Street – Grand River Street North to Riverview Terrace
- Stokes Road – George Brier Drive West to Hitchman Street
- Summerwind Drive – Herriot Street to Ralph Newbrooke Circle
- Sunset Drive – Silver Street to approximately 50 meters east of Parkside Drive
- Telfer Crescent – Garden Crescent to approximately 180 meters west of Garden Crescent
- Thompson Lane – Elm Street to approximately 75 meters east of Elm Street
- Todd Lane – Willow Street to Walnut Street
- Tom Brown Drive – Powerline Road to Lorne Card Drive
- Trillium Way – Forest Drive to Grand River Street North
- Vic Chambers Place – Tom Brown Drive to Lorne Card Drive
- Victoria Street – Barker Street to approximately 30 meters north of Dundas Street West
- Watts Lane – Silver Street to Brydges Street
- Walnut Lane – Willow Street to William Street
- Walnut Lane– Silver Street to approximately 100 meters south of Silver Street
- Walnut Street – Todd Lane to Portland Street/Willow Street
- Warwick Street – St Andrew Street to approximately 90 meters south of Banfield Street

- Washington Street – Dundas Street West to Mill Hill Road/Old Mill Street/Hillside Avenue
- Wellington Street – Ivy Crescent to Adams Street
- West River Lane – West River Street to Broadway Street West
- West River Street – Broadway Street West to approximately 100 meters south of Mechanic Street
- Whiting Drive – Edgar Place to Powerline Road
- Whitlaw Way – Oak Avenue to approximately 50 meters west of McPherson Drive
- Whitton Drive – George Brier Drive West to Brewis Street
- William Street – Nimmo Street to approximately 70 meters west of West River Street
- Willow Lane – Willow Street to Walnut Street
- Woodslee Avenue – Grand River Street North to Oak Avenue
- Yeo Street – Willow Street to Walnut Street
- Zavarella Court – Dundas Street West to approximately 180 meters south of Dundas Street West

Scotland Neighborhoods (four (4) areas)

- Augustus Court – Church Street West to Simcoe Street
- Brant Street – Simcoe Street to approximately 20 meters east of Marcus Street
- Church Street East – Simcoe Street to Marcus Street
- Duncan Street – Augustus Street to approximately 100 meters north of Augustus Street
- Elgin Street - Simcoe Street to Marcus Street
- Finlay Street – Church Street West to approximately 160 meters north of Peter Street
- Issac Street – Simcoe Street to King Street North
- King's Lane – Oakland Road to approximately 300 meters north of Prince Court
- Marcus Street – Brant Street to Oakland Road
- Peter Street – Augustus Street (N) to Augustus Street (S)
- Prince Court – King's Lane to approximately 200 meters west of King's Lane
- Queen Street South – Oakland Road to Brant Street
- Royal Troon Drive – Talbot Street to Church Street West
- Scott Court – Brant Street to approximately 130 meters south of Brant Street
- Talbot Street Vanessa Road to Simcoe Street
- Whitney Street - Simcoe Street to King Street North

Oakland Neighborhood (two (2) Areas)

- Bannister Street – Oakland Road to Malcolm Street
- Bowen Place – Bannister Street to approximately 120 meters north of Yarek Street
- Colborne Street – Queen Victoria Street to Cummings Street
- Cummings Street – Oakland Road to approximately 60 meters south of Malcolm Street
- Mackenzie Lane – King Street South to approximately 375 meters west of King Street South
- Malcom Street – Bannister Street to King Street South
- Queen Victoria Street – Oakland Road to Malcolm Street
- Roy Street – Oakland Road to Colborne Street
- Tysons Way - King Street South to approximately 675 meters west of King Street South
- Walter Street – King Street South to Oakland Road
- Yarek Street – Bannister Street to Bowen Place

Mount Pleasant Neighborhood's (two (2) Areas)

- Atkin Street – Mt Pleasant Road to First Street
- Barnes Farm Road – Burtch Road to approximately 90 meters west of Orchard Crescent
- Bernice Street – Ellis Avenue to Burton Avenue

- Burton Avenue – Kitson Street to approximately 100 m east of Bernice Street
- First Street – North Street to approximately 80 meters south of Atkin Street
- Franklin Way – Barnes Farm Rad to Woodside Drive
- Kitson Street – Ellis Avenue to Burton Avenue
- Mimi Court – Barnes Farm Road to approximately 130 meters east of Barnes Farm Road
- North Street – Mt Pleasant Road to approximately 120 meters east of First Street
- Orchard Crescent – Barnes Farm Road (N) to Barnes Farm Road (S)
- Russell Court – Mt. Pleasant Road to approximately 120 meters west of Franklin Way
- Woodside Drive – approximately 120 meters west of Franklin Way to approximately 180 meters east of Franklin Way

Burford Neighborhoods (nine (9) Areas)

- Airport Road – Colborne Street West to Aviation Avenue
- Albert Judge Drive – Brian Drive to approximately 350 meters south of Brian Drive
- [Alexander Street – Brian Drive to King Street](#)
- Brian Drive – Alexander Avenue to approximately 80 meters west of Albert Judge Drive
- Brigadoon Court – Highland Drive to approximately 160 meters west of Highland Drive
- Broadview Drive – Maple Avenue North to approximately 80 meters east of Cedar Lane
- Brown Avenue – approximately 100 meters west of Price Street to approximately 220 meters east of Price Street
- Cedar Lane – Broadview Drive to approximately 75 meters west of Weir Street
- Coates Drive – Potter Drive to approximately 200 meters west of Tighe Drive
- Deborah Drive – Maple Avenue South to approximately 75 meters west of Kimberly Road
- Delarine Drive – Brian Drive to Potter Drive
- Douglas Street – Mill Street to approximately 300 meters west of Mill Street
- Dufferin Street – Jarvis Street to Maple Avenue North
- East Andrew Street – Maple Avenue South to Park Avenue
- Elizabeth Avenue – Bishopsgate Road to St. Charles Street
- First Avenue – Wilson Avenue to Messecar Drive
- George Street – Brown Avenue to approximately 75 meters north of James Street
- Glengarry Court – Robinson Road to approximately 240 meters south of Robinson Road
- Henderson Road – Bishopsgate Road to Mill Street
- Highland Drive – Mills Street to Robinson Road
- James Street - approximately 130 meters east of George Street to approximately 230 meters west of George Street
- Jarvis Street – King Street to Dufferin Drive
- John Street – King Street to Lorne Avenue
- Kimberly Road – 8th Concession Road to Melissa Avenue
- Lorne Avenue – approximately 140 meters east of John Street to approximately 175 meters west of John Street
- MacNab Street – King Street to Elizabeth Avenue
- Meadow Lane – Minshall Drive to approximately 220 meters east of Minshall Drive
- Melissa Avenue - Maple Avenue South to approximately 75 meters west of Kimberly Road
- Messecar Drive – Maple Avenue North to Saint William Street
- Minshall Drive - King Street to Broadview Drive
- Park Avenue – King Street to approximately 150 meters south of Rutherford Street
- Price Street – Lorne Avenue to Brown Avenue
- Rutherford Street - Alexander Avenue to Park Avenue

- Smith Street – Bishopsgate Road to St. Charles Street
- St Andrews Court – Highland Drive to approximately 200 meters south of Highland Drive
- St Charles Street – approximately 100 meters north of Smith Street to approximately 180 meters south of Elizabeth Avenue
- St William Street – King Street to approximately 50 meters north of Wilson Avenue
- Stewart Drive – Maple Avenue North to approximately 100 meters south St William Street
- The Key – Messecar Drive to approximately 120 meters north of Messecar Drive
- Tighe Drive – Brian Drive to approximately 75 meters north of Coates Drive
- Wallace Court – Highland drive to approximately 280 meters northwest of Wingrove Woods
- Weir Street – Broadview Drive to Cedar Lane
- Weir Street – Broadview Drive to Cedar Lane
- West Andrew Street – Alexander Avenue to Maple Avenue South
- Whitehead Street – King Street to Smith Street
- Wilson Avenue – Maple Avenue North to Saint William Street
- Wingrove Woods – Mill Street to Wallace Court
- York Road – Airport Road to Colborne Street West

Oakhill Neighborhood (one (1) Area)

- Blythewood Heights – Jennings Road to approximately 150 meters west of Jennings Road
- Cox Lane – Farrow Road to approximately 90 meters south of Pinehill Drive
- Dalewood Avenue – Westview Avenue to approximately 90 meters north of Westview Avenue
- Ellington Place - Greens Road to approximately 160 meters east of Greens Road
- Farrow Road – approximately 100 meters of Farrow Lane to approximately 70 meters east of Madeline Road
- Franks Lane – Oakhill drive to Farrow Road
- Greens Road – Oakhill Avenue to Robinson Road
- Hudson Drive – Greens Road to approximately 330 meters east of Greens Road
- Jennings Road – Oakhill Avenue to Robinson Road
- Kingsmount Crescent – Willowdale Street to Westview Avenue
- Lois Crescent - Colborne Street West to Pinehill Drive
- Madeline Road – Colborne Street West to Farrow Road
- [Oakhill Drive – Colborne Street West to approximately 130 meters east of Jennings Road](#)
- Pinehill Drive – Oakhill Drive to Madeline Road
- Westview Avenue – Willowdale Drive to Oakhill Drive
- Willowdale Street – Colborne Street West to approximately 60 meters north of Westview Avenue

Glen Morris Neighborhoods (five (5) Areas)

- Brooke Street – Glen Morris Road West to approximately 75 meters north of Centre Street
- Burnside Drive – Glen Morris Road East to approximately 140 meters north of Glen Morris Road East
- Carswell Street – Glen Morris Road West to approximately 75 meters north of Centre Street
- Centre Street – Brook Street to approximately 200 m east of Carswell Street
- Cloverlea Crescent – Woodland Way (N) to Woodland Way (S)
- Dawson Road Glen Morris Road West to approximately 475 meters south of Glen Morris Road West
- Deer Run Court – East River Road to approximately 450 meters northeast of East River Road
- Dunbar Street – East River Road to Princess Street
- Eagle Ridge Crescent - East River Road to approximately 300 meters east of East River Road
- Forbes Street – East River Road to approximately 75 meters west of Kirk Street

- Glen Morris Road East – approximately 150 meters west of East River Road to McPherson School Road/Princess Street
- Heron Heights – Woodland Way to approximately 225 meters east of Woodland Way
- Hickory Hollow – Stoney Brae Drive to approximately 150 meters south of Lauralea Lane Columbo Court - Lauralea Lane to approximately 150 meters south of Lauralea Lane
- Kirk Street – Forbes Street to east River Road
- Lauralea Lane – Hickory Hollow to Stoney Brae Drive/Columbo Court
- McDonald Place – Glen Morris Road East to approximately 225 meters south of Glen Morris Road East
- Meadowbrook Court – Meadowood Drive to approximately 140 meters south of Meadowood Drive
- Meadowood Drive Brant Road (N) to Brant Road (S)
- Pearson Place – East River Road to approximately 375 meters west of East River Road
- Princess Street – Glen Morris Road East/McPherson School Road to East River Road (E) to (W)
- Rothwell Place - East River Road to approximately 160 meters east of East River Road
- Stoney Brae Drive – Scenic Drive to Laurelea Lane
- Woodland Way – Scenic Drive to approximately 150 meters south of Cloverlea Crescent

St George Neighborhood (two (2) Areas)

- Andrew Street – Main Street South to Scott Street
- Arena Road – Beverly Street West to Gaukel Drive
- Austin Crescent – Victor Boulevard (E) to Victor Boulevard (W)
- Church Avenue – Main Street North to approximately 50 meters west of College Street
- College Street – Church Avenue to Beverly Street West
- Commerce Drive – Highway 5 to Prospect Street
- Commercial Drive – Highway 5 to Prospect Street
- Edward Avenue – Andrew Street to Scott Street
- Elizabeth Street – Gaukel Drive to Lillian Street
- Gaukel Drive – Andrew Street to Elizabeth Street
- Hampton Court – Andrew Street to approximately 140 meters north of Highgate Drive
- Hannah Court – Southampton Drive to approximately 100 meters north of Southampton Drive
- Hawk Street – Main Street South to approximately 50 meters west of West Street
- Hawk Street – Main Street South to approximately 60 meters west of West Street
- High Street – Beverly Street West to Tolhurst Avenue
- Highgate Drive – Main Street North/Mansfield Drive to Hampton Court
- Highlander Street – Prospect Street to approximately 260 meters south of Prospect Street
- King William Street – Beverly Street East to Victor Boulevard
- Lillian Street – Church Avenue to Andrew Street
- Lorimer Street – Beverly Street East to High Street
- Mansfield Drive – Main Street North to Southampton Drive
- Margaret Drive – Highgate Drive to Windsor Drive
- Mayfair Court – Victor Boulevard to approximately 200 meters north of Victor Boulevard
- Pattern Drive – Sunnyside Drive to Willits Crescent
- Philip Street – Gaukel Street to Lillian Street
- Prospect Street – Ridgeview Street to approximately 140 meters west of highlander Street
- Reid Street – Beverly Street East to approximately 300 meters north of Beverly Street East
- Ridgeview Street - Prospect Street to approximately 260 meters south of Prospect Street
- Royal York Court – Victor Boulevard to approximately 225 meters south of Victor Boulevard
- Russell Crescent King William Street (N) to King William Street (S)
- Scott Street – Beverly Street West to Andrew Street

- Snowball Street – Church Avenue to Beverly Street West
- South Street – Main Street South to West Street
- Southampton Drive – Willits Crescent to Sunnyside Drive
- Sunnyside Drive – Main Street North to Petten Drive
- Thompson Street – Main Street South to West Street
- Tolhurst Avenue – Beverly Street East to High Street
- Trillium Lane – Black Walnut Lane to German School Road
- Victor Boulevard – Main Street South (N) to Main Street South (S)
- Willits Crescent – Sunnyside Drive to Patten Drive
- Windsor Drive – Hampton Court to Margaret Drive (N)

Harrisburg Neighborhood (one (1) Area)

- Burlington Street – Victoria Avenue to approximately 120 meters east of Kingston Street
- Dickson Road – Victoria Avenue to Harrisburg Road
- Harrisburg Road – approximately 430 meters east of Queenston Street to approximately 630 meters north of German School Road
- John Crescent – Harrisburg Road to German School Road
- Kingston Street - Burlington Street to McNab Street
- Kingston Street – Burlington Street to McNab Street
- McNab Street – Victoria Avenue to Kingston Street
- Ontario Street – Victoria Avenue to Kingston Street
- Queenston Street - Burlington Street to McNab Street
- Victoria Avenue - Burlington Street to McNab Street

Onondaga Neighborhood (one (1) Area)

- Brantford Street – Highway 54 to Painter Road
- Centre Street South – Brantford Street to approximately 100 meters north of Stubel Street
- Front Street – Highway 54 to approximately 100 meters east of Oneida Street
- Front Street – Tuscarora Street to Brantford Street
- Johnson Street – Brantford Street to approximately 140 meters north of Brantford Street
- MacNeil Court – Painter Road to approximately 225 meters east of Painter Road
- Oneida Street – Highway 54 to Front Street
- Painter Road – Highway 54 to Brantford Street
- Stubel Street – Centre Street South to approximately 50 meters east of Centre Street South
- Tuscarora Street - Highway 54 to Front Street

Middleport Neighborhood (one (1) Area)

- Hager Street – Youell Street/Middleport Road to James Lawrence Street
- James Lawrence Street - Highway 54 to Hager Street
- Middleport Road – Hager Street to Big Creek Road
- Solomon Street - Highway 54 to Hager Street
- Youell Street – Highway 54 to Hager Street



Administration and Operations Committee Report

To: The Chair and Members of the Administration and Operations Committee
From: Rick Knap, CET, Roads Technologist
Date: October 15, 2024
Report #: RPT-0464-24
Subject: Various Parking and Traffic Modifications - Roads
Purpose: For Approval

Recommendation

Whereas the Roads Division have received various requests for parking and traffic modifications for several different locations throughout the County of Brant (the County). Requests were made through the Brant Safe Streets program and by various County Departments;

And Whereas the following parking and stopping parking restrictions are recommended to the following sections of road:

That Parking By-Law Number 004-19 be amended by adding the following proposed stopping restrictions:

Dundas Street West

- To implement into Schedule 2, Stopping Prohibited Anytime, on the east side from King Edward Street to approximately 50 meters north of King Edward Street;
- To implement into Schedule 2, Stopping Prohibited Anytime, on the west side from King Edward Street to approximately 50 meters north of King Edward Street;

Ellis Avenue

- To implement into Schedule 2, Stopping Prohibited Anytime, on the north side from approximately 380 meters west of Mt Pleasant Road to approximately 450 meters west of Mt Pleasant Road;
- To implement into Schedule 2, Stopping Prohibited Anytime, on the south side from approximately 380 meters west of Mt Pleasant Road to approximately 450 meters west of Mt Pleasant Road;

That Parking By-Law Number 004-19 be amended by adding the following proposed parking restrictions:

Hill Side Avenue

- To implement into Schedule 3, Parking Prohibited Anytime, on the north side from 136 Hillside Ave to approximately 30 meters west of Race Street;

Race Street

- To implement into Schedule 3, Parking Prohibited Anytime, on the west side from Hill Side Avenue to approximately 30 meters north of Hill Side Avenue;

2 Beverly Street Parking Lot & 11 Main Street South, Municipal Lot # 8

- To implement into Schedule 10, Municipal Parking Lots, a time limit of 24 hr. restriction as illustrated in Attachment # 4A.
- To implement into Schedule 11, Parking Restricted Time Limited – Parking Lot, a time limit of 24 hr. restriction as illustrated in Attachment # 4A.
- To implement Schedule 12, Parking Restricted - Accessible Parking Permit Only, two (2) parking spaces located from approximately 10 meters south of Beverley Street West to approximately 15 meters south of Beverly Street West, and from approximately 19 meters west of Main Street South to approximately 27 meters west of Main Street South as illustrated in Attachment # 4B;

And Whereas the following traffic restrictions are recommended to the following section of road:

That Traffic By law 182-05, Schedule R, Spring Load Restrictions (March 1 to April 30), be amended to the following section of road:

Baptist Church Road

- To implement the seasonal load restriction from Brant County Road 22 to Onondaga Townline Road;

That the appropriate By-Laws be amended to recognize new stop signs, new speed limits and pending no parking signs as a result of Development:

Riverview Highlands 1067 (aka Simply Grand II):

That Parking By-Law 004-19, Schedule 3, Parking Prohibited Anytime, be amended by adding the following proposed parking restrictions:

- Daugaard Avenue – on the south side from Rest Acres Road easterly to Court Drive;
- Daugaard Avenue – on the north side from Rest Acres Road, easterly to Court Drive;
- Daugaard Avenue – on the south side from Court Drive to 155 meters east of Court Drive;
- Daugaard Avenue – on the north side from Court Drive to 20 meters east of Court Drive;
- Court Drive – on the east side from Daugaard Avenue to 96 meters north of Daugaard Avenue;
- Court Drive – on the west side from Daugaard Avenue to 48 meters south of Daugaard Avenue;
- Court Drive – on the west side from Rest Acres Road to 100 meters north of Rest Acres Road;
- Court Drive – on the east side from Daugaard Avenue, southerly to Rest Acres Road.

Nith Development Area

That Traffic By law 182-05, Schedule B, Stop Signs, be amended by adding the following locations:

- Gladys Stephens Court – for eastbound motorists as it intersects with Summerwind Drive;
- Herriot Street – for westbound motorists as it intersects with Summerwind Drive;
- Herriot Street – for eastbound motorists as it intersects with Gort Drive;
- Herriot Street – for westbound motorists as it intersects with Gort Drive;
- Blackman Crescent – for westbound motorists as it intersects with Gort Avenue;
- Blackman Crescent – for southbound motorists as it intersects with Herriot Street;
- Gort Avenue - for northbound motorists as it intersects with Summerwind Drive;
- Ralph Newbrooke Circle - for westbound motorists as it intersects with Summerwind Drive;
- Clegg Crescent – for southbound motorists as it intersects with Ralph Newbrooke Circle;
- Clegg Crescent – for westbound motorists as it intersects with Ralph Newbrooke Circle;
- Gort Avenue – for southbound motorists as it intersects with Churchill Drive;
- Summerwind Drive – for southbound motorists as it intersects with Dundas Street West;

That Traffic By law 182-05, Schedule B, Stop Signs, be amended by removing the following locations when the roundabout is built;

- Summerwind Drive – for southbound motorists as it intersects with Dundas Street West;
- Dundas Street West – for northbound motorists as it intersects with Zavarella Court/Heinbuch Drive;
- Dundas Street West – for southbound motorists as it intersects with Zavarella Court/Heinbuch Drive;

That Parking By-Law 004-19, Schedule 3, Parking Prohibited Anytime, be amended by adding the following proposed parking restrictions:

- Summerwind Drive – on the west side from Dundas Street West to Herriot Street;
- Summerwind Drive – on the east side from Dundas Street West to 54 meters north of Dundas Street West;
- Summerwind Drive – on the east side 38 meters south of Herriot Street West to 57 meters south of Herriot Street;
- Summerwind Drive – on the east side from Herriot Street to 21 meters south of Herriot Street;
- Summerwind Drive – on the west side from Herriot Street to Ralph Newbrooke Circle;

- Summerwind Drive – on the east side from Herriot Street to 22 meters north of Herriot Street;
- Summerwind Drive – on the east side from 56 meters north of Herriot Street to 76 meters north of Herriot Street;
- Summerwind Drive – on the east side from 177 meters north of Herriot Street to 199 meters north of Herriot Street;
- Summerwind Drive – on the east side from 179 meters south of Gort Avenue to 389 meters south of Gort Avenue;
- Summerwind Drive – on the east side from 160 meters south of Gort Avenue to 164 meters south of Gort Avenue;
- Summerwind Drive – on the east side from 69 meters south of Gort Avenue to 147 meters south of Gort Avenue;
- Summerwind Drive – on the east side from Gort Avenue to 25 meters south of Gort Avenue;
- Summerwind Drive – on the east side from Gort Avenue to 100 meters north of Gort Avenue;
- Summerwind Drive – on the east side from Ralph Newbrooke Circle to 18 meters south of Ralph Newbrooke Circle;
- Gladys Stephens Court – on the north side from Summerwind Drive to 27 meters west of Summerwind Drive;
- Gladys Stephens Court – on the north side from 40 meters west of Summerwind Drive to 77 meters west of Summerwind Drive;
- Gladys Stephens Court – on the south side from Summerwind Drive to 66 meters west of Summerwind Drive;
- Herriot Street – on the north side from Summerwind Drive to Gort Avenue;
- Herriot Street – on the south side from Summerwind Drive to Gort Avenue;
- Herriot Street – on the south side from Gort Avenue to Barker Street;
- Herriot Street – on the north side from Gort Avenue to Blackman Crescent;
- Herriot Street – on the north side from Blackman Crescent to 35 meters east of Blackman Crescent;
- Herriot Street – on the north side from 86 meters east of Blackman Crescent to 137 meters east of Blackman Crescent;
- Blackman Crescent (east-west leg) – on the north side from Gort Avenue to Blackman Crescent (north-south leg);
- Blackman Crescent (east-west leg) – on the south side from Gort Avenue to Blackman Crescent (north-south leg);
- Blackman Crescent (north-south leg) – on the west side from Herriot Street to 19 meters north of Herriot Street;
- Blackman Crescent (north-south leg) – on the west side from 37 meters north of Herriot Street to 70 meters north of Herriot Street;
- Blackman Crescent (north-south leg) – on the west side from 95 meters north of Herriot Street to Blackman Crescent (east-west leg);

- Blackman Crescent (north-south leg) – on the east side from Herriot Street to Blackman Crescent; (east-west leg).
- Gort Avenue – on the east side from Churchill Drive to Herriot Street;
- Gort Avenue – on the east side from Herriot Street to Summerwind Drive;
- Gort Avenue - on the west side from Herriot Street to 23 meters south of Herriot Street;
- Gort Avenue – on the west side from 60 meters south of Herriot Street to Churchill Drive;
- Gort Avenue – on the west side from Herriot Street to 21 meters north of Herriot Street;
- Gort Avenue – on the west side of 39 meters north of Herriot Street to 203 meters north of Herriot Street;
- Gort Avenue – on the west side from 177 meters south of Summerwind Drive to 354 meters south of Summerwind Drive;
- Gort Avenue – on the west side from 134 meters south of Summerwind Drive to 143 meters south of Summerwind Drive;
- Gort Avenue – on the west side from 33 meters south of Summerwind Drive to 106 meters south of Summerwind Drive;
- Gort Avenue – on the west side from Summerwind Drive to 19 meters south of Summerwind Drive;
- Ralph Newbrooke Circle (south leg) – on the south side from Summerwind Drive to Ralph Newbrooke Circle (east leg);
- Ralph Newbrooke Circle (east leg) – on the east side from Ralph Newbrooke Circle (north leg) to Ralph Newbrooke Circle (south leg);
- Ralph Newbrooke Circle (north leg) – on the north side from Ralph Newbrooke Circle (west leg) to Ralph Newbrooke Circle (east leg);
- Ralph Newbrooke Circle (west leg) – on the west side from Ralph Newbrooke Circle (north leg) to Ralph Newbrooke Circle (south leg);
- Ralph Newbrooke Circle (south leg) – on the north side from Ralph Newbrooke Circle (west leg) to 23 meters east of Ralph Newbrooke Circle; (west leg).
- Ralph Newbrooke Circle (south leg) – on the north side from Clegg Crescent to 24 meters west of Clegg Crescent;
- Ralph Newbrooke Circle (east leg) – on the west side from 56 meters east of Clegg Crescent to Ralph Newbrooke Circle (north leg);
- Ralph Newbrooke Circle (north leg) – on the south side from Ralph Newbrooke Circle (east leg) to 9 meters west of Ralph Newbrooke Circle (east leg);
- Ralph Newbrooke Circle (north leg) – on the south side from Ralph Newbrooke Circle (west leg) to 37 meters east of Ralph Newbrooke Circle (west leg);
- Ralph Newbrooke Circle (west leg) – on the east side from Clegg Crescent to 20 meters north of Clegg Crescent;
- Ralph Newbrooke Circle (west leg) – on the east side from 57 meters north of Clegg Crescent to Ralph Newbrooke Circle (north leg);

- Ralph Newbrooke Circle (west leg) – on the east side from Clegg Crescent to 22 meters south of Clegg Crescent;
- Ralph Newbrooke Circle (west leg) – on the east side from 48 meters south of Clegg Crescent to Ralph Newbrooke Circle; (south leg).
- Clegg Crescent (north-south leg) – on the east side from Ralph Newbrooke Circle to Clegg Crescent (east-west leg);
- Clegg Crescent (north-south leg) – on the west side from Ralph Newbrooke Circle (south leg) to 69 meters north of Ralph Newbrooke Circle (south leg);
- Clegg Crescent (north-south leg) – on the west side from 100 meters north of Ralph Newbrooke Circle to Clegg Crescent (east-west leg);
- Clegg Crescent (east-west leg) – on the north side from Ralph Newbrooke Circle to Clegg Crescent (north-south leg);
- Clegg Crescent (east-west leg) – on the south side from Ralph Newbrooke Circle to Clegg Crescent (north-south leg).

That the Brant County Ontario Provincial Police Department be advised of these proposed revisions and to monitor the areas as their resources permit them too.

Strategic Plan Priority

Strategic Priority 5 - Healthy, Safe, and Engaged Citizens

Impacts and Mitigation

Social Impacts

The majority of residents in these areas will appreciate the various parking and traffic modifications in order to reduce traffic speed and heavy trucks on these local streets in hopes that the net impact is that these areas are safer for all residents, regardless of if the residents are driving or walking.

Environmental Impacts

May result in a slight emissions increase to the various traffic implementations, especially where parking restrictions have been recommended.

Economic Impacts

Sufficient funds are available in the 2024 sign operating budget to install the various regulatory signage recommendations and various parking restrictions at an estimated cost noted throughout each individual recommendation.

Report

Background

Staff consistently receives various concerns with motorists' speeds on various roads, within the County, and as such we have received various requests for parking and traffic modifications at several different locations throughout the County.

Report

Dundas Street West

Staff has received several concerns with motorists parking too close to the intersection at King Edward Street causing visibility concerns with motorists exiting Dundas Street West and pedestrians utilizing the intersection. As well, this intersection of Dundas Street West at King Edward Street has been approved for traffic control signals, scheduled for completion by the end of the 2024 calendar year. Based on the above, staff has no objections to restrict parking as noted in the above recommendations. Sufficient funds are available in the 2024 sign operating budget at an estimated cost of \$800.

Ellis Avenue

Staff has received a concern from the area resident with regards to their farm entrance located just east of the pedestrian trail approximately 410 meters west of Mt Pleasant Road with motorists parking in front of their farm entrance causing the farm entrance to be blocked. Further to this, these parked vehicles are also causing visibility concerns with pedestrians and cyclists using the trail. Based on the above, staff has no objection to implementing parking restrictions as noted in the above recommendations. Sufficient funds are available in the 2024 sign operating budget at an estimated cost of \$1,200.

Hill Side Avenue & Race Street

Staff has received several concerns from residents residing on Hill Side Avenue with motorists parking on both sides of the road. Current parking is restricted on the east side of Hill Side Avenue from Old Mill Street to civic address 122 Hill Side Avenue. This parking restriction is a revision from previous parking restrictions that allowed parking first to the fifteen on one side of the road of each month and restricted parking from the sixteenth to the end of each month on the other side of the road.

Some residents have requested parking restrictions on one (1) side of the road for the entire stretch of Hill Side Avenue, while some residents have requested to remove all restrictions on the road as this will allow motorists to park on both sides of the road and will act as a traffic calming feature as motorists will have to wait for on-coming traffic to continue to move.

There are currently two (2) school bus stops located on Hill Side Avenue, one (1) at civic address 112, and the other at civic address 138. The one (1) located at civic address 112 has parking restrictions as already noted above, the bus stop located at civic address 138 does not have any restrictions. In consultation with the School Transportation Services Brant Haldimand Norfolk, (STSBHN), they do not have a preference regarding motorists parking on the road or not parking as once the bus stops and the bus driver activates their stop signs, red flashers etc. everyone must stop and wait until the bus ends their drop/off pick/up.

Based on the above noted information, staff has no objection to add a parking restriction on one (1) side of the road where Hill Side Avenue and Race Street intersects as noted in the above recommendations. Sufficient funds are available in the 2024 sign operating budget at an estimated cost of \$600.

2 Beverly Street West & 11 Main Street South Parking Lot, Municipal Lot # 8

This parking lot is located in St George in the south-west quadrant of the intersection of Beverly Street West and Main Street South and has recently been reconstructed to include additional parking spaces. The reconstruction of this parking lot included an additional civic address to the existing 11 Main Street South. The 16 parking spaces located on the south side remain under civic address 11 Main Street South, Lot 01603022700. The parking spaces located to the north side, (10 parking spaces and two (2) accessible parking spaces), are now under civic address 2 Beverly Street West, Lot 01603022600. Staff has no objection to add the parking restrictions to this parking lot as noted in the above recommendations. Sufficient funds are available in the 2024 sign operating budget at an estimated cost of \$2,000.

Baptist Church Road

Staff conducted field visits on Baptist Church Road between White Swan Road to Onondaga Townline Road and found that a portion of this section of road is currently restricted from heavy trucks during the spring season between Brant County Road 22 to Onondaga Townline Road. As the portion of Baptist Church Road between White Swan Road to Brant County Road 22 was fully reconstructed during the 2020 season the restriction was already removed. Our traffic by-law currently indicates no load restriction for Baptist Church Road, and in order to reflect field conditions, staff has no objection to implement the spring load restriction as noted in the above recommendation. No funds are required as this recommendation is reflective in the field and will match field conditions.

Parking and Traffic Regulations Within Development Areas

The attached subdivision plans as noted below are registered subdivision plans and were previously approved. The traffic and parking regulations have all been implemented through the various development stages by the respected developers' consultants/contractors representing each section as noted at the developers' expense. Staff recommends that the various traffic and parking regulations as noted in the above recommendations be approved accordingly.

Riverview Highlands 1067 (aka Simply Grand II):

Nith Development

Summary and Recommendations

Staff recommends amending Parking By-Law 004-19 and Traffic By-Law 182-05 as noted in the above recommendations. All signs shall be erected in accordance with *Regulation 615 of the Highway Traffic Act*, as well as the Ontario Traffic Manual. The above noted work will be completed once the necessary by-laws have been approved by County Council concurrently with this report, and County sign regulations have been amended.

The recommendations in this report follow the guidelines of the May 23, 2019, approved Council report "CD-19-63 - Brant Safe Streets Speed Control and Road Safety Strategy".

It is recommended that the necessary By-laws be considered at the October Council meeting, so that the process of changing the signs can start immediately afterward.

Attachments

- 1. Attachment 1 - Aerial View – Dundas Street West
- 2. Attachment 2 - Aerial View – Ellis Avenue
- 3. Attachment 3 – Aerial view - Hill Side Avenue
- 4. Attachment 4A – Aerial View – 2 Beverly Street West & 11 Main Street South Parking
- 5. Attachment 4B – 2 Beverly Street West – 2 Disabled Spaces
- 6. Attachment 5 – Aerial View – Half Load Restriction
- 7. Attachment 6 – Riverview Highlands 1067 (aka Simply Grand II):
- 8. Attachment 7 – Nith Development, (Three pages)

Reviewed By

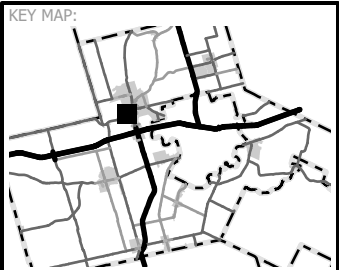
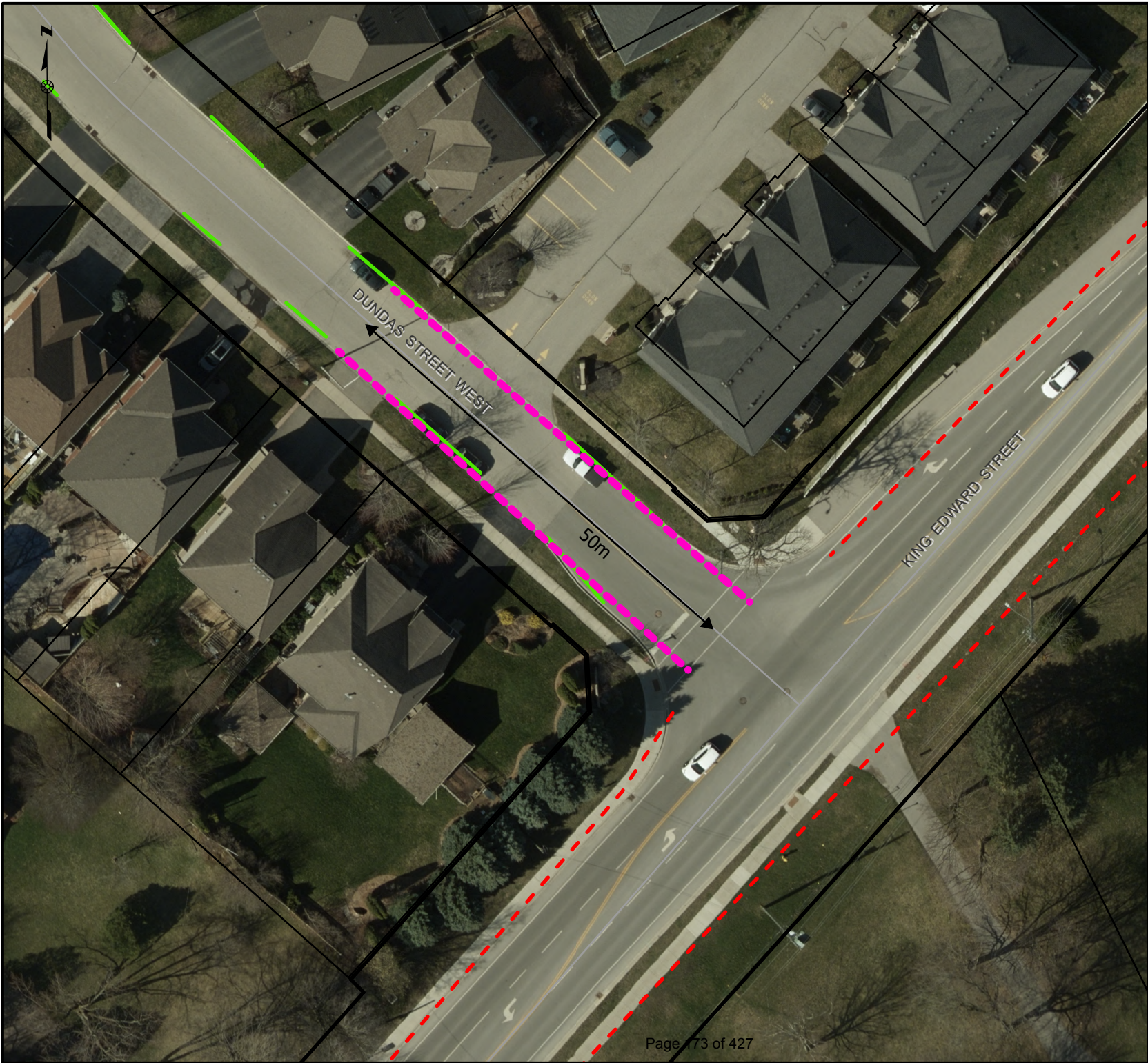
G. Demers, Director of Roads
R. Walton, General Manager of Operations

Copied To

- 1. J. DeMunck, Road Operations Manager
- 2. K. McAllister, Road Superintendent
- 3. S. McDonald, Road Superintendent
- 4. B. McDonald, Road Superintendent
- 5. M. Huggins, Road Superintendent
- 6. J. Roswell, Road Superintendent
- 7. G. Bergeron, Director of Enforcement and Regulatory Services
- 8. Sgt. Darren Vandertuin, Brant County OPP

By-law and/or Agreement

By-law Required	Yes
Agreement(s) or other documents to be signed by Mayor and /or Clerk	No



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- LEGEND:**
- Proposed Stopping Prohibited
 - Proposed Stopping Prohibited
 - 2022 Proposed Parking Updates
 - Stopping Prohibited (Schedule 1,2)
 - Parking Prohibited (Schedule 3, 9, 13)
 - Parking Restricted - Accessible Parking Permit Only (Schedule 12)
 - Parking Restricted (Schedule 4, 5, 6, 7)
 - Parking Permit Application (Schedule 15)

TITLE:
PROPOSED STOPPING PROHIBITED
DUNDAS STREET W



SCALE:
1:563
0 25 50 100 150 Meters

DATE (YY/MM/DD): 2024-09-25
SHEET: 1 OF 1



GENERAL NOTES:

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- LEGEND:
- Proposed Stopping Prohibited
 - Proposed Stopping Prohibited
 - 2022 Proposed Parking Updates
 - Stopping Prohibited (Schedule 1,2)
 - Parking Prohibited (Schedule 3, 9, 13)
 - Parking Restricted - Accessible Parking Permit Only (Schedule 12)
 - Parking Restricted (Schedule 4, 5, 6, 7)
 - Parking Permit Application (Schedule 15)
 - Parking Allowed

TITLE:

PROPOSED STOPPING PROHIBITED

ELLIS AVENUE

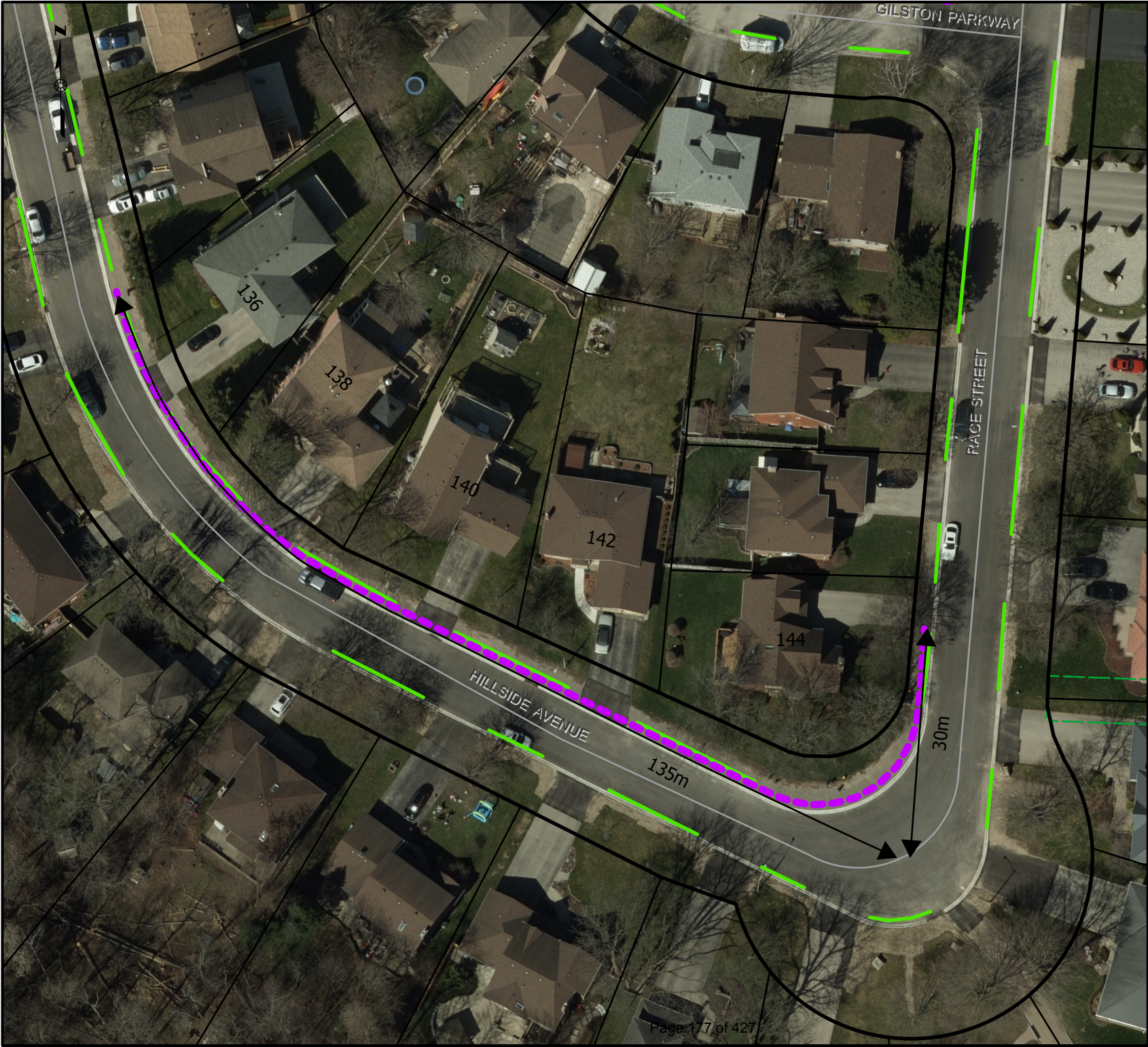
COUNTY OF Brant Simply Grand

26 PARK AVENUE - P.O. Box 160
BURFORD ONTARIO
TEL:519-449-2451

SCALE: 1:2,441

0 25 50 100 150 Meters

DATE (YY/MM/DD): 2024-09-25 SHEET: 1 OF 1



GENERAL NOTES:

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- LEGEND:
- Proposed Stopping Prohibited
 - Proposed Parking Prohibited
 - Stopping Prohibited (Schedule 1,2)
 - Parking Prohibited (Schedule 3, 9, 13)
 - Parking Restricted - Accessible Parking Permit Only (Schedule 12)
 - Parking Restricted (Schedule 4, 5, 6, 7)
 - Parking Permit Application (Schedule 15)
 - Parking Allowed

TITLE:

PROPOSED STOPPING PROHIBITED

HILLSIDE AVENUE

COUNTY OF **Brant** Simply Grand

26 PARK AVENUE - P.O. Box 160
BURFORD ONTARIO
TEL:519-449-2451

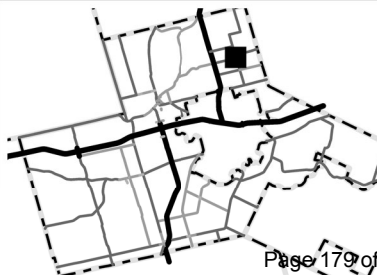
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0 25 50 100 150 Meters

DATE (YY/MM/DD): 2024-10-01 SHEET: 1 OF 1



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Page 179 of 179

2 BEVERLY STREET WEST St. George

DRAWN BY:

B. Robinson

DATE:

27 Sep, 20 2024

SCALE:

1:400

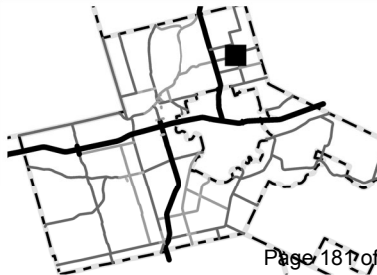
DRAWING NO.

1

1 OF 1



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Page 18 of 17

2 BEVERLY STREET WEST St. George

DRAWN BY:

B. Robinson

DATE:

27 Sep, 20 2024

SCALE:

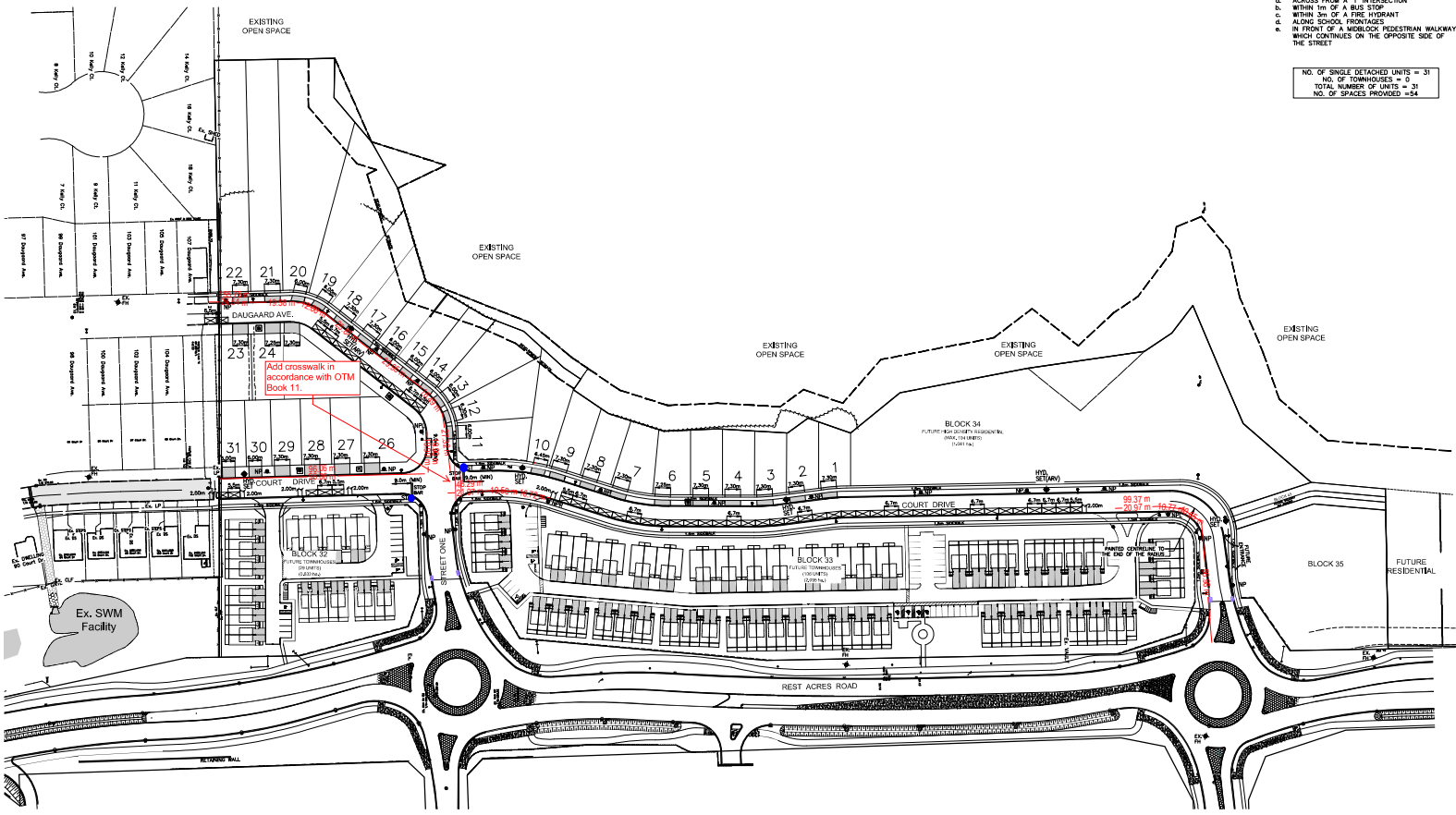
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DRAWING NO.

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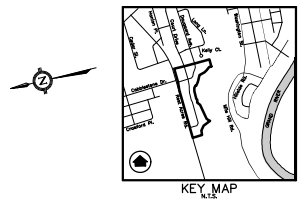
1 OF 1

BENCH MARK NOTE:
STATION: 0+070+00
TOWNSHIP: PARIS BRIDGE OVER GRAND RIVER ON HIGHWAY NO. 2 EAST OF
TOWN TABLE IN CONCRETE SIDEWALK AT SOUTHWEST CORNER OF BRIDGE,
ABOUT 55 M EAST OF ARNOLD STREET, 1.45 M EAST AND 24 CM NORTH OF
WEST END OF GUARDRAIL, 1.24 M SOUTH OF EDGE OF ROAD AND 12 CM
ABOVE ROAD LEVEL.
ELEVATION: 235.949



- NOTES:**
1. PARKING STALLS ARE 2.8m WIDE BY 5.5m LONG
 2. PARKING STALLS WHERE SHOWN AS PARALLEL PARKING ARE 2.8m WIDE BY 6.7m LONG
 3. ALL PARKING STALLS SHALL BE A MINIMUM OF 2.0m FROM DRIVEWAYS AND CURB CUTS
 4. A MINIMUM OF 9m FROM AND INTERSECTION (15m WHERE THERE ARE TRAFFIC SIGNALS), AS MEASURED FROM THE POINT OF INTERSECTION FORMED BY THE PROJECTION OF THE CURB LINES OR EDGES OF PAVEMENT WHERE THERE IS NO CURB
 5. PARKING SPACES ARE NOT PERMITTED:
 - a. ACROSS FROM A "T" INTERSECTION
 - b. WITHIN 1m OF A BUS STOP
 - c. WITHIN 5m OF A FIRE HYDRANT
 - d. ALONG SCHOOL FRONTAGES
 - e. IN FRONT OF A MOBILBLOCK PEDESTRIAN WALKWAY WHICH CONTINUES ON THE OPPOSITE SIDE OF THE STREET

NO. OF SINGLE DETACHED UNITS = 31
NO. OF TOWNHOMES = 0
TOTAL NUMBER OF UNITS = 31
NO. OF SPACES PROVIDED = 34

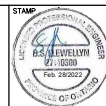


- LEGEND:**
- PARKING STALL
 - EXISTING/PROPOSED/FUTURE FIRE HYDRANT
 - ASPHALT DRIVEWAY
 - EXISTING/PROPOSED HYDRO POLES
 - PROPOSED STOP SIGN (600mm x 600mm) M.U.T.C.D. Rd-1
 - PROPOSED PARKING SIGN LEFT/RIGHT (200mm x 300mm) M.U.T.C.D. Rd-31
 - PROPOSED RIGHT ARROW NO PARKING SIGN (200mm x 300mm) M.U.T.C.D. Rd-5
 - PROPOSED LEFT ARROW NO PARKING SIGN (200mm x 300mm) M.U.T.C.D. Rd-51
 - PROPOSED 600mm WIDE STOP BAR AND 9m CENTERLINE PAVEMENT MARKING
 - PROPOSED COMMUNITY MAILBOX
 - PROPOSED DRIVEWAY APPROACH

15	FEB.28.2021	CD	REVISED PARKING PLAN AS PER COUNTY COMMENTS
14	FEB.23.2021	SD	REVISED PARKING PLAN AS PER COUNTY COMMENTS
13	24.10.2020	RB	ISSUED FOR FINAL SUBMISSION
12	MAY.25.2020	RB	ISSUED FOR CONSTRUCTION
11	MAY.2021	RB	REMOVED EXTERNAL DRIVEWAYS FROM BLOCK 32
NO.	DATE	BY	REVISIONS
NOTES TO CONTRACTOR:			
1.	CONTRACTOR AND SUBCONTRACTORS SHALL NOT SCALE FROM THIS DRAWING.		
2.	ANY MISREPRESENTED AND OMISSIONS FOUND ON THE DRAWINGS MUST BE REPORTED TO THE ENGINEER FOR CLARIFICATION BEFORE COMMENCING THE WORK.		
3.	PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS AND ELEVATIONS AND REPORT ALL VARIATIONS TO THE ENGINEER. ONCE CONSTRUCTION HAS COMMENCED, THE CONTRACTOR MUST MAINTAIN THE ACCURACY OF THE POSITION OF ALL UTILITIES, CURBS, SIDEWALKS, DRIVEWAYS AND NON-PAVED AREAS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION OF ALL UTILITIES AND STRUCTURES AND ASSUME ALL LIABILITY FOR DAMAGE TO THEM.		
4.	THE LOCATION AND ELEVATION OF ALL UTILITIES IS FOR REFERENCE ONLY. THE CONTRACTOR SHALL OBTAIN INFORMATION FROM THE UTILITY COMPANIES FOR THE LOCATION OF ALL UTILITIES AND STRUCTURES AND ASSUME ALL LIABILITY FOR DAMAGE TO THEM.		
5.	ALL UTILITIES SHALL BE SHOWN ON THE DRAWINGS AND SHALL NOT BE REPRESENTED, REVEALED, OR REMOVED WITHOUT THE WRITTEN CONSENT OF S. LEMMELYN & ASSOCIATES LIMITED.		

DESIGN	RB/JS	CHK'D	SL	DATE
DRAWN	RB/JS	CHK'D	SL	JULY 14, 2017
SCALE	1:1000			

APPROVALS



S. LEMMELYN & ASSOCIATES LIMITED
CONSULTING ENGINEERS
Tel: (905) 631-8978
email: info@slae.ca
3228 South Service Road, Suite #105 East Wingo, Burlington, Ont., L7N 3A8

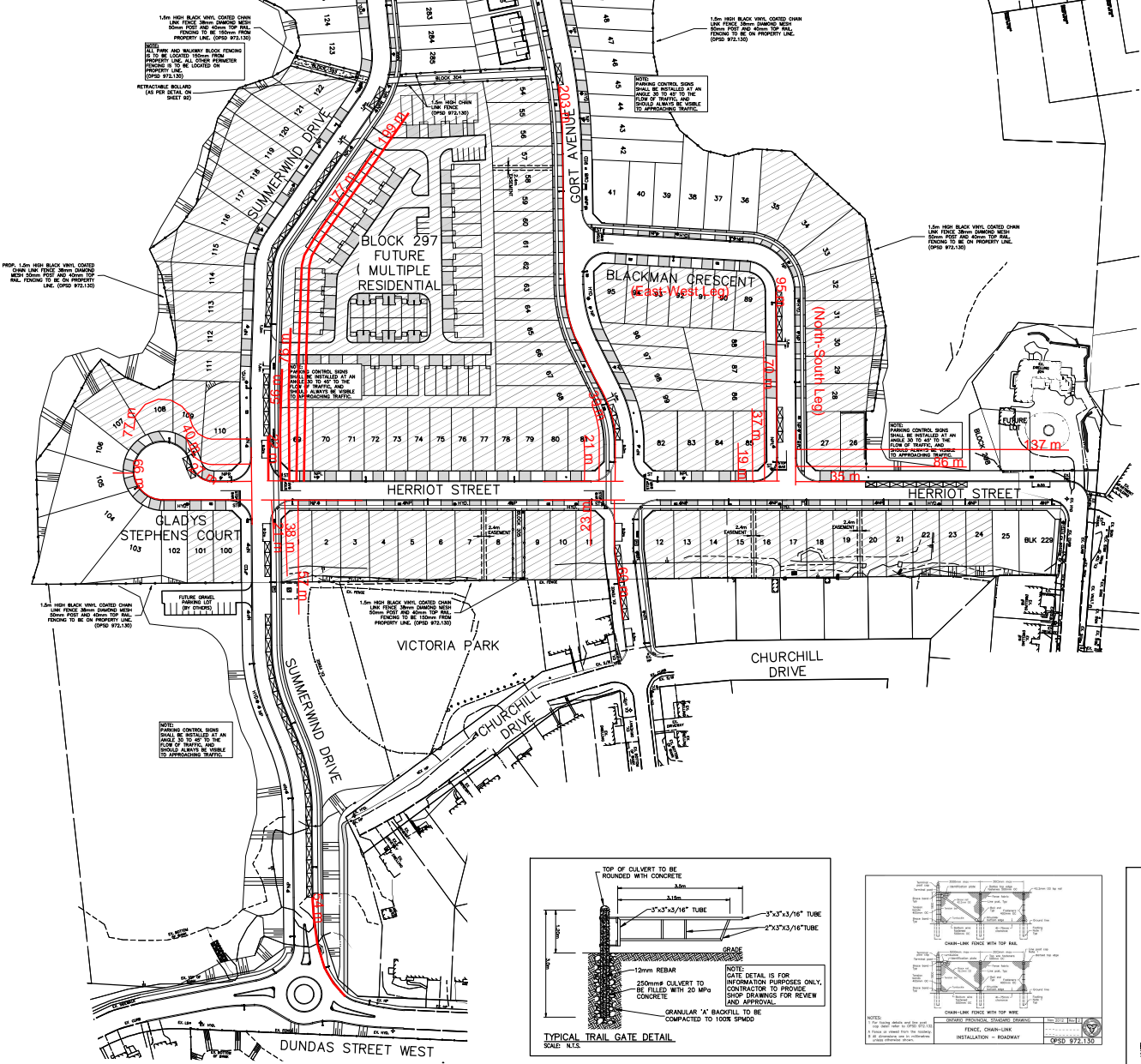
MUNICIPALITY
TOWN OF PARIS
COUNTY OF BRANT

PROJECT NAME
LOSANI HOMES (PARIS) LTD.
— SIMPLY GRAND II —
Formerly Known as RIVERVIEW HIGHLANDS (1067)
DRAFT PLAN No.: PS2\14\MD

PARKING PLAN

PROJECT No.	17011	DRAWING No.	PRK-1	SHEET No.	22
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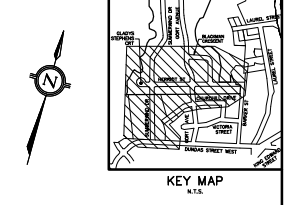
REFER SHEET 93



- LEGEND:**
- PARKING STALL
 - EXISTING/PROPOSED HYDRANT
 - EXISTING HYDRO POLE
 - EXISTING/PROPOSED LIGHT STANDARD
 - EXISTING/PROPOSED TRANSFORMER
 - PROPOSED 3 MODULE COMMUNITY MAILBOX
 - PROPOSED UTILITY PEDESTAL
 - PROPOSED RETAINING WALL
 - ASPHALT DRIVEWAY
 - PROPOSED STOP SIGN (600mm x 600mm) M.U.T.C.D. R-1
 - PROPOSED NO PARKING LEFT (300mm x 300mm) M.U.T.C.D. R-51
 - PROPOSED NO PARKING RIGHT (300mm x 300mm) M.U.T.C.D. R-51
 - PROPOSED NO PARKING (300mm x 300mm) M.U.T.C.D. R-51
 - TEMPORARY DEAD END BARRICADE (600mm x 100mm) W/A CHECKERED BOARD SIGN (W-8)
 - 600mm WIDE STOP BAR AND 10cm CENTERLINE PAVEMENT MARKING
 - LIMITS OF SUBSEQUENT PHASES

NO. OF DETACHED UNITS = 289
NO. OF TOWNHOUSE UNITS = 62
TOTAL NO. OF UNITS = 351
NO. OF PARKING SPACES REQUIRED = 135

- NOTES:**
- PARKING STALLS ARE 2.5m WIDE BY 5.5m LONG.
 - PARKING STALLS WHERE SHOWN AS PARALLEL PARKING ARE 2.5m WIDE BY 6.7m LONG.
 - ALL PARKING STALLS SHALL BE A MINIMUM OF 1.5m FROM DRIVEWAY OR CURB CUTS.
 - A MINIMUM OF 8m FROM AN INTERSECTION (15m WHERE THERE ARE TRAFFIC SIGNALS), AS MEASURED FROM THE POINT OF INTERSECTION FORMED BY THE PROJECTION OF THE CURB LINES OR EDGES OF PAVEMENT WHERE THERE IS NO CURB.
 - PARKING SPACES ARE NOT PERMITTED:
 - ACROSS FROM A T-INTERSECTION
 - WITHIN 5M OF A BUS STOP
 - WITHIN 5M OF A TRUCK STOP
 - ALONG SCHOOL FRONTAGES
 - IN FRONT OF A MARRIED-OWNERS WALKWAY OR TRAIL WHICH CONTINUES ON THE OPPOSITE SIDE OF THE STREET



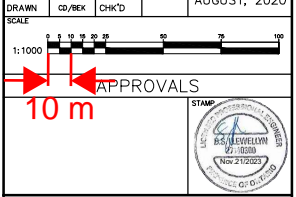
NO.	DATE	BY	REVISIONS
1.	NOV/23	CD	UPDATED HYDRO ON COMPOSITE UTILITY PLAN
2.	OCT/23	CD	COMPOSITE UTILITY PLAN
3.	AUG/23	CD	AS PER COUNTY COMMENTS
4.	SEPT/22	CD	AS PER COUNTY COMMENTS
5.	JUN/22	CD	AS PER COUNTY SANITARY & FENCING COMMENTS
6.	MAY/22	CD	AS PER COUNTY COMMENTS

DESIGN	CD/SL	CHK'D	SL	DATE
DRAWN	CD/BCK	CHK'D		AUGUST, 2020

SCALE: 1:1000

APPROVALS

10 m



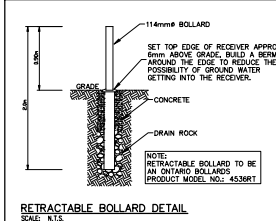
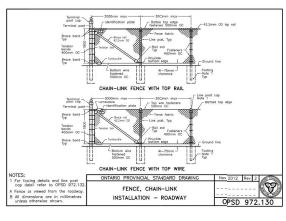
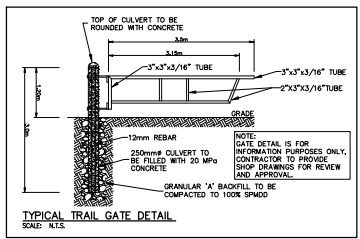
S. LLEWELLYN & ASSOCIATES LIMITED
CONSULTING ENGINEERS
Tel: (905) 631-8978
Fax: (905) 631-8927
email: info@sls.ca
3228 South Service Road, Suite #105 East Wap, Burlington, Ont., L7N 3J8

PARIS,
COUNTY OF BRANT

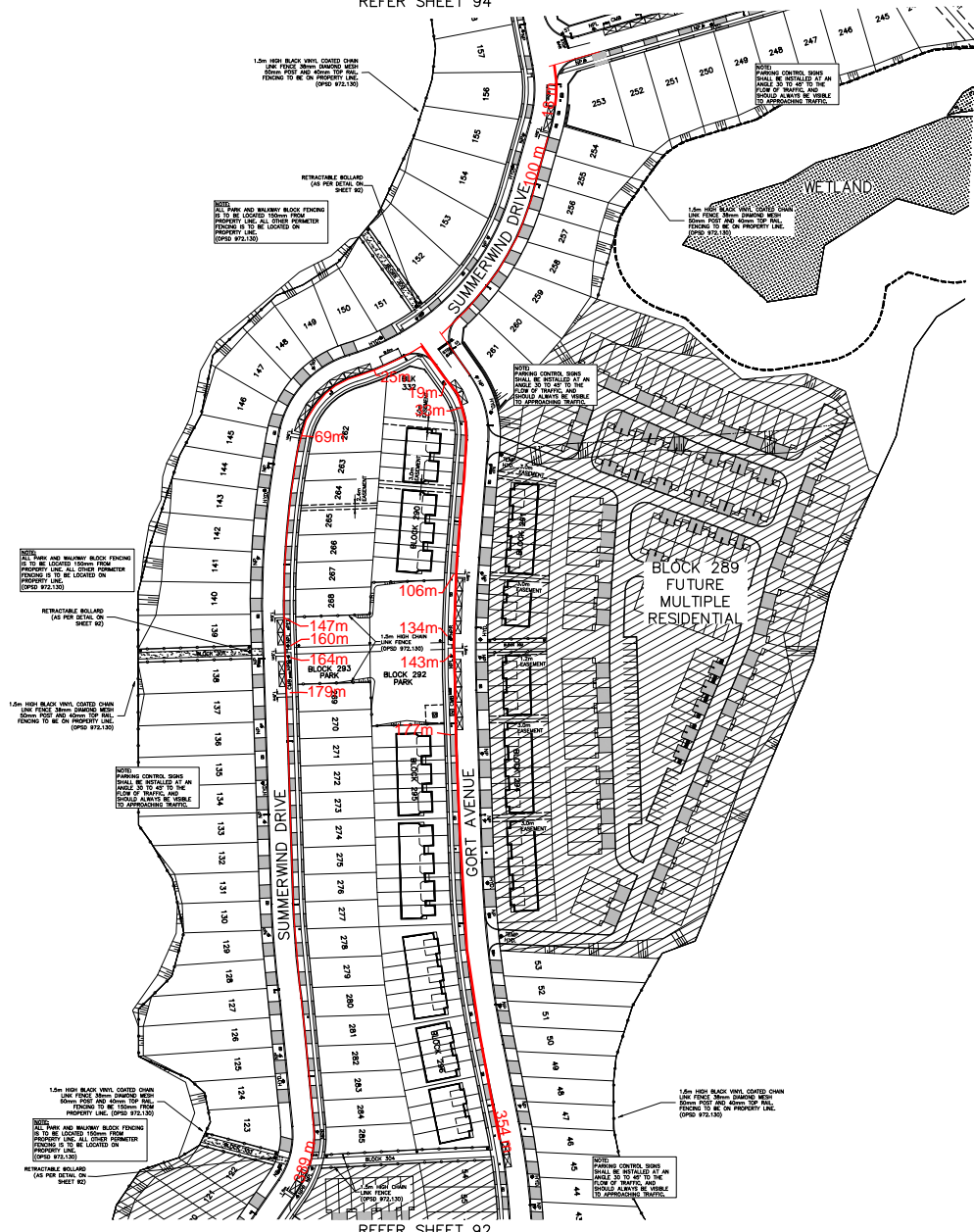
PROJECT NAME
LOSANI HOMES (PARIS) LIMITED
NITH PENINSULA
DRAFT PLAN No.: PS-1-10 & PS-2-10

TITLE
PARKING & FENCING PLAN
(SHEET 1 OF 3)

PROJECT No. 16002
DRAWING No. P-1
SHEET No. 92



REFER SHEET 94

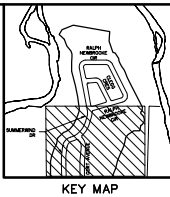


REFER SHEET 92

- LEGEND:**
- PARKING STALL
 - EXISTING/PROPOSED HYDRANT
 - EXISTING HYDRO POLE
 - EXISTING/PROPOSED LIGHT STANDARD
 - EXISTING/PROPOSED TRANSFORMER
 - PROPOSED 3 MODULE COMMUNITY MAILBOX
 - PROPOSED UTILITY PEDESTAL
 - PROPOSED RETAINING WALL
 - ASPHALT DRIVEWAY
 - PROPOSED STOP SIGN (60cm x 60cm) M.U.T.C.D. R-1
 - PROPOSED NO PARKING LEFT/RIGHT (30cm x 30cm) M.U.T.C.D. R-51
 - PROPOSED NO PARKING LEFT (30cm x 30cm) M.U.T.C.D. R-51
 - PROPOSED NO PARKING RIGHT (30cm x 30cm) M.U.T.C.D. R-51
 - PROPOSED NO PARKING LEFT (30cm x 30cm) M.U.T.C.D. R-51
 - PROPOSED NO PARKING RIGHT (30cm x 30cm) M.U.T.C.D. R-51
 - TEMPORARY DEAD END BARRICADE (OPD 912.250) 1/4" CHECKERED BOARD SIGN (WA-8)
 - 600mm WIDE STOP BAR AND 10cm CENTERLINE PAVEMENT MARKING
 - LIMITS OF SUBSEQUENT PHASES

NO. OF DETACHED UNITS = 289
NO. OF TOWNHOUSE UNITS = 62
TOTAL NO. OF UNITS = 351
NO. OF PARKING SPACES PROVIDED = 135

- NOTES:**
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 - PARKING SPACES ARE NOT PERMITTED:
 - a. ACROSS FROM A T-INTERSECTION;
 - b. WITHIN 10m OF A BUS STOP;
 - c. WITHIN 10m OF A TRUCK STOP;
 - d. ALONG SCHOOL FRONTSIDES;
 - e. IN FRONT OF A MURLOCK PEDESTRIAN WALKWAY OR TRAIL WHICH CONTINUES ON THE OPPOSITE SIDE OF THE STREET;



NO.	DATE	BY	REVISIONS
8.	NOV/23	CD	UPDATED HYDRO ON COMPOSITE UTILITY PLAN
7.	OCT/23	CD	COMPOSITE UTILITY PLAN
6.	AUG/23	CD	AS PER COUNTY COMMENTS
5.	SEPT/22	CD	AS PER COUNTY COMMENTS
4.	JUN/22	CD	AS PER COUNTY SANITARY & FENCING COMMENTS
3.	MAY/22	CD	AS PER COUNTY COMMENTS

NOTES TO CONTRACTOR:

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- ANY INCONGENUITIES AND DISCREPANCIES FOUND ON THE DRAWINGS MUST BE REPORTED TO THE ENGINEER FOR CLARIFICATION BEFORE COMMENCING THE WORK.
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- THE POSITION OF ALL LINES, CURBS, WALKWAYS, DRIVEWAYS, AND OTHER STRUCTURES, AND DIMENSIONS SHOWN ON THE DRAWING, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED. BEFORE STARTING WORK, THE CONTRACTOR SHALL VERIFY THE EXISTENCE OF THE EXISTING LOCATION OF ALL SUCH UTILITIES AND STRUCTURES AND ASSUME ALL LIABILITY FOR DAMAGE TO THEM.
- ALL DRAWINGS REMAIN THE PROPERTY OF THE ENGINEER AND SHALL NOT BE REPRODUCED, REVISED, OR REUSED WITHOUT THE WRITTEN CONSENT OF S. LLEWELLYN & ASSOCIATES LIMITED.
- OPERATION OF EXISTING WATERMAIN VALVES SHALL BE BY THE COUNTY OF BRANT STAFF ONLY.

DESIGN	CD/SL	CHK'D	SL	DATE
DRAWN	CD/BCK	CHK'D		AUGUST, 2020



APPROVALS

10 m

STAMP

S. LLEWELLYN & ASSOCIATES LIMITED
CONSULTING ENGINEERS
Tel: (905) 631-8978
Fax: (905) 631-8827
email: info@slaw.ca
3228 South Service Road, Suite #106 East Wray, Burlington, Ont., L7N 3J8

PARIS, COUNTY OF BRANT

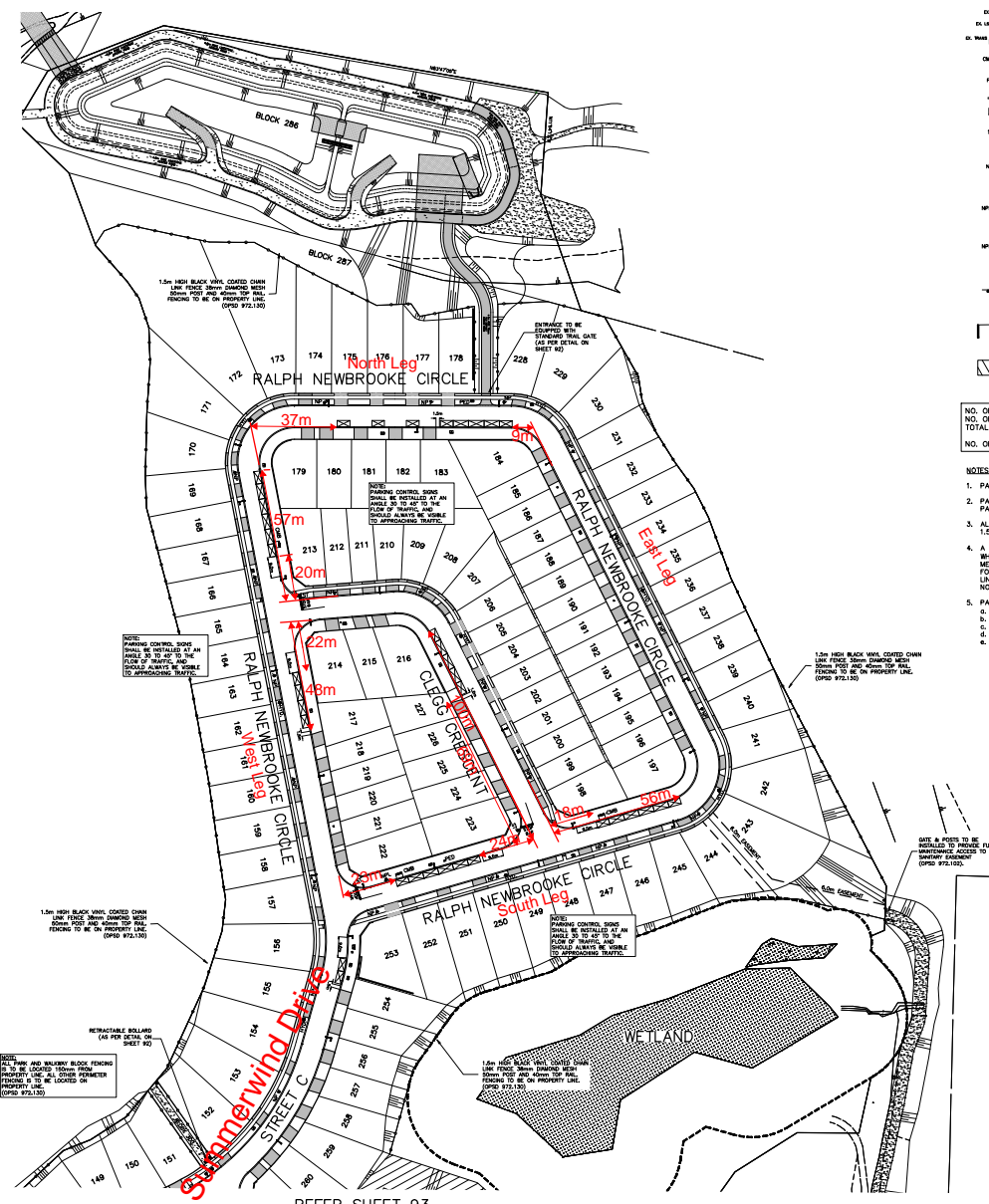
PROJECT NAME

LOSANI HOMES (PARIS) LIMITED
NITH PENINSULA
DRAFT PLAN No.: PS-1-10 & PS-2-10

TITLE

PARKING & FENCING PLAN
(SHEET 2 OF 3)

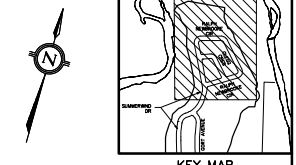
PROJECT No.	DRAWING No.	SHEET No.
16002	P-2	93



- LEGEND:**
- PARKING STALL
 - EXISTING/PROPOSED HYDRANT
 - EXISTING HYDRO POLE
 - EXISTING/PROPOSED LIGHT STANDARD
 - EXISTING/PROPOSED TRANSFORMER
 - PROPOSED 3 MODULE COMMUNITY MAILBOX
 - PROPOSED UTILITY PEDESTAL
 - PROPOSED RETAINING WALL
 - ASPHALT DRIVEWAY
 - PROPOSED STOP SIGN (60cm x 60cm) M.U.T.C.D. Rg-1
 - PROPOSED NO PARKING LEFT/RIGHT (30cm x 30cm) M.U.T.C.D. Rg-51
 - PROPOSED NO PARKING RIGHT (30cm x 30cm) M.U.T.C.D. Rg-51
 - PROPOSED NO PARKING LEFT (30cm x 30cm) M.U.T.C.D. Rg-51
 - PROPOSED NO PARKING RIGHT (30cm x 30cm) M.U.T.C.D. Rg-51
 - TEMPORARY DEAD END BARRICADE (CPSD #12-230) 4/4 CHECKERED BOARD SIGN (WA-8)
 - 800mm WIDE STOP BAR AND 10m CENTERLINE PAVEMENT MARKING
 - LIMITS OF SUBSEQUENT PHASES

NO. OF DETACHED UNITS = 289
NO. OF TOWNHOUSE UNITS = 62
TOTAL NO. OF UNITS = 351
NO. OF PARKING SPACES PROVIDED = 135

- NOTES:**
- PARKING STALLS ARE 2.8m WIDE BY 5.5m LONG.
 - PARKING STALLS WHERE SHOWN AS PARALLEL PARKING ARE 2.8m WIDE BY 6.7m LONG.
 - ALL PARKING STALLS SHALL BE A MINIMUM OF 1.5m FROM DRIVEWAY OR CURB CUTS.
 - A MINIMUM OF 9m FROM AN INTERSECTION (15m WHERE THERE ARE TRAFFIC SIGNALS), AS MEASURED FROM THE POINT OF INTERSECTION FORMED BY THE PROJECTION OF THE CURB LINES OR EDGES OF PAVEMENT WHERE THERE IS NO CURB.
 - PARKING SPACES ARE NOT PERMITTED:
 - ACROSS FROM A 'T' INTERSECTION;
 - WITHIN 1m OF A BUS STOP;
 - WITHIN 3m OF A FIRE HYDRANT;
 - ALONG SCHOOL FRONTS;
 - IN FRONT OF A MIDBLOCK PEDESTRIAN WALKWAY OR TRAIL WHICH CONTRAINDS ON THE OPPOSITE SIDE OF THE STREET;



NO.	DATE	BY	REVISIONS
8.	NOV/23	CD	UPDATED HYDRO ON COMPOSITE UTILITY PLAN
7.	OCT/23	CD	COMPOSITE UTILITY PLAN
6.	AUG/23	CD	AS PER COUNTY COMMENTS
5.	SEPT/22	CD	AS PER COUNTY COMMENTS
4.	JUN/22	CD	AS PER COUNTY SANITARY & FENCING COMMENTS
3.	MAY/22	CD	AS PER COUNTY COMMENTS

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DESIGN	CD/SL	CHK'D	SL	DATE
DRAWN	CD/BEK	CHK'D		AUGUST, 2020



APPROVALS

10 m

STAMP: S. LLEWELLYN & ASSOCIATES LIMITED, CONSULTING ENGINEERS, 3228 South Service Road, Suite #105 East Wing, Burlington, Ont., L7N 3A8, Tel: (905) 631-8978, Fax: (905) 631-8827, email: info@slae.ca

PARIS, COUNTY OF BRANT

PROJECT NAME:
LOSANI HOMES (PARIS) LIMITED
NITH PENINSULA
DRAFT PLAN No.: PS-1-10 & PS-2-10

TITLE:
PARKING & FENCING PLAN
(SHEET 3 OF 3)

PROJECT No.	DRAWING No.	SHEET No.
16002	P-3	94



Administration and Operations Committee Report

To: The Chair and Members of the Administration and Operations Committee
From: Dustin van Engen, Manager of Taxation & Revenues
Christine Staley, Manager of Taxation & Revenues
Date: October 15, 2024
Report #: RPT-0466-24
Subject: New Aggregate Assessment Subclass & New Tax Rate
Purpose: For Approval

Recommendation

That the County of Brant adopt the new industrial subclass and related tax ratios for aggregate sites as prescribed by the Minister of Finance;

That the 2024 tax rate for municipal purposes be .0250803;

And that the 2024 education tax rate be .00044.

Strategic Plan Priority

Strategic Priority 3 - Economic Resilience

Impacts and Mitigation

Social Impacts

Changes in assessment values and tax classes for gravel pit (aggregate) operations affect the tax burden on all other assessment classifications. The intent of the new subclass is to correct an imbalance created by amendments to the assessment formula used by the Municipal Property Assessment Corporation (MPAC) following the successful municipal appeal.

Environmental Impacts

No environmental impacts are anticipated because of this recommendation.

Economic Impacts

The municipal tax rate for the new Industrial subclass for aggregate sites remains the same with no impact on the budget at this time. It is anticipated that future changes by the Minister of Finance may result in a change in ratio for future years. The provincial education rate for the new industrial subclass for aggregate sites has received a 95% reduction for the year 2024.

Report

Background

Historically, the Municipal Property Assessment Corporation (MPAC) valued all properties in Ontario based on three methodologies. The three main valuation approaches are Direct Sales comparison, Cost Approach and Income approach for non-residential rentals.

Previous methodology had land for the gravel pits valued at a Class 5 farmland rate. MPAC's reliance on sales for class 5 farmland ensured that the value of the sand, stone or gravel was not included in the estimates of the current value for the pits and quarries.

Analysis

Aggregate Assessment Appeal Status

The County of Wellington challenged the property assessment formula used by MPAC as it relates to gravel pits. The County of Brant and a number of municipalities followed suit with similar appeals in 2020. The County of Brant appealed 20 properties assessed as gravel pits for the years 2020-2024.

In 2021, the Assessment Review Board (ARB) issued a decision in favour of the County of Wellington, amending the assessment formula. This decision was the basis for the remaining cases in other municipalities. The appeals identified three areas that resulted in an increase in valuation of gravel pits: i) proper classification of lands; ii) revised calculations for how much land is considered to be active; and iii) increases to the underlying value of licensed lands. The decision was appealed to the Divisional Court and upheld. Late in 2023, the County of Brant experienced a resulting assessment increase of \$15,467,000 and an increase in tax revenue of \$126,500.

Summary and Recommendations

Aggregate sites experienced a significant property tax change due to the assessment decision. To mitigate the unexpected impact, the Minister of Finance filed O. Reg 295/24 under the Assessment Act and O. Reg 296/24 under the Education Act. These regulations introduced a new industrial subclass with an education tax reduction of 95%.

The sub-class was intended to be a short-term relief as the government works towards implementing a sustainable solution. The Minister of Finance announced that the industrial portion of the assessment on aggregate properties will be a new class. The tax ratio and education rates will be prescribed following the return of the roll on the 2nd Tuesday of December. The current ratio on these properties is 2.55 and the tax ratio on the new class is expected to lower. The Ministry of Finance is reviewing changes to methodologies, protocols and administration of the property assessment and tax system.

Staff recommend that the 2024 tax rates be passed with no financial impact due to the new assessment sub-class and tax rate. The change in the education property tax rate will be reflected in the final payments made to the school boards in December and letters will be issued to the affected property owners with the adjusted amounts and refunds.

Attachments

None

Reviewed By

Heather Boyd, General Manager of Corporate Services
Heather Mifflin, Director of Finance, Treasurer

Copied To

Alison Newton, CAO
Greg Demers, Director of Roads

By-law and/or Agreement

By-law Required	No
Agreement(s) or other documents to be signed by Mayor and /or Clerk	No



Administration and Operations Committee Report

To: The Chair and Members of the Administration and Operations Committee
From: Darren Watson, Fire Chief
Date: October 15, 2024
Report #: RPT-0473-24
Subject: Scotland Fire Station Improvement of Water Access
Purpose: For Approval

Recommendation

That the installation of equipment at the Scotland Fire Station to enable in station water fill of fire apparatus in the amount of \$31,227 be approved;

And that \$5,250 be funded from Capital Project FRE078 Fire Rural Water Supply, \$18,170 from the Rural Fire Suppression Reserve, and \$7,807 from Development Charges.

Strategic Plan Priority

Strategic Priority 4 - Reliable Infrastructure

Impacts and Mitigation

Social Impacts

Maintaining safe and efficient working conditions is a priority for our community and staff. This would permit fire personnel to refill apparatus with water in the station, thus enabling them to perform other duties and allow them to remain within their response area to better serve their community.

Environmental Impacts

Mitigating shuttling of fire apparatus across communities will lower fuel consumption and prevent wear on fire apparatus.

Economic Impacts

There is funding available in 2024 for this project by utilizing available funds in Capital Project FRE078, the Rural Fire Suppression Reserve Fund and Development Charges.

Report

Background

There is a water cistern located nearby the Scotland Fire Station. The design for the Scotland Fire Station contemplated use of the cistern for water fill of the fire apparatus, but did not include a connection into the station or driving path to the cistern. Currently fire personnel must drive to the closest fill location, which in most cases is a hydrant located at the Airport

Fire Station. An alternative option is the water fill station on Ellis Ave in Mt Pleasant; however, that is to be used during emergencies only.

Fire administration staff have been investigating the most effective and efficient option to facilitate access to water fill for the station, in discussion with Station Officers and Facilities staff.

Analysis

The proposed project will enable fire personnel to refill fire apparatus with water in the station after fire incidents and training. Along with the social and environmental benefits, the in-station water access will preserve the time of volunteer firefighters, who would no longer need to coordinate shuttling of fire apparatus for this necessary task.

Staff have retained quotes from qualified contractors who have indicated their ability to complete the works this fall. They have already completed the background work and reviewed drawings outlining existing utilities and infrastructure.

Summary and Recommendations

That the installation of equipment at the Scotland Fire Station to enable in station water fill of fire apparatus in the amount of \$31,227 be approved;

And that \$5,250 be funded from Capital Project FRE078 Fire Rural Water Supply, \$18,170 from the Rural Fire Suppression Reserve, and \$7,807 from Development Charges.

Attachments

N/A

Reviewed By

Cindy Stevenson, General Manager of Emergency and Protective Services
Laura-Lynn Rouse, Purchaser
Heather Bailey, Manager of Budgets & Long-term Financial Planning

Copied To

Cindy Stevenson, General Manager of Emergency and Protective Services
Heather Mifflin, Director of Finance, Treasurer
Heather Bailey, Manager of Budgets & Long-term Financial Planning
Laura-Lynn Rouse, Purchaser

By-law and/or Agreement

By-law Required	No
Agreement(s) or other documents to be signed by Mayor and /or Clerk	No



Administration and Operations Committee Report

To: The Chair and Members of the Administration and Operations Committee
From: Darren Watson, Fire Chief
Date: October 15, 2024
Report : RPT-0474-24
Subject: Purchase of Paris Fire Station Tanker Apparatus
Purpose: For Approval

Recommendation

Whereas the 2024 capital budget includes a replacement Tanker apparatus for the Paris Fire station (Unit 314) in the amount of \$600,000;

And whereas current market conditions are causing significant supply chain issues and anticipated price increases that will affect the acquisition of fire apparatus in a timely and cost-effective manner;

And whereas Dependable Emergency Vehicles has a Tanker truck apparatus currently available that will meet the requirements of the County of Brant Fire Services;

And whereas Purchasing Policy By-law 87-22 outlines the requirements for procurement of goods and services;

That the General Manager of Emergency and Protective Services be permitted to directly negotiate the acquisition of a Tanker truck with Dependable Emergency Vehicles to a maximum purchase price of \$541,636.

Strategic Plan Priority

Strategic Priority 4 - Reliable Infrastructure

Impacts and Mitigation

Social Impacts

Investment in emergency services assets to ensure apparatus and equipment are modern, in excellent working order, and include up to date technology supports effective and efficient emergency response to our community.

Environmental Impacts

None

Economic Impacts

Effective emergency response supports the protection and preservation of life and property across the municipality, minimizing the effects of economic losses from fires and other emergencies.

The 2024 capital budget includes \$600,000 for replacement of a Tanker apparatus at the Paris station. The funding will be utilized for purchase of the new asset. Remaining approved funding will be utilized to purchase equipment to go on and, in the truck, so that it is fully equipped with new items.

Report

Background

Unit 314 is an Peterbilt Danko Tanker and placed into County Services in 2014. Under National Fire Protection Association Standards NFPA 1901 and 1912, apparatus replacement is necessary to provide the emergency responders the appropriate resources to ensure that service delivery is maintained to industry best practice standards.

In accordance with the Fire Underwriters Survey recommendations, after 20 years of service, front line apparatus's can be moved to reserves.

Current market conditions for apparatus can be challenging with the current supply and demand. The current lead time for a custom ordered unit is approximately two years. Staff has located a Tanker apparatus that meets our requirements that is available for delivery from a vendor where we have purchased several apparatus from over the past years. The competitive pricing of this tanker in today's industry and the equivalent apparatus is expected increase in price by approximately \$75,000 in 2025.

Analysis

The proposed purchase for the replacement of Paris Fire Station Tanker will be an investment in emergency services assets to ensure apparatus and equipment are modern, in excellent working order.

Summary and Recommendations

The Tanker truck replacement currently available from Dependable Emergency Vehicles is expected to garner great interest from other municipalities for purchase. Given the market conditions, expected delays in apparatus acquisition and price increases, and the available truck's suitability for our operations, it is recommended the County capitalize on this opportunity.

Attachments

N/A

Reviewed By

Cindy Stevenson, General Manager of Emergency and Protective Services
Heather Boyd, General Manager of Corporate Services

Copied To

Cindy Stevenson, General Manager of Emergency and Protective Services

Heather Boyd, General Manager of Corporate Services
Heather Mifflin, Director of Finance, Treasurer
Heather Bailey, Manager of Budgets & Long-term Financial Planning
Laura-Lynn Rouse, Purchaser

By-law and/or Agreement

By-law Required	No
Agreement(s) or other documents to be signed by Mayor and /or Clerk	No



Administration and Operations Committee Report

To: The Chair and Members of the Administration and Operations Committee
From: Greg Demers, Director of Roads
Date: October 15, 2024
Report #: RPT-0159-24
Subject: Adaptive Intersection Technology
Purpose: For Information

Recommendation

Whereas staff have been asked by County of Brant Council members to provide an update on the Adaptive Traffic Signal upgrades;

And whereas the Traffic Signal Adaptive program has been in place for roughly one (1) year, staff can now report comparative data with certainty;

And whereas staff recommends this report be accepted as information and be used as a guide for future signalized upgrades.

Executive Summary

The County of Brant (the County) Adaptive Project Performance Evaluation Report (Attachment 1), dated September 25, 2024, presents a detailed analysis of the Miovision Adaptive deployment across three (3) key intersections in Brant County, Ontario. This executive summary highlights the deployment overview, project goals, special considerations for Brant County, evaluation methods, key findings, citizen impacts, environmental impacts and future recommendations.

Strategic Plan Priority

Strategic Priority 4 - Reliable Infrastructure

Impacts and Mitigation

Social Impacts

Outlined in the report

Environmental Impacts

Outlined in the report

Economic Impacts

Outlined in the report

Report

Background

In 2023, Council approved the Roads Department to investigate and implement measures to improve traffic flow at signalized intersections in the County. The County Roads Department teamed with Brant Municipal Enterprises (BME) to investigate and implement traffic signal upgrades. Staff looked at three (3) major intersections that were most problematic due to high traffic volumes. The suggested solution was to use a modern Artificial Intelligence also known as Adaptive Traffic Solutions to minimize congestion in real time. Implementation started late 2023 for three (3) locations throughout the County. The County chose to start with County Road 18 at Cockshutt Road, King Street at Bishopsgate Road and Grand River Street North at William Street. These intersections have high volume and as well Cockshutt Road, County Road 18, Bishopsgate Road and King Street are used as an (EDR) Emergency Detour Route for Provincial Highways, sometimes leading to unplanned increased traffic flow.

Analysis

Data for this report was collected from June until July 2024 and compared to the historical data. The data for the three (3) intersections has been broken down as total vehicle, total truck, total pedestrians and AM and PM peak times below for reference. The attached report (Attachment 1) provides more in-depth information

Paris Grand River Street North at William Street

Average vehicles per day 19,908

Truck percentage per day 1.45%

Average of 139 bicycles per day

Average of 1269 Pedestrians per day

PM peak has the highest average amount of traffic with 1635 vehicles moving through the intersection 4:15 and 5:15 PM

King Street at Bishopsgate Road

Average vehicles per day 11,063

Truck percentage per day 8.37%

Average of 12 bicycles per day

Average of 3 Pedestrians per day

PM peak has the highest average amount of traffic with 1039 vehicles moving through the intersection 4:15 and 5:15 PM

County Road 18 at Cockshutt Road @ Phelps Road

Average vehicles per day 19,380

Truck percentage per day 3.41%

Average of 9 bicycles per day

Average of 0 Pedestrians per day

PM peak has the highest average amount of traffic with 1765 vehicles moving through the intersection 4:15 and 5:15 PM

When Analyzing intersections for safety compliance it was noted that Grand River Street North had a high frequency of vehicle operators running red lights. Deep red-light violations are considered vehicles moving through the intersection after the red light has been activated for two (2) to ten (10) seconds, this is occurring on average by nine (9) vehicles per day. Staff will be looking into this further to understand why there is such a high frequency. Staff will also look at the other intersections with the Adaptive Technology to see if there are trends occurring. Action may be required through the Brant Safe Streets (BSS) program depending on the results. Furthermore, when looking at intersection capacity for Grand River Street North at William Street, it was noted the intersection is operating fairly well but has little to no room for more or increased traffic between the hours of 11:30 AM and 5:30 PM before the intersection starts to show signs of increased congestion.

Time and Environmental Savings

Below is a chart that summarizes the time savings of road users by having Adaptive Technology making real time adjustments when the traffic flows change throughout the day.

Intersection	Average simple delay per direction (s) "off"	Average simple delay per direction (s) "on"	Compound difference of 4 vehicles
William Street and Grand River Street North	1:17 (77s)	59s	72s
King Street and Bishopsgate Road	27s	21s	24s
Phelps Road and Cockshutt Road	37s	31s	24s

When averaged over the year, road users will see an estimated savings of \$136,500 for the Grand River Street North at William Street intersection improvements alone. These savings are calculated by adding user cost, fuel consumption and CO2 emissions.

Summary and Recommendations

There have been some challenges with the implementation of the Adaptive Traffic Light Technology as it was new technology for County Staff, as well Miovision had staffing and support issues through 2023 and early 2024 that have since been resolved. Staff feel there is further opportunities to implement this or similar technology in Brant County. Overall, this technology has improved traffic flow without inconveniencing residents through hard surface upgrades or improvements. This data can and will be shared with other County Departments for project planning and future infrastructure upgrades.

Attachments

Attachment 1 – Brant Municipal Enterprises Performance Evaluation

Reviewed By

R. Walton, General Manager of Operations

Copied To

J. DeMunck, Road Operations Manager
R. Knap, Roads Technologist
S. Yacoub, Director – Energy Brant Municipal Enterprises

By-law and/or Agreement

By-law Required	No
Agreement(s) or other documents to be signed by Mayor and /or Clerk	No



Brant County Adaptive Project

Performance Evaluation Report

September 25, 2024

1.0 Introduction

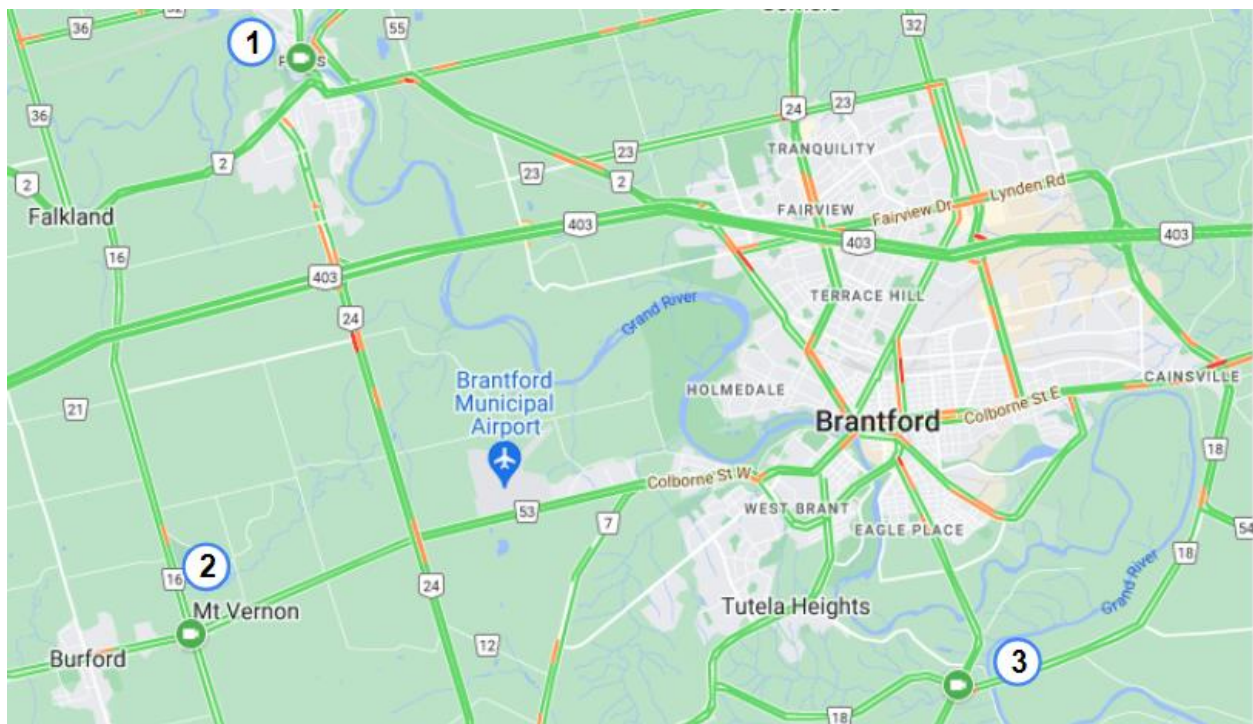
This document summarizes the Miovision Adaptive deployment in Brant County and the performance evaluation results. The purpose of this document is to provide a measured and evaluated outcome of the overall performance of the three intersections across a longer period of time than the initial on/off testing report (May 2024) which only looked at two weeks of data. This will provide the County with a better understanding of how effectively the adaptive system is working at these locations.

2.0 The Deployment Overview:

The figure below shows the location of the three intersections where Miovision Adaptive was deployed in the County.

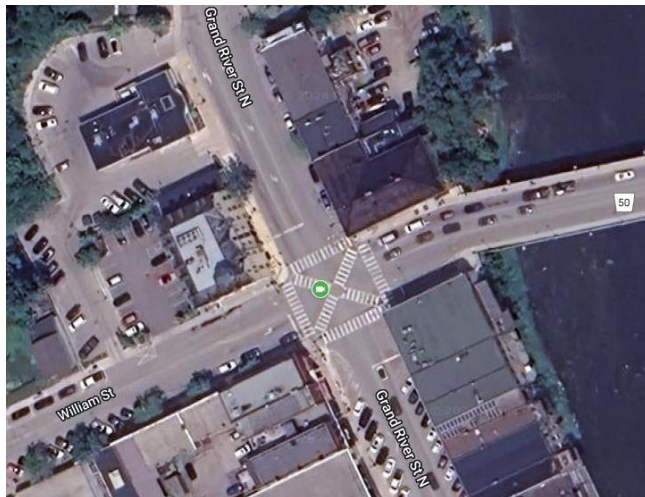
These intersections include:

1. William Street and Grand River Street North in Paris
2. King Street and Bishopsgate Road in Bishopsgate
3. Phelps Road and Cockshutt Road

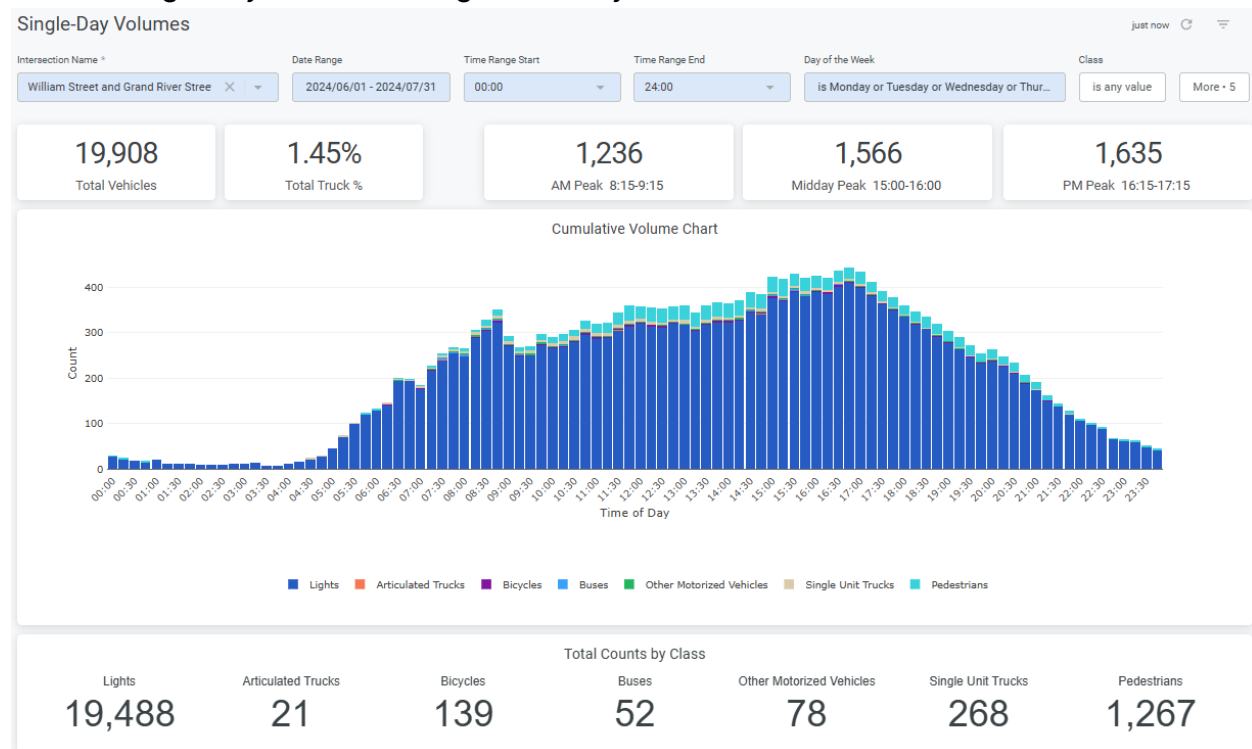


3.0 Traffic Volume Analysis

3.1 William Street and Grand River Street North in Paris



June through July 2024 - Average Weekday Volume



Key Insights:

1. Total Volume:

- **Total Vehicles:** 19,908
- **Total Truck %:** 1.45%
- This intersection handles a moderate amount of traffic, with nearly 20,000 vehicles in a single day. The percentage of trucks (1.45%) indicates relatively low heavy vehicle traffic in comparison to light vehicles.

2. Peaks in Traffic:

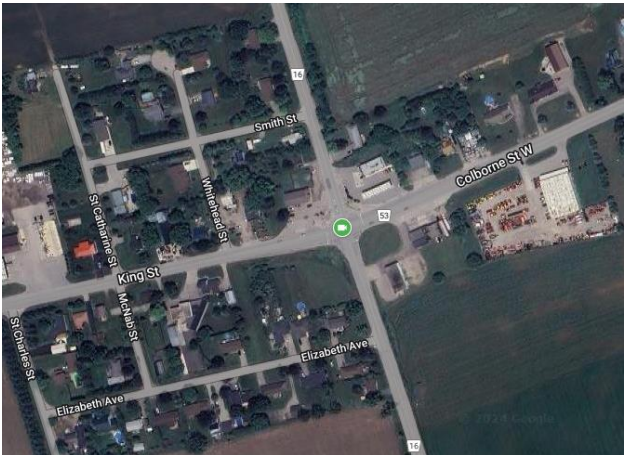
- **AM Peak:** 1,236 vehicles between 8:15 - 9:15 AM.
- **Midday Peak:** 1,566 vehicles between 3:00 - 4:00 PM.
- **PM Peak:** 1,635 vehicles between 4:15 - 5:15 PM. The peak times suggest standard commuter patterns with a busy morning and a late-afternoon rush hour. The midday peak is also significant, indicating that this area experiences steady traffic throughout the day.

3. Traffic Composition:

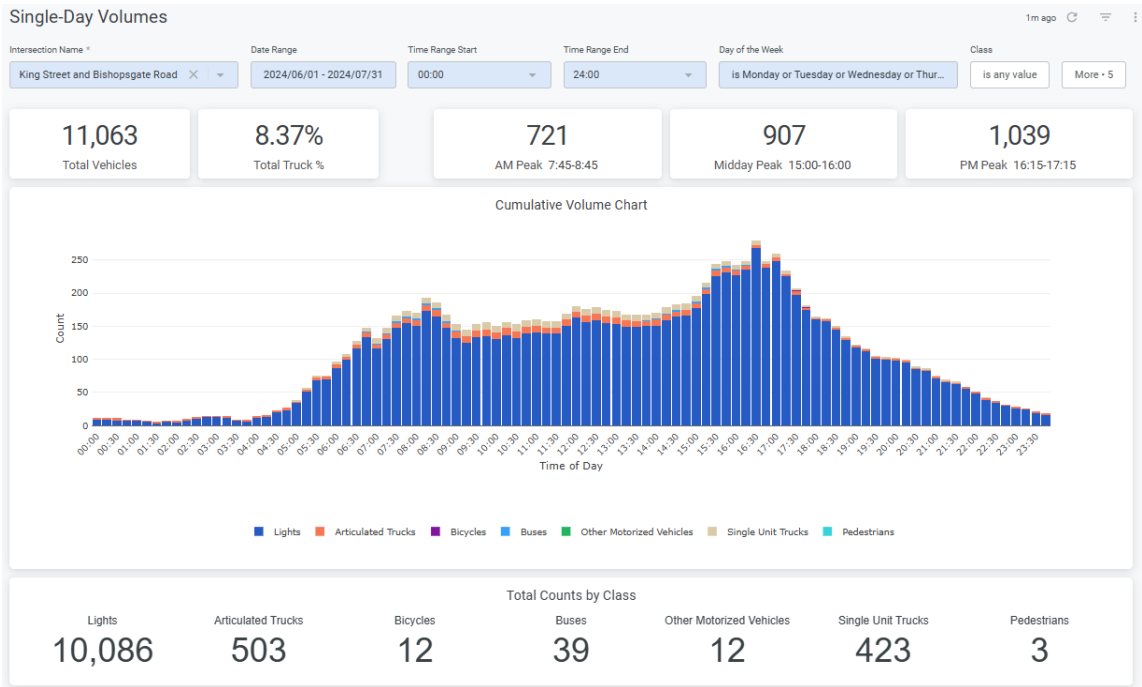
- **Light Vehicles:** 19,488 (dominating the overall traffic volume).
- **Articulated Trucks:** 21 (a minor component of the total traffic).
- **Bicycles:** 139 (low number but indicates the intersection is used by cyclists).
- **Buses:** 52.
- **Other Motorized Vehicles:** 78.
- **Single Unit Trucks:** 268.
- **Pedestrians:** 1,267 (a notable number, highlighting a pedestrian presence).

This breakdown provides insights into the multimodal nature of the intersection. With light vehicles dominating, there's also a significant pedestrian presence.

3.2 King Street and Bishopsgate Road in Bishopsgate



June through July 2024 - Average Weekday Volume



Key Insights:

- Total Volume:**
 - Total Vehicles:** 11,063
 - Total Truck %:** 8.37%
 - This intersection experiences a moderate amount of traffic, with just over 11,000 vehicles in a single day. The percentage of trucks is higher compared to the previous intersection (8.37%), suggesting this area might serve more commercial or industrial traffic.
- Peaks in Traffic:**

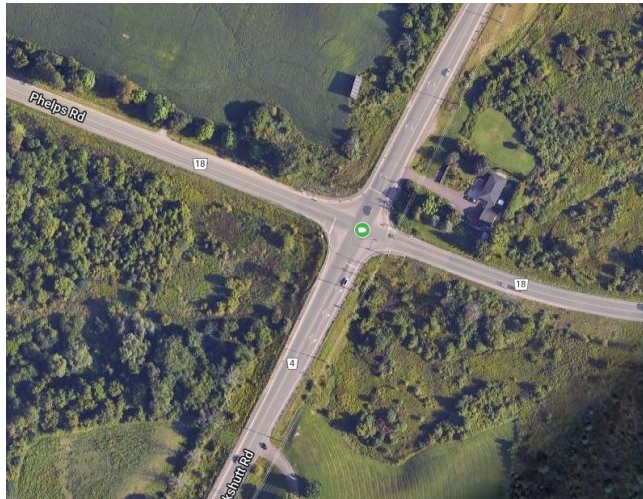
- **AM Peak:** 721 vehicles between 7:45 - 8:45 AM.
- **Midday Peak:** 907 vehicles between 3:00 - 4:00 PM.
- **PM Peak:** 1,039 vehicles between 4:15 - 5:15 PM. The peak times suggest standard commuter traffic patterns, with the PM peak being the busiest period. The relatively high midday peak indicates steady traffic throughout the day, likely due to both personal and commercial traffic.

3. Traffic Composition:

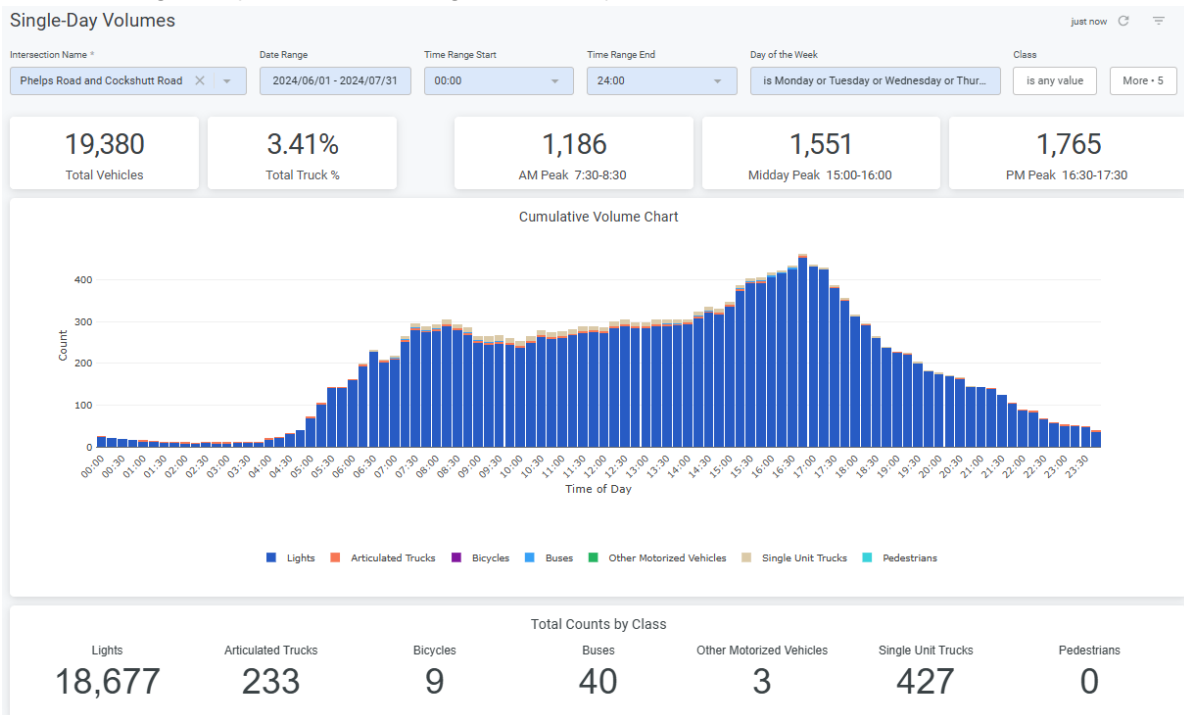
- **Light Vehicles:** 10,086 (dominating the overall traffic volume).
- **Articulated Trucks:** 503 (a significant component of the traffic).
- **Bicycles:** 12.
- **Buses:** 39.
- **Other Motorized Vehicles:** 12.
- **Single Unit Trucks:** 423.
- **Pedestrians:** 3 (negligible pedestrian activity).

This breakdown highlights that this intersection has a notable volume of trucks, which may indicate that it serves a more industrial or logistics-heavy area. Pedestrian and bicycle traffic are extremely low, suggesting this intersection is not used frequently for walking or cycling.

3.1 Phelps Road @ Cockshutt Road @ County Road #18



June through July 2024 - Average Weekday Volume



Key Insights:

1. Total Volume:

- **Total Vehicles:** 19,380
- **Total Truck %:** 3.41%
- This intersection handles a significant amount of traffic, just under 20,000 vehicles in a single day. The truck percentage (3.41%) indicates a notable

presence of heavier vehicles, though they form a relatively small portion of the total.

2. Peaks in Traffic:

- **AM Peak:** 1,186 vehicles between 7:30 - 8:30 AM.
- **Midday Peak:** 1,551 vehicles between 3:00 - 4:00 PM.
- **PM Peak:** 1,765 vehicles between 4:30 - 5:30 PM. The traffic peaks during standard commuting hours, with the PM peak being the heaviest, indicating a strong commuter flow in the afternoon. The AM peak is also significant but not as intense as the PM peak.

3. Traffic Composition:

- **Light Vehicles:** 18,677 (dominates the total traffic).
- **Articulated Trucks:** 233 (a small but noticeable portion).
- **Bicycles:** 9 (low volume).
- **Buses:** 40.
- **Other Motorized Vehicles:** 3.
- **Single Unit Trucks:** 427 (a considerable amount for the intersection).
- **Pedestrians:** 0 (no pedestrian activity recorded).

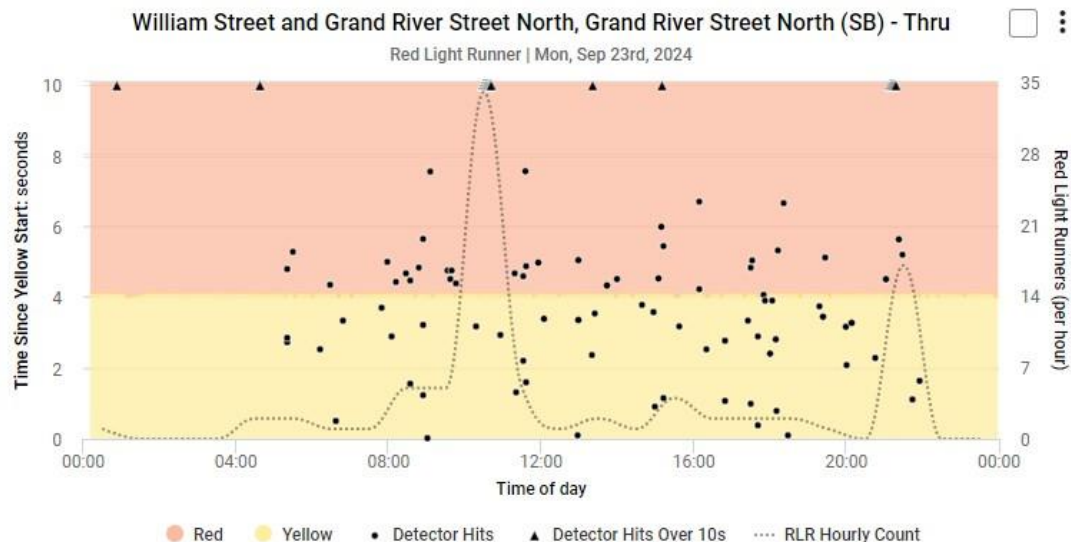
The traffic composition indicates that this intersection is primarily used by light vehicles, with some truck traffic, which is relatively higher than in purely residential areas. The intersection sees minimal bicycle and pedestrian activity, making it more of a vehicular-oriented location.

3.2 Reducing Costs with Data-Driven Planning

This volume data is crucial in identifying peak traffic periods and the types of vehicles utilizing the intersection. By understanding the specific times and vehicle compositions, The County of Brant can strategically plan road improvements that address the most pressing congestion points, such as during AM and PM rush hours. This data allows the County of Brant to assess whether adjustments, such as signal timing changes or the addition of dedicated turn lanes, are needed. Moreover, knowing the proportion of trucks using the intersection helps ensure the infrastructure supports heavy vehicles without deteriorating quickly, reducing long-term maintenance costs.

With this detailed traffic analysis, the County of Brant can also prioritize areas that require immediate attention, optimizing the use of budgetary resources. By targeting improvements that reduce congestion during peak hours, The County of Brant can enhance traffic flow and reduce vehicle idling, which in turn lowers fuel consumption and emissions. Additionally, understanding where pedestrian and bicycle volumes are low helps avoid unnecessary spending on infrastructure that is not in high demand, ensuring funds are allocated to areas with the greatest need. This data-driven approach leads to cost-effective road improvements, minimizing disruption and long-term expenses.

4.0 Red Light Runner Example Report



This example report provides data on traffic violations related to red-light running at various intersections. The key metrics include:

1. **Average Duration Since Red Start (Less than 2 seconds):** This shows the average time, in seconds, after the light turns red when vehicles cross the intersection. Instances below 2 seconds are considered "light" red-light running violations.
2. **Average Duration Since Red Start (Between 2 seconds and 10 seconds):** This metric captures more severe red-light running events, where the vehicle runs the light between 2 and 10 seconds after it has turned red.
3. **Average Red Light Runner Count (Light Red - Less than 2 seconds):** This column records the daily average number of vehicles that run the red light within the first 2 seconds.
4. **Average Red Light Runner Count (Deep Red - Between 2 and 10 seconds):** This is the daily average number of vehicles running a deep red light, categorized as crossing after 2-10 seconds.

For instance, at the intersection of William street and Grand River North:

- **Light Red Violations:** 87 vehicles run the light within 2 seconds, on average, each day.
- **Deep Red Violations:** 9 vehicles, on average, cross after 2-10 seconds of the light turning red.

This information is critical for identifying intersections with high rates of red-light violations and can help prioritize traffic safety interventions.

5.0 Project Goals and Expectations

The largest goal of implementing any adaptive signal control system is to improve overall signal operations beyond what is possible with a typical time of day signal timing plan. Improvements in operations lead directly to citizen benefits including reductions in their commute time, fuel consumption and greenhouse gas emissions.

6.0 Special Considerations for the Brant County Context

In most existing deployments of Miovision Adaptive, the system has been implemented along key corridors or within grids of intersections, which is where it truly shines. These setups allow for the most impactful results, as they streamline traffic flow, reduce delays, and generate measurable fuel and emissions savings. The system's performance in such scenarios is easily quantifiable, with metrics showing notable improvements in travel times, making it easier to demonstrate the full range of benefits.

For this project, the system has been installed at standalone intersections. While the locations don't directly interact with one another, each intersection operates with the same advanced, real-time capabilities. Even in day-to-day conditions where traffic volumes may be low, Miovision Adaptive is poised to adapt and manage unexpected surges in volume effectively. For example, during events like festivals or seasonal peaks, the system automatically adjusts to handle the increased flow far more efficiently than pre-programmed plans would. Additionally, at intersections like King St and Bishopsgate, if there's an incident on Highway 403 that requires traffic to be diverted, Miovision Adaptive will ensure smooth and optimized traffic management in these situations, enhancing overall operations.

7.0 Deployment Overview

The Miovision deployment consisted of two phases, the first phase included the installation of Miovision Core units and Smartview 360 cameras at three intersections across the county. This phase of the project was completed in July 2023 and has been providing Intersection Monitoring, Performance Measures and Mobility Reports (multimodal turning movement counts) since then.

Intersection Monitoring provides a combination of real-time telemetry and alerts as well as on-demand insights that give Traffic Operations teams the ability to immediately see what's happening, make informed decisions before going on-site, and dispatch the right technician with the right tools, at the right time. Performance Measures provides users with Automated Traffic Signal Performance Measures (ATSPMs) to understand how

intersections are operating from the perspective of the road user. Mobility Reports provide multi-modal turning movement count data.

The second phase included the deployment of the Miovision Adaptive Traffic Management system which was completed in April 2024. The Adaptive system deployment was delayed on several occasions due to internal Miovision resource constraints as well as reconfiguration of the Adaptive models when errors in the timing plans were discovered relating to phase orientation. Based on these delays, Miovision has recognized that additional resource management was required and has implemented new strategies related to deployment scheduling and resource allocation. With this new strategy, Miovision does not expect similar deployment delays as experienced with this initial implementation should Brant County choose to expand the current deployment.

As a result of these delays as well as the tight timeline to present the results to council in June 2024, the initial evaluation period was limited to the period of May 10th through May 22, 2024. Now that the adaptive system has been deployed for several months, a longer term analysis could be conducted, the results of which are presented below.

8.0 Evaluation Method

As noted in the previous report submitted in May 2024, the adaptive system remained in an "on" state following the end of the on/off testing period. As such, a longer-term evaluation needed to be conducted for a better understanding of the improvements made by Adaptive Traffic Light Technology. The evaluation periods for this analysis include the "off" period of October 2023 through April 2024 and "on" period of June and July 2024. These periods were selected as Brant County was interested in a longer term evaluation and these were the dates available where data was collected.

9.0 Metrics of Evaluation

Various performance metrics were used to provide a clear indication of percentage change between the on period and the off period. These metrics are in chart form and are built directly into Miovision One. They were used to answer various performance questions through the evaluation period. They include:

9.1 Vehicle Delay:

- Simple Delay: The simple delay reports the time between when the stop-bar detector is actuated during the red phase and when the phase turns green. Simple Delay does not account for startup delay, deceleration, or queue length outside of the detection zone. Delays are binned into 15-minute intervals
- Minor Street Simple Delay: Reports the median simple delay experienced by vehicles on the minor street.

9.2 Split Failures:

Split failures occur when vehicles fail to clear the queue during the green phase and remain in the detection zone as the light transitions to yellow and red.

- Intersection → Split failures are reported as the average across the selected date / time range for all movements.

9.3 Split Trends: charts each signal cycle comparing the Green Occupancy Ratio (GoR) to the first 5 seconds of Red Occupancy Ratio (RoR5). They are then placed into a 24-hour chart. It can be used to understand which movements at an intersection are operating well versus which ones might require more green time.

The data is binned into five different categories, which include:

Split Failures (GoR and RoR5 > 80%): Indicates Split Failures, that is, left-over demand for the specified movement.

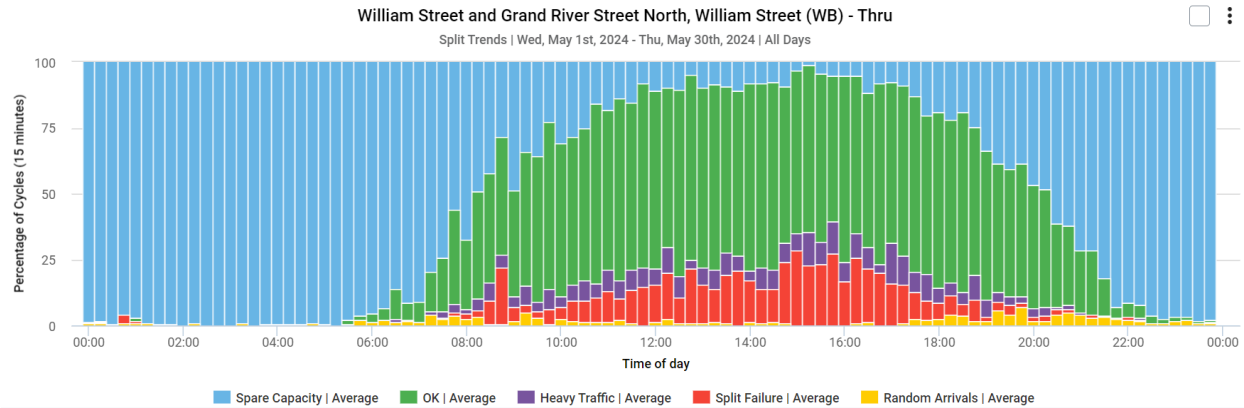
Heavy Traffic (60% < GOR and ROR5 <80%): Highly saturated but not failing. Indicates a potential but not imminent problem.

OK (Good) (GoR > 80%, low RoR5): Indicates excellent green utilization.

Random Arrivals (low GoR, RoR5 > 80%): Indicates random arrival of vehicles, possibly caused by mid-block sources.

Spare Capacity (both GoR and RoR5 are low): Indicates excess capacity on the particular movement

An example of a split trend chart can be seen below.



9.4 Arrivals on Red:

Arrivals on Red provides the number of vehicles arriving at an intersection during the red for a specific phase. This metric provides an indication of progression through the intersection. If the goal of the County of Brant is to have good progression, the aim should be to have relatively low arrival on red percentages for the major street approaches.

10.0 Results

10.1 Summary of Results

Simple delay refers to the time a vehicle waits at a stoplight from the moment it triggers the stop-bar detector during the red light until the light turns green

- Compared operations of the intersections October 2023 - April 2024 (no adaptive) to June and July 2024 (adaptive operational since end of May 2024)
- Results showed:
 - Increase in volume between off and on periods up to 25% during "on" period needs to be highly considered in evaluating the results.
 - Improvement in simple delay at William Street and Grand River Up to 23 % improvement average on all directions.
 - Improvement in simple delay at King Street and Bishopsgate of 19% average on all directions
 - Improvement in simple delay at Phelps Road and Cockshutt Road of 17% average on all directions

10.2 Simple Delay (Key Factor Results)

The following section shows delay per movement at each intersection during the "On" and "Off" testing periods. Delay was examined between 6 AM and 10 PM since that is when the majority of vehicles are using the intersections.

Intersection	Average simple delay per direction (s) "off"	Average simple delay per direction (s) "on"	Compound difference of 4 vehicles
William Street and Grand River Street North	1:17 (77s)	59s	72s
King Street and Bishopsgate Road	27s	21s	24s
Phelps Road and Cockshutt Road	37s	31s	24s

11.0 Citizen Impacts

Where simple delay was significantly reduced between the “off” and “on” periods at William Street and Grand River Street North, a high level calculation was done in order to understand the annual impact that such an improvement could potentially have on road users.


The following assumptions were made for this calculation:

- AM period was 6 AM to 10 AM
- PM period was 3 PM to 7 PM
- Simplified delay was compared between “off” and “on” periods to show time savings due to the adaptive system
- Savings will hold for 250 days per year
- Cost of gasoline used was \$1.66 / L
- Cost of CO₂ emissions used was \$50 / ton
- Time value of money for passenger vehicle used was \$15.47 / hour
- Time value of money for commercial vehicle used was \$102.12 / hour


The annualized savings from the initial deployment of the adaptive solution at William Street and Grand River Street North are as follows:



User cost: \$117,700
(3265 hours of delay)



Fuel cost: \$17,435
(10,750 litres of fuel)



CO₂ cost: \$1,370
(28 tons of CO₂)

Overall, it is estimated that citizens will save over \$136,500 across one year as a result of the deployment at William Street and Grand River Road North

12.0 Conclusion and Recommendations

The Miovision Adaptive system has demonstrated significant benefits. Even more impressive is that during this period, volumes increased by up to 25% across all three intersections, showcasing the system's ability to manage increased traffic efficiently. Additionally, citizens have seen real value, with estimated savings of over \$136,500 due to the improved traffic flow at these key locations.

There are several key considerations that further highlight the system's effectiveness:

1. **Consistent Efficiency:** Under normal traffic conditions, the adaptive system is expected to perform as well as, if not better than, traditional signal timing plans. This means consistent, smooth operations, no matter the day-to-day fluctuations.
2. **Exceptional Performance During Peak Events:** During periods of significant traffic changes, such as rerouting from Highway 403 or during busy local festivals, the adaptive system is expected to outperform traditional systems, providing enhanced management during critical times.
3. **Increased Volumes as an Opportunity:** While volumes increased significantly during the testing period (by up to 25%), the adaptive system handled this rise seamlessly. This suggests that the system is robust enough to handle future increases, providing long-term scalability and value.
4. **Corridor Potential:** While this deployment focused on partially isolated intersections, the adaptive system has the potential to deliver even greater benefits when deployed along a corridor with interconnected adaptive-controlled intersections, offering even more opportunities for optimized travel times.



Administration and Operations Committee Report

To: To the Chair and Members of the Administration and Operations Committee
From: Heather Mifflin, Director of Finance, Treasurer
Date: October 15, 2024
Report #: RPT-0468-24
Subject: Budget to Actual at July 31st, 2024
Purpose: For Information

Recommendation

That report RPT-0468-24 be received for information.

Strategic Plan Priority

Strategic Priority 6 - Stable and Responsive Governance

Impacts and Mitigation

Social Impacts

Not applicable

Environmental Impacts

Not applicable

Economic Impacts

Overall, the County of Brant (the County) is on budget at mid-year. A modest budget surplus is projected driven by a surplus in the property tax supplementaries; most other areas are estimated to be on or near budget at yearend.

Report

Background

Council approved the 2024 Budget for the County of Brant on February 27, 2024.

Analysis

Attached for Committee's review is the 2024 Budget to Actual as of July 31, 2024, and Variance Analysis with Yearend Projections. Overall, the County appears to be on budget with a modest surplus projected at yearend.

Following are some notes to consider when reviewing the report.

- Seasonal – some divisions / services are seasonal; their actuals may be more or less than budget at this time dependent on what season they operate (ex. pool, winter control);
- Annual costs – items like software maintenance agreements and memberships are usually paid early in the year;
- As a growing municipality, Brant is continuously recruiting staff. Interim position vacancies between one (1) staff person leaving and their replacement being hired are increasingly impacting budget to actuals for most departments.

Ontario Land Tribunal Costs

Legal and consultant costs related to Ontario Land Tribunal (OLT) appeals are being tracked by case. This is an unbudgeted item with expenditures to the end of July of \$150,530 and are estimated to be approximately \$190,000 by yearend. These costs vary year-by-year and have historically been dealt with as approved, non-funded expenditures, reported on through the annual variance reports but not specifically budgeted for.

Purchasing Awards

In July 2022 Council approved an updated Purchasing Policy and Bylaw. The updated bylaw increased the dollar value required for Council approval of purchasing awards from \$100,000 to \$250,000. Staff committed to providing Committee with a list of the purchasing awards that fell between the old and new dollar value. Attached please find the list of Purchasing Awards between \$100,000 and \$250,000 for January to July 2024.

Summary and Recommendations

The County of Brant is on budget mid-year. A modest year-end surplus is expected.

Attachments

1. Variance Analysis with Yearend Projections
2. January to July 2024 – Purchasing Awards between values \$100,000 and \$250,000
3. Budget to Actual Financial details as of July 31, 2024

Reviewed By

H. Boyd, General Manager of Corporate Services
A. Newton, Chief Administrative Officer

Copied To

Senior Management Team
H. Bailey, Manager of Budgets and Long-Term Financial Planning

By-law and/or Agreement

By-law Required	No
Agreement(s) or other documents to be signed by Mayor and /or Clerk	No

Attachment 1 – RPT-0468-24 – Budget to Actual as of July 31, 2024

Department	Variance @ July 31	Yearend Projection
Mayor and Council	An increase in some membership dues and timing result in the actuals higher than budget at mid-year.	The Mayor and Council budget is expected to be on budget at yearend.
Office of the CAO	Overall, the CAO's department is on budget. Corporate Strategy is under related to special projects (Physician Recruitment) and staffing vacancy.	The CAO's department is projected to be on budget at yearend in the CAO. The Corporate Strategy division is projected to be under budget at yearend with only a portion of the Physician Recruitment funding spent.
Corporate Services	Corporate Services is on budget at the end of July. Council Services and Finance are slightly under budget at the end of July from staff vacancies. Human Resources is slightly over budget at mid-year from annual maintenance cost of new software.	Corporate Services is projected to be on budget at yearend.
Taxation & Corporate Finances	The initial run for property tax supplementaries was received and invoiced in August, therefore showing as under budget at mid-year. Community grants are fully paid out by July. Unbudgeted OLT costs are \$150k at the end of July.	Property tax supplementaries will exceed the budget of \$1.9 mil by \$1 mil. Investment revenue is expected to be on budget. The entry for the contribution from reserve of \$1.5 mil budgeted in this division will not be made if an overall surplus is experienced.
Development Services	Development Services actuals are moderately under budget at the end of July, impacted by staff vacancies. Revenues for Planning and Development Engineering revenues are on budget at mid-year, while Building revenues are under budget.	At yearend Development Services is expected to be on budget with revenues meeting the budget in all divisions and staffing vacancies offset with the use external consultants.

Department	Variance @ July 31	Yearend Projection
Strategic Initiatives	Overall Strategic Initiatives is on budget at the end of July.	Strategic Initiatives is projected to be on budget at yearend with staffing vacancies and savings in the Heritage Committee budget offset with some pressure in Public Transit.
Operations	The Operations department is under budget at the end of July. Roads is under budget at mid-year relating to a soft 2023/24 winter; this is partially offset with budget overages relating to three culvert failures. The Solid Waste division less than budget by the leachate budget being under to date, and the Household Hazardous Waste event having yet to occur. Property Management is overbudget at mid-year from the monthly rental of a generator for the Burford office. The Operations department is affected by a number of staff vacancies.	Operations is projected to be slightly under budget at yearend with contributions from staff vacancies, the lane marking contract less than budget, and the Solid Waste leachate budget; this will be offset with pressures from Property Management.
Community Services	Community Services overall is on budget at the end of July. Recreation & Community Development division is overbudget at mid-year relating to seasonal pool and camp expenses, as well as less than budgeted revenues in camp and afterschool programs.	Community Services is estimated to be near budget at yearend.
Emergency & Protective Services	The Emergency & Protective Services department is on budget at mid-year. Paramedics Services is over budget from pressures in fuel, vehicle & facility maintenance, and medical supplies. An estimate has been included for ongoing contract negotiations.	Emergency & Protective Services is predicted to be at budget at yearend with projected overages in Paramedic Services offset with Fire being underbudget with staff vacancies and ongoing recruitment efforts.

Department	Variance @ July 31	Yearend Projection
External Agencies	The County pays its external partners based on their annual approved budget requisition. Provincial Offences Act revenue is below budget at mid-year.	Yearend variances by external agencies is unknown; historically small surpluses are recovered.
Capital Financing	The capital levy has been fully allocated for the year to the capital program.	The capital levy has been fully allocated for the year to the capital program.

Attachment 2 – RPT-0468-24 – Budget to Actual as of July 31, 2024

Purchasing Awards between \$100,000 and \$250,000 for January to July 2024

Procurement #	Project	Successful Bid	Cost (excluding HST)
CPS-RFT-24-04	Facility Sport Flooring Removal and Installation Projects	Advantage Sport	\$224,367.00
CPS-RFT-24-05	Brant Onondaga Cricket Field Construction	D.W. Cooper Contracting Ltd.	\$111,825.82
Co-Operative Purchase	Vacuum Trailer	Brandt Tractor	\$129,000.00
CPS-RFT-24-02	St. George Tennis Court Reconstruction	39 Seven Inc.	\$109,449.00
CPS-RFT-24-03	Russell Heights Roof Replacement Project	Flynn Canada Ltd.	\$132,645.00
OPS-RFQ-24-06	Four Hybrid AWD, 4 Door Utility Vehicles	Parkway Motors	\$150,853.60
OPS-RFQ-24-07	Two 1 Ton Heavy Duty, 4WD Cab & Chassis Trucks, Standard Cab	Blue Mountain Chrysler Ltd.	\$140,380.00
OPS-RFT-24-12	Pavement Markings - Transverse Lines	Provincial Pavement Markings Ltd.	\$137,431.10
COR-RFP-23-01	Archaeological Services and Consultation for Preparation and Completion of the County of Brant Archaeological Management Plan (AMP)	Archaeological Research Associates Ltd.	\$246,225.00

County of Brant

Budget to Actual at July 31, 2024

	2024 Budget	Year to date at July 31	% of Budget
Mayor and Council			
Mayor and Council	763,247	461,540	60%
Total Mayor and Council	763,247	461,540	60%
Office of the CAO			
CAO	280,711	160,386	57%
Corporate Strategy	903,784	325,937	36%
Total Office of the CAO	1,184,495	486,323	41%
Corporate Services			
Corporate Services Administration	492,966	275,942	56%
Council Services	1,064,736	551,352	52%
Legal Services	1,103,572	642,435	58%
Human Resources	954,343	570,063	60%
Business & Technology Solutions	2,421,801	1,390,207	57%
Finance	2,283,730	1,239,173	54%
Total Corporate Services	8,321,148	4,669,172	56%
Taxation & Corporate Finances			
Taxation & Corporate Finances	(5,328,193)	(636,917)	12%
Total Taxation & Corporate Finances	(5,328,193)	(636,917)	12%
Development Services			
Development Services Administration	259,318	170,610	66%
Development Planning	388,648	110,800	29%
Policy Planning	522,717	309,869	59%
Development Engineering *			
Building Administration *	90,373	53,422	59%
Total Development Services	1,261,056	644,701	51%
Strategic Initiatives			
Strategic Initiatives Administration	317,082	191,116	60%
Economic Development & Tourism	1,050,052	556,030	53%
Communications and Marketing	892,407	488,591	55%
Community Partnerships	486,619	281,387	58%
Public Transit	851,721	522,229	61%
Total Strategic Initiatives	3,597,881	2,039,353	57%

County of Brant

Budget to Actual at July 31, 2024

	2024 Budget	Year to date at July 31	% of Budget
Operations			
Public Works Administration *			
Roads	12,645,038	6,230,171	49%
Gravel Pits	284,480	45,989	16%
Storm Water	518,284	55,455	11%
Fleet	234,292	127,721	55%
Water *			
Rural Water	188,759	14,632	8%
Solid Waste/Wastewater Op Admin *			
Wastewater *			
Solid Waste	3,205,333	1,743,591	54%
Infrastructure & Asset Management *			
Engineering & Infrastructure Planning *			
Property Management	851,404	532,447	63%
Total Operations	17,927,590	8,750,006	49%
Community Services			
Community Services Administration	398,557	211,016	53%
Recreation & Community Development	1,168,425	731,862	63%
Affordable Housing - Russell Heights *			
Parks, Trails & Forestry	2,222,031	1,148,078	52%
Cemetery	775,347	364,867	47%
Recreational Facilities	3,151,199	1,854,599	59%
Community Halls	250,336	116,259	46%
Total Community Services	7,965,895	4,426,681	56%
Emergency & Protective Services			
Emergency & Protective Services Admin	280,028	158,426	57%
Fire Services	3,689,680	2,045,376	55%
Paramedic Services	2,503,606	1,506,509	60%
Paramedic Grant Programs *			
911 Services	21,606	11,996	56%
Emergency Management	103,271	55,716	54%
Enforcement Services	1,442,120	769,449	53%
Total Emergency & Protective Services	8,040,311	4,547,472	57%

County of Brant

Budget to Actual at July 31, 2024

	2024 Budget	Year to date at July 31	% of Budget
External Agencies			
Library	2,662,536	1,553,146	58%
Brant County Health Unit	1,216,347	709,536	58%
Social Agencies	5,137,130	3,009,804	59%
John Noble Home	1,438,657	804,181	56%
Police	6,087,211	3,460,914	57%
Provincial Offences Act	(275,000)	(119,809)	44%
Conservation Authorities	561,952	327,805	58%
MPAC	635,644	370,792	58%
Total External Agencies	17,464,477	10,116,369	58%
Total before Capital Transfer	\$61,197,907	\$35,504,700	58%
Capital Financing			
Capital Financing	16,007,312	16,007,312	100%
Total Capital Financing	16,007,312	16,007,312	100%
Total	\$77,205,219	\$51,512,012	67%

* Divisions with a net budget and actuals of zero are 1) self-sustaining (with specific reserve funds), 2) are fully funded from grants, or 3) are allocated through overheads to other divisions.

Fire Prevention Activity Report

September 2024

Property Inspections

Property Type	Monthly Total	Previous Total	Year-to-Date
Residential	22	122	144
Commercial	8	80	88
Industrial	7	110	117
Assembly	13	160	173
Institutional	14	28	42
Agricultural/Other	3	23	26
Total:	67	523	590

Type of Inspection	Total
Burn Bylaw Inspections	2
Fire Administration Smoke/Carbon Monoxide Alarm Inspections	3

Public Education Activities

Type of Activity	Total
Learn Not to Burn	None
Station Tour / Other	14
Children's Safety Village	2

Fire Prevention Activity Report

September 2024

Fire Investigation/Incidents

Type of Investigation/Incident	Total
Structure Fires	2
Other Incidents	1



Administration and Operations Committee Report

To: To the Chair and Members of the Administration and Operations Committee
From: Heather Boyd, General Manager of Corporate Services
Heather Mifflin, Director of Finance, Treasurer
Date: October 15, 2024
Report #: RPT-0465-24
Subject: 2024 Development Charges Background Study and By-law
Purpose: For Approval

Recommendation

Whereas the statutory Public Hearing regarding the County of Brant 2024 Development Charges Background Study and By-law was held and concluded on June 25, 2024 and Council determines that the public hearing requirements have been met;

That the 2024 Development Charges Background Study as released on May 24, 2024, Addendum No. 1 to the development charges background study released on June 20, 2024 and Addendum No. 2 to the development charges background study released on October 7, 2024 be approved;

That the forecast of anticipated development, capital project forecast and resulting calculations included in the development charges background study be approved;

That feedback from stakeholders gained through Stakeholders meetings on May 9, 2024 and August 21, 2024 as well as Statutory Public Meeting held on June 25, 2024 be received;

That staff responses to all stakeholder comments, be received;

That the by-law, being a by-law to approve development charges and to repeal By-law 100-19, as amended, be presented to the Council of the County of Brant for consideration with the new development charge rates coming into effect November 1, 2024.

Strategic Plan Priority

Strategic Priority 1 - Sustainable and Managed Growth

Strategic Priority 3 - Economic Resilience

Impacts and Mitigation

Social Impacts

Development Charges (D.C.s) are a legislative tool which provides municipalities with a source of revenue for capital works required to support the growth and development which benefit from those projects. They are highly-regulated and support the concept of “growth pays for growth” while accelerating the timing of development-supporting infrastructure.

Environmental Impacts

No environmental impacts are anticipated as a result of the recommendations of this report.

Economic Impacts

The Development Charges Background Study identified a total of \$831.92M worth of costs to be incurred over the life of the study (2024 – 2034), of which \$352.89M will be recovered through the current period residential and non-residential development charges and \$191.54M will be recovered through post-period Development Charges (future study periods).

Projects to be funded through the tax levy and other non-D.C. sources will be further analyzed as part of the Long Term Financial Plan and annual budgeting processes. The final order, priority and timing of projects will be optimized to ensure that needed infrastructure is available “just in time” and built in a manner that makes best use of scheduling efficiencies and available funding opportunities.

Report

Background

The County of Brant hired Watson & Associates Ltd. to undertake an update of its Development Charges Background Study and By-law in 2023. County staff and the consultant have worked diligently to prepare a defensible and thorough review of the development charges program, growth projections consistent with the new Official Plan, proposed project lists and fee calculations. As a reminder, the timelines for the Development Charges Process were as follows:

1. May 2023 – April 2024 – Data collection, staff review, DC Calculations and policy work
2. April 30, 2024 – Council Workshop / DC 101 Presentation
3. May 9, 2024 – Stakeholders’ Meeting #1
4. May 24, 2024 – Release of Final Background Study
5. June 20, 2024 – Release of Addendum #1 Report to Background Study
6. June 25, 2024 – Mandatory Public Meeting
7. August 21, 2024 – Stakeholders’ Meeting #2
8. September 13, 2024 – Stakeholders’ Meeting #3
9. October 7, 2024 – Release of Addendum #2 Report to Background Study
10. October 15, 2024 – Presentation of Background Study and Draft By-law to the Administration and Operations Committee
11. October 22, 2024 – Consideration of Development Charges By-law by Council
12. November 1, 2024 – New Development Charges By-law Effective Dates

These project timelines were developed in accordance with legislative requirements for public participation and notice.

Analysis

The County of Brant 2024 Development Charges Background Study and Draft By-law are nearing completion and have been presented to the public, the development community and to Council, with direction being given by Council to proceed to bring the final study and by-law forward for Council's consideration.

Addendum #2 was released on October 7, 2024 and represents the results of staff consultation with the stakeholders' group, consideration of a number of submissions / requests on behalf of development interests and further discussion regarding the timing, scope and parameters of various proposed projects. Detailed changes made from the original Background Study figures are outlined in the addendum document, but a generalized summary of the more significant changes is provided below:

- Updated cost estimates became available for a number of projects over the course of the summer and resulted in adjustments accordingly, notably the Grand River Street North Reconstruction and Expansion and the Highway 403/Rest Acres Road Improvements and Interchange.
- The St. George Water Pollution Control Plant Expansion Project was subject to revised cost estimates and a grant amount of \$35 Million through the Provincial Housing-Enabling Water Systems Fund.
- The Paris Wastewater Treatment Plant Expansion gross capital cost was decreased from \$220 Million to \$150 Million. This represents the single most significant change from the original Development Charges Background Study. The original estimate of \$220 Million was established by a consultant as a preliminary figure and staff are working with the consultant to determine if there are scale and phasing options that will make this project more affordable for both the County and the development community. As the Environmental Assessment studies are ongoing, \$150 Million has been included as the current best estimate, however if there is a significant change in cost estimate, it is expected that an update to the Development Charges Background Study and By-law would be warranted.
- Discounted Growth-Related Interest Adjustments were made throughout the capital sheets, as identified by the stakeholders group as a required reduction.
- Benefit to Existing components were added to several projects, where it was identified by the stakeholders group that there would be a benefit that was not recognized.
- Several adjustments were made to project timing to recognize projects that are proceeding in advance of the dates in the first draft (i.e. Brant Sports Complex Addition) and those that are not expected to be completed within this study period (i.e. Field House and Event Facility).
- Indexing for the new Development Charges By-law will be adjusted to align with the new effective date, November 1.

A detailed list of the updated charges is provided in the Addendum #2 document and the draft by-law, but is summarized below:

	Residential					Non-Residential
	Single / Semi-Detached	Multiples	Apartment – 2+ Bedroom	Apartment – Studio / 1 Bedroom	Special Care	(per sq. ft. gross floor area)
Total County-Wide Services	\$33,572	\$21,957	\$23,101	\$15,196	\$11,974	\$6.47
Total Urban Services	\$28,583	\$18,693	\$19,667	\$12,938	\$10,195	\$8.58
<u>TOTAL (in serviced areas)</u>	\$62,155	\$40,650	\$42,768	\$28,134	\$22,169	\$15.05

For comparison, after the September 1 indexing was applied, the current development charge for a single / semi-detached home in an urban service area is \$47,073 and the charge for same home under the original background study would have been \$75,683. The proposed \$62,155 charge represents a 32% increase from the current rates.

Further, the current development charge for a non-residential unit is \$11.25 per square foot gross floor area and the charge for the same under the original background study would have been \$17.93 per square foot. The proposed \$15.05 charge represents a 34% increase from the current rates.

Public / Stakeholder Engagement

As noted before, the adoption of a Development Charges Background Study and By-law are legislated processes. Staff and the consultant have undertaken to exceed the required public notice requirements as follows:

- A Development Charges 101 session was held for members of Council to help enhance understanding of the process and proposed changes.
- A preliminary Stakeholders' meeting was held in advance of the formal release of the Background Study and the Public Hearing.
- Notification of the Public Hearing was published more than twenty (20) days prior to the public hearing. Further, this hearing was noted at the first stakeholders' meeting and the public was encouraged to participate in the Public Hearing through e-mails through distribution lists, posting on EngageBrant and social media postings.
- The Background Study and draft by-law were posted and available in advance of the Public Hearing and the Addendum and the amended draft by-law have been circulated and posted on the EngageBrant website.

- A formal public hearing was held by Council on June 25, 2024. These documents were reviewed at the meeting and any person who attended the meeting was able to make representation.
- A second stakeholders' meeting was held to address a number of themes / common questions raised through individual submissions. This afforded further informal discussion between the consultant, County staff and the development community.
- A third stakeholders' meeting was held to follow-up on the results of the consultant and staff's consideration of matters raised either through written submissions and/or at the previous meeting. This resulted in preliminary revised calculations being presented that would form the basis for the second addendum.
- The by-law will be passed following the public meeting and within one year of completing the Background Study.
- If the Background Study is approved, Council will repeal the existing by-laws and adopt the new by-law.
- Notice requirements following Council approval will be undertaken after the new by-law is adopted.

Written submissions were received by a number of stakeholders which were responded by staff and the consultant. A number of changes / amendments were made in response to these submissions. Written submissions and responses were exchanged with the following:

- Keleher Planning & Economic Consulting Inc. on behalf of the Brantford Home Builders' Association
- Davies Howe on behalf of UrbanMetrics
- MTE Consultants
- Sifton Properties Ltd.

Information on these submissions are available for viewing on the EngageBrant page, linked under 'Documents'. There were no formal comments / questions submitted through the engagement page or from members of the public not representing development interests.

Discussions are ongoing with certain stakeholders regarding development-charges related matters, which are outside of this by-law. These include discussions on D.C. Credits, Front-Ending agreements and a site specific request related to potential cost sharing on a project that would service future development not yet approved in the Official Plan. These matters will be addressed, but will not impact the approval and implementation of the Background Study and By-law.

Summary and Recommendations

Staff recommends that the 2024 Development Charges Background Study and By-law be approved, effective November 1, 2024. Failure to move forward with the implementation of the new charges will put funding for the identified projects at risk, negatively affecting both the County's ability to move forward with growth and infrastructure availability for new development.

The 2024 Development Charges Background Study and By-law are drafted to be effective for a period of ten (10) years, being the maximum allowed by legislation. It is expected, however, that further updates will likely be required well in advance of this period to respond to changing needs, significant cost variances, new priorities and changes in project scheduling. Staff will be providing annual updates on the status of the Development Charges reserves, commenting on the timeline for the next update as part of that review.

Next steps include:

1. Notice of Development Charges By-law Passage and Appeal Timelines
2. Last date for appeal to be 40 days after the by-law is passed (December 1, 2024)
3. Preparation of mandatory pamphlet explaining the by-law as well as plain-language communications regarding the implementation, timing and application of development charges under the new by-law.

In the event of appeal, staff will notify Council and prepare a report on next steps.

Attachments

1. Addendum #2 to the Background Study
2. 2024 Development Charge Background Study and Addendum #1 (previously distributed – available at:
<https://engagebrant.ca/42785/widgets/180529/documents/131053>
3. Addendum #1 to the Background Study (previously distributed – available at:
<https://engagebrant.ca/42785/widgets/180529/documents/133164>

Reviewed By

N/A

Copied To

1. Alison Newton, CAO
2. Senior Management Team
3. Heather Bailey, Manager of Budgets and Long-Term Financial Planning
4. Byron Tan, Watson & Associates, DC Consultant

By-law and/or Agreement

By-law Required	Yes
Agreement(s) or other documents to be signed by Mayor and /or Clerk	No



Addendum #2 to the May 24, 2024 Development Charges Background Study

County of Brant

October 7, 2024

Watson & Associates Economists Ltd.
905-272-3600
info@watsonecon.ca

Refinements to Report

Subsequent to the release of Addendum #2 to the May 24, 2024 Development Charges Background Study, dated October 7, 2024, it was identified that the summary of expenditures anticipated over the life of the by-law set out in the Executive Summary and Table 6-6 in Chapter 6 were incorrect.

A correction was made to the wording in the Executive Summary subsequent to Table ES-2 in paragraph 8 (page v), and Table 6-6 (page 6-7) to reference the correct costs.

The above revisions do not impact the calculations throughout the report.



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List of Acronyms and Abbreviations

Acronym	Full Description of Acronym
D.C.	Development Charges
D.C.A.	Development Charges Act
Sq.ft.	Square Feet



1. Background

Commensurate with the provisions of the Development Charges Act, 1997, as amended (D.C.A.), the County has undertaken a Development Charges (D.C.) Background Study and released the study in accordance with the D.C.A. The following provides a summary of the key dates in the development charge by-law process:

- April 30, 2024 – Council Workshop
- May 9, 2024 – D.C. Stakeholder Meeting #1
- May 24, 2024 – Release of the D.C. Background Study and draft by-law
- June 20, 2024 – Addendum #1 to May 24, 2024 report released
- June 25, 2024 – Public Meeting of Council
- August 21, 2024 – D.C. Stakeholder Meeting #2
- September 13, 2024 – D.C. Stakeholder Meeting #3
- October 7, 2024 – Addendum #2 to May 24, 2024 report released
- October 22, 2024 – Council considers adoption of Background Study, as amended and passage of D.C. By-law

Following the release of the D.C. Background Study on May 24, 2024, and the release of the D.C. Addendum Report #1 on June 20, 2024, the County has engaged with Stakeholders and the development community through meetings and written correspondence. The stakeholder group identified key areas and provided comments for the County to consider. The County addressed these comments and reassessed the capital program, while ensuring that the appropriate servicing is identified to support the new residential and non-residential growth in the County of Brant.

Based on the above, this addendum report revises the capital listings for Services Related to a Highway, Fire Protection Services, Parks and Recreation Services, Library Services, Growth Studies, Stormwater Services, Wastewater Services, and Water Services. As a result of updating the capital listings, the schedule of charges was also updated to reflect the revised D.C. rates.

These refinements will form part of the D.C. background study provided prior to by-law adoption.



2. Updates to the 2024 D.C. Background Study

This section of the addendum report provides an explanation for the above-noted refinements to the capital program. It is noted that the amendments have resulted in an overall decrease to the calculated development charges.

2.1 Updates to Services Related to a Highway – Roads and Related

The following items under the Services Related to a Highway category have been amended based upon further review by County staff:

- Project 4 – Grand River St. N Reconstruction and Expansion:
 - A \$1.00 million amount was added as an external contribution,
 - The net capital cost decreased from \$30.96 million to \$29.96 million.
- Project 5 – Grand River St. N Reconstruction and Expansion Discounted Growth Related Interest:
 - Adjusted the amount from \$3,187,921 to \$1,315,619.
- Project 6 – Hwy403/Rest Acres Road Ramp Interchanges:
 - The gross capital cost was increased from \$10.00 million to \$12.00 million based on the updated project cost estimate;
 - The \$2.00 million other contribution was removed (reallocated to Project 9); and
 - The net D.C. amount increased from \$7.00 million to \$10.80 million.
- Project 9 – Bishopsgate Road Improvements and Interchange:
 - A \$2.00 million contribution was added; and
 - The net D.C. amount decreased from \$12.49 million to \$10.99 million.
- Project 10 – Paris Western Link RDS267 21 Watts Pond Road:
 - Renamed to Ayr Road to Brant-Oxford Road to Paris Western Link (Watts Pond Road – Ayr Road to Brant-Oxford Road).

Based on the changes noted above, the Services Related to a Highway D.C. has decreased from \$14,521 to \$14,453 per residential single detached dwelling and from \$4.62 to \$4.60 per sq.ft. of non-residential gross floor area.



The revised Services Related to a Highway – Roads and Related capital sheet is presented in Table 1.



Table 1
Services Related to a Highway – Roads and Related Capital

Prj. No	Increased Service Needs Attributable to Anticipated Development 2024-2051	Timing (year)	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 69%	Non-Residential Share 31%
1	Powerline Road Reconstruction Principal	2024-2039	4,819,130	-		4,819,130	-		4,819,130	3,325,200	1,493,930
2	Powerline Road Reconstruction Discounted Interest	2024-2039	329,911	-		329,911	-		329,911	227,638	102,272
3	Provision for Growth-Related Road Works	2024-2051	10,000,000	-		10,000,000	-		10,000,000	6,900,000	3,100,000
4	Grand River St. N Reconstruction and Expansion	2024-2030	43,000,000	-		43,000,000	12,040,000	1,000,000	29,960,000	20,672,400	9,287,600
5	Grand River St. N Reconstruction and Expansion Discounted Growth Related Interest	2028-2048	1,315,619	-		1,315,619	-		1,315,619	907,777	407,842
6	Hwy403/Rest Acres Road Ramp Interchanges	2025-2026	12,000,000	-		12,000,000	1,200,000		10,800,000	7,452,000	3,348,000
7	Intersection improvements at Forced Road and Colborne Street West	2030	2,500,000	-		2,500,000	200,000		2,300,000	1,587,000	713,000
8	Intersection improvements at Rest Acres Rd and Bethel Rd	2028-2029	6,000,000	-		6,000,000	900,000	1,000,000	4,100,000	2,829,000	1,271,000
9	Bishopsgate Road Improvements and Interchange	2029-2032	22,000,000	-		22,000,000	3,662,500	7,350,000	10,987,500	7,581,375	3,406,125
10	Paris Western Link (Watts Pond Road - Ayr Road to Brant-Oxford Road)	2024-2030	8,000,000	-		8,000,000	400,000		7,600,000	5,244,000	2,356,000
11	Dundas St W King Edward Traffic Signals and Streetlights	2024-2030	775,000	-		775,000	75,000	25,000	675,000	465,750	209,250
12	St. George Road Capacity Improvements	2025-2030	4,300,000	-		4,300,000	430,000		3,870,000	2,670,300	1,199,700
13	Powerline Road Improvements	2024-2028	8,600,000	-		8,600,000	1,290,000		7,310,000	5,043,900	2,266,100
14	Oak Park/Paris Road Intersection Improvements - Roundabout	2024-2027	2,500,000	-		2,500,000	375,000		2,125,000	1,466,250	658,750
15	Bethel Road - Folsetter Drive to Cleaver Road	2034	2,500,000	-		2,500,000	1,250,000		1,250,000	862,500	387,500
16	Bethel Road - Cleaver Road to Bishopsgate Road	2034	2,500,000	-		2,500,000	1,250,000		1,250,000	862,500	387,500
17	Bendmere Road (Includes Intersection with Grand River St N)	2024-2026	4,700,000	-		4,700,000	127,700	3,200,000	1,372,300	946,887	425,413
18	Iarocci Blvd (Green Ln to Consolidated Dr)	2024	1,500,000	-		1,500,000	750,000		750,000	517,500	232,500
19	Curtis Ave South Reconstruction	2024-2030	1,500,000	-		1,500,000	375,000		1,125,000	776,250	348,750



Table 1 (Continued)
Services Related to a Highway – Roads and Related Capital

Prj. No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 69%	Non-Residential Share 31%
	2024-2051										
20	Oak Park/Powerline Road Intersection (County Portion of City of Brantford Project)	2024-2028	2,500,000	-		2,500,000	375,000		2,125,000	1,466,250	658,750
21	Phelps Rd/Cockshutt/County Rd 18 - intersection improvement	2024-2030	2,500,000	-		2,500,000	1,250,000		1,250,000	862,500	387,500
22	Powerline Rd/Bishopsgate Rd - intersection improvement	2024-2029	2,500,000	-		2,500,000	375,000		2,125,000	1,466,250	658,750
23	Dundas St E/Paris Rd - intersection improvement	2024-2030	3,000,000	-		3,000,000	450,000		2,550,000	1,759,500	790,500
24	Cockshutt Rd/Burtch Rd - intersection improvement	2024-2032	1,500,000	-		1,500,000	750,000		750,000	517,500	232,500
25	Cainsville Intersection Improvement (18 & Colbourne)	2024-2027	4,000,000	-		4,000,000	1,000,000		3,000,000	2,070,000	930,000
26	Hwy 24 & German School Rd. Intersection Improvements	2029-2039	2,000,000	-		2,000,000	150,000	1,000,000	850,000	586,500	263,500
27	Hwy 5 and 24 Intersection Improvements	2031	4,000,000	-		4,000,000	300,000	2,000,000	1,700,000	1,173,000	527,000
28	Provision for Additional Sidewalks/Multi-Use Paths	2024-2030	1,000,000	-		1,000,000	-		1,000,000	690,000	310,000
29	Rest Acres Road Widening Growth Related Principal	2025-2045	5,759,405	-		5,759,405	-		5,759,405	3,973,989	1,785,416
30	Rest Acres Road Widening Discounted Growth Related Interest	2025-2045	1,468,219	-		1,468,219	-		1,468,219	1,013,071	455,148
31	Rest Acres Rd/Hutchings Roundabout Growth Related Principal	2025-2045	1,392,768	-		1,392,768	-		1,392,768	961,010	431,758
32	Rest Acres Rd/Hutchings Roundabout Discounted Growth Related Interest	2025-2045	355,052	-		355,052	-		355,052	244,986	110,066
33	King Edward St Improvements at Falkland Growth Related Principal	2025-2045	1,459,459	-		1,459,459	-		1,459,459	1,007,027	452,432
34	King Edward St Improvements at Falkland Discounted Growth Related Interest	2025-2045	372,053	-		372,053	-		372,053	256,717	115,336
	Reserve Fund Adjustment			-		-	9,289,759		(9,289,759)	(6,409,934)	(2,879,825)
	Total		172,646,615	-	-	172,646,615	38,264,959	15,575,000	118,806,656	81,976,593	36,830,063



2.2 Updates to Fire Protection Services

The following items under the Fire Protection Services category have been amended based upon further review by County staff:

- Project 4 – Provision for Upgrading Current facilities:
 - A \$1.00 million deduction was applied to recognize the potential benefit to the existing community; and
 - The net D.C. amount decreased from \$2.00 million to \$1.00 million.

Based on the change noted above, the Fire Protection Services D.C. has decreased from \$2,645 to \$2,527 per residential single detached dwelling and from \$0.84 to \$0.80 per sq.ft. of non-residential gross floor area.

The revised Fire Protection Services capital sheet is presented in Table 2.



Table 2
Fire Protection Services Capital

Prj. No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 69%	Non- Residential Share 31%
	2024-2051										
	Facilities										
1	Paris North Station	2024-2025	5,300,000	-		5,300,000	-		5,300,000	3,657,000	1,643,000
2	Paris South Station	2033-2035	15,800,000	-		15,800,000	13,544,100		2,255,900	1,556,571	699,329
3	New Airport Fire Station	2026-2027	4,300,000	-		4,300,000	2,082,700		2,217,300	1,529,937	687,363
4	Provision for Upgrading Current Facilities	2024-2051	2,000,000	-		2,000,000	1,000,000		1,000,000	690,000	310,000
	Vehicles										
5	Provision for Additional Vehicles	2024-2031	1,070,000	-		1,070,000	-		1,070,000	738,300	331,700
6	Aerial - Cainsville	2028	1,400,000	-		1,400,000	-		1,400,000	966,000	434,000
7	Fire Administration Van	2024	57,000	-		57,000	-		57,000	39,330	17,670
8	Passenger Van / Light Rescue	2024	229,000	-		229,000	-		229,000	158,010	70,990
9	Pumper	2024	800,000	-		800,000	-		800,000	552,000	248,000
10	Pumper Tanker	2024	600,000	-		600,000	-		600,000	414,000	186,000
11	Pumper	2031-2040	800,000	-		800,000	-		800,000	552,000	248,000
12	Tanker	2031-2040	600,000	-		600,000	-		600,000	414,000	186,000
13	Aerial - Paris North/ St. George	2031-2040	2,600,000	-		2,600,000	-		2,600,000	1,794,000	806,000
14	Pick up	2041	80,000	-		80,000	-		80,000	55,200	24,800
15	SUV	2041	80,000	-		80,000	-		80,000	55,200	24,800
16	Pumper / Tanker - Paris South	2024	600,000	-		600,000	460,000		140,000	96,600	43,400
17	Pumper / Tanker - Burford	2024	600,000	-		600,000	460,000		140,000	96,600	43,400
18	Pumper / Tanker - St George	2027	600,000	-		600,000	460,000		140,000	96,600	43,400
	Equipment										
19	Provision for Additional Equipment	2024-2031	214,000	-		214,000	-		214,000	147,660	66,340
20	RIT Pack	2025	4,800	-		4,800	-		4,800	3,312	1,488
21	Bunker Gear	2024-2025	198,000	-		198,000	-		198,000	136,620	61,380
22	SCBA Packs	2024-2025	142,500	-		142,500	-		142,500	98,325	44,175
23	SCBA Masks	2024-2025	12,000	-		12,000	-		12,000	8,280	3,720
24	SCBA Bottles	2024-2025	54,000	-		54,000	-		54,000	37,260	16,740
25	2 Defib	2024-2051	8,200	-		8,200	-		8,200	5,658	2,542



Table 2 (Continued)
Fire Protection Services Capital

Prj. No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 69%	Non- Residential Share 31%
	2024-2051										
26	1 Auto Ex - eDraulics - set tools	2024-2051	75,000	-		75,000	-		75,000	51,750	23,250
27	2 Thermal Camera - NFPA Compliant	2024-2051	29,200	-		29,200	-		29,200	20,148	9,052
28	1 Thermal Camera - FLIR	2024-2051	2,500	-		2,500	-		2,500	1,725	775
29	2 PPV Fans	2024-2051	12,000	-		12,000	-		12,000	8,280	3,720
30	2 Gas Monitors - CO, HCN, Multigas	2024-2051	2,800	-		2,800	-		2,800	1,932	868
31	2 Large Generators	2024-2051	8,000	-		8,000	-		8,000	5,520	2,480
32	1 Small Generators	2024-2051	3,400	-		3,400	-		3,400	2,346	1,054
33	1 Chain Saw	2024-2051	1,300	-		1,300	-		1,300	897	403
34	2 Ventilation Saws/Rotary Saws	2024-2051	7,000	-		7,000	-		7,000	4,830	2,170
35	12 Nozzles	2024-2051	19,200	-		19,200	-		19,200	13,248	5,952
36	Fire Hose - 100 mm (25 lengths)	2024-2051	25,000	-		25,000	-		25,000	17,250	7,750
37	Fire Hose - 65 mm (15 lengths)	2024-2051	9,000	-		9,000	-		9,000	6,210	2,790
38	Fire Hose - 38/45 mm (36 lengths)	2024-2051	10,800	-		10,800	-		10,800	7,452	3,348
39	1 Portable Pump	2024-2051	10,000	-		10,000	-		10,000	6,900	3,100
40	Communications - 12 pagers	2024-2051	11,760	-		11,760	-		11,760	8,114	3,646
41	Communications - 22 radios and mics	2024-2051	41,800	-		41,800	-		41,800	28,842	12,958
	Debt										
42	Fire Hall Construction Cainsville Debenture - Principal	2024-2048	341,432	-		341,432	-		341,432	235,588	105,844
43	Fire Hall Construction Cainsville Debenture - Interest	2024-2048	105,123	-		105,123	-		105,123	72,535	32,588
	Reserve Fund Adjustment		466,715	-		466,715	-		466,715	322,034	144,682
	Total		39,331,530	-	-	39,331,530	18,006,800	-	21,324,730	14,714,064	6,610,666



2.3 Updates to Parks and Recreation Services

The following items under the Parks and Recreation Services category have been amended based upon further review by County staff:

- Project 41 – Brant Sports Complex Addition/Needs Assessment:
 - Renamed to Brant Sports Complex Addition; and
 - Timing updated from 2030 to 2027.
- Project 42 – Brant Sports Complex Addition/Needs Assessment Discounted Growth Related Interest:
 - Renamed to Brant Sports Complex Addition Discounted Growth Related Interest;
 - Reduced the amount from \$5,810,603 to \$2,397,970;
 - A deduction of \$1,199,000 was made to account for the post period benefit; and
 - The net D.C. amount was reduced from \$5,810,603 to \$1,198,970.
- Project 43 – Field House and Event Facility (Indoor Soccer) (45,000 sq.ft.):
 - The timing was updated from 2030 to 2033 and moved entirely to benefit growth beyond the forecast period.

Based on the changes noted above, the Parks and Recreation Services D.C. has decreased from \$16,022 to \$11,829 per residential single detached dwelling and from \$0.70 to \$0.52 per sq.ft. of non-residential gross floor area.

The revised Parks and Recreation Services capital sheet is presented in Table 3.



Table 3
Parks and Recreation Services Capital

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 95%	Non- Residential Share 5%
	2024-2034										
1	Empire (St. George)	2026	900,000	-		900,000	90,000		810,000	769,500	40,500
2	Golf North (Paris)	2026	600,000	-		600,000	60,000		540,000	513,000	27,000
3	Nith Peninsula (Paris)	2024	250,000	-		250,000	25,000		225,000	213,750	11,250
4	Grandville - Arlington Meadows	2025	2,150,000	-		2,150,000	215,000		1,935,000	1,838,250	96,750
5	TCA Lands	2028	650,000	-		650,000	65,000		585,000	555,750	29,250
6	Losani (St. George) (Formerly Activa (German School Rd.))	2027	2,850,000	-		2,850,000	285,000		2,565,000	2,436,750	128,250
7	Elm Street Lane/Park Redesign	2025	250,000	-		250,000	187,500		62,500	59,375	3,125
8	Paris Skatepark	2024	350,000	-		350,000	87,500		262,500	249,375	13,125
9	Cleaver Road Park (Sifton)	2027	725,000	-		725,000	72,500		652,500	619,875	32,625
10	Victoria Park Expansion	2024	300,000	-		300,000	180,000		120,000	114,000	6,000
11	Green Lane Sports Complex Expansion	2027	1,625,000	-		1,625,000	975,000		650,000	617,500	32,500
12	Gurney Sports Park	2025	4,000,000	-		4,000,000	1,000,000		3,000,000	2,850,000	150,000
13	Lions Art Cadman Park Expansion	2027	975,000	-		975,000	731,300	50,000	193,700	184,015	9,685
14	Brookfield Phase 2 – Passive Park – Watt's Pond Rd	2024	135,800	-		135,800	-		135,800	129,010	6,790
15	Stremma (Oaks of St. George)	2027	1,026,750	-		1,026,750	-		1,026,750	975,413	51,338
16	Cordon	2027	1,600,000	-		1,600,000	-		1,600,000	1,520,000	80,000
17	Memorial Forest Park	2024	300,000	-		300,000	-		300,000	285,000	15,000
18	Mt. Pleasant Park Expansion	2035	750,000	-		750,000	-		750,000	712,500	37,500
19	Scotland HWY 24 area	2030	450,000	-		450,000	-		450,000	427,500	22,500
20	Burford 4 Corners (Farkas)	2024	255,000	-		255,000	191,300		63,700	60,515	3,185
21	Burford near Fairgrounds	2035	750,000	750,000		-	-		-	-	-
22	Royal Estates West (Burford)	2025	350,000	-		350,000	-		350,000	332,500	17,500
23	Refrigerated Skating/Splash Pad	2030	2,000,000	1,000,000		1,000,000	-		1,000,000	950,000	50,000
24	Dog Park	2030	300,000	150,000		150,000	-		150,000	142,500	7,500
25	Washroom Facility - Mt. Pleasant	2025	200,000	-		200,000	-		200,000	190,000	10,000
26	Newport River Access	2024	400,000	-		400,000	320,000		80,000	76,000	4,000
	Park Trails										
27	Grandville - Trail	2026	175,000	-		175,000	-		175,000	166,250	8,750
28	Activa Trail (St. George)	2027	437,500	-		437,500	-		437,500	415,625	21,875
29	Brookfield Phase 2 (Watts Pond Trail)	2024	120,000	-		120,000	12,000		108,000	102,600	5,400
30	New Development Phase 3 (Watts Pond Trail)	2026	120,000	-		120,000	-		120,000	114,000	6,000



Table 3 (Continued)
Parks and Recreation Services Capital

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 95%	Non- Residential Share 5%
	2024-2034										
31	Bike Pathways (\$50,000 per yr)	2024-2028	500,000	-		500,000	250,000		250,000	237,500	12,500
32	Mountain Bike Trails	2025	753,000	-		753,000	301,200		451,800	429,210	22,590
33	Capron Street Trail (Market Street and Grand River Street North)	2027	131,250	-		131,250	-		131,250	124,688	6,563
34	Burford Walking Trails	2024	262,500	-		262,500	210,000		52,500	49,875	2,625
35	Paris Grand Trails - Phase 2	2024	250,000	-		250,000	37,500		212,500	201,875	10,625
36	North of the Nith	2024-2033	715,000	-		715,000	-		715,000	679,250	35,750
37	Watts Pond Trail - Phase 1	2024	180,000	-		180,000	-		180,000	171,000	9,000
38	Oakland Trail	2025	200,000	-		200,000	-		200,000	190,000	10,000
39	Brant Sports Complex Growth Related Principal	2024-2032	1,272,689	-		1,272,689	-		1,272,689	1,209,055	63,634
40	Brant Sports Complex Growth Related Discounted Interest	2024-2032	99,624	-		99,624	-		99,624	94,643	4,981
41	Brant Sports Complex Addition	2027	25,000,000	10,000,000		15,000,000	5,000,000		10,000,000	9,500,000	500,000
42	Brant Sports Complex Addition Discounted Growth Related Interest	2028-2048	2,397,970	1,199,000		1,198,970	-		1,198,970	1,139,022	59,949
43	Field House and Event Facility (Indoor Soccer) (45,000 sq.ft.)	2033	20,000,000	9,738,200		10,261,800	10,261,800		-	-	-
44	SDCC Arena Twinning	2033	25,000,000	25,000,000		-	-		-	-	-
45	Paris Community Centre Refresh/Repurpose (30,000 sqft)	2033	25,000,000	25,000,000		-	-		-	-	-
46	Indoor Pool (Location TBD)	2033	25,000,000	25,000,000		-	-		-	-	-
47	St. George Community School	2030	6,000,000	1,800,000		4,200,000	2,400,000		1,800,000	1,710,000	90,000
48	Provision for Additional Recreation Vehicles and Equipment	2024-2033	466,000	-		466,000	20,000		446,000	423,700	22,300
49	EV Equipment - Mowers, Trucks etc	2024-2033	1,000,000	-		1,000,000	-		1,000,000	950,000	50,000
	Reserve Fund Adjustment			-		-	9,811,092		(9,811,092)	(9,320,538)	(490,555)
	Total		159,223,084	99,637,200	-	59,585,884	32,788,692	50,000	26,747,192	25,409,832	1,337,360



2.4 Updates to Library Services

The following items under the Library Services category have been amended based upon further review by County staff:

- Project 3 – New Main Library Branch Discounted Growth-Related Interest:
 - Reduced the amount from \$5,860,281 to \$2,418,472; and
 - The net D.C. amount was reduced from \$1,172,081 to \$483,672.
- Project 9 – New Glen Morris Branch:
 - A deduction of \$1,388,300 was made to account for the benefit to existing development through the replacement of the existing Glen Morris Library Branch.

Based on the changes noted above, the Library Services D.C. has decreased from \$2,570 to \$2,143 per residential single detached dwelling and from \$0.12 to \$0.10 per sq.ft. of non-residential gross floor area.

The revised Library Services capital sheet is presented in Table 4.



Table 4
Library Services Capital

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 95%	Non- Residential Share 5%
	2024-2034										
1	New St George Library Branch (10,000sqft)	2025-2026	7,000,000	3,363,900		3,636,100	2,795,100		841,000	798,950	42,050
2	New Main Library Branch (28,000sqft)	2024-2026	37,700,000	12,295,200		25,404,800	17,331,000	5,000,000	3,073,800	2,920,110	153,690
3	New Main Library Branch Discounted Growth-Related Interest	2028-2048	2,418,472	1,934,800		483,672	-	-	483,672	459,488	24,184
4	Integrated Library System	2026	250,000	-		250,000	89,400		160,600	152,570	8,030
5	Additional Materials	2024-2033	290,000	145,000		145,000	-		145,000	137,750	7,250
6	St George Equipment	2025-2026	500,000	235,000		265,000	30,000		235,000	223,250	11,750
7	Paris Branch Equipment	2024-2026	1,500,000	705,000		795,000	90,000		705,000	669,750	35,250
8	Onondaga (new/retrofit)	2025-2026	800,000	400,000		400,000	-		400,000	380,000	20,000
9	New Glen Morris Branch	2025-2027	4,000,000	2,089,400		1,910,600	1,388,300		522,300	496,185	26,115
10	Outreach Van (new)	2028	100,000	70,000		30,000	30,000		-	-	-
11	Additional Equipment (non-print)	2024-2033	100,000	-		100,000	-		100,000	95,000	5,000
12	Book Kiosk North Paris	2024	75,000	-		75,000	-		75,000	71,250	3,750
13	Book Kiosk Mt Pleasant	2026	75,000	-		75,000	-		75,000	71,250	3,750
	Reserve Fund Adjustment			-		-	1,970,254		(1,970,254)	(1,871,741)	(98,513)
	Total		54,808,472	21,238,300	-	33,570,172	23,724,054	5,000,000	4,846,118	4,603,812	242,306



2.5 Updates to Growth Studies

The following items under the Growth Studies category have been amended based upon further review by County staff:

- Project 3 – Design Guidelines:
 - A deduction of \$11,000 (10%) was applied to recognize the benefit to non-D.C. services.
- Project 7 – Archeological Master Plan:
 - A deduction of \$30,000 (10%) was applied to recognize the benefit to non-D.C. services;
- Project 20 – Secondary Plans:
 - A deduction of \$48,000 (10%) was applied to recognize the benefit to non-D.C. services.
- For all capital projects:
 - The residential and non-residential D.C. recoverable cost shares have been updated based on their service specific allocations over the forecast period. For example, parks and recreation and library studies have an allocation of 95% residential and 5% non-residential, whereas the planning related studies reflect the 10-year population to employment ratio of 72% residential and 28% non-residential.

Based on the changes noted above, the Growth Studies D.C. has decreased from \$775 to \$774 per residential single detached dwelling and from \$0.26 to \$0.23 per sq.ft. of non-residential gross floor area.

The revised Growth Studies capital sheet is presented in Table 5.



Table 5
Growth Studies Capital

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Service to Which Project Relates	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions (to recognize benefit to non-D.C. services)	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
	2024-2034											
1	Official Plan	2024	All Services	120,000	-	12,000	108,000	27,000		81,000	58,320	22,680
2	Official Plan	2031-2032	All Services	350,000	-	35,000	315,000	78,800		236,200	170,064	66,136
3	Design Guidelines	2025	All Services	110,000	-	11,000	99,000	49,500		49,500	35,640	13,860
4	Oakland/Scotland Master Environmental Study Plan(MESP)	2024-2025	Water/Wastewater	350,000	-	-	350,000	35,000		315,000	217,350	97,650
5	Intensification Study OP Background	2025	All Services	30,000	-	3,000	27,000	2,700		24,300	17,496	6,804
6	Intensification Study OP Background	2033	All Services	60,000	-	6,000	54,000	5,400		48,600	34,992	13,608
7	Archeological Master Plan	2024	All Services	300,000	-	30,000	270,000	27,000		243,000	174,960	68,040
8	Growth Strategy Study	2030-2031	All Services	300,000	-	30,000	270,000	27,000		243,000	174,960	68,040
9	Development Charges Background Study	2024	All D.C. Services	100,000	-	-	100,000	-		100,000	72,000	28,000
10	Development Charges Background Study	2029	All D.C. Services	100,000	-	-	100,000	-		100,000	72,000	28,000
11	Library Demographic Study	2024	Library Services	30,000	-	-	30,000	15,000		15,000	14,250	750
12	Library Master Plan	2024	Library Services	80,000	-	-	80,000	40,000		40,000	38,000	2,000
13	Brant/Brantford Transportation Study	2024	Services Related to a Highway	100,000	-	-	100,000	50,000		50,000	36,000	14,000
14	Transportation Master Plan Update	2027	Services Related to a Highway	325,000	-	-	325,000	32,500		292,500	210,600	81,900
15	Recreation Master Plan Update	2026	Parks and Recreation Services	175,000	-	-	175,000	87,500		87,500	83,125	4,375
16	Parks Development Plan	2024	Parks and Recreation Services	45,000	-	-	45,000	22,500		22,500	21,375	1,125
17	Trails Master Plan Update	2027	Parks and Recreation Services	45,000	-	-	45,000	22,500		22,500	21,375	1,125
18	Fire Services Master Plan Update	2031	Fire Protection Services	150,000	-	-	150,000	75,000		75,000	54,000	21,000
19	Paramedic Services Master Plan Update	2026	Ambulance Services	80,000	-	-	80,000	40,000		40,000	36,000	4,000
20	Secondary Plans	2024-2033	All Services	480,000	-	48,000	432,000	43,200		388,800	279,936	108,864
	Reserve Fund Adjustment	Reserve		-	-	-	-	221,000		(221,000)	(159,120)	(61,880)
	Total			3,330,000	-	175,000	3,155,000	901,600	-	2,253,400	1,663,323	590,077



2.6 Updates to Stormwater Services

The following items under the Stormwater Services category have been amended based upon further review by County staff:

- Project 5 – Grand River St N - New & Upgrades to Storm Sewer:
 - The amount of discounted interest was corrected from \$376,973 to \$155,573.

Based on the change noted above, the Stormwater Services D.C. has decreased from \$445 to \$409 per residential single detached dwelling and from \$0.13 to \$0.12 per sq.ft. of non-residential gross floor area.

The revised Stormwater Services capital sheet is presented in Table 6.



Table 6
Stormwater Services Capital

Prj.No	Increased Service Needs Attributable to Anticipated Development 2024-2051 (Full Services)	Timing (year)	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 66%	Non- Residential Share 34%
1	Storm Management (Gurney Outlet)	2024-2025	602,000	-		602,000	30,100		571,900	377,454	194,446
2	King Edward Reconstruction - Dundas to RAR	2024-2027	175,000	-		175,000	-		175,000	115,500	59,500
3	Cainsville Stormwater Management Improvements	2026-2030	3,000,000	-		3,000,000	2,250,000		750,000	495,000	255,000
4	Burford Stormwater Management Improvements	2026-2030	2,000,000	-		2,000,000	1,000,000		1,000,000	660,000	340,000
5	Grand River St N - New & Upgrades to Storm Sewer Discounted Growth Related Interest	2028-2048	155,573	-		155,573	-		155,573	102,678	52,895
	Reserve Fund Adjustment		-	-		-	129,263		(129,263)	(85,313)	(43,949)
	Total		5,932,573	-	-	5,932,573	3,409,363	-	2,523,210	1,665,318	857,891



2.7 Updates to Wastewater Services

The following items under the Wastewater Services category have been amended based upon further review by County staff:

- Project 2 – Grand River St N - New & Upgrades to Sanitary Sewer:
 - The amount of discounted interest was corrected from \$720,037 to \$297,151.
- Project 7 – Paris Wastewater Treatment Plan Expansion:
 - The gross capital cost decreased from \$220.00 million to \$150.00 million. With similar deduction percentages, the net D.C. amount has been reduced from \$91,428,700 to \$62,337,800.
- Project 7 – St. George Water Pollution Control Plant Expansion
 - The gross capital cost increased from \$57.70 million to \$59.69 million based on updated cost estimates;
 - A grant amount of \$35.00 million was applied to recognize the County's receipt of the Housing-Enabling Water Systems Fund;
 - The net D.C. amount has been reduced from \$22,325,800 to \$9,554,400.
- Project 12 – St. George, South SPS and Forcemain and trunk sewers:
 - Renamed to St. George, South SPS and Forcemain;
 - The total gross capital cost decreased from \$9.70 million to \$7.10 million;
 - The local service contribution was reduced from \$9.70 million to \$6.10 million; and
 - The resulting net D.C. amount is \$1,000,000.
- Project 20 – Cainsville South SPS and Forcemain:
 - The gross capital amount was increased from \$5.40 million to \$9.80 million, with the cost of this project assumed to be a local service contribution.
- Project 27 - King Edward/Cleaver Road SPS & Forcemain:
 - The post period amount was removed as a global post period deduction has been allocated for all of the wastewater capital projects.
- New Project 29 – A general provision for oversizing gravity sewers was added for \$1.00 million.
- New Project 30 – A Paris Grand Sanitary Pumping Station (SPS) was added for \$1.00 million.



- A global post period benefit deduction of approximately \$4.53 million was applied to recognize the proportion of the capital projects that benefit development beyond the 2051 growth forecast.

Based on the changes noted above, the Wastewater Services D.C. has decreased from \$23,601 to \$15,764 per residential single detached dwelling and from \$7.12 to \$4.76 per sq.ft. of non-residential gross floor area.

The revised Wastewater Services capital sheet is presented in Table 7.



Table 7
Wastewater Services Capital

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 66%	Non-Residential Share 34%
	2024-2051 (Full Services)										
1	New & upgrades to sanitary sewers on Grand River Street North(Grand River Street North Pumping Station to Hartley Ave)	2024	3,100,000	-		3,100,000	1,085,000	351,000	1,664,000	1,098,240	565,760
2	Grand River St N - New & Upgrades to Sanitary Sewer Discounted Growth-Related Interest	2028-2048	297,151	-		297,151	-		297,151	196,120	101,031
3	Willow St. SPS Debenture (Principal)	2024-2030	535,520	-		535,520	-		535,520	353,443	182,077
4	Willow St. SPS Debenture (Discounted Interest)	2024-2030	62,206	-		62,206	-		62,206	41,056	21,150
5	Upgrades sanitary sewer conveyance (Mile Hill Road Easement to WPCP)	2024	1,500,000	-		1,500,000	225,000		1,275,000	841,500	433,500
6	Upsizing on Race Street from Ball to WPCP	2024	1,500,000	-		1,500,000	150,000		1,350,000	891,000	459,000
7	Paris Wastewater Treatment Plant Expansion	2028	150,000,000	42,662,200		107,337,800	45,000,000		62,337,800	41,142,948	21,194,852
8	St. George Water Pollution Control Plant Expansion	2025-2028	59,693,000	10,200,000		49,493,000	4,938,600	35,000,000	9,554,400	6,305,904	3,248,496
9	Upgrades sanitary sewer conveyance system St. George - Treatment plant to Hawk St.	2025-2026	4,300,000	-		4,300,000	645,000		3,655,000	2,412,300	1,242,700
10	Upgrades sanitary sewer conveyance system St. George - Through Losani Development	2025-2026	900,000	-		900,000	30,000	700,000	170,000	112,200	57,800
11	Upgrades sanitary sewer conveyance system St. George - Beverly St. from Losani to Industrial Blvd.	2025-2026	1,800,000	-		1,800,000	270,000		1,530,000	1,009,800	520,200
12	St. George, South SPS and Forcemain	2032	7,100,000	-		7,100,000	-	6,100,000	1,000,000	660,000	340,000
13	St. George, Hwy 24 Servicing	2033-2040	600,000	-		600,000	90,000		510,000	336,600	173,400
14	Airport Sewage Treatment debt (Principal)	2024-2027	220,982	-		220,982	-		220,982	145,848	75,134
15	Airport Sewage Treatment debt (Discounted Interest)	2024-2027	8,020	-		8,020	-		8,020	5,293	2,727
16	Sanitary PS - Pottruff Rd/Bethel Rd	2025	7,330,000	-		7,330,000	1,832,500	1,832,500	3,665,000	2,418,900	1,246,100
17	Willow Street SPS Upgrades	2030	3,225,000	-		3,225,000	322,500		2,902,500	1,915,650	986,850



Table 7 (Continued)
Wastewater Services Capital

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 66%	Non-Residential Share 34%
	2024-2051 (Full Services)										
18	Cainsville Sanitary Servicing Upgrades/Extensions	2025-2030	2,500,000	-		2,500,000	375,000		2,125,000	1,402,500	722,500
19	Cainsville Main SPS, Forcemain and Lagoon Decommissioning/Re-purposing	2025	6,900,000	-		6,900,000	1,725,000		5,175,000	3,415,500	1,759,500
20	Cainsville South SPS and Forcemain	2026	9,800,000	-		9,800,000	-	9,800,000	-	-	-
21	Upgrades sanitary sewer conveyance (Creeden St/Main Street Area)	2024	640,000	-		640,000	64,000		576,000	380,160	195,840
22	Sewer from Existing Business Park SPS to New Business Park SPS	2025	3,263,600	-		3,263,600	1,631,800		1,631,800	1,076,988	554,812
23	King Edward Street Upsizing (Rest Acres to Hanlon)	2027	910,000	-		910,000	91,000		819,000	540,540	278,460
24	Nith River Siphon (Principal)	2024-2039	535,469	-		535,469	-		535,469	353,409	182,059
25	Nith River Siphon (Discounted Interest)	2024-2039	26,723	-		26,723	-		26,723	17,637	9,086
26	Iarocci Blvd (Green Ln to Consolidated Dr)	2024-2026	300,000	-		300,000	-	150,000	150,000	99,000	51,000
27	King Edward/Cleaver Road SPS & Forcemain	2029	2,500,000	-		2,500,000	-	625,000	1,875,000	1,237,500	637,500
28	Reconstruction parts of Ball St. and King Edward St.	2024	1,434,000	-		1,434,000	286,800		1,147,200	757,152	390,048
29	Provision for Oversizing Gravity Sewers	2025-2051	1,000,000	-		1,000,000	-		1,000,000	660,000	340,000
30	Paris Grand SPS		1,000,000	-		1,000,000	-		1,000,000	660,000	340,000
31	Equipment for New Staff	2024-2051	140,000	-		140,000	-		140,000	92,400	47,600
	Post Period Adjustment			4,531,093		(4,531,093)	-		(4,531,093)	(2,990,521)	(1,540,572)
	Reserve Fund Adjustment			-		-	5,222,809		(5,222,809)	(3,447,054)	(1,775,755)
	Total		273,121,671	57,393,293	-	215,728,378	63,985,009	54,558,500	97,184,869	64,142,014	33,042,855



2.8 Updates to Water Services

The following items under the Wastewater Services category have been amended based upon further review by County staff:

- Project 14 – Cainsville Watermain Upgrade, Phase 1, WM-001:
 - The gross capital costs decreased from \$2.70 million to \$2.20 million, with the cost of this project assumed to be a local service contribution.
- Project 38 – Grand River St N - Watermain Upgrades:
 - The amount of discounted interest was revised from \$2,634,206 to \$1,087,107.
- New Project 39 – A Provision for Oversizing Watermains was added for \$1.00 million.
- A global post period benefit deduction of approximately \$10.13 million was applied to recognize the proportion of the capital projects that benefit development beyond the 2051 growth forecast.

Based on the changes noted above, the Water Services D.C. has decreased from \$14,001 to \$12,410 per residential single detached dwelling and from \$4.17 to \$3.70 per sq.ft. of non-residential gross floor area.

The revised Water Services capital sheet is presented in Table 8.



Table 8
Water Services Capital

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 66%	Non-Residential Share 34%
	2024-2051 (Water Only)										
1	Upgrade watermain Grand River St. North (Paris Links Road to Woodslee Ave.)	2024	2,500,000	-		2,500,000	875,000		1,625,000	1,072,500	552,500
2	Additional Water source for Paris	2035	10,000,000	-		10,000,000	-		10,000,000	6,600,000	3,400,000
3	Gilbert Well Field Increased Capacity	2025-2028	850,000	-		850,000	85,000		765,000	504,900	260,100
4	Gilbert Well Field Debenture (Principal)	2024-2031	2,085,291	-		2,085,291	-		2,085,291	1,376,292	708,999
5	Gilbert Well Field Debenture (Discounted Interest)	2024-2031	233,843	-		233,843	-		233,843	154,336	79,507
6	Bethel Well Supply and Elevated Storage Paris Zone 1 Debt (Principal)	2024-2037	1,129,465	-		1,129,465	-		1,129,465	745,447	384,018
7	Bethel Well Supply and Elevated Storage Paris Zone 1 Debt (Discounted Interest)	2024-2037	130,880	-		130,880	-		130,880	86,381	44,499
	St George										
8	New source of water / increase PTTW for existing wells, St. George & Additional Storage	2027	9,600,000	-		9,600,000	960,000		8,640,000	5,702,400	2,937,600
9	Hwy 5 transmission watermain	2024	4,500,000	-		4,500,000	225,000		4,275,000	2,821,500	1,453,500
10	Zone 1 Looping to German School Road (PRVs)	2029	1,000,000	-		1,000,000	50,000		950,000	627,000	323,000
	Other										
11	Willow St. Watermain Principal	2024-2039	508,709	-		508,709	-		508,709	335,748	172,961
12	Willow St. Watermain Discounted Interest	2024-2039	34,826	-		34,826	-		34,826	22,985	11,841
12	Airport Water Upgrades Debenture - Principal	2024-2048	2,056,764	-		2,056,764	-		2,056,764	1,357,464	699,300
13	Airport Water Upgrades Debenture - Interest	2024-2048	633,251	-		633,251	-		633,251	417,946	215,305
14	Cainsville Watermain Upgrade, Phase 1, WM-001	2025	2,200,000	-		2,200,000	836,000	1,364,000	-	-	-
15	Cainsville Watermain Upgrade, Phase 2, WM-002 and WM-003	2027	4,900,000	-		4,900,000	1,862,000		3,038,000	2,005,080	1,032,920
16	Cainsville Watermain Upgrade, Phase 3, WM-004, WM-005, WM-006	2028	4,000,000	-		4,000,000	1,520,000		2,480,000	1,636,800	843,200
17	Cainsville Standpipe and Booster Pumping Station	2026	3,400,000	-		3,400,000	-		3,400,000	2,244,000	1,156,000
18	Equipment for New Staff	2024-2051	140,000	-		140,000	-		140,000	92,400	47,600
19	Zone 1 to 3 Transmission Watermain (Broadway/West River)	2024	5,000,000	-		5,000,000	750,000		4,250,000	2,805,000	1,445,000
20	Bethel Road Extension from 150m East of Rest Acres to Pottruff	2024	1,500,000	-		1,500,000	-		1,500,000	990,000	510,000



Table 8 (Continued)
Water Services Capital

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 66%	Non-Residential Share 34%
	2024-2051 (Water Only)										
21	Upgrades Grand River Street North from Paris Links Road to PRV	2025	2,000,000	-		2,000,000	300,000		1,700,000	1,122,000	578,000
22	Upgrades Grand River Street North from PRV to William Street	2025	4,000,000	-		4,000,000	600,000		3,400,000	2,244,000	1,156,000
23	Upgrades Grand River Street North from William Street to Dundas Street/Ball	2026	6,000,000	-		6,000,000	900,000		5,100,000	3,366,000	1,734,000
24	Green Lane Watermain from Dundas East to 370m south of East River Rd	2026	2,790,000	-		2,790,000	279,000		2,511,000	1,657,260	853,740
25	King Edward Street Watermain Upsizing/Upgrade - Hanlon to Rest Acres	2028	890,000	-		890,000	89,000		801,000	528,660	272,340
26	403 Crossing (Potturff Road Area)	2025	4,500,000	-		4,500,000	1,125,000		3,375,000	2,227,500	1,147,500
27	Zone 3 Trunk Watermain upgrades (Dundas St W from M. Sharpe Res. To King Edward)	2024	800,000	-		800,000	120,000		680,000	448,800	231,200
28	Zone 1 to 3 Transmission Watermain upgrades on Laurel Street, Dundas St W	2024	850,000	-		850,000	127,500		722,500	476,850	245,650
29	Other Trunk Main Upgrades (exact details depend on Brantford or North Paris Source)	2035	12,065,000	-		12,065,000	1,809,800		10,255,200	6,768,432	3,486,768
30	Zone 1 to 3 Transmission Watermain (Main St, M. Sharpe to Grand River St S)	2024-2026	3,000,000	-		3,000,000	450,000		2,550,000	1,683,000	867,000
31	Dundas St. E Transmission Watermain (CN to Paris Rd)	2024	1,500,000	-		1,500,000	750,000		750,000	495,000	255,000
32	Iarocci Blvd (Green Ln to Consolidated Dr)	2024	600,000	-		600,000	-		600,000	396,000	204,000
33	Airport Water Distribution System Upgrades	2025-2028	2,500,000	-		2,500,000	625,000		1,875,000	1,237,500	637,500
34	Forced Rd Reconstruction (Oakhill to Colborne St W)	2024-2026	500,000	-		500,000	125,000	125,000	250,000	165,000	85,000
35	Silver Street Reconstruction - Market to GRSN	2027-2030	2,060,000	-		2,060,000	721,000		1,339,000	883,740	455,260
36	Zone 3 Elevated Tank Growth Related Principal	2025-2045	5,595,050	-		5,595,050	-		5,595,050	3,692,733	1,902,317
37	Zone 3 Elevated Tank Discounted Growth Related Interest	2025-2045	1,426,320	-		1,426,320	-		1,426,320	941,372	484,949
38	Grand River St N - Watermain Upgrades Discounted Growth-Related Interest	2028-2048	1,087,107	-		1,087,107	-		1,087,107	717,491	369,616
39	Provision for Oversizing Watermains	2025-2051	1,000,000	-		1,000,000	-		1,000,000	660,000	340,000
	Post Period Adjustment			10,129,739		(10,129,739)	-		(10,129,739)	(6,685,628)	(3,444,111)
	Reserve Fund Adjustment		518,340	-		518,340	-		518,340	342,105	176,236
	Total		110,084,847	10,129,739	-	99,955,108	15,184,300	1,489,000	83,281,808	54,965,993	28,315,815



2.9 Changes in the D.C. Calculation

The background study and D.C. calculations have been revised based on the changes noted above. As a result, the total calculated County-wide development charge (single/semi-detached unit) has decreased from \$76,426 to \$62,155. With respect to the non-residential charges, the total County-wide calculated development charge (per sq.ft.) has decreased from \$18.18 to \$15.05.

Tables 9 and 10 provide a summary of the residential and non-residential current charges vs. the charges as calculated in the May 24, 2024 D.C. background study, the June 20, 2024 Addendum Report #1, and the October 7, 2024 Addendum Report #2. Table 11 provides the revised D.C. schedule.

Table 9
Residential D.C. Comparison

Residential (Single Detached) Comparison

Service/Class of Service	Current Charges (September 1, 2024)	Calculated (Background Study May 24, 2024)	Calculated (Addendum Report #1 June 20, 2024)	Calculated (Addendum Report #2 October 7, 2024)
County-Wide Services/Classes:				
Services Related to a Highway	13,172	14,521	14,521	14,453
Fire Protection Services	1,702	2,645	2,645	2,527
Policing Services	264	297	265	265
Parks and Recreation Services	9,799	16,022	16,022	11,829
Library Services	1,547	2,570	2,570	2,143
Growth Studies	390	-	775	774
Long-term Care Services	-	1,008	1,008	1,008
Ambulance	218	318	318	318
Waste Diversion	193	255	255	255
Total County-Wide Services/Classes	27,285	37,636	38,379	33,572
Urban Services:				
Stormwater Drainage and Control Services	213	445	445	409
Wastewater Services	8,550	23,601	23,601	15,764
Water Services	11,026	14,001	14,001	12,410
Total Urban Services	19,788	38,047	38,047	28,583
Grand Total - Urban Area	47,073	75,683	76,426	62,155



Table 10
Non-Residential D.C. Comparison
Non-Residential (per sq.ft.) Comparison

Service/Class of Service	Current Charges (September 1, 2024)	Calculated (Background Study May 24, 2024)	Calculated (Addendum Report #1 June 20, 2024)	Calculated (Addendum Report #2 October 7, 2024)
County-Wide Services/Classes:				
Services Related to a Highway	4.30	4.62	4.62	4.60
Fire Protection Services	0.56	0.84	0.84	0.80
Policing Services	0.09	0.09	0.08	0.08
Parks and Recreation Services	0.29	0.70	0.70	0.52
Library Services	0.04	0.12	0.12	0.10
Growth Studies	0.14	-	0.26	0.23
Long-term Care Services	-	0.10	0.10	0.10
Ambulance	0.01	0.03	0.03	0.03
Waste Diversion	0.01	0.01	0.01	0.01
Total County-Wide Services/Classes	5.44	6.51	6.76	6.47
Urban Services:				
Stormwater Drainage and Control Services	0.05	0.13	0.13	0.12
Wastewater Services	2.53	7.12	7.12	4.76
Water Services	3.23	4.17	4.17	3.70
Total Urban Services	5.81	11.42	11.42	8.58
Grand Total - Urban Area	11.25	17.93	18.18	15.05



Table 11
Schedule of Development Charges

Service	RESIDENTIAL					NON-RESIDENTIAL
	Single and Semi-Detached Dwelling	Multiples	Apartments - 2 Bedrooms +	Apartments - Studio and 1 Bedroom	Special Care/Special Dwelling Units	(per sq.ft. of Gross Floor Area)
County-Wide Services:						
Services Related to a Highway	14,453	9,453	9,945	6,542	5,155	4.60
Fire Protection Services	2,527	1,653	1,739	1,144	901	0.80
Policing Services	265	173	182	120	95	0.08
Parks and Recreation Services	11,829	7,736	8,139	5,355	4,219	0.52
Library Services	2,143	1,402	1,475	970	764	0.10
Long-term Care Services	1,008	659	694	456	360	0.10
Ambulance	318	208	219	144	113	0.03
Waste Diversion	255	167	175	115	91	0.01
Growth Studies	774	506	533	350	276	0.23
Total County-Wide Services	33,572	21,957	23,101	15,196	11,974	6.47
Urban Services:						
Stormwater Drainage and Control Services	409	267	281	185	146	0.12
Wastewater Services	15,764	10,310	10,847	7,136	5,623	4.76
Water Services	12,410	8,116	8,539	5,617	4,426	3.70
Total Urban Services	28,583	18,693	19,667	12,938	10,195	8.58
Total County-Wide and Urban Services	62,155	40,650	42,768	28,134	22,169	15.05



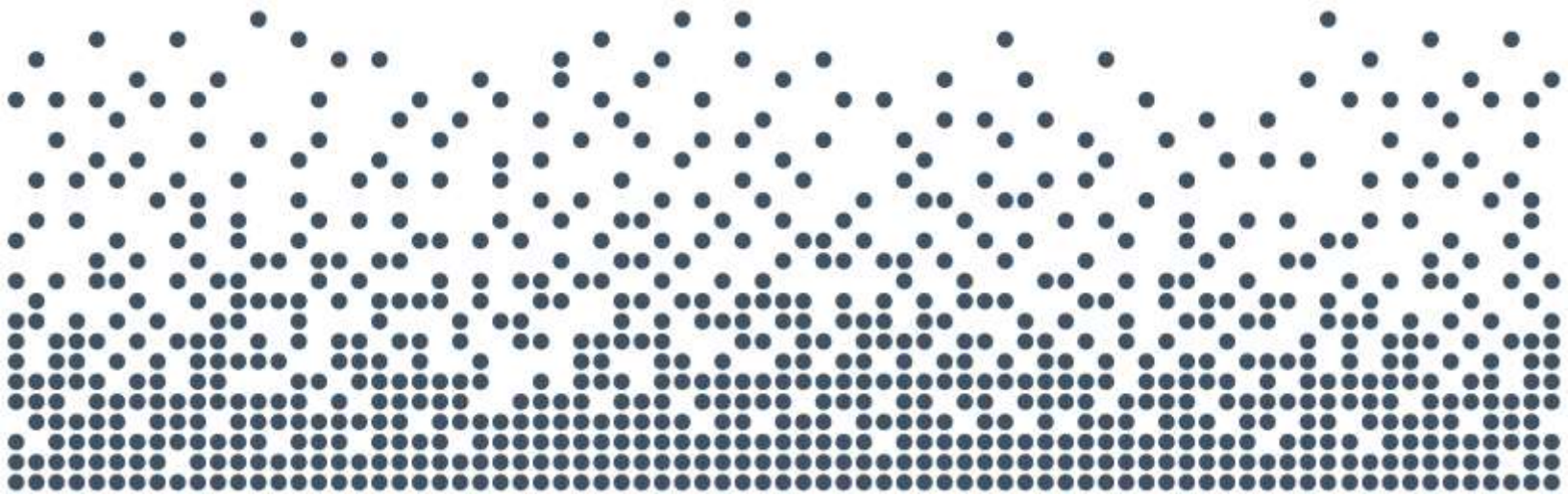
2.10 Changes to the Background Report

Based upon the above, the following revisions are made to the pages within the background study (new pages are appended to this report):

Page Reference	Description of Revisions
Table of Contents	Updated to reflect revised page numbers and headings.
ES iv, ES v, and ES vii	Updated the calculated D.C.s, Table ES-2, and Table ES-3.
1-2 to 1-15	Revised Figure 1-1 to include the Stakeholder Meeting #3, the release of addendum report #2 and updated the date for Council's consideration of the Background Study and By-law. Update page numbers due to added text.
5-2 to 5-8, 5-16 to 5-22, 5-25 to 5-28, and 5-31 to 5-40	Updated the parks and recreation services, library services, growth studies, services related to a highway – roads and related, fire protection services, water services, wastewater services, and stormwater services capital.
6-2 to 6-7	Updated Tables 6-1 to 6-6.
7-3 and 7-9	Updated the determination of the amount of the charge for growth studies allocation between residential and non-residential development based on service-related allocation ratios, and updated the recommendations to note this addendum report.
C-4	Updated Table C-2.
E-7 to E-9	Updated the references in the Parks & Recreation Local Service Policy
F-4 and F-5	Revised the Asset Management and updated the Asset Management table.
Appendix G	Updated draft by-law.

3. Process for the Adoption of the Development Charges By-law

Sections 1, 2 provide for a summary of the revisions to the County's D.C. Background Study and draft by-law. If Council is satisfied with the above changes to the Background Study, this Addendum #2 report will be considered for approval by Council along with the Background Study and the Addendum #1 report.



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Table ES-1
Summary of Growth Forecast by Planning Period
County of Brant

Measure	10 Year 2024-2034	Long Term 2024-2051	Urban Long Term 2024-2051 (Full Services)	Urban Long Term 2024-2051 (Water Only)
(Net) Population Increase	5,477	15,620	11,475	12,475
Residential Unit Increase	2,491	6,922	5,152	5,524
Non-Residential Gross Floor Area Increase (sq.ft.)	2,526,400	8,230,100	6,953,500	7,662,600

Source: Watson & Associates Economists Ltd. Forecast 2024

- On September 1, 2019, the County of Brant's D.C. By-law 100-19 came into effect under the D.C.A. The by-law imposes D.C.s on residential and non-residential uses. This By-law was amended on December 21, 2021 via By-law 121-21. The County is undertaking a D.C. public process and anticipates passing a new by-law on July 23, 2024. The mandatory public meeting has been scheduled for June 25, 2024.
- The County's D.C. currently in effect (as of September 1, 2023) is \$44,917 for single detached dwelling units for full services. The non-residential charge is \$10.73 per sq.ft of gross floor area for full services.
- This report has undertaken a recalculation of the charges based on future identified needs (presented in Schedule ES-3 for residential and non-residential). Charges have been provided on a County-wide basis for all services excluding water, wastewater, and stormwater services, which have been provided on an urban-wide basis. The corresponding single-detached unit charge for full services is \$62,155. The corresponding non-residential charges (based on a per sq.ft. of building area) for full services is \$15.05 per sq.ft. These rates are submitted to Council for their consideration.
- The D.C.A. requires a summary be provided of the gross capital costs and the net costs to be recovered over the life of the by-law. This calculation is provided by service and is presented in Table 6-6. A summary of these costs is provided below:



Table ES-2
Summary of Expenditures Anticipated Over the Life of the By-law

Summary of Expenditures Anticipated Over the Life of the By-law	Expenditure Amount
Total gross expenditures planned over the next ten years	\$831,915,201
Less: Benefit to existing development	\$168,985,361
Less: Post planning period benefit	\$191,538,872
Less: Other Deductions	\$6,502,034
Less: Grants, subsidies and other contributions	\$112,001,725
Net costs to be recovered from development charges	\$352,887,210

This suggests that for the non-D.C. cost over the ten-year D.C. by-law (benefit to existing development, and grants, subsidies and other contributions), \$287.49 million (or an annual amount of \$28.75 million) will need to be contributed from taxes and rates, or other sources. With respect to the post period benefit amount of \$191.54 million, it will be included in subsequent D.C. study updates to reflect the portion of capital that benefits growth in the post period D.C. forecasts.

Based on the above table, the County plans to spend \$831.92 million over the life of the by-law, of which \$352.89 million (42%) is recoverable from D.C.s. Of this net amount, \$250.27 million is recoverable from residential development and \$102.62 million from non-residential development. It is noted also that any exemptions or reductions in the charges would reduce this recovery further.

9. Considerations by Council – The background study represents the service needs arising from residential and non-residential growth over the forecast periods.

The following services are calculated based on a 10-year forecast:

- Parks and Recreation Services;
- Library Services;
- Long-term Care Services;
- Ambulance Services;
- Waste Diversion Services; and
- Growth Studies.



Table ES-3
Schedule of Development Charges

Service	RESIDENTIAL					NON-RESIDENTIAL
	Single and Semi-Detached Dwelling	Multiples	Apartments - 2 Bedrooms +	Apartments - Studio and 1 Bedroom	Special Care/Special Dwelling Units	(per sq.ft. of Gross Floor Area)
County-Wide Services:						
Services Related to a Highway	14,453	9,453	9,945	6,542	5,155	4.60
Fire Protection Services	2,527	1,653	1,739	1,144	901	0.80
Policing Services	265	173	182	120	95	0.08
Parks and Recreation Services	11,829	7,736	8,139	5,355	4,219	0.52
Library Services	2,143	1,402	1,475	970	764	0.10
Long-term Care Services	1,008	659	694	456	360	0.10
Ambulance	318	208	219	144	113	0.03
Waste Diversion	255	167	175	115	91	0.01
Growth Studies	774	506	533	350	276	0.23
Total County-Wide Services	33,572	21,957	23,101	15,196	11,974	6.47
Urban Services:						
Stormwater Drainage and Control Services	409	267	281	185	146	0.12
Wastewater Services	15,764	10,310	10,847	7,136	5,623	4.76
Water Services	12,410	8,116	8,539	5,617	4,426	3.70
Total Urban Services	28,583	18,693	19,667	12,938	10,195	8.58
Total County-Wide and Urban Services	62,155	40,650	42,768	28,134	22,169	15.05



1.2 Summary of the Process

The public meeting required under section 12 of the D.C.A. is scheduled for June 25, 2024. Its purpose is to present the study to the public and to solicit public input. The meeting is also being held to answer any questions regarding the study's purpose, methodology, and the proposed modifications to the County's D.C.s.

In accordance with the legislation, the background study and proposed D.C. by-law will be available for public review on May 24, 2024.

The process to be followed in finalizing the report and recommendations includes:

- consideration of responses received prior to, at, or immediately following the public meeting; and
- finalization of the report and Council consideration of the by-law subsequent to the public meeting.

Figure 1-1 outlines the proposed schedule to be followed with respect to the D.C. by-law adoption process.

Figure 1-1
Schedule of Key D.C. Process Dates for the County of Brant

Schedule of Study Milestone	Dates
1. Data collection, staff review, engineering work, D.C. calculations and policy work	May 2023 to May 2024
2. Council Workshop	April 30, 2024
3. Stakeholder Meeting #1	May 9, 2024
4. Public release of final D.C. Background study and proposed by-law	May 24, 2024
5. Public meeting advertisement placed in newspaper(s)	No later than June 4, 2024
6. Public release of addendum #1 to the D.C. Background study	June 20, 2024
7. Public meeting of Council	June 25, 2024
8. Stakeholder Meeting #2	August 21, 2024
9. Stakeholder Meeting #3	September 13, 2024
10. Public release of addendum #2 to the D.C. Background study	October 7, 2024
11. Council considers adoption of background study and passage of by-law	October 22, 2024



Schedule of Study Milestone	Dates
12. Newspaper notice given of by-law passage	By 20 days after passage
13. Last day for by-law appeal	40 days after passage
14. County makes pamphlet available (where by-law not appealed)	By 60 days after in force date

1.3 Changes to the D.C.A.: *Bill 108, 138, 197, and 213*

1.3.1 *Bill 108: More Homes, More Choice Act – An Act to Amend Various Statutes with Respect to Housing, Other Development, and Various Matters*

On May 2, 2019, the Province introduced Bill 108, which proposed changes to the D.C.A. The Bill was introduced as part of the Province's "More Homes, More Choice: Ontario's Housing Supply Action Plan." The Bill received Royal Assent on June 6, 2019.

While having received Royal Assent, many of the amendments to the D.C.A. would not come into effect until they are proclaimed by the Lieutenant Governor (many of these changes were revised through Bill 197). At the time of writing, the following provisions have been proclaimed:

- Effective January 1, 2020, rental housing and institutional developments will pay D.C.s in six equal annual payments commencing at occupancy. Interest may be charged on the instalments, and any unpaid amounts may be added to the property and collected as taxes. As per Bill 23, non-profit housing developments are now exempt from paying D.C.s, however, prior to Bill 23, and as a result of Bill 108, non-profit housing developments paid D.C.s in 21 equal annual payments. Effective January 1, 2020, the D.C. amount for all developments occurring within 2 years of a Site Plan or Zoning By-law Amendment planning approval (for application submitted after this section is proclaimed), shall be determined based on the D.C. in effect on the day of Site Plan or Zoning By-law Amendment application. If the development is not proceeding via these planning approvals, then the amount is determined as of the date of issuance of a building permit.



On February 28, 2020, the Province released updated draft regulations related to the D.C.A. and the Planning Act. A summary of the changes that were to take effect upon proclamation by the Lieutenant Governor is provided below:

Changes to Eligible Services – Prior to Bill 108, the D.C.A. provided a list of ineligible services whereby municipalities could include growth related costs for any service that was not listed. With Bill 108, the changes to the D.C.A. would now specifically list the services that are eligible for inclusion in the by-law. Further, the initial list of eligible services under Bill 108 was limited to "hard services", with the "soft services" being removed from the D.C.A. These services would be considered as part of a new community benefits charge (discussed below) imposed under the Planning Act. As noted in the next section this list of services has been amended through Bill 197.

Mandatory 10% deduction - The amending legislation would have removed the mandatory 10% deduction for all services that remain eligible under the D.C.A.

Remaining Services to be Included in a New Community Benefits Charge (C.B.C.) Under the Planning Act - It was proposed that a municipality may, by by-law, impose a C.B.C. against land to pay for the capital costs of facilities, services and matters required because of development or redevelopment in the area to which the by-law applies. The C.B.C. was proposed to include formerly eligible D.C. services that are not included in the above listing, in addition to parkland dedication and bonus zoning contributions.

1.3.2 Bill 138: Plan to Build Ontario Together Act, 2019

On November 6, 2019, the Province released Bill 138 which provided further amendments to the D.C.A. and Planning Act. This Bill received Royal Assent on December 10, 2019, and was proclaimed which resulted in sections related to the D.C.A. (schedule 10) becoming effective on January 1, 2020. The amendments to the D.C.A. included removal of instalment payments for commercial and industrial developments that were originally included in Bill 108.

1.3.3 Bill 197: COVID-19 Economic Recovery Act, 2020

In response to the global pandemic that began affecting Ontario in early 2020, the Province released Bill 197 which provided amendments to a number of Acts, including the D.C.A. and Planning Act. This Bill also revised some of the proposed changes



identified in Bill 108. Bill 197 was tabled on July 8, 2020, received Royal Assent on July 21, 2020, and was proclaimed on September 18, 2020. The following provides a summary of the changes:

1.3.3.1 D.C. Related Changes

List of D.C. Eligible Services

- As noted above, under Bill 108 some services were to be included under the D.C.A. and some would be included under the C.B.C. authority. Bill 197, however, revised this proposed change and has included all services (with some exceptions) under the D.C.A. These services are as follows:
 - Water supply services, including distribution and treatment services;
 - Wastewater services, including sewers and treatment services.
 - Storm water drainage and control services.
 - Services related to a highway.
 - Electrical power services.
 - Toronto-York subway extension.
 - Transit services.
 - Waste diversion services.
 - Policing services.
 - Fire protection services.
 - Ambulance services.
 - Library services.
 - Long-term Care services.
 - Parks and Recreation services, but not the acquisition of land for parks.
 - Public Health services.
 - Childcare and early years services.
 - Housing services (no longer eligible as per Bill 23).
 - Provincial Offences Act services.
 - Services related to emergency preparedness.
 - Services related to airports, but only in the Regional Municipality of Waterloo.
 - Additional services as prescribed.



Classes of Services – D.C.

Pre-Bill 108/197 legislation (i.e., D.C.A., 1997) allowed for categories of services to be grouped together into a minimum of two categories (90% and 100% services).

The Act (as amended) repeals and replaces the above with the four following subsections:

- A D.C. by-law may provide for any eligible service or capital cost related to any eligible service to be included in a class, set out in the by-law.
- A class may be composed of any number or combination of services and may include parts or portions of the eligible services or parts or portions of the capital costs in respect of those services.
- A D.C. by-law may provide for a class consisting of studies in respect of any eligible service whose capital costs are described in paragraphs 5 and 6 of s. 5 of the D.C.A.
- A class of service set out in the D.C. by-law is deemed to be a single service with respect to reserve funds, use of monies, and credits.

Note: An initial consideration of “class” appears to mean any group of services.

Mandatory 10% Deduction

As well, the removal of the 10% deduction for soft services under Bill 108 has been maintained.

As a result of the passage of Bill 197, and subsequent proclamation on September 18, 2020, this report has provided the D.C. calculations without the 10% mandatory deduction.

1.3.3.2 C.B.C. Related Changes

C.B.C. Eligibility

The C.B.C. is limited to lower-tier and single-tier municipalities; upper-tier municipalities will not be allowed to impose this charge.



1.3.3.3 Combined D.C. and C.B.C. Impacts

D.C. vs. C.B.C. Capital Cost

- A C.B.C. may be imposed with respect to the services listed in s. 2 (4) of the D.C.A. (eligible services), “provided that the capital costs that are intended to be funded by the community benefits charge are not capital costs that are intended to be funded under a development charge by-law.”

1.3.4 Bill 213: *Better for People, Smarter for Business Act, 2020*

On December 8, 2020, Bill 213 received Royal Assent. One of the changes of the Bill that took effect upon Royal Assent included amending the Ministry of Training, Colleges and Universities Act by introducing a new section that would exempt the payment of D.C.s for developments of land intended for use by a university that receives operating funds from the Government. As a result, this mandatory exemption will be included in the D.C. by-law.

1.4 Changes to the D.C.A. - *Bill 23: More Homes Built Faster Act, 2022*

On November 28, 2022, Bill 23 received Royal Assent. This Bill amends a number of pieces of legislation including the *Planning Act* and the D.C.A. The following provides a summary of the changes to the D.C.A.

1.4.1 Additional Residential Unit Exemption

The rules for these exemptions are now provided in the D.C.A., rather than the regulations and are summarized as follows:

- Exemption for residential units in existing rental residential buildings – For rental residential buildings with four or more residential units, the creation of the greater of one unit or 1% of the existing residential units will be exempt from a D.C.
- Exemption for additional residential units in existing and new residential buildings – The following developments will be exempt from a D.C.:
 - A second unit in a detached, semi-detached, or rowhouse if all buildings and ancillary structures cumulatively contain no more than one residential unit;



- A third unit in a detached, semi-detached, or rowhouse if no buildings or ancillary structures contain any residential units; and
- One residential unit in a building or structure ancillary to a detached, semi-detached, or rowhouse on a parcel of urban land, if the detached, semi-detached, or rowhouse contains no more than two residential units and no other buildings or ancillary structures contain any residential units.

1.4.2 Removal of Housing as an Eligible D.C. Service

Housing services are removed as an eligible service. Municipalities with by-laws that include a charge for housing services can no longer collect for this service.

1.4.3 New Statutory Exemption for Non-Profit Housing

Non-profit housing units are exempt from D.C.s and D.C. instalment payments due after November 28, 2022.

1.4.4 New Statutory Exemptions for Affordable Units, Attainable Units, and Affordable Inclusionary Zoning Units

Affordable units, attainable units, and inclusionary zoning units (affordable) are exempt from the payment of D.C.s, as follows:

- Affordable Rental Units: Where rent is no more than 80% of the average market rent as defined by a new bulletin published by the Ministry of Municipal Affairs and Housing.
- Affordable Owned Units: Where the price of the unit is no more than 80% of the average purchase price as defined by a new bulletin published by the Ministry of Municipal Affairs and Housing.

Note: Section 1.4.13 provides further details of the Affordable Rental Unit and Affordable Owned Unit definitions, which have been modified through Bill 134

- Attainable Units: Excludes affordable units and rental units; will be defined as prescribed development or class of development and sold to a person who is at “arm’s length” from the seller.
 - Note: for affordable and attainable units, the municipality shall enter into an agreement that ensures the unit remains affordable or attainable for 25 years.



Note: the above Affordable Owned and Rental Unit exemptions came into force as of June 1, 2024. At the time of writing, it is not known when the exemption for Attainable Units will be in force.

- Inclusionary Zoning Units: Affordable housing units required under inclusionary zoning by-laws are exempt from a D.C.

1.4.5 Historical Level of Service Extended to Previous 15-Year Period

Prior to Bill 23, the increase in need for service was limited by the average historical level of service calculated over the 10-year period preceding the preparation of the D.C. background study. This average is now extended to the historical 15-year period.

1.4.6 Revised Definition of Capital Costs

The definition of capital costs has been revised to remove studies. Furthermore, the regulations to the Act may prescribe services for which land or an interest in land will be restricted. As at the time of writing, no services have been prescribed.

1.4.7 Mandatory Phase-in of a D.C.

For all D.C. by-laws passed after January 1, 2022, the charge must be phased-in annually over the first five years the by-law is in force, as follows:

- Year 1 – 80% of the maximum charge;
- Year 2 – 85% of the maximum charge;
- Year 3 – 90% of the maximum charge;
- Year 4 – 95% of the maximum charge; and
- Year 5 to expiry – 100% of the maximum charge.

1.4.8 D.C. By-law Expiry

A D.C. by-law now expires 10 years after the day it comes into force (unless the by-law provides for an earlier expiry date). This extends the by-law's life from five years, prior to Bill 23.



1.4.9 Installment Payments

Non-profit housing development has been removed from the instalment payment section of the Act (subsection 26.1), as these units are now exempt from the payment of a D.C.

1.4.10 Rental Housing Discount

The D.C. payable for rental housing development will be reduced based on the number of bedrooms in each unit as follows:

- Three or more bedrooms – 25% reduction;
- Two bedrooms – 20% reduction; and
- All other bedroom quantities – 15% reduction.

1.4.11 Maximum Interest Rate for Instalments and Determination of Charge for Eligible Site Plan and Zoning By-law Amendment Applications

No maximum interest rate was previously prescribed. As per Bill 23, the maximum interest rate is set at the average prime rate plus 1%. This maximum interest rate provision would apply to all instalment payments and eligible site plan and zoning by-law amendment applications occurring after November 28, 2022.

1.4.12 Requirement to Allocate Funds Received

Annually, beginning in 2023, municipalities will be required to spend or allocate at least 60% of the monies in a reserve fund at the beginning of the year for water, wastewater, and services related to a highway. Other services may be prescribed by the regulation .

1.4.13 Bill 134: Affordable Homes and Good Jobs Act, 2023

The exemption for affordable residential units was included in the More Homes Built Faster Act (Bill 23), enacted by the Province on November 28, 2022. Under this legislation, affordable residential units were defined within subsection 4.1 of the D.C.A. and exemptions for D.C.s were provided in respect of this definition. While the legislation was enacted in November 2022, the ability for municipalities to implement the exemptions is based on the “Affordable Residential Units for the Purposes of the Development Charges Act, 1997 Bulletin” published by the Minister of Municipal Affairs



and Housing. This bulletin informs the average market rent and purchase price to be used in determining which developments qualify as affordable residential units. This bulletin was published on April 5, 2024.

Bill 134 received Royal Assent on December 4, 2023 and provides for a modification to the affordable residential unit definition by:

- Introducing an income-based test for affordable rent and purchase price; and
- Increasing the threshold for the market test of affordable rent and purchase price.

This change provides the exemption based on the lesser of the two measures.

Moreover, the rules in subsection 4.1 of the D.C.A. are unchanged with respect to:

- The tenant and purchaser transacting the affordable unit being at arm's length;
- The intent of maintaining the affordable residential unit definition for a 25-year period, requiring an agreement with the municipality (which may be registered on title); and
- Exemptions for attainable residential units and associated rules (requiring further regulations).

The following table provides a comparison of the definitions provided through Bill 23 and those provided through Bill 134 (underlining added for emphasis).

Item	Bill 23 Definition	Bill 134 Definition (Current D.C.A. Definition)
Affordable residential unit rent (subsection 4.1 (2), para. 1)	The rent is no greater than <u>80 per cent of the average market rent</u> , as determined in accordance with subsection (5).	The rent is no greater than <u>the lesser of</u> , <ul style="list-style-type: none">i. the <u>income-based affordable rent</u> for the residential unit set out in the Affordable Residential Units bulletin, as identified by the Minister of Municipal Affairs and Housing in accordance with subsection (5), andii. the <u>average market rent</u> identified for the residential unit set out in the Affordable



Item	Bill 23 Definition	Bill 134 Definition (Current D.C.A. Definition)
		Residential Units bulletin.
Average market rent/rent based on income (subsection 4.1 (5)) for the purposes of subsection 4.1 (2), para. 1	The <u>average market rent for the year in which the residential unit is occupied by a tenant</u> , as identified in the bulletin entitled the “Affordable Residential Units for the Purposes of the Development Charges Act, 1997 Bulletin.”	The Minister of Municipal Affairs and Housing shall, (a) determine the <u>income of a household</u> that, in the Minister’s opinion, is <u>at the 60th percentile of gross annual incomes for renter households in the applicable local municipality</u> ; and (b) identify the <u>rent</u> that, in the Minister’s opinion, is <u>equal to 30 per cent of the income of the household</u> referred to in clause (a).
Affordable residential unit ownership (subsection 4.1 (3), para. 1)	The price of the residential unit is no greater than <u>80 per cent of the average purchase price</u> , as determined in accordance with subsection (6).	The price of the residential unit is no greater than <u>the lesser of</u> , i. the <u>income-based affordable purchase price</u> for the residential unit set out in the Affordable Residential Units bulletin, as identified by the Minister of Municipal Affairs and Housing in accordance with subsection (6), and ii. <u>90 per cent of the average purchase price</u> identified for the residential unit set out in the Affordable Residential Units bulletin.
Average market purchase price/purchase price based on income (subsection 4.1 (6)) for the purposes of subsection 4.1 (3), para. 1	The <u>average purchase price for the year in which the residential unit is sold</u> , as identified in the bulletin entitled the “Affordable Residential Units for the Purposes of the Development Charges Act,	The Minister of Municipal Affairs and Housing shall, (a) determine the <u>income of a household</u> that, in the Minister’s opinion, is at the <u>60th percentile of gross annual incomes</u>



Item	Bill 23 Definition	Bill 134 Definition (Current D.C.A. Definition)
	1997 Bulletin,” as it is amended from time to time, that is published by the Minister of Municipal Affairs and Housing on a website of the Government of Ontario.	<u>for households in the applicable local municipality</u> ; and (b) identify the <u>purchase price</u> that, in the Minister’s opinion, <u>would result in annual accommodation costs equal to 30 per cent of the income of the household</u> referred to in clause (a)

Note: the Affordable Unit exemption came into force on June 1, 2024.

1.5 Bill 185: Cutting Red Tape to Build More Homes Act, 2024

On April 10, 2024, the Province released Bill 185: *Cutting Red Tape to Build More Homes Act*. The Bill received Royal Assent on June 6, 2024. This Bill reversed many of the key changes that were implemented through Bill 23. The following sections provide a summary of the changes.

1.5.1 Revised Definition of Capital Costs

Bill 185 reversed the capital cost amendments of Bill 23 by reinstating studies as an eligible capital cost. The following paragraphs were added to subsection 5(3) of the D.C.A.:

5. *Costs to undertake studies in connection with any of the matters referred to in paragraphs 1 to 4.*
6. *Costs of the development charge background study required under section 10.*

1.5.2 Removal of the Mandatory Phase-in

As noted in Section 1.4.7 above, Bill 23 required the phase-in of charges imposed in a D.C. by-law over a five-year term for any by-laws passed after January 1, 2022. Bill 185 removed this mandatory phase-in. This change is effective for any D.C. by-laws passed after Bill 185 came into effect.



For site plan and zoning by-law amendment applications that were made prior to Bill 185 receiving Royal Assent, the charges payable will be the charges that were in place on the day the planning application was made (i.e., including the mandatory phase-in).

1.5.3 Process for Minor Amendments to D.C. By-laws

Section 19 of the D.C.A. requires that a municipality must follow sections 10 through 18 of the D.C.A. (with necessary modifications) when amending D.C. by-laws. Sections 10 through 18 of the D.C.A. generally require the following:

- Completion of a D.C. background study, including the requirement to post the background study 60 days prior to passage of the D.C. by-law;
- Passage of a D.C. by-law within one year of the completion of the D.C. background study;
- A public meeting, including notice requirements; and
- The ability to appeal the by-law to the Ontario Land Tribunal.

Bill 185 allows municipalities to undertake minor amendments to D.C. by-laws for the following purposes without adherence to the requirements noted above (with the exception of the notice requirements):

1. To repeal a provision of the D.C. by-law specifying the date the by-law expires or to amend the provision to extend the expiry date (subject to the 10-year limitations provided in the D.C.A.);
2. To impose D.C.s for studies, including the D.C. background study; and
3. To remove the provisions related to the mandatory phase-in of D.C.s.

Minor amendments related to items 2 and 3 noted above may be undertaken only if the D.C. by-law being amended was passed after November 28, 2022, and before Bill 185 took effect. Moreover, the amending by-law must be passed within six months of Bill 185 coming into effect.

Notice requirements for these minor amending by-laws are similar to the typical notice requirements, with the exception of the requirement to identify the last day for appealing the by-law (as these provisions do not apply).



1.5.4 Reduction of D.C. Rate Freeze Timeframe

Bill 108 (see Section 1.3.1 above) provides for the requirement to freeze the D.C.s imposed on developments subject to a site plan and/or a zoning by-law amendment application. The D.C. rate for these developments is “frozen” at the rates that were in effect at the time the site plan and/or zoning by-law amendment application was submitted (subject to applicable interest). Once the application is approved by the municipality, if the date the D.C. is payable is more than two years from the approval date, the D.C. rate freeze would no longer apply. Bill 185 reduced the two-year timeframe to 18 months.

1.5.5 Modernizing Public Notice Requirements

The D.C.A. sets out the requirements for municipalities to give notice of public meetings and of by-law passage. These requirements are prescribed in sections 9 and 10 of O. Reg. 82/98 and include giving notice in a newspaper of sufficiently general circulation in the area to which the by-law would apply. The regulatory changes modernized public notice requirements by allowing municipalities to provide notice on a municipal website if a local newspaper is not available.



County would be eligible to collect approximately \$12.64 million from D.C.s for parkland development.

The County currently provides 84 parkland amenities, including various types of fields, courts, playground equipment, a pool and splashpad facility, storage buildings, etc. Over the historical 15-year period the County provided an average of 1.5 amenities per 1,000 population, or an investment of \$467 per capita. Over the forecast period to 2034, the County would be eligible to collect approximately \$2.56 million from D.C.s for parkland amenities.

In addition to parkland development and amenities, the County currently has 28 kilometers of parkland trails. Over the historical 15-year period the County provided an average of 0.6 kilometers of parkland trails per 1,000 population, or an investment of \$91 per capita. Over the forecast period to 2034, the County would be eligible to collect approximately \$0.50 million from D.C.s for parkland trails.

With respect to recreation facilities, the County has programmable space totaling a combined 288,441 sq.ft. This consists of arenas, community centres, an indoor turf facility, and rented spaces in school gyms and other privately owned facilities. Based on the inventory of space over the historical 15-year period (2009 to 2023), the County has provided an average of approximately 7.31 sq.ft. of space per capita or an investment of \$4,724 per capita. Over the forecast period the County would be eligible to collect approximately \$25.87 million from D.C.s for recreation facility space.

The County also maintains and operates a fleet of 63 vehicles and equipment, which has an estimated replacement value of approximately \$3.25 million. This results in a calculated average level of service for the historical 15-year period of \$63 per capita, providing a D.C. eligible amount over the forecast period of approximately \$0.34 million.

In total, the County is eligible to collect approximately \$41.91 million for parks and recreation services.

Based on the projected growth over the 2024 to 2034 forecast period, the County has identified future capital needs totaling approximately \$159.22 million. These capital needs include various parkland development projects, park trails, an addition to the Brant Sports Complex, various vehicles and equipment, etc. Through a review of the proposed capital works, the following deductions have been made:



- \$99.64 million for post period benefit;
- \$9.81 million for the existing reserve fund balance;
- \$22.97 million for benefit to the existing community; and
- \$50,000 in grant funding.

Therefore, the total net growth capital cost included in the D.C. for parks and recreation services is approximately \$26.75 million.

As the predominant users of parks and recreation tend to be residents of the County, the forecast growth-related costs have been allocated 95% to residential development and 5% to non-residential development.



Table 5-1
Infrastructure Cost Included in the Development Charges Calculation
Parks and Recreation Services

Prj.No	Increased Service Needs Attributable to Anticipated Development 2024-2034	Timing (year)	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 95%	Non- Residential Share 5%
1	Empire (St. George)	2026	900,000	-		900,000	90,000		810,000	769,500	40,500
2	Golf North (Paris)	2026	600,000	-		600,000	60,000		540,000	513,000	27,000
3	Nith Peninsula (Paris)	2024	250,000	-		250,000	25,000		225,000	213,750	11,250
4	Grandville - Arlington Meadows	2025	2,150,000	-		2,150,000	215,000		1,935,000	1,838,250	96,750
5	TCA Lands	2028	650,000	-		650,000	65,000		585,000	555,750	29,250
6	Losani (St. George) (Formerly Activa (German School Rd.))	2027	2,850,000	-		2,850,000	285,000		2,565,000	2,436,750	128,250
7	Elm Street Lane/Park Redesign	2025	250,000	-		250,000	187,500		62,500	59,375	3,125
8	Paris Skatepark	2024	350,000	-		350,000	87,500		262,500	249,375	13,125
9	Cleaver Road Park (Sifton)	2027	725,000	-		725,000	72,500		652,500	619,875	32,625
10	Victoria Park Expansion	2024	300,000	-		300,000	180,000		120,000	114,000	6,000
11	Green Lane Sports Complex Expansion	2027	1,625,000	-		1,625,000	975,000		650,000	617,500	32,500
12	Gurney Sports Park	2025	4,000,000	-		4,000,000	1,000,000		3,000,000	2,850,000	150,000
13	Lions Art Cadman Park Expansion	2027	975,000	-		975,000	731,300	50,000	193,700	184,015	9,685
14	Brookfield Phase 2 – Passive Park – Watt's Pond Rd	2024	135,800	-		135,800	-		135,800	129,010	6,790
15	Stremma (Oaks of St. George)	2027	1,026,750	-		1,026,750	-		1,026,750	975,413	51,338
16	Cordon	2027	1,600,000	-		1,600,000	-		1,600,000	1,520,000	80,000
17	Memorial Forest Park	2024	300,000	-		300,000	-		300,000	285,000	15,000
18	Mt. Pleasant Park Expansion	2035	750,000	-		750,000	-		750,000	712,500	37,500



Table 5-1 (Continued)
Infrastructure Cost Included in the Development Charges Calculation
Parks and Recreation Services

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 95%	Non- Residential Share 5%
	2024-2034										
19	Scotland HWY 24 area	2030	450,000	-		450,000	-		450,000	427,500	22,500
20	Burford 4 Corners (Farkas)	2024	255,000	-		255,000	191,300		63,700	60,515	3,185
21	Burford near Fairgrounds	2035	750,000	750,000		-	-		-	-	-
22	Royal Estates West (Burford)	2025	350,000	-		350,000	-		350,000	332,500	17,500
23	Refrigerated Skating/Splash Pad	2030	2,000,000	1,000,000		1,000,000	-		1,000,000	950,000	50,000
24	Dog Park	2030	300,000	150,000		150,000	-		150,000	142,500	7,500
25	Washroom Facility - Mt. Pleasant	2025	200,000	-		200,000	-		200,000	190,000	10,000
26	Newport River Access	2024	400,000	-		400,000	320,000		80,000	76,000	4,000
	Park Trails										
27	Grandville - Trail	2026	175,000	-		175,000	-		175,000	166,250	8,750
28	Activa Trail (St. George)	2027	437,500	-		437,500	-		437,500	415,625	21,875
29	Brookfield Phase 2 (Watts Pond Trail)	2024	120,000	-		120,000	12,000		108,000	102,600	5,400
30	New Development Phase 3 (Watts Pond Trail)	2026	120,000	-		120,000	-		120,000	114,000	6,000
31	Bike Pathways (\$50,000 per yr)	2024-2028	500,000	-		500,000	250,000		250,000	237,500	12,500
32	Mountain Bike Trails	2025	753,000	-		753,000	301,200		451,800	429,210	22,590
33	Capron Street Trail (Market Street and Grand River Street North)	2027	131,250	-		131,250	-		131,250	124,688	6,563
34	Burford Walking Trails	2024	262,500	-		262,500	210,000		52,500	49,875	2,625
35	Paris Grand Trails - Phase 2	2024	250,000	-		250,000	37,500		212,500	201,875	10,625
36	North of the Nith	2024-2033	715,000	-		715,000	-		715,000	679,250	35,750
37	Watts Pond Trail - Phase 1	2024	180,000	-		180,000	-		180,000	171,000	9,000



Table 5-1 (Continued)
Infrastructure Cost Included in the Development Charges Calculation
Parks and Recreation Services

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 95%	Non- Residential Share 5%
	2024-2034										
38	Oakland Trail	2025	200,000	-		200,000	-		200,000	190,000	10,000
39	Brant Sports Complex Growth Related Principal	2024-2032	1,272,689	-		1,272,689	-		1,272,689	1,209,055	63,634
40	Brant Sports Complex Growth Related Discounted Interest	2024-2032	99,624	-		99,624	-		99,624	94,643	4,981
41	Brant Sports Complex Addition	2027	25,000,000	10,000,000		15,000,000	5,000,000		10,000,000	9,500,000	500,000
42	Brant Sports Complex Addition Discounted Growth Related Interest	2028-2048	2,397,970	1,199,000		1,198,970	-		1,198,970	1,139,022	59,949
43	Field House and Event Facility (Indoor Soccer) (45,000 sq.ft.)	2033	20,000,000	9,738,200		10,261,800	10,261,800		-	-	-
44	SDCC Arena Twinning	2033	25,000,000	25,000,000		-	-		-	-	-
45	Paris Community Centre Refresh/Repurpose (30,000 sqft)	2033	25,000,000	25,000,000		-	-		-	-	-
46	Indoor Pool (Location TBD)	2033	25,000,000	25,000,000		-	-		-	-	-
47	St. George Community School	2030	6,000,000	1,800,000		4,200,000	2,400,000		1,800,000	1,710,000	90,000
48	Provision for Additional Recreation Vehicles and Equipment	2024-2033	466,000	-		466,000	20,000		446,000	423,700	22,300
49	EV Equipment - Mowers, Trucks etc	2024-2033	1,000,000	-		1,000,000	-		1,000,000	950,000	50,000
	Reserve Fund Adjustment			-		-	9,811,092		(9,811,092)	(9,320,538)	(490,555)
	Total		159,223,084	99,637,200	-	59,585,884	32,788,692	50,000	26,747,192	25,409,832	1,337,360



5.2.2 Library Services

The County currently operates its library services out of five (5) library facilities totalling 29,229 sq.ft of space. The County also utilizes a library van, valued at approximately \$75,000, and maintains collection materials valued at approximately \$7.58 million. Including facilities, vehicles, and collection materials (e.g., books, kits, electronic collections, etc.), the level of service provided is \$878 per capita. When applied over the forecast period to 2034, this average level of service translates into a D.C.-eligible amount of approximately \$4.81 million from D.C.s for library services.

With respect to capital needs to accommodate growth over the forecast period, the County has identified a new St. George Library branch, a new Main Library branch (along with estimated financing costs), various materials and equipment, a new library van, and book kiosks. In total, the gross capital cost estimate is approximately \$54.81 million. Of this amount, approximately \$21.24 million is deducted for the amount that is attributable to growth post-2034, approximately \$21.75 million is deducted for the amount that benefits existing development, \$5.00 million is deducted for a grant related to the New Main Library branch, and approximately \$1.97 million is deducted to reflect the existing balance in the reserve fund. The net growth-related capital cost included in the D.C. calculations is \$4.85 million. It is noted that this amount is higher than the \$4.81 million D.C. eligible amount as the financing costs for the main library branch (\$0.48 million) is not subject to the service standard ceiling.

While library usage is predominately residential based, there is some use of the facilities by non-residential users, for the purpose of research. To acknowledge this use of the growth-related capital costs have been allocated 95% residential development and 5% non-residential development.



Table 5-2
Infrastructure Cost Included in the Development Charges Calculation
Library Services

Prj.No	Increased Service Needs Attributable to Anticipated Development 2024-2034	Timing (year)	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 95%	Non- Residential Share 5%
1	New St George Library Branch (10,000sqft)	2025-2026	7,000,000	3,363,900		3,636,100	2,795,100		841,000	798,950	42,050
2	New Main Library Branch (28,000sqft)	2024-2026	37,700,000	12,295,200		25,404,800	17,331,000	5,000,000	3,073,800	2,920,110	153,690
3	New Main Library Branch Discounted Growth-Related Interest	2028-2048	2,418,472	1,934,800		483,672	-	-	483,672	459,488	24,184
4	Integrated Library System	2026	250,000	-		250,000	89,400		160,600	152,570	8,030
5	Additional Materials	2024-2033	290,000	145,000		145,000	-		145,000	137,750	7,250
6	St George Equipment	2025-2026	500,000	235,000		265,000	30,000		235,000	223,250	11,750
7	Paris Branch Equipment	2024-2026	1,500,000	705,000		795,000	90,000		705,000	669,750	35,250
8	Onondaga (new/retrofit)	2025-2026	800,000	400,000		400,000	-		400,000	380,000	20,000
9	New Glen Morris Branch	2025-2027	4,000,000	2,089,400		1,910,600	1,388,300		522,300	496,185	26,115
10	Outreach Van (new)	2028	100,000	70,000		30,000	30,000		-	-	-
11	Additional Equipment (non-print)	2024-2033	100,000	-		100,000	-		100,000	95,000	5,000
12	Book Kiosk North Paris	2024	75,000	-		75,000	-		75,000	71,250	3,750
13	Book Kiosk Mt Pleasant	2026	75,000	-		75,000	-		75,000	71,250	3,750
	Reserve Fund Adjustment			-		-	1,970,254		(1,970,254)	(1,871,741)	(98,513)
	Total		54,808,472	21,238,300	-	33,570,172	23,724,054	5,000,000	4,846,118	4,603,812	242,306



5.2.7 Growth Studies

Based on the anticipated growth forecast, a number of growth studies have been identified for the County. The total gross capital cost for growth studies is approximately \$3.33 million. These studies include various Master Plans, Secondary Plans, Planning Studies, D.C. Background Study, etc. For planning related studies, a deduction of 10% (\$175,000) has been applied to recognize the extent to which the studies relate to non-D.C.-eligible service. Further deductions of \$680,600 and \$221,000 were made to recognize the benefit to the existing community, as well as the reserve fund balance, respectively. Therefore, the net amount of \$2,253,400 has been included in the D.C. calculations.

The D.C. recoverable costs are shared between residential and non-residential growth based on service specific allocations over the forecast periods. For the parks and recreation and library studies, capital costs have been allocated 95% to residential development and 5% to non-residential development. The Paramedic Services Master Plan Update utilizes the ambulance allocation of 90% of growth-related capital costs attributable to residential development and 10% to non-residential development. The Oakland/Scotland Master Environmental Study Plan (MESP) utilizes the urban 10-year population to employment ratio to allocate the growth-related capital costs between residential and non-residential development (69%/31%). All other studies identified utilize the 10-year population to employment ratio to allocate the growth-related capital costs between residential and non-residential development (72%/28%).



Table 5-6
Infrastructure Cost Included in the Development Charges Calculation
Growth Studies

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Service to Which Project Relates	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions (to recognize benefit to non-D.C. services)	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
	2024-2034											
1	Official Plan	2024	All Services	120,000	-	12,000	108,000	27,000		81,000	58,320	22,680
2	Official Plan	2031-2032	All Services	350,000	-	35,000	315,000	78,800		236,200	170,064	66,136
3	Design Guidelines	2025	All Services	110,000	-	11,000	99,000	49,500		49,500	35,640	13,860
4	Oakland/Scotland Master Environmental Study Plan(MESP)	2024-2025	Water/Wastewater	350,000	-	-	350,000	35,000		315,000	217,350	97,650
5	Intensification Study OP Background	2025	All Services	30,000	-	3,000	27,000	2,700		24,300	17,496	6,804
6	Intensification Study OP Background	2033	All Services	60,000	-	6,000	54,000	5,400		48,600	34,992	13,608
7	Archeological Master Plan	2024	All Services	300,000	-	30,000	270,000	27,000		243,000	174,960	68,040
8	Growth Strategy Study	2030-2031	All Services	300,000	-	30,000	270,000	27,000		243,000	174,960	68,040
9	Development Charges Background Study	2024	All D.C. Services	100,000	-	-	100,000	-		100,000	72,000	28,000
10	Development Charges Background Study	2029	All D.C. Services	100,000	-	-	100,000	-		100,000	72,000	28,000
11	Library Demographic Study	2024	Library Services	30,000	-	-	30,000	15,000		15,000	14,250	750
12	Library Master Plan	2024	Library Services	80,000	-	-	80,000	40,000		40,000	38,000	2,000
13	Brant/Brantford Transportation Study	2024	Services Related to a Highway	100,000	-	-	100,000	50,000		50,000	36,000	14,000
14	Transportation Master Plan Update	2027	Services Related to a Highway	325,000	-	-	325,000	32,500		292,500	210,600	81,900



Table 5-6 (Continued)
Infrastructure Cost Included in the Development Charges Calculation
Growth Studies

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Service to Which Project Relates	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions (to recognize benefit to non-D.C. services)	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
	2024-2034											
15	Recreation Master Plan Update	2026	Parks and Recreation Services	175,000	-	-	175,000	87,500		87,500	83,125	4,375
16	Parks Development Plan	2024	Parks and Recreation Services	45,000	-	-	45,000	22,500		22,500	21,375	1,125
17	Trails Master Plan Update	2027	Parks and Recreation Services	45,000	-	-	45,000	22,500		22,500	21,375	1,125
18	Fire Services Master Plan Update	2031	Fire Protection Services	150,000	-	-	150,000	75,000		75,000	54,000	21,000
19	Paramedic Services Master Plan Update	2026	Ambulance Services	80,000	-	-	80,000	40,000		40,000	36,000	4,000
20	Secondary Plans	2024-2033	All Services	480,000	-	48,000	432,000	43,200		388,800	279,936	108,864
	Reserve Fund Adjustment	Reserve		-	-	-	-	221,000		(221,000)	(159,120)	(61,880)
	Total			3,330,000	-	175,000	3,155,000	901,600	-	2,253,400	1,663,323	590,077



5.3 Service Levels and Long-term Capital Costs for the County of Brant's D.C. Calculation

This section evaluates the development-related capital requirements for services related to a highway – roads and related, public works (facilities and fleet), fire services, and policing services over a County-wide long-term planning period from 2024 to 2051.

5.3.1 *Services Related to a Highway*

Roads and Related

Brant County owns and maintains 1,123 km of rural, semi-urban, and urban roads within the County. These roads have a total replacement value of approximately \$3.25 billion. Over the historical 15-year period the County has provided an average level of service of 29.80 km of roads per 1,000 population. The level of service provided results in a D.C. eligible amount over the forecast period of approximately \$1.33 billion for roads.

With respect to future needs, the County has identified capital projects for road works totalling approximately \$172.65 million. The capital projects identified include intersection improvements, sidewalks, road widenings, reconstructions, and existing/approved debt (principal and discounted interest) costs. Of this amount, approximately \$28.98 million is deducted for the amount that benefits existing development, and approximately \$9.29 million is deducted to reflect the balance in the reserve fund. Additionally, a deduction of approximately \$15.58 million has been made to reflect contributions from other parties. The net growth-related capital cost included in the D.C. calculations is approximately \$118.81 million.

The residential/non-residential allocation for services related to a highway is based on the ratio of anticipated population and employment growth over the forecast period to 2051. This results in a 69% allocation to residential development and 31% allocation to non-residential development.



Table 5-7
Infrastructure Cost Included in the Development Charges Calculation
Services Related to a Highway – Roads and Related

Prj. No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 69%	Non-Residential Share 31%
	2024-2051										
1	Powerline Road Reconstruction Principal	2024-2039	4,819,130	-		4,819,130	-		4,819,130	3,325,200	1,493,930
2	Powerline Road Reconstruction Discounted Interest	2024-2039	329,911	-		329,911	-		329,911	227,638	102,272
3	Provision for Growth-Related Road Works	2024-2051	10,000,000	-		10,000,000	-		10,000,000	6,900,000	3,100,000
4	Grand River St. N Reconstruction and Expansion	2024-2030	43,000,000	-		43,000,000	12,040,000	1,000,000	29,960,000	20,672,400	9,287,600
5	Grand River St. N Reconstruction and Expansion Discounted Growth Related Interest	2028-2048	1,315,619	-		1,315,619	-		1,315,619	907,777	407,842
6	Hwy403/Rest Acres Road Ramp Interchanges	2025-2026	12,000,000	-		12,000,000	1,200,000		10,800,000	7,452,000	3,348,000
7	Intersection improvements at Forced Road and Colborne Street West	2030	2,500,000	-		2,500,000	200,000		2,300,000	1,587,000	713,000
8	Intersection improvements at Rest Acres Rd and Bethel Rd	2028-2029	6,000,000	-		6,000,000	900,000	1,000,000	4,100,000	2,829,000	1,271,000
9	Bishopsgate Road Improvements and Interchange	2029-2032	22,000,000	-		22,000,000	3,662,500	7,350,000	10,987,500	7,581,375	3,406,125
10	Paris Western Link (Watts Pond Road - Ayr Road to Brant-Oxford Road)	2024-2030	8,000,000	-		8,000,000	400,000		7,600,000	5,244,000	2,356,000
11	Dundas St W King Edward Traffic Signals and Streetlights	2024-2030	775,000	-		775,000	75,000	25,000	675,000	465,750	209,250
12	St. George Road Capacity Improvements	2025-2030	4,300,000	-		4,300,000	430,000		3,870,000	2,670,300	1,199,700
13	Powerline Road Improvements	2024-2028	8,600,000	-		8,600,000	1,290,000		7,310,000	5,043,900	2,266,100



Table 5-7 (Continued)
Infrastructure Cost Included in the Development Charges Calculation
Services Related to a Highway – Roads and Related

Prj. No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 69%	Non-Residential Share 31%
	2024-2051										
14	Oak Park/Paris Road Intersection Improvements - Roundabout	2024-2027	2,500,000	-		2,500,000	375,000		2,125,000	1,466,250	658,750
15	Bethel Road - Folsetter Drive to Cleaver Road	2034	2,500,000	-		2,500,000	1,250,000		1,250,000	862,500	387,500
16	Bethel Road - Cleaver Road to Bishopsgate Road	2034	2,500,000	-		2,500,000	1,250,000		1,250,000	862,500	387,500
17	Bendemere Road (Includes Intersection with Grand River St N)	2024-2026	4,700,000	-		4,700,000	127,700	3,200,000	1,372,300	946,887	425,413
18	Iarocci Blvd (Green Ln to Consolidated Dr)	2024	1,500,000	-		1,500,000	750,000		750,000	517,500	232,500
19	Curtis Ave South Reconstruction	2024-2030	1,500,000	-		1,500,000	375,000		1,125,000	776,250	348,750
20	Oak Park/Powerline Road Intersection (County Portion of City of Brantford Project)	2024-2028	2,500,000	-		2,500,000	375,000		2,125,000	1,466,250	658,750
21	Phelps Rd/Cockshutt/County Rd 18 - intersection improvement	2024-2030	2,500,000	-		2,500,000	1,250,000		1,250,000	862,500	387,500
22	Powerline Rd/Bishopsgate Rd - intersection improvement	2024-2029	2,500,000	-		2,500,000	375,000		2,125,000	1,466,250	658,750
23	Dundas St E/Paris Rd - intersection improvement	2024-2030	3,000,000	-		3,000,000	450,000		2,550,000	1,759,500	790,500
24	Cockshutt Rd/Burtch Rd - intersection improvement	2024-2032	1,500,000	-		1,500,000	750,000		750,000	517,500	232,500
25	Cainsville Intersection Improvement (18 & Colbourne)	2024-2027	4,000,000	-		4,000,000	1,000,000		3,000,000	2,070,000	930,000
26	Hwy 24 & German School Rd. Intersection Improvements	2029-2039	2,000,000	-		2,000,000	150,000	1,000,000	850,000	586,500	263,500



Table 5-7 (Continued)
Infrastructure Cost Included in the Development Charges Calculation
Services Related to a Highway – Roads and Related

Prj. No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 69%	Non-Residential Share 31%
	2024-2051										
27	Hwy 5 and 24 Intersection Improvements	2031	4,000,000	-		4,000,000	300,000	2,000,000	1,700,000	1,173,000	527,000
28	Provision for Additional Sidewalks/Multi-Use Paths	2024-2030	1,000,000	-		1,000,000	-		1,000,000	690,000	310,000
29	Rest Acres Road Widening Growth Related Principal	2025-2045	5,759,405	-		5,759,405	-		5,759,405	3,973,989	1,785,416
30	Rest Acres Road Widening Discounted Growth Related Interest	2025-2045	1,468,219	-		1,468,219	-		1,468,219	1,013,071	455,148
31	Rest Acres Rd/Hutchings Roundabout Growth Related Principal	2025-2045	1,392,768	-		1,392,768	-		1,392,768	961,010	431,758
32	Rest Acres Rd/Hutchings Roundabout Discounted Growth Related Interest	2025-2045	355,052	-		355,052	-		355,052	244,986	110,066
33	King Edward St Improvements at Falkland Growth Related Principal	2025-2045	1,459,459	-		1,459,459	-		1,459,459	1,007,027	452,432
34	King Edward St Improvements at Falkland Discounted Growth Related Interest	2025-2045	372,053	-		372,053	-		372,053	256,717	115,336
	Reserve Fund Adjustment			-		-	9,289,759		(9,289,759)	(6,409,934)	(2,879,825)
	Total		172,646,615	-	-	172,646,615	38,264,959	15,575,000	118,806,656	81,976,593	36,830,063



5.3.2 Fire Services

The County currently operates its fire services from several locations, which equates to a combined total of 62,839 sq.ft. of facility space. Over the historical 15-year period the County provided 1.43 sq.ft. of facility space per capita, which equates to an investment of \$1,134 per capita. Based on the anticipated growth over the forecast period, this level of service provides the County with a maximum D.C.-eligible amount for recovery of \$17.71 million related to fire facility space.

The fire department has a current inventory of 42 vehicles. Over the historical 15-year period the County has provided an average level of investment of \$496 per capita. Based on the average level of service the total D.C.-eligible amount for fire vehicles over the forecast period is approximately \$7.74 million.

The fire department utilizes fire equipment and gear with a total replacement cost of approximately \$7.52 million. Over the historical 15-year period the County provided an average level of investment of \$154 per capita. This results in a D.C.-eligible amount of approximately \$2.41 million for small equipment and gear over the forecast period to 2051.

In total, the County is eligible to collect approximately \$27.86 million for fire services.

The County has identified the need for additional facility space including three (3) stations, a provision for upgrading the existing facilities, various new vehicles and equipment for the new facilities, and the outstanding growth-related principal and interest costs related to the Cainsville Fire Hall construction. The total gross capital cost of these projects is estimated to be approximately \$38.86 million. The existing reserve fund deficit of approximately \$0.47 million has also been included for recovery. Of the total gross capital cost, approximately \$18.01 million is deducted for the amount that benefits existing development. The resulting total net growth-related capital costs included in the D.C. calculations is approximately \$21.32 million.

These costs are shared between residential and non-residential growth based on the population to employment ratio over the forecast period to 2051. This results in 69% of the costs being allocated to residential development and 31% being allocated to non-residential development.



Table 5-9
Infrastructure Cost Included in the Development Charges Calculation
Fire Services

Prj. No	Increased Service Needs Attributable to Anticipated Development 2024-2051	Timing (year)	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 69%	Non- Residential Share 31%
	Facilities										
1	Paris North Station	2024-2025	5,300,000	-		5,300,000	-		5,300,000	3,657,000	1,643,000
2	Paris South Station	2033-2035	15,800,000	-		15,800,000	13,544,100		2,255,900	1,556,571	699,329
3	New Airport Fire Station	2026-2027	4,300,000	-		4,300,000	2,082,700		2,217,300	1,529,937	687,363
4	Provision for Upgrading Current Facilities	2024-2051	2,000,000	-		2,000,000	1,000,000		1,000,000	690,000	310,000
	Vehicles										
5	Provision for Additional Vehicles	2024-2031	1,070,000	-		1,070,000	-		1,070,000	738,300	331,700
6	Aerial - Cainsville	2028	1,400,000	-		1,400,000	-		1,400,000	966,000	434,000
7	Fire Administration Van	2024	57,000	-		57,000	-		57,000	39,330	17,670
8	Passenger Van / Light Rescue	2024	229,000	-		229,000	-		229,000	158,010	70,990
9	Pumper	2024	800,000	-		800,000	-		800,000	552,000	248,000
10	Pumper Tanker	2024	600,000	-		600,000	-		600,000	414,000	186,000
11	Pumper	2031-2040	800,000	-		800,000	-		800,000	552,000	248,000
12	Tanker	2031-2040	600,000	-		600,000	-		600,000	414,000	186,000
13	Aerial - Paris North/ St. George	2031-2040	2,600,000	-		2,600,000	-		2,600,000	1,794,000	806,000
14	Pick up	2041	80,000	-		80,000	-		80,000	55,200	24,800
15	SUV	2041	80,000	-		80,000	-		80,000	55,200	24,800
16	Pumper / Tanker - Paris South	2024	600,000	-		600,000	460,000		140,000	96,600	43,400
17	Pumper / Tanker - Burford	2024	600,000	-		600,000	460,000		140,000	96,600	43,400
18	Pumper / Tanker - St George	2027	600,000	-		600,000	460,000		140,000	96,600	43,400



Table 5-9 (Continued)
Infrastructure Cost Included in the Development Charges Calculation
Fire Services

Prj. No	Increased Service Needs Attributable to Anticipated Development 2024-2051	Timing (year)	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 69%	Non- Residential Share 31%
	Equipment										
19	Provision for Additional Equipment	2024-2031	214,000	-		214,000	-		214,000	147,660	66,340
20	RIT Pack	2025	4,800	-		4,800	-		4,800	3,312	1,488
21	Bunker Gear	2024-2025	198,000	-		198,000	-		198,000	136,620	61,380
22	SCBA Packs	2024-2025	142,500	-		142,500	-		142,500	98,325	44,175
23	SCBA Masks	2024-2025	12,000	-		12,000	-		12,000	8,280	3,720
24	SCBA Bottles	2024-2025	54,000	-		54,000	-		54,000	37,260	16,740
25	2 Defib	2024-2051	8,200	-		8,200	-		8,200	5,658	2,542
26	1 Auto Ex - eDraulics - set tools	2024-2051	75,000	-		75,000	-		75,000	51,750	23,250
27	2 Thermal Camera - NFPA Compliant	2024-2051	29,200	-		29,200	-		29,200	20,148	9,052
28	1 Thermal Camera - FLIR	2024-2051	2,500	-		2,500	-		2,500	1,725	775
29	2 PPv Fans	2024-2051	12,000	-		12,000	-		12,000	8,280	3,720
30	2 Gas Monitors - CO, HCN, Multigas	2024-2051	2,800	-		2,800	-		2,800	1,932	868
31	2 Large Generators	2024-2051	8,000	-		8,000	-		8,000	5,520	2,480
32	1 Small Generators	2024-2051	3,400	-		3,400	-		3,400	2,346	1,054
33	1 Chain Saw	2024-2051	1,300	-		1,300	-		1,300	897	403
34	2 Ventilation Saws/Rotary Saws	2024-2051	7,000	-		7,000	-		7,000	4,830	2,170



Table 5-9 (Continued)
Infrastructure Cost Included in the Development Charges Calculation
Fire Services

Prj. No	Increased Service Needs Attributable to Anticipated Development 2024-2051	Timing (year)	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 69%	Non- Residential Share 31%
35	12 Nozzles	2024-2051	19,200	-		19,200	-		19,200	13,248	5,952
36	Fire Hose - 100 mm (25 lengths)	2024-2051	25,000	-		25,000	-		25,000	17,250	7,750
37	Fire Hose - 65 mm (15 lengths)	2024-2051	9,000	-		9,000	-		9,000	6,210	2,790
38	Fire Hose - 38/45 mm (36 lengths)	2024-2051	10,800	-		10,800	-		10,800	7,452	3,348
39	1 Portable Pump	2024-2051	10,000	-		10,000	-		10,000	6,900	3,100
40	Communications - 12 pagers	2024-2051	11,760	-		11,760	-		11,760	8,114	3,646
41	Communications - 22 radios and mics	2024-2051	41,800	-		41,800	-		41,800	28,842	12,958
	Debt										
42	Fire Hall Construction Cainsville Debenture - Principal	2024-2048	341,432	-		341,432	-		341,432	235,588	105,844
43	Fire Hall Construction Cainsville Debenture - Interest	2024-2048	105,123	-		105,123	-		105,123	72,535	32,588
	Reserve Fund Adjustment		466,715	-		466,715	-		466,715	322,034	144,682
	Total		39,331,530	-	-	39,331,530	18,006,800	-	21,324,730	14,714,064	6,610,666



5.4 Service Levels and Urban Long-term Capital Costs for the County of Brant's D.C. Calculation

This section evaluates the development-related capital requirements for water services, wastewater services, and stormwater services over a County-wide urban long-term planning period from 2024 to 2051.

5.4.1 Water Services

Based on the anticipated growth forecast, a number of water projects have been identified to service developments throughout the County. For water services, the capital program identified by the County includes updated carryover projects from the 2019 D.C. study, and other projects identified by staff (e.g. watermain expansions and upgrades, etc.).

The total gross capital cost for capital projects is approximately \$109.57 million. Additionally, the existing reserve fund deficit of approximately \$0.52 million has also been included for recovery. With respect to deductions, the following adjustments have been made:

- \$15.18 million to recognize the benefit to the existing community;
- \$10.13 million to recognize the post period benefit; and
- \$1.49 million related to grants, subsidies and other contributions.

Therefore, the net growth-related capital cost of \$83.28 million is being included in the D.C. calculations.

These costs for water services are shared between residential and non-residential growth based on the population to employment ratio over the urban long-term 2051 forecast period for water serviced developments. This results in 66% of the costs being allocated to residential development and 34% being allocated to non-residential development.



Table 5-11
Infrastructure Cost Included in the Development Charges Calculation
Water Services

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 66%	Non-Residential Share 34%
	2024-2051 (Water Only)										
1	Upgrade watermain Grand River St. North (Paris Links Road to Woodslee Ave.)	2024	2,500,000	-		2,500,000	875,000		1,625,000	1,072,500	552,500
2	Additional Water source for Paris	2035	10,000,000	-		10,000,000	-		10,000,000	6,600,000	3,400,000
3	Gilbert Well Field Increased Capacity	2025-2028	850,000	-		850,000	85,000		765,000	504,900	260,100
4	Gilbert Well Field Debenture (Principal)	2024-2031	2,085,291	-		2,085,291	-		2,085,291	1,376,292	708,999
5	Gilbert Well Field Debenture (Discounted Interest)	2024-2031	233,843	-		233,843	-		233,843	154,336	79,507
6	Bethel Well Supply and Elevated Storage Paris Zone 1 Debt (Principal)	2024-2037	1,129,465	-		1,129,465	-		1,129,465	745,447	384,018
7	Bethel Well Supply and Elevated Storage Paris Zone 1 Debt (Discounted Interest)	2024-2037	130,880	-		130,880	-		130,880	86,381	44,499
	St George										
8	New source of water / increase PTTW for existing wells, St. George & Additional Storage	2027	9,600,000	-		9,600,000	960,000		8,640,000	5,702,400	2,937,600
9	Hwy 5 transmission watermain	2024	4,500,000	-		4,500,000	225,000		4,275,000	2,821,500	1,453,500
10	Zone 1 Looping to German School Road (PRVs)	2029	1,000,000	-		1,000,000	50,000		950,000	627,000	323,000
	Other										
11	Willow St. Watermain Principal	2024-2039	508,709	-		508,709	-		508,709	335,748	172,961
12	Willow St. Watermain Discounted Interest	2024-2039	34,826	-		34,826	-		34,826	22,985	11,841
12	Airport Water Upgrades Debenture - Principal	2024-2048	2,056,764	-		2,056,764	-		2,056,764	1,357,464	699,300
13	Airport Water Upgrades Debenture - Interest	2024-2048	633,251	-		633,251	-		633,251	417,946	215,305



Table 5-11 (Continued)
Infrastructure Cost Included in the Development Charges Calculation
Water Services

Prj.No	Increased Service Needs Attributable to Anticipated Development 2024-2051 (Water Only)	Timing (year)	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 66%	Non-Residential Share 34%
14	Cainsville Watermain Upgrade, Phase 1, WM-001	2025	2,200,000	-		2,200,000	836,000	1,364,000	-	-	-
15	Cainsville Watermain Upgrade, Phase 2, WM-002 and WM-003	2027	4,900,000	-		4,900,000	1,862,000		3,038,000	2,005,080	1,032,920
16	Cainsville Watermain Upgrade, Phase 3, WM-004, WM-005, WM-006	2028	4,000,000	-		4,000,000	1,520,000		2,480,000	1,636,800	843,200
17	Cainsville Standpipe and Booster Pumping Station	2026	3,400,000	-		3,400,000	-		3,400,000	2,244,000	1,156,000
18	Equipment for New Staff	2024-2051	140,000	-		140,000	-		140,000	92,400	47,600
19	Zone 1 to 3 Transmission Watermain (Broadway/West River)	2024	5,000,000	-		5,000,000	750,000		4,250,000	2,805,000	1,445,000
20	Bethel Road Extension from 150m East of Rest Acres to Pottruff	2024	1,500,000	-		1,500,000	-		1,500,000	990,000	510,000
21	Upgrades Grand River Street North from Paris Links Road to PRV	2025	2,000,000	-		2,000,000	300,000		1,700,000	1,122,000	578,000
22	Upgrades Grand River Street North from PRV to William Street	2025	4,000,000	-		4,000,000	600,000		3,400,000	2,244,000	1,156,000
23	Upgrades Grand River Street North from William Street to Dundas Street/Ball)	2026	6,000,000	-		6,000,000	900,000		5,100,000	3,366,000	1,734,000
24	Green Lane Watermain from Dundas East to 370m south of East River Rd	2026	2,790,000	-		2,790,000	279,000		2,511,000	1,657,260	853,740
25	King Edward Street Watermain Upsizing/Upgrade - Hanlon to Rest Acres	2028	890,000	-		890,000	89,000		801,000	528,660	272,340
26	403 Crossing (Pottruff Road Area)	2025	4,500,000	-		4,500,000	1,125,000		3,375,000	2,227,500	1,147,500
27	Zone 3 Trunk Watermain upgrades (Dundas St W from M. Sharpe Res. To King Edward)	2024	800,000	-		800,000	120,000		680,000	448,800	231,200



Table 5-11 (Continued)
Infrastructure Cost Included in the Development Charges Calculation
Water Services

Prj.No	Increased Service Needs Attributable to Anticipated Development 2024-2051 (Water Only)	Timing (year)	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 66%	Non-Residential Share 34%
28	Zone 1 to 3 Transmission Watermain upgrades on Laurel Street, Dundas St W	2024	850,000	-		850,000	127,500		722,500	476,850	245,650
29	Other Trunk Main Upgrades (exact details depend on Brantford or North Paris Source)	2035	12,065,000	-		12,065,000	1,809,800		10,255,200	6,768,432	3,486,768
30	Zone 1 to 3 Transmission Watermain (Main St, M. Sharpe to Grand River St S)	2024-2026	3,000,000	-		3,000,000	450,000		2,550,000	1,683,000	867,000
31	Dundas St. E Transmission Watermain (CN to Paris Rd)	2024	1,500,000	-		1,500,000	750,000		750,000	495,000	255,000
32	Iarocci Blvd (Green Ln to Consolidated Dr)	2024	600,000	-		600,000	-		600,000	396,000	204,000
33	Airport Water Distribution System Upgrades	2025-2028	2,500,000	-		2,500,000	625,000		1,875,000	1,237,500	637,500
34	Forced Rd Reconstruction (Oakhill to Colborne St W)	2024-2026	500,000	-		500,000	125,000	125,000	250,000	165,000	85,000
35	Silver Street Reconstruction - Market to GRSN	2027-2030	2,060,000	-		2,060,000	721,000		1,339,000	883,740	455,260
36	Zone 3 Elevated Tank Growth Related Principal	2025-2045	5,595,050	-		5,595,050	-		5,595,050	3,692,733	1,902,317
37	Zone 3 Elevated Tank Discounted Growth Related Interest	2025-2045	1,426,320	-		1,426,320	-		1,426,320	941,372	484,949
38	Grand River St N - Watermain Upgrades Discounted Growth-Related Interest	2028-2048	1,087,107	-		1,087,107	-		1,087,107	717,491	369,616
39	Provision for Oversizing Watermains	2025-2051	1,000,000	-		1,000,000	-		1,000,000	660,000	340,000
	Post Period Adjustment			10,129,739		(10,129,739)	-		(10,129,739)	(6,685,628)	(3,444,111)
	Reserve Fund Adjustment		518,340	-		518,340	-		518,340	342,105	176,236
	Total		110,084,847	10,129,739	-	99,955,108	15,184,300	1,489,000	83,281,808	54,965,993	28,315,815



5.4.2 Wastewater Services

The wastewater capital program is primarily based on carryover projects from the 2019 D.C. study, with a few additions identified by staff. These projects include the St. George and Paris wastewater treatment plant expansions, sewer upgrades, new sewer mains, debt recovery, etc. The total gross capital cost for the capital projects is approximately \$273.12 million. With respect to deductions, the following adjustments have been made:

- \$58.76 million to recognize the benefit to existing developments;
- \$57.39 million for post period benefit;
- \$5.22 million to recognize the reserve fund surplus balance; and
- \$54.56 million for grants, subsidies and other contributions.

Therefore, the net growth-related capital cost of \$97.18 million is being included in the D.C. calculations.

These costs for wastewater services are shared between residential and non-residential growth based on the population to employment ratio over the urban long-term 2051 forecast period. This results in 66% of the costs being allocated to residential development and 34% being allocated to non-residential development.



Table 5-12
Infrastructure Cost Included in the Development Charges Calculation
Wastewater Services

Prj.No	Increased Service Needs Attributable to Anticipated Development 2024-2051 (Full Services)	Timing (year)	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 66%	Non-Residential Share 34%
1	New & upgrades to sanitary sewers on Grand River Street North(Grand River Street North Pumping Station to Hartley Ave)	2024	3,100,000	-		3,100,000	1,085,000	351,000	1,664,000	1,098,240	565,760
2	Grand River St N - New & Upgrades to Sanitary Sewer Discounted Growth-Related Interest	2028-2048	297,151	-		297,151	-		297,151	196,120	101,031
3	Willow St. SPS Debenture (Principal)	2024-2030	535,520	-		535,520	-		535,520	353,443	182,077
4	Willow St. SPS Debenture (Discounted Interest)	2024-2030	62,206	-		62,206	-		62,206	41,056	21,150
5	Upgrades sanitary sewer conveyance (Mile Hill Road Easement to WPCP)	2024	1,500,000	-		1,500,000	225,000		1,275,000	841,500	433,500
6	Upsizing on Race Street from Ball to WPCP	2024	1,500,000	-		1,500,000	150,000		1,350,000	891,000	459,000
7	Paris Wastewater Treatment Plant Expansion	2028	150,000,000	42,662,200		107,337,800	45,000,000		62,337,800	41,142,948	21,194,852
8	St. George Water Pollution Control Plant Expansion	2025-2028	59,693,000	10,200,000		49,493,000	4,938,600	35,000,000	9,554,400	6,305,904	3,248,496
9	Upgrades sanitary sewer conveyance system St. George - Treatment plant to Hawk St.	2025-2026	4,300,000	-		4,300,000	645,000		3,655,000	2,412,300	1,242,700
10	Upgrades sanitary sewer conveyance system St. George - Through Losani Development	2025-2026	900,000	-		900,000	30,000	700,000	170,000	112,200	57,800



Table 5-12 (Continued)
Infrastructure Cost Included in the Development Charges Calculation
Wastewater Services

Prj.No	Increased Service Needs Attributable to Anticipated Development 2024-2051 (Full Services)	Timing (year)	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 66%	Non-Residential Share 34%
11	Upgrades sanitary sewer conveyance system St. George - Beverly St. from Losani to Industrial Blvd.	2025-2026	1,800,000	-		1,800,000	270,000		1,530,000	1,009,800	520,200
12	St. George, South SPS and Forcemain	2032	7,100,000	-		7,100,000	-	6,100,000	1,000,000	660,000	340,000
13	St. George, Hwy 24 Servicing	2033-2040	600,000	-		600,000	90,000		510,000	336,600	173,400
14	Airport Sewage Treatment debt (Principal)	2024-2027	220,982	-		220,982	-		220,982	145,848	75,134
15	Airport Sewage Treatment debt (Discounted Interest)	2024-2027	8,020	-		8,020	-		8,020	5,293	2,727
16	Sanitary PS - Pottruff Rd/Bethel Rd	2025	7,330,000	-		7,330,000	1,832,500	1,832,500	3,665,000	2,418,900	1,246,100
17	Willow Street SPS Upgrades	2030	3,225,000	-		3,225,000	322,500		2,902,500	1,915,650	986,850
18	Cainsville Sanitary Servicing Upgrades/Extensions	2025-2030	2,500,000	-		2,500,000	375,000		2,125,000	1,402,500	722,500
19	Cainsville Main SPS, Forcemain and Lagoon Decommissioning/Re-purposing	2025	6,900,000	-		6,900,000	1,725,000		5,175,000	3,415,500	1,759,500
20	Cainsville South SPS and Forcemain	2026	9,800,000	-		9,800,000	-	9,800,000	-	-	-
21	Upgrades sanitary sewer conveyance (Creeden St/Main Street Area)	2024	640,000	-		640,000	64,000		576,000	380,160	195,840
22	Sewer from Existing Business Park SPS to New Business Park SPS	2025	3,263,600	-		3,263,600	1,631,800		1,631,800	1,076,988	554,812
23	King Edward Street Upsizing (Rest Acres to Hanlon)	2027	910,000	-		910,000	91,000		819,000	540,540	278,460



Table 5-12 (Continued)
Infrastructure Cost Included in the Development Charges Calculation
Wastewater Services

Prj.No	Increased Service Needs Attributable to Anticipated Development 2024-2051 (Full Services)	Timing (year)	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 66%	Non-Residential Share 34%
24	Nith River Siphon (Principal)	2024-2039	535,469	-		535,469	-		535,469	353,409	182,059
25	Nith River Siphon (Discounted Interest)	2024-2039	26,723	-		26,723	-		26,723	17,637	9,086
26	Iarocci Blvd (Green Ln to Consolidated Dr)	2024-2026	300,000	-		300,000	-	150,000	150,000	99,000	51,000
27	King Edward/Cleaver Road SPS & Forcemain	2029	2,500,000	-		2,500,000	-	625,000	1,875,000	1,237,500	637,500
28	Reconstruction parts of Ball St. and King Edward St.	2024	1,434,000	-		1,434,000	286,800		1,147,200	757,152	390,048
29	Provision for Oversizing Gravity Sewers	2025-2051	1,000,000	-		1,000,000	-		1,000,000	660,000	340,000
30	Paris Grand SPS	2025-2051	1,000,000	-		1,000,000	-		1,000,000	660,000	340,000
31	Equipment for New Staff	2024-2051	140,000	-		140,000	-		140,000	92,400	47,600
	Post Period Adjustment			4,531,093		(4,531,093)	-		(4,531,093)	(2,990,521)	(1,540,572)
	Reserve Fund Adjustment			-		-	5,222,809		(5,222,809)	(3,447,054)	(1,775,755)
	Total		273,121,671	57,393,293	-	215,728,378	63,985,009	54,558,500	97,184,869	64,142,014	33,042,855



5.4.3 Stormwater Services

The County has identified a number of stormwater related capital items to service the growth to 2051. The capital cost of these works is approximately \$5.93 million. Approximately \$0.13 million and \$3.28 million have been deducted to reflect the balance in the reserve fund, and the amount that benefits existing developments, respectively. The resulting net growth capital cost included in development charge is approximately \$2.52 million.

These costs for stormwater services are shared between residential and non-residential growth based on the population to employment ratio over the urban long-term 2051 forecast period. This results in 66% of the costs being allocated to residential development and 34% being allocated to non-residential development.



Table 5-13
Infrastructure Cost Included in the Development Charges Calculation
Stormwater Services

Prj.No	Increased Service Needs Attributable to Anticipated Development 2024-2051 (Full Services)	Timing (year)	Gross Capital Cost Estimate (2024\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 66%	Non- Residential Share 34%
1	Storm Management (Gurney Outlet)	2024-2025	602,000	-		602,000	30,100		571,900	377,454	194,446
2	King Edward Reconstruction - Dundas to RAR	2024-2027	175,000	-		175,000	-		175,000	115,500	59,500
3	Cainsville Stormwater Management Improvements	2026-2030	3,000,000	-		3,000,000	2,250,000		750,000	495,000	255,000
4	Burford Stormwater Management Improvements	2026-2030	2,000,000	-		2,000,000	1,000,000		1,000,000	660,000	340,000
5	Grand River St N - New & Upgrades to Storm Sewer Discounted Growth Related Interest	2028-2048	155,573	-		155,573	-		155,573	102,678	52,895
	Reserve Fund Adjustment		-	-		-	129,263		(129,263)	(85,313)	(43,949)
	Total		5,932,573	-	-	5,932,573	3,409,363	-	2,523,210	1,665,318	857,891



and institutional development respectfully, over the planning period to calculate a cost per sq.ft. of gross floor area.

Table 6-5 summarizes the total D.C. that is applicable for County-wide services and Table 6-6 summarizes the gross capital expenditures and sources of revenue for works to be undertaken during the life of the by-law.

Table 6-1
County of Brant
Development Charge Calculation
Urban area Services
Long-Term (2024 to 2051)

SERVICE/CLASS	2024\$ D.C.-Eligible Cost		2024\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.
	\$	\$	\$	\$
1. <u>Stormwater Drainage and Control Services</u>				
1.1 Channels, drainage and ponds	1,665,318	857,891	409	0.12
	1,665,318	857,891	409	0.12
2. <u>Wastewater Services</u>				
2.1 Treatment plants & Sewers	64,142,014	33,042,855	15,764	4.76
	64,142,014	33,042,855	15,764	4.76
TOTAL	65,807,332	33,900,747	16,173	4.88
D.C.-Eligible Capital Cost	65,807,332	\$33,900,747		
Urban Long-Term Gross Population/GFA Growth (sq.ft.)	12,549	6,953,500		
Cost Per Capita/Non-Residential GFA (sq.ft.)	\$5,244.07	\$4.88		
<u>By Residential Unit Type</u>	<u>P.P.U.</u>			
Single and Semi-Detached Dwelling	3.084	\$16,173		
Multiples	2.017	\$10,577		
Apartments - 2 Bedrooms +	2.122	\$11,128		
Apartments - Studio and 1 Bedroom	1.396	\$7,321		
Special Care/Special Dwelling Units	1.100	\$5,768		



Table 6-2
County of Brant
Development Charge Calculation
Urban area Services - Water
Long-Term (2024 to 2051)

SERVICE/CLASS	2024\$ D.C.-Eligible Cost		2024\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.
3. <u>Water Services</u>	\$	\$	\$	\$
3.1 Treatment, storage and distribution systems	54,965,993	28,315,815	12,410	3.70
	54,965,993	28,315,815	12,410	3.70
TOTAL	54,965,993	28,315,815	12,410	3.70
D.C.-Eligible Capital Cost	\$54,965,993	\$28,315,815		
Urban Long-Term (Water Only) Gross Population/GFA Growth (sq.ft.)	13,659	7,662,600		
Cost Per Capita/Non-Residential GFA (sq.ft.)	\$4,024.13	\$3.70		
<u>By Residential Unit Type</u>	<u>P.P.U.</u>			
Single and Semi-Detached Dwelling	3.084	\$12,410		
Multiples	2.017	\$8,117		
Apartments - 2 Bedrooms +	2.122	\$8,539		
Apartments - Studio and 1 Bedroom	1.396	\$5,618		
Special Care/Special Dwelling Units	1.100	\$4,427		



Table 6-3
County of Brant
Development Charge Calculation
County-wide Services
Long-Term (2024 to 2051)

SERVICE/CLASS	2024\$ D.C.-Eligible Cost		2024\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.
	\$	\$	\$	\$
4. <u>Services Related to a Highway</u>				
4.1 Roads and Related	81,976,593	36,830,063	14,077	4.48
4.2 Public Works (Facilities and Fleet)	2,187,645	982,855	376	0.12
	84,164,238	37,812,918	14,453	4.60
5. <u>Fire Protection Services</u>				
5.1 Fire facilities, vehicles & equipment	14,714,064	6,610,666	2,527	0.80
	14,714,064	6,610,666	2,527	0.80
6. <u>Policing Services</u>				
6.1 Facilities, vehicles and equipment, small equipment and gear	1,543,636	693,518	265	0.08
	1,543,636	693,518	265	0.08
TOTAL	100,421,937	45,117,102	17,245	5.48
D.C.-Eligible Capital Cost	\$100,421,937	\$45,117,102		
Long-Term Gross Population/GFA Growth (sq.ft.)	17,959	8,230,100		
Cost Per Capita/Non-Residential GFA (sq.ft.)	\$5,591.70	\$5.48		
By Residential Unit Type	P.P.U.			
Single and Semi-Detached Dwelling	3.084	\$17,245		
Multiples	2.017	\$11,278		
Apartments - 2 Bedrooms +	2.122	\$11,866		
Apartments - Studio and 1 Bedroom	1.396	\$7,806		
Special Care/Special Dwelling Units	1.100	\$6,151		



Table 6-4
County of Brant
Development Charge Calculation
County-wide Services
10-Year (2024 to 2034)

SERVICE/CLASS	2024\$ D.C.-Eligible Cost		2024\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.
	\$	\$	\$	\$
7. <u>Parks and Recreation Services</u>				
7.1 Park development, amenities, vehicles, equipment and recreation facilities	25,409,832	1,337,360	11,829	0.52
	25,409,832	1,337,360	11,829	0.52
8. <u>Library Services</u>				
8.1 Library facilities, materials and vehicles	4,603,812	242,306	2,143	0.10
	4,603,812	242,306	2,143	0.10
9. <u>Long-term Care Services</u>				
9.1 Facilities, vehicles and equipment	2,164,587	240,510	1,008	0.10
	2,164,587	240,510	1,008	0.10
10. <u>Ambulance</u>				
10.1 Ambulance facilities, vehicles and equipment	684,008	76,001	318	0.03
	684,008	76,001	318	0.03
11. <u>Waste Diversion</u>				
11.1 Waste diversion facilities, vehicles, equipment and other	547,795	3,862	255	0.01
	547,795	3,862	255	0.01
12. <u>Growth Studies</u>				
12.1 Growth Studies	1,663,323	590,077	774	0.23
	1,663,323	590,077	774	0.23
TOTAL	35,073,356	2,490,115	16,327	\$0.99
D.C.-Eligible Capital Cost	35,073,356	2,490,115		
10-Year Gross Population/GFA Growth (sq.ft.)	6.625	2,526,400		
Cost Per Capita/Non-Residential GFA (sq.ft.)	\$5,294	\$0.99		
By Residential Unit Type	P.P.U.			
Single and Semi-Detached Dwelling	3.084	\$16,327		
Multiples	2.017	\$10,678		
Apartments - 2 Bedrooms +	2.122	\$11,234		
Apartments - Studio and 1 Bedroom	1.396	\$7,391		
Special Care/Special Dwelling Units	1.100	\$5,824		



Table 6-5
County of Brant
Development Charge Calculation
Total All Services

	2024\$ D.C.-Eligible Cost		2024\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.
	\$	\$	\$	\$
Urban-wide Services Long-Term	65,807,332	33,900,747	16,173	4.88
Urban-wide (Water) Services Long-Term	54,965,993	28,315,815	12,410	3.70
County-wide Services Long-Term	100,421,937	45,117,102	17,245	5.48
County-wide Services/Class of Services 10-Year	35,073,356	2,490,115	16,327	0.99
TOTAL	256,268,619	109,823,778	62,155	15.05



Table 6-6
County of Brant
Gross Expenditure and Sources of Revenue Summary for Costs to be Incurred over the Life of the By-law

Service/Class	Total Gross Cost	Sources of Financing					
		Tax Base or Other Non-D.C. Source			Post D.C. Period Benefit	D.C. Reserve Fund	
		Other Deductions	Benefit to Existing	Other Funding		Residential	Non-Residential
1. Stormwater Drainage and Control Services							
1.1 Channels, drainage and ponds	5,823,672	0	3,280,100	0	0	1,678,757	864,814
2. Wastewater Services							
2.1 Treatment plants & Sewers	270,900,554	0	58,694,700	54,558,500	57,393,293	66,167,680	34,086,381
3. Water Services							
3.1 Treatment, storage and distribution systems	92,169,718	0	15,184,300	1,489,000	10,129,739	43,142,008	22,224,671
4. Services Related to a Highway							
4.1 Roads and Related	159,853,139	0	28,907,018	15,120,455	0	79,919,710	35,905,957
4.2 Public Works (Facilities and Fleet)	3,528,000	0	357,500	0	0	2,187,645	982,855
5. Fire Protection Services							
5.1 Fire facilities, vehicles & equipment	29,484,233	0	12,849,243	0	0	11,478,143	5,156,847
6. Policing Services							
6.1 Facilities, vehicles and equipment, small equipment and gear	992,239	0	0	0	0	684,645	307,594
7. Parks and Recreation Services							
7.1 Park development, amenities, vehicles, equipment and recreation facilities	156,794,505	0	22,977,600	50,000	98,047,900	33,933,054	1,785,950
8. Library Services							
8.1 Library facilities, materials and vehicles	53,115,542	0	21,753,800	5,000,000	19,883,940	6,153,911	323,890
9. Long-term Care Services							
9.1 Facilities, vehicles and equipment	27,870,000	6,184,534	0	19,280,370	0	2,164,587	240,510
10. Ambulance							
10.1 Ambulance facilities, vehicles and equipment	26,625,000	0	3,799,200	16,503,400	5,430,000	803,160	89,240
11. Waste Diversion							
11.1 Waste diversion facilities, vehicles, equipment and other	1,428,600	142,500	501,300	0	654,000	129,884	916
12. Growth Studies							
12.1 Growth Studies	3,330,000	175,000	680,600	0	0	1,822,443	651,957
Total Expenditures & Revenues	\$831,915,201	\$6,502,034	\$168,985,361	\$112,001,725	\$191,538,872	\$250,265,629	\$102,621,581



7.3.2 Determination of the Amount of the Charge

The following conventions be adopted:

- 1) Costs allocated to residential uses will be assigned to different types of residential units based on the average occupancy for each housing type constructed during the previous decade. Costs allocated to non-residential uses will be assigned based on the number of square feet of G.F.A. constructed for eligible uses (i.e., industrial, commercial, and institutional).
- 2) Costs allocated to residential and non-residential uses are based upon a number of conventions, as may be suited to each municipal circumstance, e.g.
 - for parks and recreation services and library services, a 5% non-residential attribution has been made to recognize use by the non-residential sector;
 - for ambulance services and long-term care services, a 90% residential/10% non-residential allocation has been made to recognize use by the non-residential sector;
 - for waste diversion services, a 99% residential/1% non-residential allocation has been made based on the allocation of waste diversion tonnage;
 - for growth studies, service-related ratios have been utilized to attribute the residential and non-residential costs for each study;
 - for services related to a highway – roads and related, public works (facilities and fleet), fire protection services, police services a 69% residential/31% non-residential attribution has been made based on a population vs. employment growth ratio over the long-term (2024 to 2051) forecast period; and
 - for water services, wastewater services, and stormwater services a 66% residential/34% non-residential attribution has been made based on a population vs. employment growth ratio over the urban long-term (2024 to 2051) forecast period.

7.3.3 Application to Redevelopment of Land (Demolition and Conversion)

In the case of the re-development involving the demolition and replacement of all or part of a building or structure:



- All County-wide services – the full residential and non-residential charge will be imposed on all lands within the County; and
- Water – the full residential and non-residential charge will be imposed on the urban water service areas of the County; and
- Wastewater and Stormwater – the full residential and non-residential charge will be imposed on the urban service areas of the County.

7.3.7 Indexing

Rates shall be adjusted, without amendment to the By-law, annually on November 1, in accordance with the Statistics Canada Quarterly, Non-Residential Building Construction Price Index (Table 18-10-0276-02).¹

7.4 Other D.C. By-law Provisions

It is recommended that:

7.4.1 Categories of Services for Reserve Fund and Credit Purposes

The County's D.C. collections are currently reserved in 11 separate reserve funds: Services Related to a Highway, Fire Protection Services, Policing Services, Parks and Recreation Services, Library Services, Ambulance, Waste Diversion, Growth Studies, Stormwater Drainage and Control Services, Wastewater Services, and Water Services.

Appendix D outlines the reserve fund policies that the County is required to follow as per the D.C.A.

7.4.2 By-law In-force Date

A by-law under the D.C.A. comes into force either on the day after which the by-law is passed or at a later date determined by Council.

¹ O. Reg. 82/98 referenced "The Statistics Canada Quarterly, Construction Price Statistics, catalogue number 62-007" as the index source. Since implementation, Statistics Canada has modified this index twice and the above-noted index is the most current. The draft by-law provided herein refers to O. Reg. 82/98 to ensure traceability should this index continue to be modified over time.



“Continue the D.C. approach to calculate the charges on a uniform County-wide basis for all services except water, wastewater, and stormwater;”

“Continue the D.C. approach to calculate the charges on an urban-area basis for water, wastewater, and stormwater services;”

“Approve the capital project listing set out in Chapter 5 of the D.C.s Background Study dated May 24 2024, as amended, subject to further annual review during the capital budget process;”

“Approve the D.C.s Background Study dated May 24, 2024, as amended by Addendum #1 dated June 20, 2024, and Addendum #2 dated October 7, 2024;”

“Determine that no further public meeting is required;” and

“Approve the D.C. By-law as set out in Appendix G.”



Table C-2
County of Brant
Operating and Capital Expenditure Impacts for Future Capital Expenditures

SERVICE/CLASS OF SERVICE	GROSS COST LESS BENEFIT TO EXISTING	ANNUAL LIFECYCLE EXPENDITURES	ANNUAL OPERATING EXPENDITURES	TOTAL ANNUAL EXPENDITURES
1. Stormwater Drainage and Control Services				
1.1 Channels, drainage and ponds	2,523,210	135,354	242,182	377,536
2. Wastewater Services				
2.1 Treatment plants & Sewers	209,136,662	11,418,585	1,112,337	12,530,922
3. Water Services				
3.1 Treatment, storage and distribution systems	94,900,547	4,257,990	2,251,722	6,509,712
4. Services Related to a Highway				
4.1 Roads and Related	134,381,656	6,652,695	5,406,641	12,059,336
4.2 Public Works (Facilities and Fleet)	3,170,500	285,083	3,333,745	3,618,828
5. Fire Protection Services				
5.1 Fire facilities, vehicles & equipment	21,324,730	1,366,647	1,637,621	3,004,268
6. Policing Services				
6.1 Facilities, vehicles and equipment, small equipment and gear	4,787,153	155,496	2,564,999	2,720,495
7. Parks and Recreation Services				
7.1 Park development, amenities, vehicles, equipment and recreation facilities	126,434,392	9,415,777	1,355,401	10,771,178
8. Library Services				
8.1 Library facilities, materials and vehicles	31,084,418	1,743,046	333,997	2,077,043
9. Long-term Care Services				
9.1 Facilities, vehicles and equipment	27,870,000	1,214,550	571,971	1,786,521
10. Ambulance				
10.1 Ambulance facilities, vehicles and equipment	22,693,409	1,481,306	2,357,973	3,839,279
11. Waste Diversion				
11.1 Waste diversion facilities, vehicles, equipment and other	1,348,156	67,591	164,253	231,844
Total	679,654,833	38,194,120	21,332,842	59,526,962



E.2 Stormwater Management

The costs of the following items shall be direct developer responsibilities as a local service:

- a. Stormwater facilities for quality and/or quantity management, including downstream erosion works, inclusive of land and all associated infrastructure, such as landscaping and perimeter fencing – direct developer responsibility under s. 59 of the D.C.A. (as a local service). The County may be involved in some cost sharing agreements.
- b. Erosion works, inclusive of all restoration requirements, related to a development application – direct developer responsibility under s. 59 of the D.C.A. (as a local service).
- c. Storm sewer systems and drainage works that are required for a specific development, either internal or external to the area to which the plan relates – direct developer responsibility under s. 59 of the D.C.A. (as a local service).

The costs of the following items shall be paid through D.C.s:

- d. Monitoring works and over-sizing cost of stormwater facilities only for projects identified as County projects in the background study – included in the D.C. calculation consistent with the D.C.A., s. 5 (1).
- e. Note: for stormwater minimum pipe sizes, refer to section E.

E.3 Parkland Development

E.3.1 Recreational Trails

- a. Recreational trails (primary, secondary, and tertiary as defined in the Trails Master Plan) that do not form part of the municipality's active transportation network, and their associated infrastructure (landscaping, bridges, trail surface, etc.) – included in the area municipal parkland D.C. calculation.
- b. Brant County should, where possible, consider agreements providing for D.C. credits in exchange for developer-build parks and trails as a strategy to support the earlier development of parks and trails in new development areas. The



recommended guidelines, standards and procedures for park design and development in the Recreation Master Plan and Trail Master Plan should be applied.

E.3.2 Parkland

- a. Parkland Development for Community Parks, Destination Parks, Neighbourhood Parks – direct developer responsibility to provide at base condition, based upon the County's Engineering Design Standards, and may include, but not limited to:
- Clearing and grubbing. Tree removals as per any required tree preservation and removals plan;
 - Installation of required municipal services and utilities;
 - Rough grading (pre-grading) to allow for positive drainage of the park, with minimum slopes of 2%. If necessary, this may include some minor drainage tile work and grading as per the overall subdivision grading design complete with any required swales or catch basins. Runoff from the development property shall not drain into the park unless approved by the County;
 - Spreading of topsoil to a minimum 150 mm depth (import topsoil if existing on-site is insufficient to reach required depth);
 - Seeding of site with municipality-approved seed mix. Maintenance of seed until acceptance by the municipality;
 - Parks shall be free of any contaminated soil or subsoil as defined in Part XV.1 of the Environmental Protection Act;
 - Parks shall not be mined for fill;
 - Parks shall be conveyed free and clear of all encumbrances;
 - 100% of 1.5 m black vinyl chain link perimeter fencing to the municipal standard to separate the development lands from the municipal lands or lands to be dedicated to the municipality, unless the perimeter fencing is on land that will be dedicated to the municipality to fulfil the requirement of parkland dedication under the Planning Act, in which case the cost shall be shared 50/50;
 - The park block shall not be used for topsoil or other construction material, equipment storage, or sales pavilions; and



- Required heritage features within the park as set out within the Planning Act approval conditions.
- b. Program facilities, amenities, and furniture, within parkland – included in the D.C. calculation.

E.3.3 Landscape Buffer Blocks, Features, Berms, Grade Transition Areas, Walkway Connections to Adjacent Arterial Roads, Open Space Parks, etc.

- a. The cost of developing all landscape buffer blocks, landscape features, berms, grade transition areas, walkway connections to adjacent arterial roads, open space parks and other remnant pieces of land conveyed to the municipality – direct developer responsibility as a local service. Such costs include but are not limited to:
 - Pre-grading, sodding or seeding, supply and installation of amended topsoil (to the municipality's required depth), landscape features, perimeter fencing and amenities and all planting; and
 - Perimeter fencing to the municipal standard located on the public property side of the property line adjacent land uses as directed by the municipality.

E.4 Natural Heritage System (N.H.S.)

N.H.S. includes engineered and in situ stream corridors, natural buffers for woodlots, wetland remnants, etc., as well as subwatersheds or other pertinent study within the boundaries of the municipality.

Direct developer responsibility as a local service provision, including but not limited to the following:

- a. Habitat protection, riparian planting and landscaping requirements (as required by the municipality, Conservation Authority or other authorities having jurisdiction) as a result of creation of, or construction within in the N.H.S. and associated buffers.
- b. Perimeter fencing of the N.H.S. to the municipal standard located on the public property side of the property line adjacent land uses (residential, industrial, commercial) as required by the municipality.



made a concerted effort to integrate the A.M.P. with financial planning and municipal budgeting and are making full use of all available infrastructure financing tools.

Commensurate with the above, the County prepared an A.M.P. in 2023 for its existing assets; however, it did not take into account future growth-related assets for all services included in the D.C. calculations. As a result, the asset management requirement for the D.C. must be undertaken in the absence of this information.

In recognition to the schematic above, the following table (presented in 2024 \$) has been developed to provide the annualized expenditures and revenues associated with new growth. Note that the D.C.A. does not require an analysis of the non-D.C. capital needs or their associated operating costs so these are omitted from the table below. As well, as all capital costs included in the D.C.-eligible capital costs are not included in the County's A.M.P., the present infrastructure gap and associated funding plan have not been considered at this time. Hence the following does not represent a fiscal impact assessment (including future tax/rate increases) but provides insight into the potential affordability of the new assets:

1. The non-D.C. recoverable portion of the projects that will require financing from municipal financial resources (i.e., taxation, rates, fees, etc.). This amount has been presented on an annual debt charge amount based on 20-year financing.
2. Lifecycle costs for the 2024 D.C. capital works have been presented based on a sinking fund basis. The assets have been considered over their estimated useful lives.
3. Incremental operating costs for the D.C. services (only) have been included.
4. The resultant total annualized expenditures are approximately \$85.50 million.
5. Consideration was given to the potential new taxation and user fee revenues which will be generated as a result of new growth. These revenues will be available to finance the expenditures above. The new operating revenues are approximately \$38.79 million. This amount, totalled with the existing operating revenues of approximately \$139.88 million, provides annual revenues of approximately \$178.67 million by the end of the period.



6. In consideration of the above, the capital plan is deemed to be financially sustainable.

County of Brant
Asset Management – Future Expenditures and Associated Revenues
2024\$

Asset Management - Future Expenditures and Associated Revenues	20 Year
Expenditures (Annualized)	
Annual Debt Payment on Non-Growth Related Capital ¹	\$12,784,130
Annual Debt Payment on Post Period Capital ²	\$13,188,638
Annual Lifecycle	\$38,194,120
Incremental Operating Costs (for D.C. Services)	\$21,332,842
Total Expenditures	\$85,499,730
Revenue (Annualized)	
Total Existing Revenue ³	\$139,878,317
Incremental Tax and Non-Tax Revenue (User Fees, Fines, Licences, etc.)	\$38,786,708
Total Revenues	\$178,665,025

¹ Non-Growth Related component of Projects

² Interim Debt Financing for Post Period Benefit

³ As per Sch. 10 of FIR



Appendix G

Proposed D.C. By-Law



Appendix G: Proposed D.C. By-Law

By-law Number _____

- of -

The Corporation of the County of Brant

Being a by-law of the Corporation of the County of Brant with respect to development charges.

WHEREAS section 2(1) of the *Development Charges Act, 1997* (hereinafter called "the Act") enables the Council of a municipality to pass by-laws for the imposition of development charges against land located in the municipality for increased capital costs required because of the need for services arising from development in the area to which the by-law applies;

AND WHEREAS the Council of the Corporation of the County of Brant (hereinafter called "the Council"), at its public meeting of June 25, 2024, approved a report dated May 24, 2024 entitled "County of Brant, 2024 Development Charge Background Study", which was prepared by Watson & Associates Economists Ltd., as amended June 20, 2024, and October 7, 2024;

AND WHEREAS the Council has given Notice in accordance with Section 12 of the *Development Charges Act, 1997* of its development charge proposal and held a public meeting on June 25, 2024;

AND WHEREAS the Council has heard all persons who applied to be heard in objection to, or in support of, the development charge proposal at such public meeting;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE COUNTY OF BRANT HEREBY enacts as follows:

1. In this by-law,

DEFINITIONS



- (1) "Act" means the *Development Charges Act, 1997*, c.27;
- (2) "accessory" use means a use of land, building or structures, which is incidental and subordinate to the principal use of the lands, buildings or structures;
- (3) "affordable residential unit" means a Dwelling Unit that meets the criteria set out in subsection 4.1 (2) or 4.1(3) of the Act.
- (4) "apartment dwelling" means any residential dwelling unit within a building containing five or more dwelling units where the residential units are connected by an interior corridor, and includes a stacked townhouse;
- (5) "attainable residential unit" means a Dwelling Unit that meets the criteria set out in subsection 4.1(4) of the Act.
- (6) "back-to-back townhouse" means a building where each dwelling unit is divided vertically by common walls, including a common rear wall and common side wall, and has an independent entrance to the dwelling unit from the outside accessed through the front yard, side yard or exterior side yard and does not have a rear yard;
- (7) "bedroom" means a habitable room larger than seven square metres, including a den, study or other similar area, but does not include a living room, dining room or kitchen;
- (8) "board of education" means a board defined in s.s.1(1) of the *Education Act*;
- (9) "Building Code Act" means the *Building Code Act*, S.O. 1992, ch.23, amended;
- (10) "cannabis" Shall mean a genus of flowering plants in the family Cannabaceae. Synonyms include, but are not limited to, marijuana and marihuana. This definition does not include the industrial or agricultural production of hemp (a source of foodstuffs (hemp milk, hemp seed, hemp oil), fiber and biofuels);



- (11) “cannabis production and processing” Shall mean lands, buildings, or structures used for the production, processing, testing, destroying, packaging, storage and/or shipping of cannabis authorized by an issued license or registration by the federal Minister of Health, pursuant to the Access to Cannabis for Medical Purposes Regulations, SOR/2016-230, to the Controlled Drugs and Substances Act, SC 1996, c 19, and the Cannabis Act, S.C. 2018, c. 16, as amended from time to time, or any successors thereto;
- (12) "capital cost" shall have the same meaning as described in Section 5 of the *Development Charges Act, 1997*, as amended;
- (13) “class” means a grouping of services combined to create a single service for the purposes of this by-law and as provided in section 7 of the Act;
- (14) "council" means the Council of the Corporation of the County of Brant;
- (15) "development" means the construction, erection or placing of one or more buildings or structures on land or the making of an addition or alteration to a building or structure that has the effect of increasing the size or usability thereof, and includes redevelopment;
- (16) "development charge" means a charge imposed against land in the municipality under this by-law;
- (17) "duplex dwelling" means a building other than a converted dwelling that is divided horizontally into two (2) separate dwelling units each of which has an independent entrance either directly from the outside or through a common entrance;
- (18) "dwelling unit" means any part of a building or structure used, designed or intended to be used as a domestic establishment in which one or more persons may sleep and are provided with culinary and sanitary facilities for their exclusive use;
- (19) "existing industrial building" means a building or structure in existence for the purpose of industrial use as per the County of Brant zoning by-law and or which occupancy has been granted for such building;



- (20) "farm building" means that part of a bona fide farming operation encompassing barns, silos and other ancillary development to an agricultural use, but excluding a residential use;
- (21) "farm bunk house" means a temporary dwelling used for the housing of seasonal farm workers which is intended not to be used year-round and not used as a permanent residence and includes a communal kitchen, bathrooms and sleeping facilities and may include a mobile home.
- (22) "garden suite" means a one-unit detached residential structure containing bathroom and kitchen facilities that is ancillary to an existing residential structure and that is designed to be portable;
- (23) "grade" means the average level of finished ground adjoining a building or structure at all exterior walls;
- (24) "gross floor area" means the total area of all floors above grade measured between the outside surfaces of the exterior walls or between the outside surfaces of exterior walls and the centre line of firewalls, this also includes the floor areas of covered roofs, canopies, decks, walkways and thoroughfares;
- (25) "heavy industrial" means employment uses associated with significant land use impacts such as odour, noise, dust, smoke, vibration, the potential for fire and explosive hazards, etc. Development includes manufacturing facilities, the storage, processing, refinement or production of hazardous, toxic or substances, etc.
- (26) "industrial building means a building used for or in connection with,
 - (a) manufacturing, producing, processing, storing or distributing goods;
 - (b) research or development in connection with manufacturing, producing, or processing goods,
 - (c) retail sales by a manufacturer, producer or processor of goods they manufactured, produced or processed, if the retail sales are at the site where the manufacturing, production or processing takes place,



- (d) cannabis production and processing;
- (e) office or administrative purposes, if they are,
 - a. carried out with respect to manufacturing, producing, processing, storage or distribution of goods, and
 - b. in or attached to the building or structure used for that manufacturing, producing, processing, storage or distribution;
- (27) "Institutional development" means development of a building or structure that meets the criteria set out in section 11.1(2) of O.Reg. 82/98 to the Act;
- (28) "Interest rate" means the annual rate of interest calculated at the County's D.C. Interest Policy;
- (29) "local board" means a public library board, local board of health, or any other board, commission, committee or body or local authority established or exercising any power or authority under any general or special Act with respect to any of the affairs or purposes of the municipality or any part or parts thereof;
- (30) "local services" means those services, facilities or things which are under the jurisdiction of the municipality and are related to a plan of subdivision or within the area to which the plan relates required as a condition of approval under s.51 of the *Planning Act*, or as a condition of approval under s.53 of the *Planning Act*;
- (31) "multiple dwellings" means all dwellings other than single-family dwellings, semi-detached dwellings, apartment dwellings and garden suite dwellings, but includes a back-to-back townhouse.
- (32) "municipality" means the Corporation of the County of Brant;
- (33) "mobile home" means a prefabricated building designed to be made mobile whether the running gear is removed or not and manufactured to provide cooking, eating, living, sleeping and sanitary facilities constructed



to Canadian Standards Association (CSA) and which is designed to be used as a place of residence;

- (34) “non-profit housing development” means Development of a building or structure that meets the criteria set out in section 4.2 of the Act.
- (35) "non-residential use" means a building or structure used for other than a residential use and includes a long-term care facility;
- (36) "Official Plan" means the Official Plan of the Corporation of the County of Brant and any amendments thereto;
- (37) "owner" means the owner of land or a person who has made application for an approval for the development of land upon which a development charge is imposed;
- (38) "place of worship" means that part of a building or structure that is exempt from taxation as a place of worship under paragraph 3 of Section 3 of the *Assessment Act*, R.S.O. 1990, c.A.31, as amended;
- (39) "Planning Act" means the *Planning Act*, 1990, c.P.-13, as amended;
- (40) "regulation" means any regulation made pursuant to the Act;
- (41) “rental housing” means development of a building or structure with four or more dwelling units all of which are intended for use as rented residential premises;
- (42) "residential use" means land or buildings or structures of any kind whatsoever used, designed or intended to be used as living accommodations for one or more individuals;
- (43) "retirement home" or an "assisted living facility" means a residential building which provides accommodation primarily for retired persons or couples where each private living accommodation has a separate private bathroom and separate entrance from a common hall and which may or may not provide in-unit partial or full culinary facilities but where common facilities for the preparation and consumption of food are provided, and



common lounges, recreation rooms and medical care facilities may also be provided;

- (44) "semi-detached dwelling" means two (2) single dwellings attached with a common wall, dividing the pair of single dwellings vertically, each of which has an independent entrance either directly from the outside or through a common vestibule;
- (45) "services" (or "service") means those services set out in Schedule A to this by-law;
- (46) "services in lieu" means those services specified in an agreement made under section 7 of this by-law;
- (47) "servicing agreement" means an agreement between a landowner and the municipality relative to the provision of municipal services to specified lands within the municipality;
- (48) "single detached dwelling" means a residential building consisting of one dwelling unit and not attached to another structure;
- (49) "Special care facilities" means lands, buildings or structures used or designed or intended for uses for the purpose of providing supervision, nursing care or medical treatment, which do not comprise dwelling units, that are licensed, approved or supervised under any special or general statute, and excludes the special care/special dwelling portions of the building.
- (50) "Special care/special dwelling" means a residential portion of a special care facilities building containing two or more dwelling units, which units have a common entrance from street level:
 - (a) Where the occupants have the right to use in common, halls, stairs, yards, common rooms, and accessory buildings;
 - (b) Which may or may not have exclusive sanitary and/or culinary facilities;



- (c) That is designed to accommodate persons with specific needs, including, but not limited to, independent permanent living arrangements;
 - (d) Where support services such as meal preparation, grocery shopping, laundry, housekeeping, nursing, respite care and attendant services are provided at various levels; and
 - (e) Includes, but is not limited to, retirement homes, assisted living facilities, nursing homes, group homes and hospices.
- (51) "stacked townhouse" means one (1) building or structure containing two (2) townhouses divided horizontally, one atop the other, in a building that is divided into three (3) or more separate dwelling units;
- (52) "total floor area" means the total area of all floors above grade of a dwelling unit measured between the outside surfaces of exterior walls or between the outside surfaces of exterior walls and the centre line of party walls dividing the dwelling unit from another dwelling unit or other portion of a building;

In the case of a non-residential building or structure, or in the case of a mixed-use building or structure in respect of the non-residential portion thereof, the total area of all building floors above or below grade measured between the outside surfaces of the exterior walls, or between the outside surfaces of exterior walls and the centre line of party walls dividing a non-residential use and a residential use, except for:

- a room or enclosed area within the building or structure above or below grade that is used exclusively for the accommodation of
- heating, cooling, ventilating, electrical, mechanical or telecommunications equipment that service the building;
- loading facilities above or below grade; and
- a part of the building or structure below grade that is used for the parking of motor vehicles or for storage or other accessory use.

2. SCHEDULE OF DEVELOPMENT CHARGES



- (1) Subject to the provisions of this by-law, development charges against land shall be calculated and collected in accordance with the base rates set out in Schedule B, which relate to the service set out in Schedule A of this by-law.
- (2) The development charge with respect to the use of any land, buildings or structures shall be calculated, based on the charges in Schedule B, as follows:
 - (a) in the case of residential development, or the residential portion of a mixed-use development, based upon the number and type of dwelling units;
 - (b) in the case of non-residential development, the non-residential portion of a mixed-use development which includes residential, based upon the total floor area of such development;
- (3) Council hereby determines that the development of land, buildings or structures for residential and non-residential uses have required or will require the provision, enlargement, expansion or improvement of the service referenced in Schedule A.
- (4) Notwithstanding subsection (1), the development of a residential or non-residential building is exempt from that portion of the development charges calculated for water and/or sewer service, if it is located outside of the area where one or both of these services are available and a tender has not been issued for the provision of such service as of the date of building permit issuance.

3. APPLICABLE LANDS

- (1) Subject to subsections (2), (3), (6) and (8), this by-law applies to all lands in the municipality, whether or not the lands or use is exempt from taxation under section 3 of the *Assessment Act*, 1990, c.A..31.
- (2) This by-law shall not apply to land that is owned by and used for the purposes of:
 - (a) a board of education;



- (b) any municipality or local board thereof;
- (c) a non-residential farm building;
- (d) a farm bunk house;
- (e) Land vested in or leased to a university that receives regular and ongoing operating funds from the government for the purposes of post-secondary education is exempt from development charges imposed under the Development Charges Act, 1997 if the development in respect of which development charges would otherwise be payable is intended to be occupied and used by the university;
- (f) Non-profit Residential Development;
- (g) Affordable Residential Units required pursuant to section 34 and 16(4) of the Planning Act (Inclusionary Zoning).
- (h) As of the date on which section 4.1 of the Act is proclaimed into force, the following shall be exempt from Development Charges:
 - i. Affordable Residential Units; and
 - ii. Attainable Residential Units
- (i) Notwithstanding any other provision of this By-law, the Development Charges payable for Residential Developments, where the Dwelling Units are intended as Rental Housing, will be reduced based on the number of bedrooms in each Dwelling Unit in accordance with section 26.2(1.1) of the Development Charges Act, as follows:
 - i. Three (3) or more Bedrooms – 25% reduction;
 - ii. (ii) Two (2) Bedrooms – 20% reduction; and
 - iii. (iii) Fewer than two (2) Bedrooms – 15% reduction.

Rules with Respect to Exemptions for Intensification of Existing or New Housing



- (3) Notwithstanding any other provision of this By-law, Development Charges shall not be imposed with respect to:
- (a) an enlargement to an existing Dwelling Unit;
 - (b) the creation of additional Dwelling Units equal to the greater of one (1) or 1% of the existing Dwelling Units in an existing Residential rental building containing four (4) or more Dwelling Units or prescribed ancillary structure to the existing Residential building;
- (4) Notwithstanding any other provision of this By-law, Development Charges shall not be imposed with respect to the creation of any of the following within existing Single Detached Dwellings, Semi-Detached Dwellings, Back-to-back Townhouse Dwellings or Stacked Townhouse Dwellings:
- (a) A second Dwelling Unit on a parcel of land on which Residential Use, other than ancillary Residential Use, is permitted, if all buildings and structures ancillary to the existing Residential structure cumulatively contain no more than one (1) Dwelling Unit.
 - (b) A third Dwelling Unit on a parcel of land on which Residential Use, other than ancillary Residential Use, is permitted, if no building or structure ancillary to the existing Residential structure contains any Dwelling Units.
 - (c) One Dwelling Unit on a parcel of urban Residential land, if the existing structure contains no more than two (2) Dwelling Units and no other building or structure ancillary to the existing Residential structure contains any Dwelling Units.
- (5) Notwithstanding any other provision of this By-law, Development Charges shall not be imposed with respect to the creation of any of the following in new Single Detached Dwellings, Semi-Detached Dwellings, Back-to-back Townhouse Dwellings or Stacked Townhouse Dwellings:
- (a) A second Dwelling Unit on a parcel of land on which Residential Use, other than ancillary Residential Use, is permitted, if all



buildings and structures ancillary to the new Residential structure cumulatively will contain no more than one (1) Dwelling Unit.

- (b) A third Dwelling Unit on a parcel of land on which Residential Use, other than ancillary Residential Use, is permitted, if no building or structure ancillary to the new Residential structure contains any Dwelling Units.
- (c) One (1) Dwelling Unit in a building or structure ancillary to a new Residential structure on a parcel of urban Residential land, if the new Residential structure contains no more than two (2) Dwelling Units and no other building or structure ancillary to the new Residential structure contains any Dwelling Units.

Rules with Respect to an Industrial Expansion Exemptions

- (6) If a development includes the enlargement of the gross floor area of an existing industrial building, the amount of the development charge that is payable in respect of the enlargement is determined in accordance with the following:
 - (a) Subject to subsection 6 (c), if the gross floor area is enlarged by 50 percent or less of the lesser:
 - (A) the gross floor area of the existing industrial building, or
 - (B) the gross floor area of the existing industrial building before the first enlargement for which:
 - i. an exemption from the payment of development charges was granted, or
 - ii. a lesser development charge than would otherwise be payable under this by-law, or predecessor thereof, was paid,
- pursuant to Section 4 of the Act and this subsection,



the amount of the development charge in respect of the enlargement is zero;

- (b) Subject to subsection 6 (c), if the gross floor area is enlarged by more than 50 per cent or less of the lesser of:
 - (A) the gross floor area of the existing industrial building, or
 - (B) the gross floor area of the existing industrial building before the first enlargement for which:
 - i. an exemption from the payment of development charges was granted, or
 - ii. a lesser development charge than would otherwise be payable under this by-law, or predecessor thereof, was paid,

pursuant to Section 4 of the Act and this subsection,

the amount of the development charge in respect of the enlargement is the amount of the development charge that would otherwise be payable multiplied by the fraction determined as follows:

- (A) determine the amount by which the enlargement exceeds 50 per cent of the gross floor area before the first enlargement, and
 - (B) divide the amount determined under subsection (A) by the amount of the enlargement
- (c) For the purpose of calculating the extent to which the gross floor area of an existing industrial building is enlarged in subsection 6 (a) and 6 (b), the cumulative gross floor area of any previous enlargement for which:
- (A) An exemption from the payment of development charges was granted, or



- (B) A lesser development charge than would otherwise be payable under this by-law, or predecessor thereof, was paid, pursuant to section 4 of the Act and this subsection, shall be added to the calculation of the gross floor area of the proposed enlargement.
- (d) For the purpose of this subsection, the enlargement must not be attached to the existing industrial building by means only of a tunnel, bridge, passageway, canopy, shared below grade connection, such as a service tunnel, foundation, footing or parking facility.
- (7) That where a conflict exists between the provisions of this by-law and any other agreement between the County and the owner, with respect to land to be charged under this policy, the provisions of such agreement prevail to the extent of the conflict.

4. APPLICATION OF CHARGES

- (1) Subject to subsection (2), development charges shall apply to, and shall be calculated and collected in accordance with the provisions of this bylaw on land to be developed for residential and non-residential use, where,
 - (a) the development requires,
 - a. the passing of a zoning by-law or an amendment thereto under section 34 of the *Planning Act*, 1983, R.S.O. 1990, c.1;
 - b. a conveyance of land to which a by-law passed under subsection 50(7) of the *Planning Act*, R.S.O. 1990, c.P.13 applies;
 - c. the approval of a plan of subdivision under section 51 of the *Planning Act*, R.S.O. 1990, c.P.13;



- d. a consent under section 53 of the *Planning Act*, R.S.O. 1990, c. P. 13;
- e. the approval of a description under Section 50 of the *Condominium Act*, R.S.O. 1980, c.84; or
- f. the issuing of a permit under the *Building Code Act*, in relation to a building or structure.

(2) Subsection (1) shall not apply in respect of:

- (a) local services installed at the expense of the owner within a plan of subdivision or within the area to which the plan relates, as a condition of approval under section 51 of the *Planning Act*, R.S.O. 1990, c.P.13;
- (b) local services installed at the expense of the owner as a condition of approval under section 53 of the *Planning Act*, R.S.O. 1990, c.P.13.

5. LOCAL SERVICE INSTALLATION

Nothing in this by-law prevents Council from requiring, as a condition of an agreement under sections 40, 51 or 53 of the *Planning Act*, that the owner, at his or her own expense, shall install such local services within the plan of subdivision, and otherwise, as Council may require, that the owner pay for, or install local services within the area to which the plan relates.

6. MULTIPLE CHARGES

- (1) Where two or more of the actions described in subsection 4 (1) are required before land to which a development charge applies can be developed, only one development charge shall be calculated and collected in accordance with the provisions of this by-law.
- (2) Notwithstanding subsection (1), if two or more of the actions described in subsection 4 (1) occur at different times, and if the subsequent action has the effect of increasing the need for the municipal service as set out in Schedule A, an additional development charge on the additional



residential units and/or non-residential floor area, shall be calculated and collected in accordance with the provisions of this by-law.

7. SERVICES IN LIEU

- (1) Council may authorize an owner, through an agreement under section 38 of the Act, to substitute such part of the development charge applicable to the owner's development as may be specified in the agreement, by the provision at the sole expense of the owner, of services in lieu. Such agreement shall further specify that where the owner provides services in lieu in accordance with the agreement, Council shall give to the owner a credit against the development charge in accordance with the agreement provisions and the provisions of section 39 of the Act, equal to the reasonable cost to the owner of providing the services in lieu. In no case shall the agreement provide for a credit which exceeds the total development charge payable by an owner to the municipality in respect of the development to which the agreement relates.
- (2) In any agreement under section 7 (1), Council may also give a further credit to the owner equal to the reasonable cost of providing services in addition to, or of a greater size or capacity, than would be required under this by-law.
- (3) The credit provided for in subsection (2) shall not be charged to any development charge reserve fund prescribed in this by-law.

8. DEVELOPMENT CHARGE CREDITS

- (1) In the case of the demolition or conversion of all or part of a residential or non-residential building, a credit shall be allowed, provided that the building permit for the development or redevelopment is issued within five (5) years of the demolition permit that has been issued. The owner shall be allowed a credit equivalent to:
 - (a) the number of dwelling units demolished/converted multiplied by the applicable residential development charge in place at the time the development charge is payable; and/or



- (b) the total floor area of the building demolished/converted multiplied by the applicable non-residential development charge in place at the time the development charge is payable. The demolition credit is allowed only if the land was improved by occupied structures immediately prior to the demolition.
- (2) The credit can, in no case, exceed the amount of development charges that would otherwise be payable by the owner.

9. TIMING OF CALCULATION AND PAYMENT

- (1) Development charges shall be calculated and payable in full in money or by provision of services as may be agreed upon, or by credit granted by the Act, on the date that the first building permit is issued in relation to a building or structure on land to which a development charge applies, or in a manner or at a time otherwise lawfully agreed upon.
- (2) Where development charges apply to land in relation to which a building permit is required, the building permit shall not be issued until the development charge has been paid in full.
- (3) Notwithstanding subsections (1) and (2), an owner may enter into an agreement with the municipality to provide for the payment in full of a development charge before building permit issuance or later than the issuing of a building permit.
- (4) Notwithstanding subsections 9(1) and 9(2), development charges for rental housing and institutional developments are due and payable in 6 installments commencing with the first installment payable on the date of first occupancy certificate issued, and each subsequent installment, including interest (calculated in accordance with section 26.3 of the Act), payable on the anniversary date each year thereafter.
- (5) Where the development of land results from the approval of a site plan or zoning by-law amendment application received between January 1, 2020 and June 5, 2024, and the approval of the application occurred within 2 years of building permit issuance, the development charges under section 2 of this by-law shall be calculated on the rates set out in Schedule "B" on



the date of the receipt of a complete planning application, including interest. Where both planning applications apply development charges under section 2 of this by-law, the calculations shall be based on the date of the later planning application as set out in Schedule "B", including interest (calculated in accordance with section 26.3 of the Act).

- (6) Where the development of land results from the approval of a site plan or zoning by-law amendment application received on or after January 6, 2024, and the approval of the application occurred within 18-months of building permit issuance, the development charges under section 2 of this by-law shall be calculated on the rates set out in Schedule "B" on the date of the receipt of a complete planning application, including interest. Where both planning applications apply development charges under section 2 of this by-law, the calculations shall be based on the date of the later planning application as set out in Schedule "B", including interest (calculated in accordance with section 26.3 of the Act).

10. BY-LAW REGISTRATION

A certified copy of this by-law may be registered on title to any land to which this by-law applies.

11. RESERVE FUNDS

- (1) Monies received from payment of development charges shall be maintained in a separate reserve funds for each of the services in Schedule "A".
- (2) Monies received for the payment of development charges shall be used only in accordance with the provisions of section 35 of the Act.
- (3) Council directs the Municipal Treasurer to divide the reserve funds created hereunder into the separate sub-accounts in accordance with the service categories set out in Schedule "A" to which the development charge payments shall be credited in accordance with the amounts shown, plus interest earned thereon.



- (4) Where any development charge, or part thereof, remains unpaid after the due date, the amount unpaid shall be added to the tax roll and shall be collected as taxes.
- (5) Where any unpaid development charges are collected as taxes under subsection (3), the monies so collected shall be credited to the development charge reserve fund referred to in subsection (1).
- (6) The Treasurer of the Municipality shall, commencing in 2020 for the 2019 year, furnish to Council a statement in respect of the reserve fund established hereunder for the prior year, containing the information set out in sections 12 and 13 of O.Reg. 82/98.

12. BY-LAW AMENDMENT OR REPEAL

- (1) Where this by-law or any development charge prescribed thereunder is amended or repealed by order of the Ontario Municipal Board or by resolution of the Municipal Council, the Municipal Treasurer shall calculate forthwith the amount of any overpayment to be refunded as a result of said amendment or repeal.
- (2) Refunds that are required to be paid under subsection (1) shall be paid to the registered owner of the land on the date on which the refund is paid.
- (3) Refunds that are required to be paid under subsection (1) shall be paid with interest to be calculated as follows:
 - (a) interest shall be calculated from the date on which the overpayment was collected to the day on which the refund is paid;
 - (b) the refund shall include the interest owed under this section;
 - (c) interest shall be paid at the Bank of Canada rate in effect on the date of enactment of this by-law.

13. DEVELOPMENT CHARGE SCHEDULE INDEXING

The development charges referred to in Schedule B shall be adjusted annually, without amendment to this by-law, commencing November 1, 2025, and annually



thereafter in each November while this by-law is in force, in accordance with the Act.

14. BY-LAW ADMINISTRATION

This by-law shall be administered by the Municipal Treasurer.

15. SCHEDULES TO THE BY-LAW

The following schedules to this by-law form an integral part of this by-law:

Schedule A – Designated Municipal Services/Classes of Services

Schedule B – Schedule of Development Charges

16. DATE BY-LAW EFFECTIVE

This by-law shall come into force and effect on _____, 2024.

17. DATE BY-LAW EXPIRES

This by-law will expire on _____, 2034 which is ten years from the passage of By-law _____.

18. EXISTING DEVELOPMENT CHARGE BY-LAW REPEAL

By-law 100-19, as amended is repealed effective _____, 2024.

19. SEVERABILITY

If, for any reason, any provision, section, subsection or paragraph of this by-law is held to be invalid, it is hereby declared to be the intention of Council that all of the remainder of this by-law shall continue in full force and effect until repealed, re-enacted or amended, in whole or in part or dealt with in any other way.

20. SHORT TITLE

This by-law may be cited as the "Brant County-wide Development Charge By-law."

READ a first and second time, this 22nd day of October, 2024.



READ a third time and finally passed in Council, this 22nd day of October, 2024.

THE CORPORATION OF THE COUNTY OF BRANT

David Bailey, Mayor

Alysha Dyjach, Clerk



BY-LAW NUMBER _____

SCHEDULE "A"

DESIGNATED MUNICIPAL SERVICE UNDER THIS BY-LAW

County-wide Services

1. Services Related to a Highway:
 - Roads and Related
 - Public Works (Facilities and Fleet)
2. Fire Protection Services:
 - Facilities
 - Vehicles and Equipment
 - Small Equipment and Gear
3. Policing Services:
 - Facilities
4. Parks and Recreation Services:
 - Parkland Development
 - Parkland Amenities
 - Parkland Trails
 - Recreation Facilities
 - Parks and Recreation Vehicles and Equipment
5. Library Services:
 - Facilities
 - Collection Materials
 - Vehicles
6. Ambulance Services:
 - Ambulance Facilities
 - Ambulance Vehicles
7. Long-Term Care:
 - Facilities
8. Waste Diversion:



Facilities – Stations/Depots

Vehicles and Equipment

9. Growth Studies

Urban Area Services

10. Stormwater Drainage and Control Services

11. Wastewater Services:

Treatment

Collection

12. Water Services

Treatment

Distribution



SCHEDULE "B"

TO BY-LAW ____ OF BRANT COUNTY

SCHEDULE OF DEVELOPMENT CHARGES

Service/Class of Service	RESIDENTIAL					NON-RESIDENTIAL
	Single and Semi-Detached Dwelling	Multiples	Apartments - 2 Bedrooms +	Apartments - Studio and 1 Bedroom	Special Care/Special Dwelling Units	(per sq.ft. of Gross Floor Area)
County-Wide Services/Class of Service:						
Services Related to a Highway	14,453	9,453	9,945	6,542	5,155	4.60
Fire Protection Services	2,527	1,653	1,739	1,144	901	0.80
Policing Services	265	173	182	120	95	0.08
Parks and Recreation Services	11,829	7,736	8,139	5,355	4,219	0.52
Library Services	2,143	1,402	1,475	970	764	0.10
Long-term Care Services	1,008	659	694	456	360	0.10
Ambulance	318	208	219	144	113	0.03
Waste Diversion	255	167	175	115	91	0.01
Growth Studies	774	506	533	350	276	0.23
Total County-Wide Services/Classes of Services	33,572	21,957	23,101	15,196	11,974	6.47
Urban Services:						
Stormwater Drainage and Control Services	409	267	281	185	146	0.12
Wastewater Services	15,764	10,310	10,847	7,136	5,623	4.76
Water Services	12,410	8,116	8,539	5,617	4,426	3.70
Total Urban Services	28,583	18,693	19,667	12,938	10,195	8.58
Total County-Wide and Urban Services	62,155	40,650	42,768	28,134	22,169	15.05



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October 8, 2024

Heather Mifflin, CPA, CGA
Director of Finance, Treasurer
County of Brant
66 Grand River Street North
Paris, Ontario

RE: 2024 Development Charge Background Study Amendment – Project No. 27 Cost Estimate

Dear Ms. Mifflin,

Following the third Stakeholder meeting held virtually on September 13, 2024 and today's release of Addendum #2 to the DC Background Study, we would like to formally inquire about Project No. 27 – King Edward/Cleaver Road SPS & Forcemain. The following update to Project No. 27 was presented in the virtual meeting and within the Addendum.

	Old	New
Project #	27	
Project Description	King Edward/Cleaver Road SPS & Forcemain	
Gross Capital Cost Estimate (2024\$)	2,500,000	2,500,000
Post Period Benefit	625,000	-
Benefit to Existing Development	-	-
Grants, Subsidies and Other Contributions Attributable to New Development	625,000	625,000
Net Capital Cost	1,250,000	1,875,000
Net Change	\$625,000	

Sifton Properties Limited (Sifton) is continuing the discussion with Brant County staff regarding our Boulder Creek Subdivision and the Sanitary Pump Station (Project No. 27 in the Development Charge Study) – please refer to the appended response letter, **Boulder Creek Subdivision & External Lands Response to Sifton SPS Downstream Impacts (GEI Review)**, that was submitted to County staff on October 4th, 2024. As discussed in the response letter, the sanitary catchment area and design parameters (i.e., flow rate assumptions, I/I ratios, peaking factors) directly impact the type of pump

Page 1



Sifton Properties Limited | Sifton.com
1295 Riverbend Road, Suite 300, London, ON N6K 0G2
519.434.1000 Fax 519.434.1009





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station required and in turn the estimated cost. While these discussions are ongoing, it is our understanding that the County is requesting that the Pump Station and associated infrastructure is designed to accept sanitary flows from the Boulder Creek subdivision, the Orlando Industrial lands and the Future External lands. **It is critical that the cost estimate for Project No. 27 is reflective of the catchment area, the agreed upon design parameters and type of pump station required.**

The cost estimate for the required pump station and forcemain that is currently in the DC Study is well below our projected construction cost and the recent construction costs of similar projects in the County and surrounding areas. **We are requesting that the County of Brant reviews the project and updates the cost estimate based on recent projects. Please identify how the “Future External lands” are accounted for in this cost estimate.**

We understand that the increased project cost will affect the development charge rate, however it is important to recognize that the development charges for Phase 1 and 2 of the Boulder Creek subdivision will generate approximately \$18.1 million, with \$4.6 million of that contributing to wastewater. This does not include the development charges that will be generated by the mixed use/high density block (Block 24) of the Boulder Creek lands, Orlando’s industrial lands or the Future External lands.

Thank you for your time and consideration. We look forward to your response and to continue working with you.

Yours truly,

SIFTON PROPERTIES LIMITED

Lauren Prosser, P. Eng.
Project Manager, Engineering
Neighbourhood Developments



Administration and Operations Committee Report

To: The Chair and Members of the Administration and Operations Committee
From: Greg Demers, Director of Roads and Fleet
Jason DeMunck, Road Operations Manager
Date: October 15, 2024
Report #: RPT-0419-24
Subject: Winter Sidewalk Maintenance Program
Purpose: For Information and Direction

Recommendation

Whereas the County of Brant (the County) has a Winter Sidewalk Maintenance Program, maintaining an established network of sidewalks and multi-use paths;

And whereas staff were directed to review the existing winter sidewalk maintenance program in terms of scope

And whereas this review was conducted, the results of which are outlined in Staff Report RPT-0419-24;

That the current Winter Sidewalk Maintenance Program be continued as currently established and that the noted additional sidewalks in this report be added to the program

Strategic Plan Priority

Strategic Priority 4 - Reliable Infrastructure

Impacts and Mitigation

Social Impacts

Outlined in the body of the report.

Environmental Impacts

Outlined in the body of the report.

Economic Impacts

Outlined in the body of the report.

Report

Background

This report was prepared subsequent to a request for staff to look for efficiencies and the possibility of expanding the winter sidewalk program.

This report concentrates on winter sidewalk maintenance and is being provided as an update to RPT-0468-23 Winter Sidewalk Program, presented to the Administration and Operations Committee November 21, 2023, (Attachment 6). Sidewalk maintenance is covered by the Provincial Maintenance Standards Regulation O. Reg. 239/02 as amended by 366/18. Winter sidewalk maintenance programs vary throughout the province. A majority of Municipalities have a hybrid program for winter sidewalk maintenance with sidewalk clearing responsibilities shared between landowners and the Municipality. The County of Brant (the County) sidewalk winter maintenance follows this approach with a combination of County and resident shared responsibility. The County passed a by-law (By-Law 54-24) to address owner responsibilities on June 25, 2024 (Attachment 5). When the By-law department receives a call related to a concern for a snow covered or icy sidewalk, they will visit the address and issue a notice to have the sidewalk cleared within 24 hours, this has historically been complaint driven. Years 2021-2023 (3) winter seasons (November 15 to April 1, By-Law Enforcement received an average of 79 sidewalk snow removal complaints per season. The 2024 winter season the County received 76 calls related to snow- or ice-covered sidewalks. There was a very high percentage of compliance by residents once notified. For matters of non-compliance, Enforcement Officers hire a private contractor to remove snow and ice from the sidewalk. The costs are subsequently placed on the tax roll. The By-law Division revised the sidewalk snow removal By-law in June of 2024 to help better define expectations and timelines for winter sidewalk clearing. Starting winter season 2024/25 the By-Law Division will be taking a proactive approach to inspection of sidewalks after a winter event has taken place.

Except from By-Law 54-24 (Attachment 5)

DEFINITIONS

1. **"Highway"** means a common and public highway and includes any street, avenue, parkway, Sidewalk, driveway, square, place, bridge, viaduct or trestle, any part of which is intended for or used by the general public for the passage of vehicles and includes the area between the lateral Property lines thereof, which is under the jurisdiction of the County;

"Owner" means the registered owner, occupant or tenant of a Property, or a Person who, for the time being or permanently, is managing or receiving the rent from a Property, whether on his or her own account or on account of an agent or trustee of any other Person, or any one of the aforesaid;

"Accumulation" means accumulation of Snow (whether newly fallen, wind-blown or otherwise), Slush or Ice;

2.0 Removal of snow and ice

2.1 Every Owner shall remove, or cause to be removed, any Accumulation of Snow, Slush or Ice from the Sidewalk in front of, alongside or at the rear of their Property within twenty-four (24) hours after the accumulation has ended.

The County has experienced a lot of growth recently and many new residents have moved to the County of Brant. This report is intended to provide clarification on the expectations for both property owners and County Staff.

Analysis

County of Brant Sidewalk Infrastructure Facts

- 118 km of constructed concrete sidewalk with widths ranging from 0.6 meters to two (2) meters; majority in the 1.2-meter range. Modern day engineering standards for AODA sidewalks is 1.5 meters for typical sidewalk and 1.8 meters for curb face sidewalks to allow for snow storage. Multiuse paths range from two (2) meters to three (3) meters requiring multiple passes to clear.
- The County sidewalk infrastructure is projected to grow by 28 of kilometers over the next five (5) years as reported in 2023.
- A total of 45.6 km is currently maintained by the County during the winter season.
- When inventoried in 2021, there were 8.2 km of sidewalks and trails that fronted municipal properties. This measurement is to be reassessed in 2024 as pathways and multiuse trails of different surface types have been added to the County asset inventory requiring different treatments.
- The County currently owns four (4) sidewalk clearing machines. Two (2) machines are in Paris. One (1) machine is in Mount Vernon for use in Burford and Mount Pleasant. One (1) machine is in St George and is a shared piece of equipment with Parks.
- After a winter event has stopped it takes approximately eight (8) to 12 hours to complete all winter sidewalk routes depending on the winter event onset/completion and severity.
- Paris has two (2) fulltime sidewalk operators. Mount Vernon and St. George have one (1) part-time seasonal on-call operator per patrol yard.
- Sidewalk clearing machines have an estimated cost of \$220,000 per machine that would be outfitted with all the appropriate attachments.
- Additional full-time operator 2023 costing is \$91,604 per hire/per calendar year (2025 rate) this includes wages and benefits.
- Attachments one (1), to four (4) show the County sidewalk and multi-use trail network currently maintained by the County. Please note the attached maps are from 2023 for reference, staff are currently updating the mapping for the 2024/2025 season.

The current winter sidewalk clearing program is a carry-over from when the County amalgamated. The former municipalities that now comprise the County had their own criteria for winter sidewalk clearing. These services were carried forward so there was no perceived reduction in services provided to residents. With the growth of the County, more requests are being made as County owned facilities expand and multi-use trails and new developments are added. Resident needs and expectations are changing as demographics shift within the Community.

The County sidewalk inventory was last completed in 2015. This inventory was not done in the field and did not identify the in-depth condition assessment required to build a comprehensive sidewalk asset life plan or functionality assessment for modern day use. This inventory will be improved as part of the Asset Management Program. The County should consider having a sidewalk infrastructure study completed by an Engineering firm that specializes in connected communities if it cannot be completed by in house sources.

Three (3) options for the go forward sidewalk winter maintenance program were considered for the preparation of this report:

Option 1 – Continue current winter sidewalk maintenance program.

This option is to continue status quo. Staff do receive a few calls each winter season with concerns related to sidewalk clearing and they are dealt with on an individual basis. Roads has made some additions to the winter sidewalk routes over the past four (4) years to include new sidewalks with significant student use. Multiuse trail winter maintenance clearing has also been added to provide further year-round active use for residents. The Roads Department also switched sidewalk clearing from contracted services in St George to an in-house solution (2021). Roads staff continue to work with resident input and make modifications to improve efficiencies during the maintenance season and from year to year. Currently staff and equipment are at or near capacity for the established routes and adding more sidewalk network for winter maintenance to the routes will lead to unmet expectations from residents as response times would be extended. Furthermore, in heavy snow events the County may be in a position where it could not meet the maintenance standards set by the Province. The County will be adding approximately 12 new locations for winter sidewalk clearing to its 2024/25 established routes due to growth.

Option 2 - Decrease winter sidewalk maintenance limiting it to municipal owned and/or municipal managed properties.

Decreasing the winter maintenance program would reduce the number of serviceable addresses. However, there are minimal financial savings as the Roads Division would still require one (1) sidewalk machine per area to service municipal properties and trails.

The benefits of Option 2 are outlined below:

- There would be an environmental benefit as sidewalk clearing done through shovelling by residents is a 'green' approach.
- In its current state the County is proactive about placing salt on plowed sidewalks as machines do not clear as well as a sidewalk maintained by a shovel. Option 2 would lead to less chlorides being released into the environment.
- In most cases a resident can clear the sidewalks with a quicker response time than the County as residents only need to clear sidewalk surrounding their property.

Reducing service would have a negative societal impact for pedestrians that have become accustomed to specific sidewalk routes cleared by County staff during the winter. Residents affected by the change in service would need to be educated about the Sidewalk Snow Clearing By-Law and their responsibilities moving forward.

Option 3 - Provide winter sidewalk maintenance service to all residents within Brant County with sidewalks.

Option 3 has the largest financial impact and would have to be implemented over a multi-year plan. Currently a sidewalk clearing machine needs at least 1.25 meters of unobstructed path to fit on the sidewalk. Most sidewalks in the County do not meet this requirement. A field condition assessment of sidewalk infrastructure would need to take place to address which areas could be serviced by sidewalk equipment. In addition, a sidewalk replacement/upgrade schedule would need to be implemented in combination with other infrastructure capital projects, so redundancies could be addressed.

The financial impacts in Option three (3) would be great. At minimum, the County would have to increase the number of sidewalk machines from four (4) machines to eight (8) machines (approximately \$880,000) and hire five (5) more fulltime employees (\$458,020) along with an increase to the annual operating budget. This option would take a detailed inspection and multi-year planned approach as the current infrastructure cannot support the sidewalk machine widths or weight in a lot of cases. After a detailed sidewalk inspection and cataloguing has taken place a recommendation for a replacement schedule of the current sidewalk infrastructure would be planned. Without this assessment the limit of work is unknown at this time but estimated to be a multi-million-dollar investment. These estimates are for what infrastructure that is in place currently. As new subdivisions are developed staff and equipment would have to be reviewed and added to annually.

This approach is the least 'green' approach of the three (3) options. Another consideration is an increase in calls generated by residents regarding sidewalk clearing response times and property damage such as damaged sod, driveways, vehicles, and broken sprinkler heads to name a few.

Conclusion

The following table compares the options for the financial, environmental, and social factors considered.

Evaluation of Options			
	Financial	Environmental	Social
Option #1	—	—	—
Option # 2	↓	↑	↓↓
Option #3	↑↑↑	↓↓↓	↑
Legend	— minimal change	↑ Positive change	↓ Negative change

At some time in the near future, it is likely that a fifth sidewalk plow and operator will be required due to development and reconsideration of where the County completes the sidewalk clearing. Staff will review the program on an ongoing basis. As it will take some time to update the asset management data, it is anticipated that the next report will be in Q3 2026.

Summary and Recommendations

Staff recommend Option One (1), (status quo) as this level of service is expected by residents and has been a successful program that receives very few concerns after each winter event. It also balances a greener approach while providing active participation for residents that want to access Municipal facilities and trails through the winter months.

Attachments

- 1) Winter Sidewalk Clearing Map for Paris North
- 2) Winter Sidewalk Clearing Map for Paris South
- 3) Winter Sidewalk Clearing Map for St George
- 4) Winter Sidewalk Clearing Map for Burford and Mount Pleasant
- 5) By-law 54-24 Snow Removal
- 6) RPT-0468-23 Winter Sidewalk Program

Reviewed By

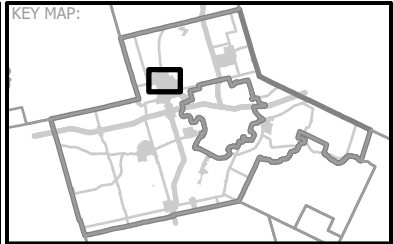
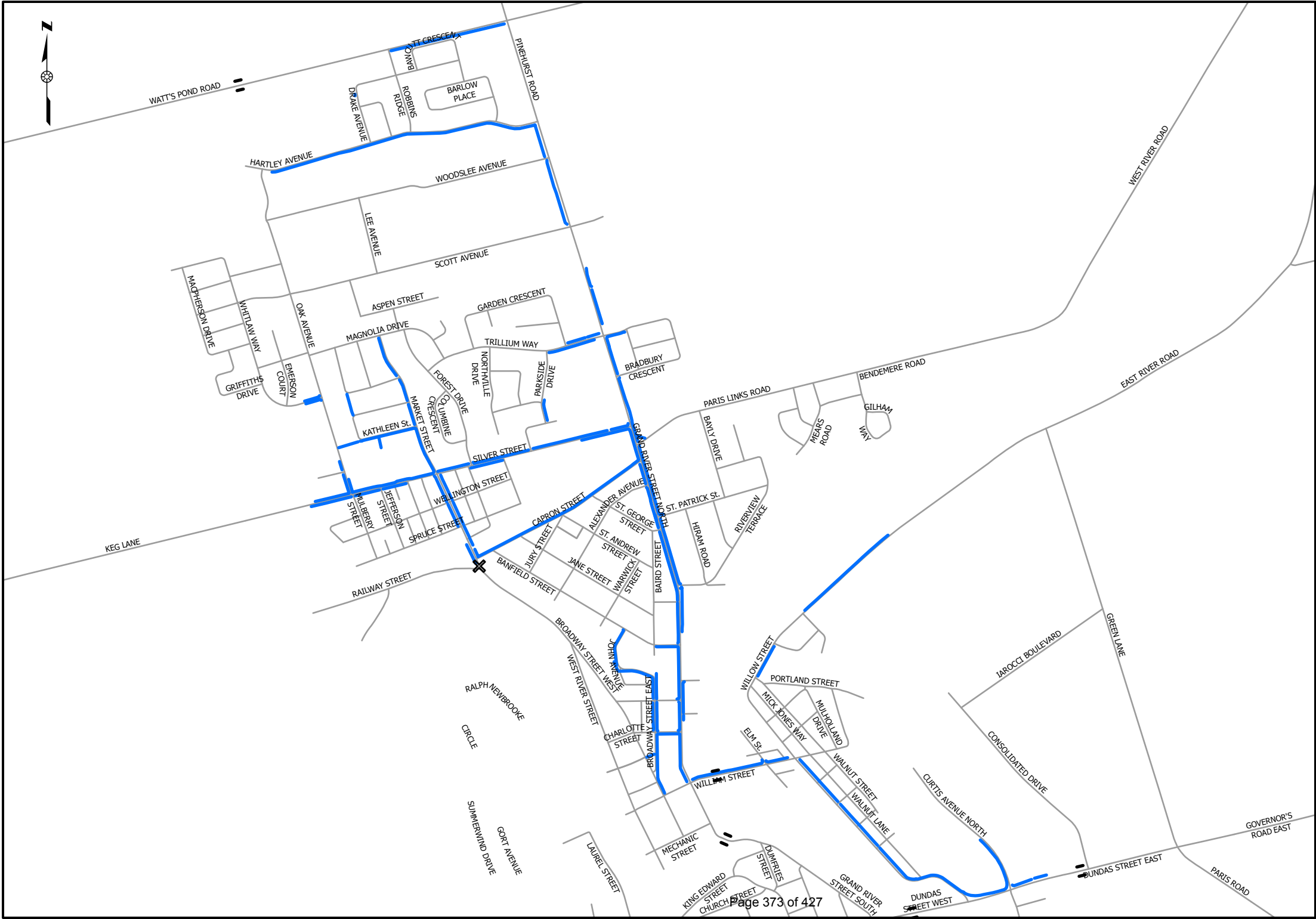
R. Walton, General Manager of Operations

Copied To

J. Roswell, Road Supervisor
S. McDonald, Road Supervisor
K. McAllister, Road Supervisor
M. Huggins, Road Supervisor
B. McDonald, Road Supervisor
G. Bergeron, Director of Enforcement and Regulatory Services
R. Welchman, Solicitor and County Counsel

By-law and/or Agreement

By-law Required	No
Agreement(s) or other documents to be signed by Mayor and /or Clerk	No



LEGEND:

- Span >3m
- Railway Crossing
- On Grade
- Winter Maintenance Routes (Sidewalk)
- Road Centerline
- Provincial Highways
- Street Centerline

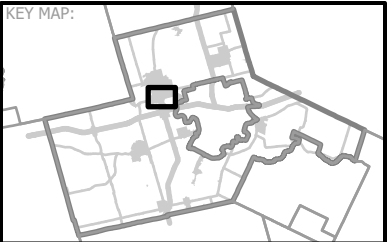
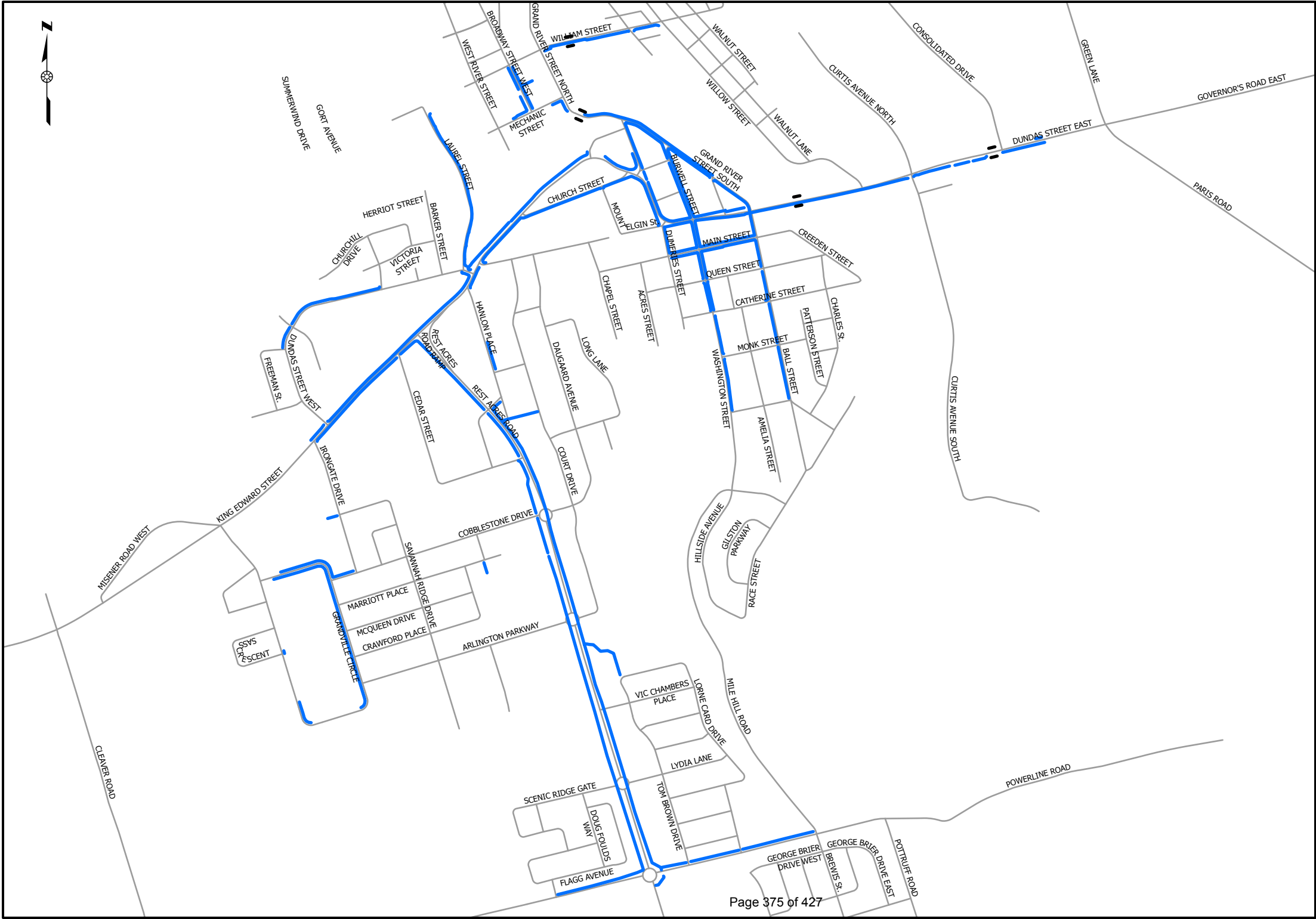
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1	23/11/07	BASE ROUTE FROM 2022/2023 DATA
NO.	DATE (YY/MM/DD)	REVISION



PROJECT:
**2023/2024 WINTER
MAINTENANCE ROUTES
SIDEWALK**

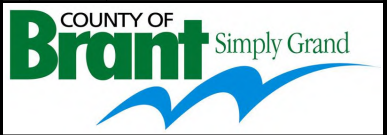
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Paris North
DISPATCH YARD: 2
MAINTENANCE UNIT: E377
APPROX. C/L LENGTH: 12.9KM**

DATE (YY/MM/DD):	PAGE:
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- LEGEND:
- Span >3m
 - Railway Crossing
 - On Grade
 - Winter Maintenance Routes (Sidewalk)
 - Road Centerline
 - Provincial Highways
 - Street Centerline

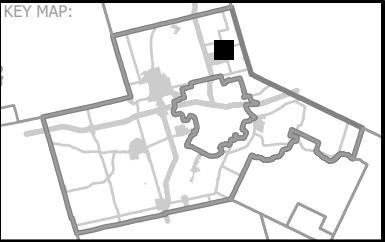
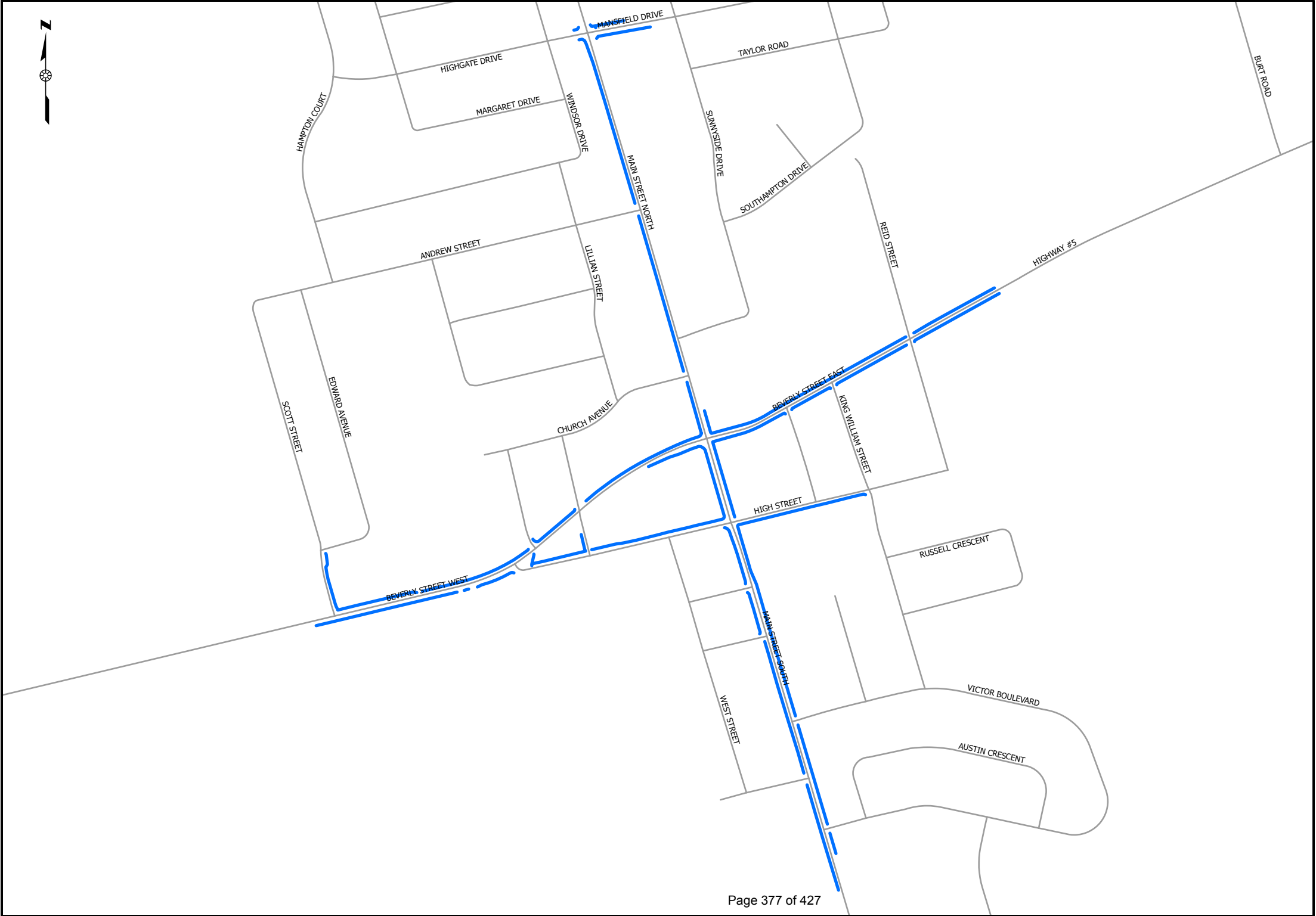
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2	23/11/14	UPDATE ROUTE
1	23/11/07	BASE ROUTE FROM 2022/2023 DATA
NO.	DATE (YY/MM/DD)	REVISION



PROJECT:
**2023/2024 WINTER
MAINTENANCE ROUTES
SIDEWALK**

ROUTE INFO:
**ROUTE: SW04
Paris South
DISPATCH YARD: 2
MAINTENANCE UNIT: E373
APPROX. C/L LENGTH: 15.7KM**

DATE (YY/MM/DD):	PAGE:
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LEGEND:

- Span >3m
- Railway Crossing
- On Grade
- Winter Maintenance Routes (Sidewalk)
- Road Centerline
- Provincial Highways
- Street Centerline

5		
4		
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2	23/11/14	UPDATE ROUTE
1	23/11/07	BASE ROUTE FROM 2022/2023 DATA
NO.	DATE (YY/MM/DD)	REVISION

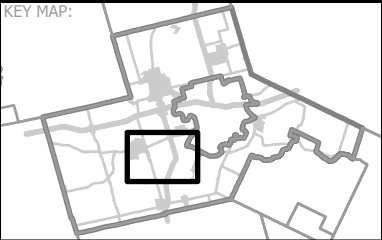
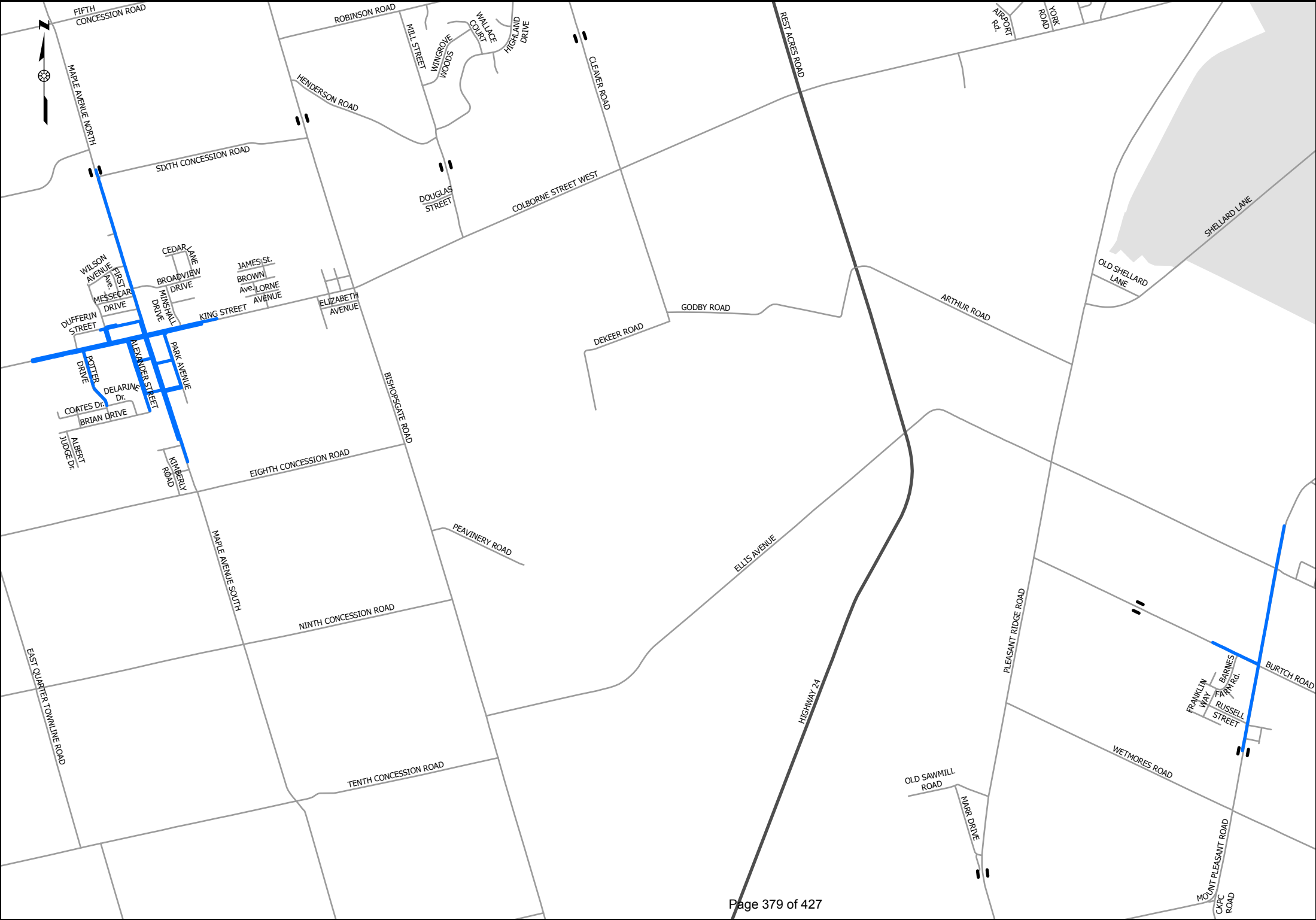


PROJECT:
**2023/2024 WINTER
MAINTENANCE ROUTES
SIDEWALK**

ROUTE INFO:
**ROUTE: SW03
St. George
DISPATCH YARD: 3**

APPROX. C/L LENGTH: 4.8KM

DATE (YY/MM/DD):	PAGE:
2023-11-15	44 OF 50



LEGEND:

- Span >3m
- Railway Crossing
- On Grade
- Winter Maintenance Routes (Sidewalk)
- Road Centerline
- Provincial Highways
- Street Centerline

5		
4		
3		
2		
1	23/11/07	BASE ROUTE FROM 2022/2023 DATA
NO.	DATE (YY/MM/DD)	REVISION



PROJECT:

**2023/2024 WINTER
MAINTENANCE ROUTES
SIDEWALK**

ROUTE INFO:

ROUTE: SW01
Burford and Mt. Pleasant
DISPATCH YARD: 1
MAINTENANCE UNIT: E372
APPROX. C/L LENGTH: 12.2KM

DATE (YY/MM/DD):	PAGE:
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BY-LAW NUMBER 54-24

-of-

THE CORPORATION OF THE COUNTY OF BRANT

A by-law to repeal and replace by-law number 243-00 requiring persons to clear snow, slush and ice from sidewalks

WHEREAS Section 8(1) the *Municipal Act, 2001*, S.O. 2001, c.25, as amended (herein referred to as the *Municipal Act, 2001*), states that the powers of a municipality under the Act or any other act shall be interpreted broadly so as to confer broad authority on the municipality to enable the municipality to govern its affairs as it considers appropriate and to enhance the municipality's ability to respond to municipal issues;

WHEREAS Section 8(2) of the *Municipal Act, 2001* states that, in the event of ambiguity in whether or not a municipality has the authority under this or any other Act to pass a by-law or to take any other action, the ambiguity shall be resolved so as to include, rather than exclude, powers the municipality had on the day before this Act came into force; and

WHEREAS, Section 8(3) of the *Municipal Act, 2001* provides that without limiting the generality of subsections (1) and (2), a by-law under sections 10 respecting a matter may,

- (a) regulate or prohibit respecting the matter;
- (b) require persons to do things respecting the matter;
- (c) provide for a system of licences respecting the matter; and

WHEREAS, Section 10(1) of the *Municipal Act, 2001* provides that a single-tier municipality may provide any service or thing that the municipality considers necessary or desirable for the public; and

WHEREAS, Section 10(2)6. of the *Municipal Act, 2001* provides that single-tier municipality may pass by-laws respecting the matters for the health, safety and well-being of persons; and

WHEREAS Section 10(2)8. of the *Municipal Act, 2001* provide that a single-tier municipality may pass by-laws for the protection persons and property; and

WHEREAS, section 44(1) of the *Municipal Act, 2001*, requires that a municipality that has jurisdiction over a highway or bridge shall keep it in a state of repair that is reasonable in the circumstances; and

WHEREAS, Section 44(9) of the *Municipal Act, 2001*, states that, except in case of gross negligence, a municipality is not liable for a personal injury caused by snow or ice on a sidewalk; and

WHEREAS, section 121(1) of the *Municipal Act 2001*, provides that a municipality may require the owners and occupants of buildings to remove snow and ice from the roofs of the buildings and may regulate when and how the removal shall be undertaken; and

WHEREAS, subsection 391(1) of the *Municipal Act* provides that a municipality may impose fees and charges on persons,

(a) for services or activities provided or done by or on behalf of it;

(b) for costs payable by it for services or activities provided or done by or on behalf of any other municipality or any local board; and

(c) for the use of its property including property under its control; and

WHEREAS, section 446 of the *Municipal Act* provides that where a municipality has authority to direct that any matter or thing be done, the municipality may also direct that, in default of its being done by the person directed or required to do it, such matter or thing shall be done at his expense, and the municipality may recover the expense incurred in doing so by action or in the same manner as property taxes; and

WHEREAS, Council of The Corporation of the County of Brant deems it desirable to enact a sidewalk snow, slush and ice removal by-law;

NOW THEREFORE, the corporation of the County of Brant hereby enacts as follows:

1.0 Definitions

In this By-law:

"Accumulation" means accumulation of *Snow* (whether newly fallen, wind-blown or otherwise), *Slush* or *Ice*;

"Council" means the municipal council of The Corporation of the County of Brant;

"County" means The Corporation of the County of Brant;

"Director" means the Director of Enforcement and Regulatory Services and their designate;

"Highway" means a common and public highway and includes any street, avenue, parkway, *Sidewalk*, driveway, square, place, bridge, viaduct or trestle, any part of which is intended for or used by the general public for the passage of vehicles and includes

the area between the lateral *Property* lines thereof, which is under the jurisdiction of the *County*;

"**Ice**" means the solid form of water, produced by freezing;

"**Municipal By-law Enforcement Officer**" means an individual appointed by the Municipality pursuant to Section 55 and of the Community Safety and Policing Act, S.O. 2019, c. 1, Sched. 1 as amended.

"**Owner**" means the registered owner, occupant or tenant of a *Property*, or a *Person* who, for the time being or permanently, is managing or receiving the rent from a *Property*, whether on his or her own account or on account of an agent or trustee of any other *Person*, or any one of the aforesaid;

"**Person**" means an *Owner*, an individual, or group of individuals, unincorporated association, sole proprietorship, partnership or corporation;

"**Property**" means land that may have a building (occupied or unoccupied) on it or vacant land;

"**Sidewalk**" means that part of the *Highway* meant for pedestrian use, typically indicated by some sort of concrete;

"**Slush**" means partially melted *Snow* or *Ice*;

"**Snow**" includes precipitation in the form of ice crystals, mainly of intricately branched, hexagonal form and often agglomerated into snowflakes, formed directly from the freezing of the water vapour in the air.

2.0 Removal of snow and ice

2.1 Every *Owner* shall remove, or cause to be removed, any *Accumulation* of *Snow*, *Slush* or *Ice* from the *Sidewalk* in front of, alongside or at the rear of their *Property* within twenty-four (24) hours after the *accumulation* has ended.

2.2 If, after clearing away or removing or having cleared away or removed *Snow*, *Slush* or *Ice* from the *Sidewalk*, as required in Section 2.1, the *Sidewalk* still remains to be slippery and poses a hazard to pedestrians, the *Owner* shall spread or cause to be spread, sand or any other reasonable suitable material, along said portion of the *Sidewalk*.

2.3 Every *Owner* must ensure that the portion of *Sidewalk* for which they are responsible is continually kept and maintained free of slippery surfaces, *Snow*, *Slush*, *Ice* or any combination thereof, by appropriate means, between falls of precipitation, no matter what the cause.

2.4 Every *Owner* of a building where the roof or eaves of which abut or overhang the *Highway* or *Sidewalk*, whenever *Ice* or *Snow* accumulates on the roof or eaves, remove the same immediately, and in a manner showing due care and precaution for the safety of *Persons* passing.

2.5 No *Person* shall fail to comply with an order or direction pursuant to this By-law.

2.6 No *Person* shall remove, or cause to be removed, any *Snow*, *Slush* or *Ice* in a manner that would damage a *Highway*.

2.7 No *Person* shall place, or cause to be placed, any *Snow*, *Slush* or *Ice* on a *Highway*.

2.8 If the *Owner* fails, neglects, or refuses to comply with Sections 2.1 to 2.5 of this By-law, the *Director*, in lieu of, or in addition to any other remedy provided by this By-law, is authorized to have the *Snow* or *Ice* to be removed at the expense of the *Owner*, and in the case of non-payment, such expenses may be recovered in a like manner as municipal taxes, pursuant to the *Municipal Act, 2001*.

3.0 Exemptions

3.1 This By-law does not apply to the *Snow* removal efforts performed by or on behalf of The Corporation of the County of Brant.

4.0 Winter Maintenance By-law Suspension Event

4.1 Where the *Director*, in their sole discretion determines that any weather related or unusual circumstance makes it unreasonable to enforce this By-law or a portion of this By-law, the *Director* may, in their discretion, for such period of time as the *Director* determines to be reasonable in the circumstances:

- a) suspend enforcement of this By-law or any portion thereof;
- b) cease the performance of inspections under this By-law; and
- c) decline investigation of complaints made by members of the public or any *Person* under this By-law.

5.0 Enforcement

5.1 This By-law may be enforced by *Municipal By-Law Enforcement Officers*.

6.0 Penalty

6.1 Any *Person* who contravenes any provision of this By-law is guilty of an offence and upon conviction is liable to a fine as provided for by the Provincial Offences Act, R.S.O. 1990, Chapter P33 as amended.

6.2 A *Person* convicted under this By-law is liable on a first conviction, to a fine of not less than \$250.00 and not more than \$25,000.00; and,

6.3 On a second or subsequent conviction, to a fine of not more than \$10,000.00 for each day or part of a day on which the contravention has continued after the day on which the *Person* was first convicted.

7.0 Obstruction

7.1 No *Person* shall hinder or obstruct or attempt to hinder or obstruct any *Person* who is exercising a power or performing a duty under this By-law, including refusing to identify themselves when requested to do so by a *Municipal By-law Enforcement Officer*.

8.0 Powers of inspection

8.1 Pursuant to Section 436 of the Municipal Act, 2001, the *County* may enter on *Property* at any reasonable time for the purpose of carrying out an inspection to determine whether or not the following are being complied with:

- (a) this By-law;
- (b) a direction or order of the County made under this By-law; or,
- (c) an order made under section 431 of the Municipal Act, 2001.

9.0 Order to discontinue activity

9.1 Pursuant to section 444 of the *Municipal Act, 2001*, where the *County* is satisfied that a contravention of this By-law has occurred, the County may make an order requiring the *Person* who contravened this By-law, or who caused or permitted the contravention, or the *Owner* of the *Property* on which the contravention occurred, to discontinue the contravening activity.

An order under section 9.1 of this By-law shall set out:

(a) reasonable particulars of the contravention adequate to identify the contravention and the location of the *Property* on which the contravention occurred; and,

b) the date by which there must be compliance with the order.

10.0 Work order

10.1 Pursuant to section 445 of the Municipal Act, 2001, where the *County* is satisfied that a contravention of this By-law has occurred, the *County* may make an order requiring the *Person* who contravened this By-law, or who caused or permitted the contravention, or the *Owner* of the *Property* on which the contravention occurred, to do work to correct the contravention.

10.2 An order under this section 10.1 of this By-law shall set out:

(a) reasonable particulars of the contravention adequate to identify the contravention and the location of the *Property* on which the contravention occurred; and,

(b) the work to be done and the date by which the work must be done.

11.0 Remedial action

11.1 Pursuant to section 446, of the Municipal Act, 2001, if a *Person* fails to do a matter or thing, including comply with an order under this By-law, as directed or required by this By-law, the County may, in default of it being done by the *Person* directed or required to do it, do the matter or thing at the *Person's* expense. The County may recover the costs of doing a matter or thing from the *Person* directed or required to do it by action or by adding the costs to the tax roll and collecting them in the same manner as municipal taxes.

11.2 The costs outlined in section 11.1, of this By-law shall include interest calculated at a rate of 15 per cent, calculated for the period commencing on the day the County incurs the costs and ending on the day the costs, including the interest, are paid in full.

11.3 Further to the costs outlined in section 11.1 and 11.2, an administrative fee shall be applied pursuant to the County of Brant Fees and Charges By-law, as amended from time to time.

11.4 The amount of the costs, including interest, constitutes a lien on the *Property* upon the registration in the proper land registry office of a notice of lien. The lien is in respect of all costs that are payable at the time the notice is registered plus interest accrued to

the date the payment is made. Upon receiving payment of all costs payable plus interest accrued to the date of payment, the County shall register a discharge of the lien in the proper land registry office.

12.0 Severability

12.1 In the event that a court of competent jurisdiction should declare any section or part of a section of this By-law to be invalid, such section or part of a section shall not be construed as having persuaded or influenced *Council* to pass the remainder of this By-law and it is hereby declared that the remainder of this By-law shall be valid and shall remain in full force and effect.

13.0 Coming into force

13.1 This By-law shall come into force on the date it is approved by *Council*.

14.0 Repeal

14.1 By-law No. 243-00 of the County is hereby repealed in its entirety.

15.0 Short title

15.1 This By-law may be cited as the "Sidewalk Snow & Ice Removal By-law".

READ a first and second time, this 25th day of June 2024.

READ a third time and finally passed in Council, this 25th day of June 2024.

THE CORPORATION OF THE COUNTY OF BRANT

David Bailey, Mayor

Alysha Dyjach, Clerk



Administration and Operations Committee Report

To: The Chair and Members of the Administration and Operations Committee
From: Greg Demers, Director of Roads and Fleet
Jason DeMunck, Road Operations Manager
Date: November 21, 2023
Report #: RPT-0468-23
Subject: Winter Sidewalk Maintenance Program
Purpose: For Information and Direction

Recommendation

Whereas the County of Brant (the County) has a Winter Sidewalk Maintenance Program, maintaining an established network of sidewalks and multi-use paths;

And whereas staff were directed to review the existing winter sidewalk maintenance program in terms of scope, operations and current costing at the Administration and Operations meeting held October 17, 2023;

And whereas this review was conducted, the results of which are outlined in Staff Report RPT-0468-23;

That the current Winter Sidewalk Maintenance Program be continued for the established sidewalk and multi-use pathway routes and that the south side of King Edward Street from Rest Acres Road to Irongate Drive be added to the Program.

And that staff be directed to consider the sidewalk winter maintenance program as part of the current Development Charges Study and provide a future report to Council on the program in 2024/25.

Strategic Plan Priority

Strategic Priority 4 - Reliable Infrastructure

Impacts and Mitigation

Social Impacts

Outlined in the body of the report.

Environmental Impacts

Outlined in the body of the report.

Economic Impacts

Outlined in the body of the report.

Report

Background

This report was prepared subsequent to a motion from Administration and Operations Committee at the October 17, 2023, meeting as the result of a delegation requesting additional sidewalk clearing by the County on King Edward Street.

This report concentrates on winter sidewalk maintenance and is being provided as an update to RPT-21-101 Winter Sidewalk Program, presented to Council April 20, 2021, (Attachment 6). Sidewalk maintenance is covered by the Provincial Maintenance Standards Regulation O. Reg. 239/02 as amended by 366/18. Winter sidewalk maintenance programs vary throughout the province. A majority of Municipalities have a hybrid program for winter sidewalk maintenance with sidewalk clearing responsibilities shared between landowners and the Municipality. The County of Brant (the County) sidewalk winter maintenance follows this approach with a combination of County and resident shared responsibility. The County of Brant passed a by-law (By-Law 243-00) to address responsibilities December 19, 2000 (Attachment 5). There is no set timeline under the by-law for snow and ice clearing but the current practice is to allow 24 hours after a winter event has ended for landowners to clear winter accumulated precipitation from sidewalks abutting their properties. When By-law receives a call related to a concern for a snow covered or icy sidewalk, they will visit the address and issue a notice to have the sidewalk cleared within 24 hours, this is complaint driven. . Over the past three (3) winter seasons (November 15 to April 1, By-Law Enforcement received an average of 79 sidewalk snow removal complaints per season. There was a very high percentage of compliance by residents once notified. For matters of non-compliance, Enforcement Officers hire a private contractor to remove snow and ice from the sidewalk. The costs are subsequently placed on the tax roll. The By-law Division is planning a review of by-law 243-00 and may be recommending updates in the coming months.

Except from By-Law 243-00 (Attachment #5)

DEFINITIONS

1. *"Highway" means a common and public highway;*
- "Occupant" means the owner of the property or any person found in charge, care and control of a premises;*
- "Owner" means the person(s) shown by the records in the Land Registry or Land Titles office, to be the owner in fee simple of the property;*
- "Sidewalk" means the portion of the highway between the curb lines or lateral property lines of a roadway and the adjacent property line, specifically designed and constructed for the use of pedestrians.*

REQUIREMENT TO CLEAR SIDEWALKS

2. Every occupant of a building and every owner of a vacant lot shall clear or cause to be cleared and removed, any accumulation of snow and ice, from the sidewalks on the highways in front of, alongside or at the rear of said building or vacant lot

The County has experienced a lot of growth recently and many new residents have moved from other jurisdictions, the County has had a lot of questions about winter maintenance of sidewalks. The Roads Division was asked by the Public Works Committee held October 16, 2023, to report on options for the winter sidewalk maintenance program. This report is intended to provide an update to that request and set out a go forward plan.

Analysis

County of Brant Sidewalk Infrastructure Facts

- 118 km of constructed concrete sidewalk with widths ranging from 0.6 meters to two (2) meters; majority in the 1.2-meter range. Modern day engineering standards for AODA sidewalks is 1.5 meters for typical sidewalk and 1.8 meters for curb face sidewalks to allow for snow storage.
- The County of Brant sidewalk infrastructure is projected to grow by 28 of kilometers over the next five (5) years.
- A total of 39.5 km is currently maintained by the County of Brant during the winter season.
- Currently all winter sidewalk clearing is completed by County Roads staff. In 2021, the previously contracted winter sidewalk clearing for St George was brought in house.
- When inventoried in 2021, there were 8.2 km of sidewalks and trails that fronted municipal properties. This measurement is to be reassessed in 2024 as pathways and multiuse trails of different surface types have been added to the County asset inventory requiring different treatments.
- County of Brant owns four (4) sidewalk clearing machines. Two (2) machines are in Paris. One (1) machine is in Mount Vernon for use in Burford and Mount Pleasant. One (1) machine is in St George and is a shared piece of equipment with Parks.
- After a winter event has stopped it takes approximately eight (8) to twelve (12) hours to complete all winter sidewalk routes depending on the winter event onset/completion and severity.
- Paris has two (2) fulltime sidewalk operators. Mount Vernon and St. George have one (1) part-time seasonal on-call operator per patrol yard.
- Sidewalk clearing machines have an estimated cost of \$217,000 per machine that would be outfitted with all the appropriate attachments.

- Additional full-time operator 2023 costing is \$88,059 per hire/per calendar year (2023 rate) this includes wages and benefits.
- Attachments one (1), to four (4) show the County sidewalk and multi-use trail network currently maintained by the County.

The current winter sidewalk clearing program is a carry-over from when the County of Brant amalgamated. The former municipalities that now comprise the County of Brant had their own criteria for winter sidewalk clearing. These services were carried forward so there was no perceived reduction in services provided to residents. With the growth of the County, more requests are being made as County owned facilities expand and multi-use trails and new developments are added. Resident needs and expectations are changing as demographics shift within the Community.

The County of Brant sidewalk inventory was last completed in 2015. This inventory was not done in the field and did not identify the in-depth condition assessment required to build a comprehensive sidewalk asset life plan or functionality assessment for modern day use. This inventory will be improved as part of the Asset Management Program.

Three (3) options were considered for the preparation of this report:

Option 1 – Continue current winter sidewalk maintenance program.

This option is to continue status quo. Staff do receive a few calls each winter season with concerns related to sidewalk clearing and they are dealt with on an individual basis. Roads has made some additions to the winter sidewalk routes over the past two (2) years to include new sidewalks with significant student use. Multiuse trail winter maintenance clearing has also been added to provide further year-round active use for residents. The Roads Department also switched sidewalk clearing from contracted services in St George to an in-house solution (2021). Roads staff continue to work with resident input and make modifications to improve efficiencies during the winter. Currently staff and equipment are at or near capacity for the established routes and adding more sidewalk network for winter maintenance to the routes will lead to unmet expectations from residents as response times would be extended. Furthermore, in heavy snow events the County may be in a position where it could not meet the maintenance standards set by the Province.

Option 2 - Decrease winter sidewalk maintenance limiting it to municipal owned and/or municipal managed properties.

Decreasing the winter maintenance program would reduce the number of serviceable addresses. However, there are minimal financial savings as the Roads Division would still require one (1) sidewalk machine per area to service municipal properties and trails.

The benefits of Option 2 are outlined below:

- There would be an environmental benefit as sidewalk clearing done through shovelling by residents is a 'green' approach.
- In its current state the County is proactive about placing salt on plowed sidewalks as machines do not clear as well as a sidewalk maintained by a shovel. Option 2 would lead to less chlorides being released into the environment.
- In most cases a resident can clear the sidewalks with a quicker response time than the County as residents only need to clear sidewalk surrounding their property.

Reducing service would have a negative societal impact for pedestrians that have become accustomed to specific sidewalk routes cleared by County staff during the winter. Residents affected by the change in service would need to be educated about the Sidewalk Snow Clearing By-Law and their responsibilities moving forward.

Option 3 - Provide winter sidewalk maintenance service to all residents within Brant County with sidewalks.

Option 3 has the largest financial impact and would have to be implemented over a multi-year plan. Currently a sidewalk clearing machine needs at least 1.25 meters of unobstructed path to fit on the sidewalk. Most sidewalks in the County do not meet this requirement. A field condition assessment of sidewalk infrastructure would need to take place to address which areas could be serviced by sidewalk equipment. In addition, a sidewalk replacement/upgrade schedule would need to be implemented in combination with other infrastructure capital projects, so redundancies could be addressed.

The financial impacts in Option 3 would be great. At minimum, the County would have to increase the number of sidewalk machines from four (4) machines to eight (8) machines (approximately \$868,000) and hire five (5) more fulltime employees (\$352,236) along with an increase to the annual operating budget. This option would take a detailed inspection and multi-year planned approach as the current infrastructure cannot support the sidewalk machine widths or weight in a lot of cases. After a detailed sidewalk inspection and cataloguing has taken place a recommendation for a replacement schedule of the current sidewalk infrastructure would be planned. Without this assessment the limit of work is unknown at this time but estimated to be a multi-million-dollar investment.

This approach is the least 'green' approach of the three (3) options. Another consideration is an increase in calls generated by residents regarding sidewalk clearing response times and property damage such as damaged sod, driveways, vehicles, and broken sprinkler heads to name a few.

Conclusion

The following table compares the options for the financial, environmental, and social factors considered.

Evaluation of Options			
	Financial	Environmental	Social
Option #1	—	—	—
Option # 2	↓	↑	↓↓
Option #3	↑↑↑	↓↓↓	↑
Legend	— minimal change	↑ Positive change	↓ Negative change

At some time in the near future, it is likely that a fourth sidewalk plough and operator will be required due to development and reconsideration of where the County completes the sidewalk clearing. Staff agree to review this as part of the current Development Charges Study and a thorough review of the program in 2024/25. A report will be brought back to Council.

In the interim, staff agree that the south side of King Edward Street from Rest Acres Road to Irongate Drive (approximately 470 metres) should qualify for the County sidewalk winter maintenance and will add it into the current program with Council approval for the 2023/24 winter season.

Summary and Recommendations

Staff recommend option one (1) as this level of service is expected by residents and has been a successful program that receives very few concerns after each winter event. It also balances a greener approach while providing active participation for residents that want to access Municipal facilities and trails through the winter months. The section of King Edward street from Rest Acres Road to Irongate Drive (south side) will be added to the current program with Council approval.

The current program will also be considered as part of the current Development Charges Study and a future report on level of service will be provided to Council in 2024/25.

Attachments

- 1) Winter Sidewalk Clearing Map for Paris North
- 2) Winter Sidewalk Clearing Map for Paris South
- 3) Winter Sidewalk Clearing Map for St George
- 4) Winter Sidewalk Clearing Map for Burford and Mount Pleasant
- 5) By-law 243-00 Snow Removal
- 6) RPT-21-101 Winter Sidewalk Maintenance Program

Reviewed By

R. Walton, General Manager of Operations

Copied To

J. DeMunck, Road Operations Manager
S. McDonald, Road Supervisor
K. McAllister, Road Supervisor
M. Huggins, Road Supervisor
B. McDonald, Road Supervisor
G. Bergeron, Director of Enforcement and Regulatory Services
J. Zuidema, Solicitor and Corporate Counsel
A. Dyjach, Director of Council Services, Clerk

By-law and/or Agreement

By-law Required	No
Agreement(s) or other documents to be signed by Mayor and /or Clerk	No

Administration and Operations Committee Report

To: To the Chair and Members of the Administration and Operations Committee
From: Kathy Ballantyne, Director of Facilities and Special Projects
Date: October 15, 2024
Report #: RPT - 0460 - 24
Subject: Oakland Community Centre Renovation – Child Care Services
Purpose: For Information and Direction

Recommendation

That staff be authorized to proceed with receiving quotations for the renovation of the former Customer Service Area and Coatroom/Hallway at the Oakland Community Centre (Concept A Floorplan) and finalize the terms and conditions with the proponent (Julee Farmer) to recover 50% of the renovation costs, subject to financing for the purposes of opening a child care centre;

And that surplus funds available from RFC-225 Oakland Water and Septic replacement in the amount of \$50,000 and funds available from RFC-259 Community Centre Capital Improvements account in the estimated amount of \$50,000 be re-allocated for this project;

And that staff prepare a 5-year lease agreement, inclusive of lease-holder improvement terms for Council approval.

Strategic Plan Priority

Strategic Priority 5 - Healthy, Safe, and Engaged Citizens

Impacts and Mitigation

Social Impacts

Qualified early childcare educators are trained to support social and cognitive development of children and offer fun and engaging experiences.

As per the Brantford/Brant Child Care and Early Years 10-Year Plan:

- Reduces gender-based income and employment inequality.
- Fosters to a sense of belonging and well-being.
- For newcomer families, finding childcare is often their first step to securing employment, improving English, or upgrading qualifications.
- Helps families build social networks.
- Provides families with tools and resources and connects with other community services.

Environmental Impacts

N/A

Economic Impacts

- The anticipated lease agreement revenue will cover the majority of the operating costs for the Oakland Community Centre, therefore lessening the burden on the property tax levy.
- Having additional childcare spaces available in the County of Brant will allow more people to participate in the workforce and increase household income.
- A convenient childcare location for rural residents will reduce commuting time and associated costs.
- The childcare operation will create new jobs in the County of Brant and local suppliers will be used for food services.

Report

In July, the recommendation from RPT - 0375 - 24 Oakland Community Centre – Potential Tenant was approved, which directed staff to hire a consultant to prepare a renovation floor plan acceptable to the Oakland Community Centre Volunteer Management Committee.

Instead of utilizing an outside consultant, this task was delegated to the County's Capital Project Manager who solicited feedback from the proponent and Community Services staff to prepare two options for consideration by the Committee.

Concept A Floorplan utilizes the existing building footprint, while retrofitting various elements within at an estimated cost of \$185,000.00.

Concept B Floorplan illustrates a 420 sq. ft. addition to the front of the building at an estimated cost of \$353,550.00.

After reviewing both plans with the proponent, it was determined Concept B would require further modifications and expenses to be compliant with the Ministry of Education requirements for a Child Care Centre. Additionally, the proponent was not prepared to invest funds of that magnitude for the project. Concept A provides a fully functional space for both preschool and toddler programs. The proponent is also interested in providing additional childcare options, such as an after school program that would operate from 3:30 – 5:30 pm and a ½ day preschool program. In order to provide the afterschool and ½ day program, the community hall would be needed in addition to the former Customer Service Office for designated times. Additional rental charges for the community hall space would be collected with the intent that all revenue be included in the lease agreement.

If the afterschool program and two days per week ½ day program was implemented, the hall availability for the public would be reduced. The hall would remain available 3 days per week from 8 am to 3 pm as well as evenings 5 days per week and all day Saturday and Sunday. At this time, there are no regular daytime rentals, however the Scot-Oak Seniors would like to use

at least 1 day per week during the school year for programming. In the summer months, the Scotland Community Centre holds day camp daily, so additional time may be required if the Scot-Oak Seniors want to continue summer programs at the Oakland Community Centre.

Both floorplans were presented to the Oakland Community Centre Volunteer Management Committee on September 25, 2024. The Committee had the opportunity to ask questions and took the information away to digest and provide comments. Concerns that were expressed, have all been resolved to the Committee's satisfaction. Correspondence was received on October 9, 2024 from the Committee that confirmed their support for Option A. The program schedule proposed by the daycare will enable the Committee to offer an acceptable level of community access to accommodate typical rentals such as family gatherings, social events, meetings and community events. The County will continue to communicate with the Committee to ensure that input is received regarding minor modifications and that the construction is coordinated with scheduled bookings.

As the proposal aligns with a demonstrated need for child care spaces in the County and the opening of the Oakland Child Care Centre will reduce the waiting list, staff are seeking approval to proceed with obtaining quotations for the facility retrofits and to finalize the terms and conditions within the lease agreement. Staff have set a goal of returning to Council with a lease agreement within 3 months.

After the lease agreement is signed and the retrofit is completed, the proponent intends to apply to become an authorized provider under the Consolidated Municipal Service Manager (City of Brantford) who is responsible and accountable for managing a coordinated childcare system. This provision would ensure the childcare spaces could be offered through OneList Brantford-Brant.

It is anticipated the building retrofit will take several months. Upon completion, 26 new full-time child care spaces will be available in Brant for residents. Once operational, the Oakland Child Care Centre will also be able to accommodate approximately 10-12 children in the afterschool program and 8 children in the half-day program.

Attachments

1. Concepts A and B Floorplans
2. Renovation Budget Estimates

Reviewed By

1. Phil Mete, General Manager Community Services

Copied To

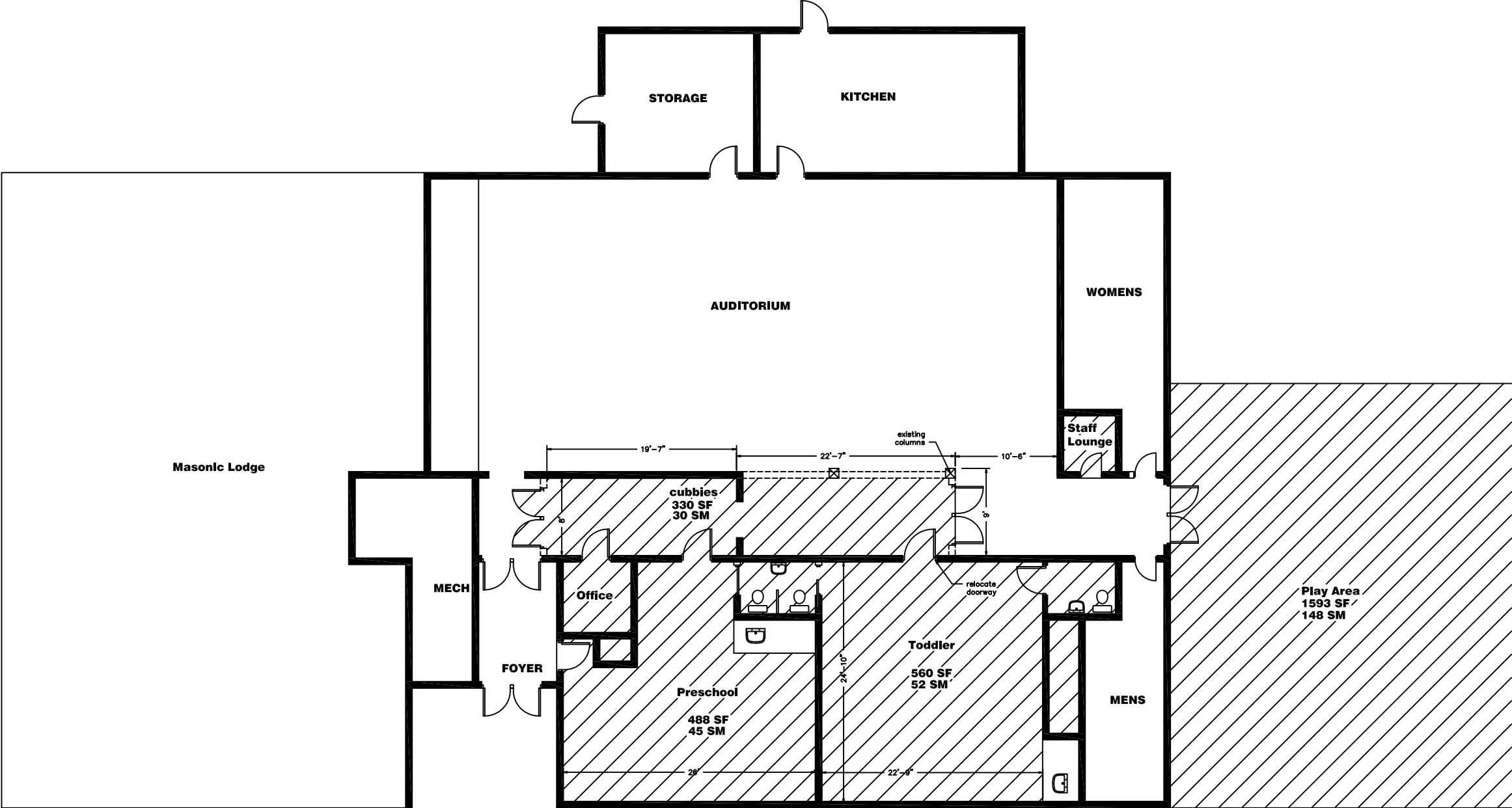
1. Rob Walton, General Manager Operations
2. Sean McAfee, Capital Project Manager
3. Stacey Ellins, Director of Parks and Recreation
4. BJ Foster, Parks and Facilities Supervisor
5. Heather Bailey, Manager of Budgets and Long-Term Financial Planning
6. Julee Farmer, proponent – Oakland Child Care Centre

By-law and/or Agreement

By-law Required	No
Agreement(s) or other documents to be signed by Mayor and /or Clerk	No

County of Brant - Capital Cost Estimate - Retrofit Oakland CSO&CC CONCEPT A				
Description	Quantity	Unit	Unit Cost	Extended Cost
Interior Works				\$ -
Engineering/Design	1	allowance	\$ 15,000.00	\$ 15,000.00
Demolitions/Removals (abatement)	1	allowance	\$ 20,000.00	\$ 20,000.00
Plumbing/Mechanical	1	allowance	\$ 20,000.00	\$ 20,000.00
Doors/Windows	1	allowance	\$ 20,000.00	\$ 20,000.00
Interior Walls/Misc	1	allowance	\$ 25,000.00	\$ 25,000.00
Electrical	1	allowance	\$ 8,000.00	\$ 8,000.00
Millwork	1	allowance	\$ 10,000.00	\$ 10,000.00
Finishes	1	allowance	\$ 20,000.00	\$ 20,000.00
Exterior Works				\$ -
Fencing	1	allowance	\$ 10,000.00	\$ 10,000.00
			TOTAL	\$ 148,000.00
General Conditions/Permit 10%				\$ 14,800.00
15% Contingency				\$ 22,200.00
TOTAL PROJECT ESTIMATE				\$ 185,000.00

County of Brant - Capital Cost Estimate - Retrofit Oakland CSO&CC CONCEPT B				
Description	Quantity	Unit	Unit Cost	Extended Cost
Interior Works				\$ -
Engineering/Design	1	allowance	\$ 15,000.00	\$ 15,000.00
Demolitions/Removals (abatement)	1	allowance	\$ 20,000.00	\$ 20,000.00
Plumbing/Mechanical	1	allowance	\$ 20,000.00	\$ 20,000.00
Doors/Windows	1	allowance	\$ 5,000.00	\$ 5,000.00
Interior Walls/Misc	1	allowance	\$ 25,000.00	\$ 25,000.00
Electrical	1	allowance	\$ 8,000.00	\$ 8,000.00
Millwork	1	allowance	\$ 10,000.00	\$ 10,000.00
Finishes	1	allowance	\$ 20,000.00	\$ 20,000.00
Exterior Works				\$ -
Fencing	1	allowance	\$ 12,000.00	\$ 12,000.00
				\$ 135,000.00
Exterior Addition 12x35	420	sf	\$ 400.00	\$ 168,000.00
			TOTAL	\$ 303,000.00
General Conditions/Permit 10%				\$ 30,300.00
15% Contingency				\$ 20,250.00
TOTAL PROJECT ESTIMATE				\$ 353,550.00



Concept A

COUNTY LOCATION:


LEGEND:

DWG NOTES:

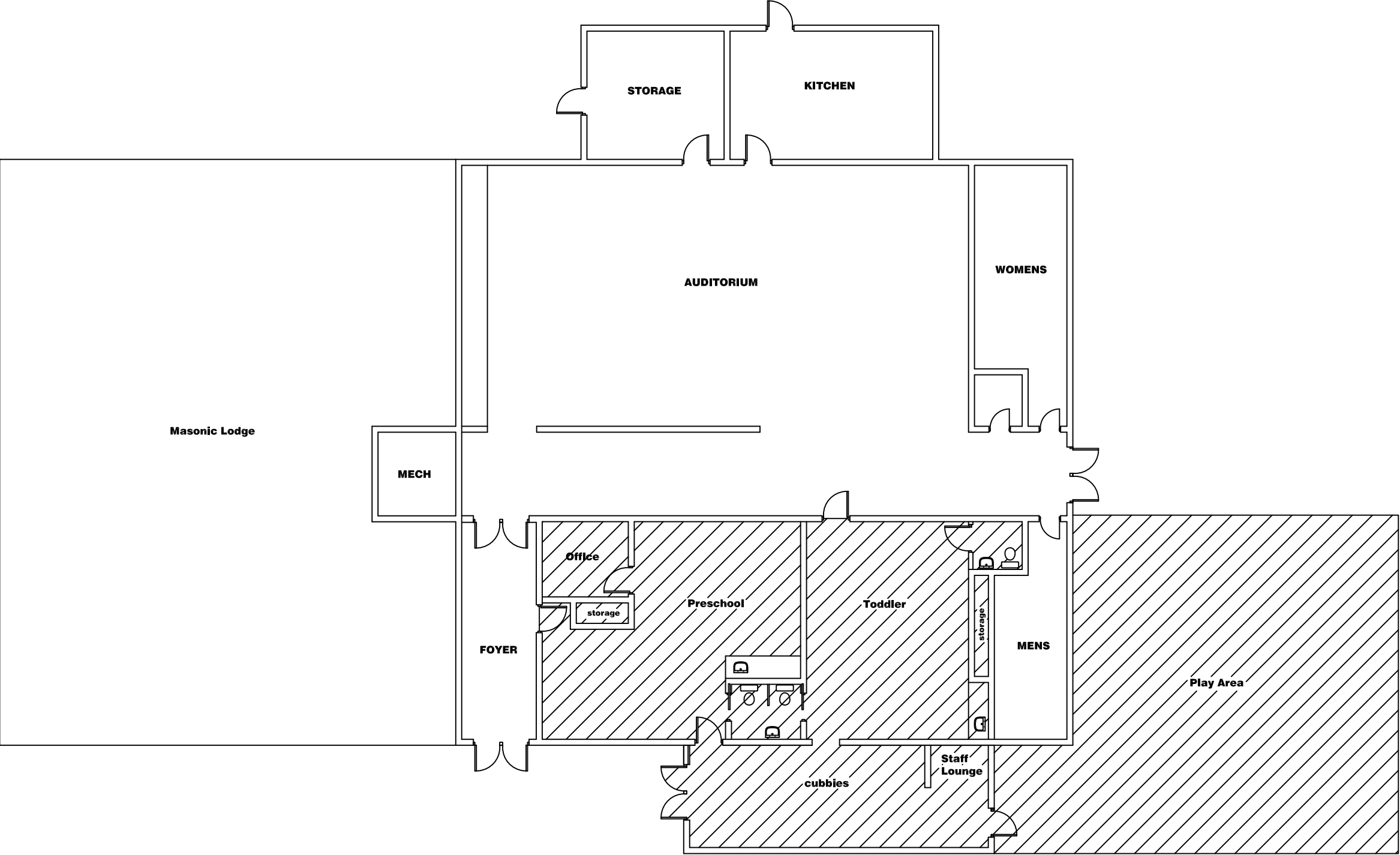
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TITLE

**Oakland CSO & CC
Proposed Childcare Center**


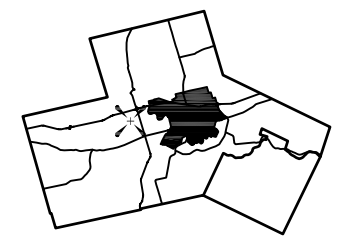


DATE 09.03.2024		SHEET 1 OF 1
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Concept B

COUNTY LOCATION:



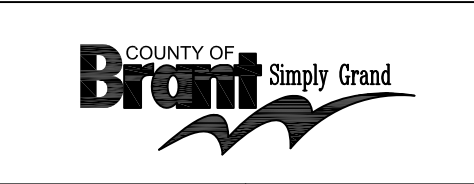
LEGEND:

DWG NOTES:

NO.	REVISION	BY	CHK	MM.DD.YR

TITLE

**Oakland CSO & CC
Proposed Childcare Center**



DATE 09.03.2024		SHEET 1 OF 1	
DRAWN BY sm	CHECKED BY kb	SCALE N.T.S	



Brant Connects Committee Minutes

Date: September 4, 2024
Time: 1:00 p.m.
Location: Council Chambers
7 Broadway Street West
Paris, ON

Present: Mayor Bailey, Councillor Miller, Members Morton, Farrant, and Hunter

Staff: Gable, Rickert, and Allison

Alternative formats and communication supports are available upon request. For more information, please contact the County of Brant Accessibility and Inclusion Coordinator at 519-442-7268 or by email accessibility@brant.ca

1. Attendance

Attendance was taken.

2. Approval of Agenda

Moved by Member Farrant
Seconded by Brad Hunter

That the Brant Connects Committee agenda for September 4, 2024, be approved, as amended.

Carried

3. Declaration of Pecuniary Interests

None.

4. Delegations / Petitions / Presentations

4.1 AHSIP Progress Update - B. Robinson

Braeden Robinson, Engineering Technologist, appeared before the committee and presented quick facts from the contractor and the County on the AHSIP progress. He also presented an updated mapping of currently served areas.

In response to questions, B. Robinson advised locate flags are installed by a third party

The committee requested B. Robinson be invited to the subsequent committee meeting for an additional update.

5. Adoption of Minutes from Previous Meetings

5.1 Brant Connects Committee Minutes of June 5, 2024

Moved by David Miller

Seconded by David Bailey

That the Brant Connects Committee Minutes of June 5, 2024 be approved.

Carried

6. Business Arising from the Minutes

None.

7. New Business

7.1 SWIFT Update

Councillor Miller provided an update to the Committee on SWIFT noting a listing of underserved premises is being compiled to be addressed.

7.2 Brant Connects Committee Terms of Reference Review

The committee discussed the County's recent advisory committee and boards review and noted the value the committee continues to provide including the online reporting tool, identification of underserved premises, and collaboration with external agencies.

7.3 CIRA Partnership

James Rickert, Director of Business and Technology Solutions, presented the CIRA tool with the branded website.

The committee discussed the importance of an accompanying communication program.

8. Staff Reports

None.

9. Communications

Moved by Member Farrant

Seconded by David Bailey

That all communications and presentations from the Brant Connects Committee meeting of September 4, 2024, be received as information.

Carried

10. Other Business

Member Farrant advised of a recent CRTC decision required ISPs to share their infrastructure including ground lines.

11. Next Meeting and Adjournment

Committee adjourned at 2:10 p.m. to meet again on November 6, 2024 at 1:00 pm at the County of Brant Council Chambers.

Secretary

Accessibility Advisory Committee Report

The Accessibility Advisory Committee makes the following recommendation from its meeting on September 16, 2024:

1. That the Mayor's Office prepare certificates for The Rustic Palm and NoiseMaker in recognition of their Accessibility Improvements;

And that Mayor Bailey present the certificate to The Rustic Palm.

Respectfully Submitted,

Drew Baird
Chair



Accessibility Advisory Committee Minutes

Date: September 16, 2024
Time: 1:00 p.m.
Location: Council Chambers
7 Broadway Street West
Paris, ON

Present: Mayor Bailey, Councillor Oakley, Members Baird, Craig, Foster, Smith, Solak, Van Berkel, and Yantzi

Regrets: Member Roberts

Staff: Vink, Yarek Snyder, Grice, Robb, and Pluck

Alternative formats and communication supports are available upon request. For more information, please contact the County of Brant Accessibility and Inclusion Services at 519-442-7268 or by email accessibility@brant.ca

Member Baird in the Chair.

1. Attendance

Attendance was taken and a roundtable introduction was held to introduce members of the committee.

2. Approval of Agenda

Sheena Yarek Snyder, Accessibility and Inclusion Supervisor, noted an addition under item 7 Site Plan Control Applications.

Moved by Councillor Oakley
Seconded by Member V. Smith

That the Accessibility Advisory Committee Agenda for September 16, 2024 be approved, as amended.

Carried

3. Declaration of Pecuniary Interests

None.

4. Delegations / Petitions / Presentations

None.

5. Adoption of Minutes from Previous Meetings

5.1 Accessibility Advisory Committee Minutes of April 15, 2024

Moved by Member Foster
Seconded by Councillor Oakley

That the Accessibility Advisory Committee Minutes of April 15, 2024, be approved.

Carried

6. Business Arising from the Minutes

None.

7. Site Plan Control Applications

7.1 Burford Skate Park

S. Yarek Snyder presented the site plan for the Burford Skate Park, noting that comments provided by the committee will be returned to the applicant. Discussion was held regarding additional bench seating.

8. Staff Reports

8.1 Round Table Introduction

This item took place at the commencement of the meeting.

8.2 Terms of Reference / Role of the Committee

Brian Grice, Accessibility and Inclusion Coordinator, presented the Accessibility Advisory Committee Terms of Reference and Role of the Committee, noting that legislation only allows the County and the committee to facilitate changes that are involving County of Brant property.

S. Yarek Snyder advised that the committee could provide guidance to private organizations through sending a letter on behalf of the Accessibility Advisory Committee.

8.3 Salute to Brant Follow Up

S. Yarek Snyder advised that three nominations have been received for the Accessibility Brant award. It was highlighted that no nominations had been received from this committee and they were encouraged to be more proactive in next years nominations.

In response to questions, S. Yarek Snyder advised that the criteria of the award had come to the committee at the start of the year and what is involved in the judging process.

8.4 Inclusion Updates

B. Grice provide an update to the committee, noting the signing of the County of Brant Inclusion Charter, the development of the Diversity Equity and Inclusivity Plan, and that the County has joined UNESCO, The United Nations Educational, Scientific and Cultural Organization.

8.5 Age Friendly Plan - Washroom Audit

B. Grice provided an update on the washroom audit, noting further work is being completed on the process. He further advised that an audit of every washroom in the County will be completed, and a compendium of information will be available which will show where these services are located.

S. Yarek Snyder advised that phase 2 of the audit will be a guiding tool and that criteria is being developed to ensure each washroom is up to date.

Member Baird noted that the universal washroom at the Cowan Community Health Hub did not have a drop-down grab bar installed in the right place. B. Grice to follow up.

8.6 ADS Update

B. Grice advised that the accessibility design standards have been through staff reviews and will undergo a clean up and design, and is aiming to have them brought to Council in November to be officially adopted. B. Grice will circulate the final draft to the committee for review and comment.

8.7 MYAP Timelines

S. Yarek Snyder advised that the public engagement for the Multi-Year Accessibility Plan has closed and that public comments were received. She further noted that the Multi Year Accessibility Plan will come to committee for review before going to Council for approval.

8.8 Summer Projects Follow-up

B. Grice provided an update to the committee on the summer projects, noting the Multi Year Accessibility Plan, Accessibility Design Standards, paving of Mile Hill, and a pavilion pathway at Paris Lions Park.

8.9 Library Site Plans - Status Update

B. Grice provided an update to the committee on the Library Site Plan noting that there is no official plan to build and move forward at this at this time.

9. Communications

None.

10. Other Business

10.1 Member Update

Member Baird shared with the committee that The Rustic Palm has installed an automatic door at their business and further commented on the Paris Drinks Fest, noting the increased accessibility of the Syl Apps venue and the accessibility improvements done by NoiseMaker for the event.

Discussion was held regarding recognizing businesses and individuals who commit to making accessibility improvements and that the committee will bring suggestions of whom to recognize at future meetings.

Moved by Mayor Bailey
Seconded by Member V. Smith

That the Mayor's Office be directed to create certificates for The Rustic Palm and NoiseMaker in recognition of their Accessibility Improvements;

And that Mayor Bailey present the certificate to The Rustic Palm.

Carried

11. Next Meeting and Adjournment

Committee adjourned at 2:09 pm to meet again on November 18, 2024 at 1:00 pm at the County of Brant Council Chambers.

Secretary



Cemetery Advisory Committee Minutes

Date: September 26, 2024
Time: 9:30 a.m.
Location: Council Chambers
7 Broadway Street West
Paris, ON

Present: Members Downey, Forbes, Smeaton, and Stone

Regrets: Mayor Bailey, Councillor Garneau, and Member Gatward

Staff: Ellins, Hussey, and Pluck

Alternative formats and communication supports are available upon request. For more information, please contact the County of Brant Accessibility and Inclusion Coordinator at 519-442-7268 or by email accessibility@brant.ca

Member Stone in the Chair.

1. Site Visit

The committee toured the Paris Cemetery.

2. Attendance

Attendance was taken.

3. Approval of Agenda

Moved by Member Downey
Seconded by Member Forbes

That the Cemetery Advisory Committee agenda for September 26, 2024 be approved.

Carried

4. Declaration of Pecuniary Interests

None.

5. Delegations / Petitions / Presentations

None.

6. Adoption of Minutes from Previous Meetings

6.1 Cemetery Advisory Committee Minutes of July 25, 2024

The committee noted a correction in the attendance of the July 25, 2024 Cemetery Advisory Committee minutes.

Moved by Member Downey
Seconded by Member Smeaton

That the Cemetery Advisory Committee minutes of July 25, 2024 be approved as amended.

Carried

7. Business Arising from the Minutes

Oakland Cemetery Heritage

Stacey Ellins, Director of Parks & Recreation, advised that the Oakland Cemetery has been added to the list of consideration for heritage designation.

8. Cemetery Supervisor's Update

8.1 September 2024 Parks & Cemetery Supervisor Update

DJ Hussey, Parks & Cemetery Supervisor, appeared before the committee and presented the September 2024 Parks & Cemetery Supervisor's Update. D Hussey provided an overview of upcoming work being done at the Paris Cemetery, Northfield Cemetery, Mount Pleasant Cemetery, and Scotland Cemetery. He further advised the committee on the Oakland Cemetery, noting the expansion will be ready for lot sales for the end of 2024, and that a damaged bench has been investigated and is out for repair. D Hussey concluded with noting all water tanks and lines will be drained and cleaned following the Thanksgiving weekend, and that the updated Cemetery Bylaw has been stamped and returned from the BAO, and that the Bylaw is now active.

In response to questions, D. Hussey advised that cemetery garbage cans are emptied on a weekly rotation.

9. Communications

9.1 Letter to Cemetery Advisory Committee

Moved by Member Downey
Seconded by Member Smeaton

That the communication from Heather Boyd and Melissa Connor be received as information.

Carried

10. Other Business

10.1 Results of Advisory Committee Review re: Cemetery Advisory Committee

Discussion was held regarding the results of the Advisory Committee Review, noting the impact the Cemetery Advisory Committee has on the community.

10.2 Damage to Black Granite Memorial Bench - Oakland Cemetery

D Hussey advised that an investigation of the damaged bench has been done and that it is currently out for repair.

In response to questions, D Hussey advised that the repair cost would fall under the Monument and Foundation Repair budget.

10.3 Installation of Columbarium at St. James Anglican Church Cemetery

Member Downey spoke on the installation of a columbarium at the St. James Cemetery and noted that the County's approval is required. D Hussey advised that he can provide assistance on this.

10.4 Cemetery Advisory Committee November 28, 2024 Meeting

The committee discussed the cancellation of the November 28, 2024 Cemetery Advisory Committee meeting.

Moved by Member Downey
Seconded by Member Smeaton

That the November 28, 2024 Cemetery Advisory Committee meeting be cancelled.

Carried

11. Next Meeting and Adjournment

Committee adjourned at 11:05 a.m.

Secretary



Tourism Advisory Committee Minutes

Date: October 3, 2024
Time: 10:00 a.m.
Location: Council Chambers
7 Broadway Street West
Paris, ON

Present: Councillors Kyle and Oakley, Members Pottruff, Stone, Pickering (arrived 10:08 a.m.), and Von Schleinitz (arrived 10:14 a.m.)

Regrets: Mayor Bailey, Members Harder, Pate, Sinning, and Howell

Staff: Gable, Webb, Beddard, and Pluck

Alternative formats and communication supports are available upon request. For more information, please contact the County of Brant Accessibility and Inclusion Coordinator at 519-442-7268 or by email accessibility@brant.ca

Member Stone in the Chair.

1. Attendance

Attendance was taken. The meeting proceeded for information purposes until 10:14 a.m. when Quorum was achieved.

2. Approval of Agenda

Moved by Member Pickering
Seconded by Member Pottruff

That the Tourism Advisory Committee agenda of October 3, 2024 be approved.

Carried

3. Declaration of Pecuniary Interests

None.

4. Delegations / Petitions / Presentations

None.

5. Adoption of Minutes from Previous Meetings

5.1 Tourism Advisory Committee Minutes of September 5, 2024

Moved by Member Pottruff
Seconded by Member Pickering

That the Tourism Advisory Committee minutes of September 5, 2024, be approved.

Carried

6. Business Arising from the Minutes

In response to questions, Zach Gable, Director of Economic Development & Tourism noted that Glamping is permitted within the County of Brant through On-farm Diversified Use zoning. He further advised that the new County of Brant Official Plan is currently waiting for approval from the Ministry.

7. Staff Reports

7.1 Culture Days Recap

Jazmin Beddard, Arts, Culture and Heritage Officer, updated the committee on Culture Days, noting there were 48 participating events over three weeks and that the festival hub day took place on September 28. J. Beddard advised that the Paris BIA reported an increase in business and traffic from Culture Days and that surveys are being reviewed.

7.2 Cobblestone Map

J. Beddard reported that the Cobblestone digital map has seen updates over the summer, and that work is being done with the County of Brant GIS team to create a virtual tour with GPS capability. J. Beddard concluded with noting that a Hamilton Spectator article was written about Paris with a focus on cobblestones.

7.3 Tourism Info Centre Report

Brandon Webb, Research & Marketing Economic Development Officer presented the Summer 2024 Tourism Report, noting the number of visitors attending the tourism booth and pop-ups in the summer months, and the top locations in which visitors travel from. B. Webb further advised on survey completions and key findings, and concluded with the pop-up booth locations.

In response to questions, B. Webb noted that having two visitor ambassadors this summer allowed for the collection of more data.

7.4 Staff Update

B. Webb provided an update to the committee on the County of Brant Chamber of Commerce, St. George Business Association, and Downtown Paris BIA. He noted that Salute to Brant was a successful event, and that a Downtown Dig forum will be held on October 16 at the River's Edge in Paris. B. Webb advised that a working draft of the Museum Sustainability Analysis is underway, and that an overview and recommendations are planned for November. B. Webb advised on events that occurred since the previous committee meeting and noted on further upcoming events within the County. He concluded with noting that County of Brant staff will be

attending training for the Heart of Ontario's Transformational Travel Design Program and that the County purchased advertising in Daytripper Magazine.

8. Communications

8.1 Tourism Advisory Committee Letter Regarding 2024 - H. Boyd & M. Connor

Discussion was held regarding the results of the County of Brant advisory committee review, with members expressing a need for further communication between the County of Brant Chamber of Commerce, Downtown Paris BIA, and the County of Brant.

In response to questions, Z. Gable advised that roundtable discussions are a beneficial format for engagement that would still be continued, and that additional opportunities for broader engagement are also being investigated.

9. Other Business

None.

10. Next Meeting and Adjournment

Committee adjourned at 10:57 a.m. to meet again on November 7, 2024 at 10:00 a.m. at the County of Brant Council Chambers.

Secretary

Brant Heritage Committee Report

The Brant Heritage Committee makes the following recommendations from its meeting on October 3, 2024:

1. That the public engagement process for The Downtown Dig Project include references to heritage markers;

And that the Brant Heritage Committee receive the feedback from the public engagement process to further investigate heritage markers in the downtown streetscape as a first step towards heritage storytelling within the County of Brant.

Respectfully Submitted,

Joan Telfer Faux
Chair



Brant Heritage Committee Minutes

Date: October 3, 2024
Time: 4:00 p.m.
Location: Council Chambers
7 Broadway Street West
Paris, ON

Present: Mayor Bailey (left at 4:37 p.m.), Councillors MacAlpine and Howes, Members Brown, Dirycz, Telfer Faux, and Workman Rose

Regrets: Councillor Garneau, Members Kavanagh, and Varney

Staff: Gable, Beddard, Kortleve, and Pluck

Alternative formats and communication supports are available upon request. For more information, please contact the County of Brant Accessibility and Inclusion Services at 519-442-7268 or by email accessibility@brant.ca

Member Telfer Faux in the Chair.

1. Attendance

Attendance was taken.

2. Approval of Agenda

Moved by Mayor Bailey
Seconded by Member Brown

That the Brant Heritage Committee agenda of October 3, 2024 be approved, as amended.

Carried

3. Declaration of Pecuniary Interests

None.

4. Delegations / Petitions / Presentations

None.

5. Adoption of Minutes from Previous Meetings

5.1 Brant Heritage Committee minutes of September 5, 2024

Moved by Councillor Howes
Seconded by Member Dirycz

That the Brant Heritage Committee minutes of September 5, 2024, be approved.

Carried

6. Business Arising from the Minutes

Heritage Districts in Lunenburg, Nova Scotia and Peggy's Cove, Nova Scotia

Mayor Bailey presented a series of photos on heritage districts in Lunenburg, Nova Scotia, and Peggy's Cove, Nova Scotia. Mayor Bailey noted that buildings within these districts have plaques which note the year of construction and the original owners.

Discussion was held regarding the implementation of a heritage district in downtown Paris, financial incentives for designation, and the implementation of heritage markers alongside the Downtown Dig project. In response to questions, Brandon Kortleve, Planner, noted that the rowhouses located on Grand River Street South are on the heritage inventory for future consideration of designation.

In response to questions, Zach Gable, Director of Economic Development and Tourism, advised that more consultation will be taking place for the Downtown Dig project, and that the project manager could be asked to attend a future Brant Heritage Committee meeting to discuss the project further.

Moved by Councillor Howes
Seconded by Councillor MacAlpine

That the public engagement process for The Downtown Dig project include references to heritage markers;

And that the Brant Heritage Committee receive the feedback from the public engagement process to further investigate heritage markers in the downtown streetscape as a first step towards heritage storytelling within the County of Brant.

Carried

7. Staff Reports

7.1 Penman's Factory Plaque Unveiling

Jazmin Beddard, Arts, Culture and Heritage Officer, advised the committee that the Penman's Factory Plaque Unveiling Ceremony is taking place on October 5, 2024 at 11:00 am at 140 West River Street, Paris.

In response to questions, J. Beddard advised parking instructions are included within the invitation.

7.2 Culture Days

J. Beddard provided an update to the committee on Culture Days, noting that there were 48 participating events over three weeks. She noted that the Hub Day was well attended with approximately 50 participants at Paris Lions Park and that other events were reporting strong attendance. J. Beddard reported that five submissions have been received so far for the heritage scavenger hunt, and that following October 25 there will be opportunities for prizes for completed scavenger hunts.

Discussion was held regarding prize suggestions for the heritage scavenger hunt.

7.3 Joint Heritage Committee Meeting

J. Beddard provided an update to the committee on the joint heritage committee meeting to be held by the County of Brant in 2025. Discussion was held regarding potential dates, venues, and dinner options.

8. Committee Workplan

None.

9. Communications

9.1 Brant Heritage Committee Letter Regarding Committee Decision - H. Boyd & M. Connor

The committee reviewed the received communication.

10. Other Business

10.1 Lunenburg Heritage Districts

This item was moved to business arising from the minutes.

11. Next Meeting and Adjournment

Committee adjourned at 5:41 p.m. to meet again on November 7, 2024 at 4:00 p.m. at the County of Brant Council Chambers.

Secretary