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Without Prejudice

MEMORANDUM

To: Rockland Builder Developer Group and Daryl Keleher, KPEC

From: Andrew Mirabella, Hemson Consulting Ltd.

Date: September 23, 2025

Re: Comments Received on 2024 City-wide Development Charges Background Study

This memorandum provides a response to the outstanding issues raised in the letter received from the Rockland Builder Developer Group (RBDG) and its consultant, Keleher Planning & Economic Consulting Inc. (KPEC), dated July 18, 2025.

This memorandum has been prepared by Hemson as informed by discussions with City staff.

A. OUTSTANDING ISSUES

- 1) The City's DC capital program for roads appears to be based on a draft version of the Transportation Master Plan (TMP) which was not made available for public release prior to the release of the 2024 DC Study, and only made available in May 2025.

***Response:** The Multimodal Transportation Master Plan Amendment (MMTMP) was underway by Stantec (external engineer for the assignment) for several months prior to Hemson's engagement. The overall findings of the project were provided to Hemson for use in the DC Study. City staff reviewed the recommended works from Stantec and provided Hemson with specific updates and modifications to reflect better pricing for specific infrastructure needs.*

- 2) Costing detail has not been provided to substantiate capital costs for items such as roundabouts (\$5.0 million) to assess what the base construction costs are, and what upward adjustment factors (engineering, land, contingency, admin) have been applied. The May 2025 TMP shows a total of \$6.27 million in intersection costs attributable to the City.

Response: In general, the costs in the DC study have been updated to reflect the City's recent tenders and experience in constructing roundabouts. For example, the cost based on a tender for a roundabout project on St-Jean Street in 2023 was estimated at \$6.13 million. A breakdown of the price for St-Jean street (phase 1) is provided below as well as the adjusted value for the purposes of informing DC Background Study cost projection. The adjusted value was modified to omit some site-specific elements (like water, wastewater, and services) which would not apply uniformly to all roundabout projects; therefore, the total adjusted cost is \$5.4 million (note: cost was adjusted for the non-recoverable HST portion). For the purposes of the DC Study, the City felt a more reasonable average cost estimate for a roundabout would be approximately \$5.0 million which can be applied uniformly to all similar projects in the capital program.

Cost Category	2023 Tender Price Schedule	Adj. for Inflation Price Schedule	Adj. Cost for DC
Site Preparation	\$ 323,077	\$ 338,000	\$ 338,000
Removals	\$ 107,006	\$ 112,000	\$ 112,000
Watermain	\$ 284,545	\$ 297,700	
Sanitary Sewer	\$ 49,378	\$ 51,700	
Storm Sewer	\$ 1,110,289	\$ 1,161,700	\$ 1,161,700
Mass Earth Movement	\$ 256,524	\$ 268,400	\$ 268,400
Base Course	\$ 1,229,716	\$ 1,286,700	\$ 1,286,700
Services	\$ 3,795	\$ 4,000	
Curbs, Sidewalks Landscaping	\$ 808,559	\$ 846,000	\$ 846,000
Wear Course	\$ 310,370	\$ 324,700	\$ 324,700
Miscellaneous	\$ 75,642	\$ 79,100	\$ 79,100
Utilities	\$ 262,537	\$ 274,700	\$ 274,700
Contingency Allowance	\$ 600,000	\$ 627,800	\$ 627,800
Subtotal	\$ 5,421,437	\$ 5,672,500	\$ 5,319,100
HST	\$ 704,787	\$ 737,425	\$ 93,616
Total Tender Price	\$ 6,126,224	\$ 6,409,925	\$ 5,412,716

- 3) The Hemson Response Memo states that the 0% BTE is “set to reflect the work on existing sidewalks” which includes “rehabilitation costs for the existing sidewalk plus the cost of the new sidewalk construction”. It is unclear how costs which include rehabilitation costs resulted in a 0% BTE. It is also unclear how, given that the sidewalks fill in existing deficiencies and gaps in the City’s pedestrian network how the costs associated with new sidewalks also do not warrant a BTE allocation.

Response: Hemson’s response to Question 33 in the previous Response Memo dated March 31, 2025, was largely justifying assigning a 50% BTE share to project 41. Project 41

describes adding a sidewalk to one side of Sterling Avenue in addition to the sidewalk already in place so that there are sidewalks on both sides of the roadway. In this case, a 50% BTE share was assigned to reflect rehabilitation costs for the existing sidewalk and thus this share is ineligible for DC recovery. The remaining 50% reflects the costs to construct a new sidewalk on the opposite side of the road and is eligible for DC recovery.

The remaining sidewalk projects are assigned a 0% BTE share because they are all new sidewalks being built on roadways that do not already have an existing sidewalk in place.

- 4) Many projects for upgrading of existing intersections are assigned a BTE of 0%, with the response received indicating that “these projects would not be required if it wasn’t for increased traffic volumes arising from new development”. Assigning 100% of the capital cost to growth because it ‘triggered’ the need for a work is unreasonable.

As an extreme but illustrative example – if existing development generated enough demand such that it meant the municipality was 99.9% of the way towards needing an increase in service standard at an intersection (or any other types of projects) and one additional home is built pushing the need to or above 100.0%, it is inappropriate to assign 100% of the cost of the work to the ‘benefit’ of the one additional new home. Rather, there are cases where it is appropriate that the costs should be borne by those who contributed to the triggering of the work, not just those who crossed the tipping point for need.

Response: *Upon further review, an adjustment has been made to projects #25, #27, #28 and #30 to account for a 25% BTE share related to existing intersection upgrade projects. This change has the net result of reducing the DC eligible cost, thereby reducing the calculated DC rate. Following this adjustment, the DC rate for a SDU is reduced by \$333.*

- 5) In response to Question #36, the Hemson Response memo does not provide the source for the 8-fold increase in intersection works, but refers to the “new TMP in progress” as the source, however, the draft TMP was not made available until May 2025.

Response: *As indicated, the Multimodal Transportation Master Plan Amendment was underway by Stantec (external engineer for the assignment) for several months prior to Hemson’s engagement. The overall findings of the project were provided to Hemson for use in the DC Study. City staff reviewed the recommended works from Stantec and provided*

Hemson with specific updates and modifications to reflect better pricing for specific infrastructure needs. The costs included in the DC Background Study reflect a more accurate picture of the cost of servicing new development.

- 6) The basis for the land acquisition in the Public Works DC is unsubstantiated as it is based on 2019 DC Study assumptions, and the City is “in the process of getting revised estimates for the project scope”.

Response: *The need for the project exists irrespective of whether a more revised cost estimate was available at the time of the study or not. Therefore, for the purposes of this 2024 DC Study, it seems reasonable to use the figures outlined in the 2019 DC Study but adjusted the costs for inflation recognizing these project costs would be revisited once more detailed information was available. A similar example, since the release of the 2024 DC Background Study for public consultation, the City’s working estimates for the Garage Renovation and Expansion (Project 6.1.3) have increased to about \$11.0 million from the \$2.0 million identified in the capital program. These differences will be adjusted for in the next DC Study with more refined costs.*

- 7) Based on the May 2025 TMP, the timing for projects in the DC Study from 2025-2029 are characterized as “long-term” (years 5-10) projects in the TMP – can the discrepancies in project timing between the DC Study and TMP be explained? The DC Study includes \$93.3 million in gross project costs for 2024-2033, while the TMP shows only \$44.0 million for the same period (Table 6.9).

Response: *The differences can generally be attributed to the variance in project costs between the two studies. As indicated, the MMTMP prepared by Stantec provided a roadmap for infrastructure needs with high-level cost estimates. The City has then vetted the costs and updated/refined the estimates for the DC Study based on recent tenders and more detailed design costs.*

- 8) The 2025 TMP shows \$18.5 million in developer contributions for the identified capital works and \$15 million for contributions from UCPR1 (Table 6.9), however, the 2024 DC Study only shows \$5.1 million in “other contributions” (Table B.7-2) – what is the basis for the difference in funding responsibility for these works in the TMP and the DC Study?

Response: *The MMTMP includes a series of local developer funded projects which have largely been omitted from the DC capital program except for some developer responsibility*

projects relating to the completion of the latest phase of Morris Village. For example, the developer contribution projects in the MMTMP include local developer projects like clarence crossing roadway (\$9.4M). These specific projects are not shown in the DC Study and therefore the table in the MMTMP and DC won't align in this regard. For consistency, these developer only funded projects can be removed from the capital program to limit confusion for future references to the DC Background Study.

The MMTMP includes a series of County Road projects occurring in Clarence-Rockland, but the works are funded by the County. The DC Study only captures one "County" project - County Road 17 - which the funding responsibility for this Multi-Use Path work rests with the City as the County would not be responsible for this work. As a result, the DC Study and MMTMP project list won't correlate exactly.



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MEMORANDUM

To: Arthur Gordon, Afshin Pakzadnia, Andrey Kirillov

From: Andrew Mirabella, Hemson Consulting Ltd.

Date: September 23, 2025

Re: Comments Received on 2024 City-wide Development Charges Background Study

This memorandum provides a response to issues raised in the letter received from the Rockland Builder Developer Group (RBDG) and its consultant, Castleglenn Consultants, dated July 18th, 2025 and further discussed at a meeting with the development industry on August 27th, 2025.

This memorandum has been prepared by Hemson as informed by discussions with City staff, which also consider the comments received at our meeting in August 2025.

A. UNIT COSTS

- 1) The unit cost estimates for development roads and structures differ from those presented within the “St-Jean Street - Montée Poupart Municipal Class Environmental Assessment Study”. The table below was referenced from the 2024 DC Hemson Report but unfortunately, the unit prices lack sufficient detail.

Table 1: Unit Costs as Referenced from 2024 Hemson Report

No.	Item	Unit	Unit Cost	General Comment
1	Asphalt Roads	\$/km	\$3M	There is no information regarding the road width or cross-section (e.g., urban or rural cross-section) that would permit refinement of the unit cost based on the facility type.
2	Culverts	Unit	\$1.47M	
3	Streetlights	Unit	\$7.5K	Lighting alternating both sides, one side vs. centre median lighting
4	Traffic Lights	Unit	\$250K	There is no clarification of whether this applies to a standard four-leg intersection with two lanes-per-leg or a multi-lane cross-section, or just a single leg such as a pedestrian crossing.
5	Sidewalk	\$/km	\$400K	It is difficult to tell if this cost is for one side only or both sides given that the length of each project is not indicated.
6	Roundabouts	Unit	\$5M	

Referenced from “Development Charges Background Study”, Hemson (Nov 15th, 2024) - Appendix B-7, Table B.7-1

Response: *The unit costs are based on the best available information provided by the City.*

- 2) The \$5M-per-roundabout unit cost is inaccurate as costs vary widely depending on:
- the length and width of adjacent roadway included in the estimate; (There could well be over-lap with the connecting roadway improvements), resulting in double counting of projects.
 - the number of connecting lanes on each approach to the roundabout. All four roundabouts along Montée Poupart are estimated at an identical \$5M-per-roundabout, despite clear differences in their size and configuration. Roundabout 1, at the bottom of the hill, is notably larger and elevated compared to the others, yet carries the same cost.
 - the applicability of assigning the City's Local Service Policy to the legs of the roundabout that are the responsibility of the developer given that the approach provides service to a single developer.

Table 2 highlights the following cost estimates referenced from available sources of information and more refined cost estimates referencing functional and detailed designs. There are considerable differences in the budget estimates being carried forward. Assuming an additional \$10M is carried forward beyond the 50% contingency noted in the Castleglenn estimate that would account for the high voltage powerlines and the major culvert, it would still mean that the Hemson Report estimates would still exceed Castleglenn's estimates by at least \$14M. This difference would result in a considerable impact upon the final development charge rates determined within the Hemson Report.

Table 2: Comparison of Gross Cost Estimates Provided from Various Sources

No.	St-Jean- Montée Pourpart Project.	Hemson	Stantec	Castleglenn EA
		Estimate (March 2025)	TMP Update (May 2025)	Estimate (Oct. 2024) Approved by MECF (Nov 15, 2024)
Roundabouts				
21	Montée Poupart Road - New roundabout at new intersection. (No. 3)	\$5.0 M	\$1.27 M (CR 49)	\$2.90 M ²
23	Montée Poupart Street/Saint Jean Street New roundabout to replace the existing STOP controlled intersections. (No. 2)	\$5.0 M	\$1.27 M (CR 51)	\$2.85 M ²
24	Montée Poupart Street/New West Roadway - New roundabout at new intersection. (No. 4)	\$5.0 M	\$1.27 M (CR 52)	\$2.78 M ²
26	Saint Jean Street/Broze Avenue - New roundabout at new intersection. (No. 1)	\$5.0 M	\$1.27 M (CR 54)	\$4.67 M ²
Sub-Total		\$20.00 M	\$5.08M	\$13.20 M²
Roadway Segments				
20	Montée Poupart between Roundabouts.	\$19.0 M	\$4.14 M (CR 48)	\$9.71 M
28	St Jean between Roundabout 1 and 2	\$15.0 M	\$1.90 M (CR 56)	\$6.56 M
Sub- Totals		\$34.0 M	\$6.04 M	\$16.27 M
Overall Total		\$54.0 M	\$11.12 M	\$29.47 M¹

1 Excludes MUP's and Sidewalks which are under other DC categories.

Estimate includes the following Contingencies

Castleglenn Contingency Item

Utility protection/relocation cost

Small culvert crossing:

Temporary Traffic Control Plan

Mobilization and Engineering

Contingency

TOTAL CONTINGENCY IN ESTIMATE

Percentage of Construction Cost

5%

5% for intersection #1 and 3% for others

5%

15%

20%

48%-to-50% of construction cost

Castleglenn Exclusions:

(a) Property acquisition cost

(c) Supply to accommodate streetlights and traffic signals

(e) **Major culvert crossing at intersection #1**

(g) Staging Cost

(b) **High-voltage power lines**

(d) Landscaping requirements instead of grass

(f) Erosion and sedimentation control measures

(h) Proposed new utilities

2 80m limit of all approach roadways included within the above roundabout costs.

Response: As requested, further information has been provided related to the costing of roundabouts, the Poupart Road (Project #20) and St. Jean Street (Project #22 – old #28). Overall, based on the costing information the City has obtained and used to inform the DC Background Study, the cost estimates contained in the DC Study remain reasonable, and no change is proposed. A few points:

- The cost estimate for the St-Jean/Poupart projects used for the DC's is based on the conceptual costing, which is accurate given that detailed design and costing have not been completed yet. Furthermore, these estimates were also used to support the grant application for Saint-Jean Street Projects, which the City was successful in receiving \$14.3 million in funding to support this significant project. This funding has been considered in the DC calculation. Please see the attached conceptual preliminary costing that was prepared by Castleglenn Consultants.
- In general, the costs in the DC study have been updated to reflect the City recent tenders and experience in constructing roundabouts. For example, the cost based on a tender for a roundabout project on St-Jean Street in 2023 was estimated at \$6.13 million. A breakdown of the price for St-Jean street (phase 1) is provided below as well as the adjusted value for the purposes of informing DC Background Study cost projection. The adjusted value was modified to omit some site-specific elements (like water, wastewater and services) which would not apply uniformly to all roundabout

projects; therefore, the total adjusted cost is \$5.4 million¹. For the purposes of the DC Study, the City felt a more reasonable average cost estimate for a roundabout would be approximately \$5.0 million which can be applied uniformly to all similar projects in the capital program.

Cost Category	2023 Tender Price Schedule	Adj. for Inflation Price Schedule	Adj. Cost for DC
Site Preparation	\$ 323,077	\$ 338,000	\$ 338,000
Removals	\$ 107,006	\$ 112,000	\$ 112,000
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B. INCONSISTENT ROADWAY CONFIGURATION ASSUMPTIONS

- 1) There are numerous questions that remain regarding individual projects and their definitions regarding the lengths of the roads, multi-use trails, and sidewalks and bike lanes. For example:
 - David Street in the Stantec TMP update (page 47) is defined as having sidewalks on both north and south sides and defines the entire 1.3km length between Caron Street and Tucker Road as being a “minor collector Roadway”.
 - David Street in the Stantec TMP List of Projects (MSExcelsheet that was provided) indicates a sidewalk on one side (CR62 - \$411K) and an MUP on the other (CR16 – \$356K) totalling \$767K

¹ For DC Study purposes, the cost was also adjusted to only reflect the non-recoverable HST portion.

- David Street within the Hemson report (March 2025) defines the need as paved shoulders to accommodate cycling lanes on each side of the roadway. (Project No. 2 - \$325K), a sidewalk on one side of the roadway and an MUP on the other (Project No. 34 - \$705K) and a 1.1km long road widening from 2-to-4 lanes (Project No. 24 Old No. 30 - \$4.62M)) totalling \$5.65M.
- David Street within the Caron TIA defines the first 300m between Caron Street and Clubhouse Drive as a “minor collector roadway” which within the TMP update defines a cross section with painted bike lanes and sidewalks on each side, with the potential for a parking lane depending on available space. The remaining 600m is defined as a local roadway to the east of Club-House Drive.

Without knowing what the configuration of David Street is a relevant budget estimate to be included within the DC list of projects is not possible.

As another example, the Bronze Avenue East: (Projects No. 2, Estimate \$0.46M) project is described in the March 2025 Hemson Report refers as consisting of painted bike lanes with signage delineating cycling lanes in both directions between Caron Street in the west and David Street (New Street “E”) in the east at an estimated cost of \$463K. However, the Bronze Avenue corridor on the west side of Caron Street currently illustrates a 2.5m wide MUP on the north side and a 1.8m wide pedestrian sidewalk on the south side with no bike lanes. The TIA for the Caron (SACA) development continued this same cross-section on the east side of Caron Street for the Bronze Avenue East extension with no bike lanes. Without knowing what the configuration of Bronze Avenue East is, a reliable budget estimate to be included within the DC list of projects is not possible.

Response: *The DC project list was based on the best available information at the time of the Study and some specific changes in design were not known as the specific development agreements unfold. The City through its annual capital budget process can adjust the use of DCs based on certain changes occurring and realized through the detailed design stage, TIA and subdivision agreements which could change the nature of the works between a local responsibility or DC funded.*

C. PORTIONS OF DC INFRASTRUCTURE THAT CAN BE CONSIDERED AS “LOCAL SERVICE POLICY PROJECTS”

- 1) The City is encouraged to apply the City’s Local Service Policy (Appendix “F”, Page 153 of Hemson Report) to the project list within the TMP Update and Table B.7-2 within Appendix B.7 of Hemson’s March 31st, 2025 update when determining DC eligibility of various projects. The City’s Local Service Policy specifically states (Section 4.5.1) that “All local and collector roads internal to a development (including road base and surface, street lighting, storm sewers, bridges, culverts, sidewalks, bike lanes, bike paths, noise walls, utilities, turning lanes, line painting, signage, etc.) – are the direct responsibility of the developer.” A determination is required to address projects and their components as well as their integration with future infrastructure that may be beyond the ten-year horizon or not yet approved. [eg. If leg(s) of a future roundabout access a single development should the cost of the access(es) be DC eligible? If a new collector roadway is to be staged such that it serves a single development for the foreseeable future, should the cost of the roadway be DC eligible?]

Response: Based on the discussions with the industry on August 27th 2025, the decision to consider roundabout as a direct developer responsibility cost was left with the developer group to provide clarity to the City on the preferred recovery method. The roundabouts have been included as a DC eligible expense in the 2024 DC Background Study, and this approach is consistent with the treatment of these projects in previous City DC Background Studies. Should the developers wish to consider these types of projects as a local service and choose to bear the direct expense of emplacing the infrastructure (without DC credits), the City would be amendable to remove these works from the DC capital program.

D. ROADWAYS BEYOND THE 10-YEAR TIME HORIZON

- 1) The Hemson report clearly indicated that the study adopted a ten-year planning period from (2024-2033) to calculate development charges for all general services and services related to highways/roadways. However, discussions with proponents of development argue that several of the projects included within the Hemson Report would fall outside of this 10-year (2033) horizon.

Response: *Generally, while the Services Related to a Highway: Roads and Related category covers a planning period from 2024-2033, shares of certain projects are assigned a Post-Period Benefit (PPB) share as the works are expected to benefit growth occurring beyond 2033. While this share of the program is growth-related and these projects are eligible to be funded from DCs, they are not considered for recovery under the current study and expected to be recovered under the subsequent update to the Development Charges Background Study and future by-laws.*

Examples of projects beyond the 10-Year Time Horizon are:

- **Caron Steet 4-lane Widening:** (Project No. 29) From David Street to Baseline Road (1.95km Estimated at \$8.4M) A recent TIA study addressing a new community plan for this proposed multi-land use community to the east of Caron Street concluded that up to 2037 horizon year (Phase 1 to Phase 5) 1,350 units could be developed. Accounting for the David Street subdivision to the north, and a background growth rate of 2%-per-year, it was determined that there is no need to 4-lane Caron Street and only intersection modifications (auxiliary lanes) and traffic signalization would be required. In addition, the 2019 CIMA+ study¹ substantiated the recent 2025 Castleglenn TIA study² when it concluded that the widening to a 4-lane cross-section of the Caron Street corridor is not required. There is no mention of this project in the TMP update report under “Roadways” nor justification of it being included in the list of DC projects. The elimination of the 4-lane widening of Caron results in a significant reduction from the \$8.4M estimate indicated within the Hemson report.

Response: *Project 29 (new #23) is not included in the DC Study for recovery in this planning period – the entirety of Caron Street road widening project is categorized as a PPB and no share of this project is included for recovery by development charges in this 10-year planning period. Therefore, removing this project has no impact on the DC rate calculated.*

- **David Street Widening:** (Projects No. 2, New 24 & 34), [See “C” above] (1.1 km estimated at \$5.65M) The Caron Street TIA mentioned above that the only intersection improvement required to accommodate forecast traffic up to the 2037 horizon year would be upgraded to the Caron Street/David Street intersection, in terms of auxiliary lanes and traffic signalization up to 10 year time frame. The peak-hour two-way traffic volumes along David in the 2037 forecast year were determined to be approximately 570 vehicles-per-hour which

would not warrant 4-laning of the corridor. This would result in a significant reduction from the \$5.65M estimate indicated within the Hemson report.

Response: *Project 24 is not included in the DC Study for recovery in this planning period – the entirety of David Street Road widening is categorized as a PPB, and no share of this project is included for recovery by development charges in this 10-year planning period. Therefore, removing this project has no impact on the DC rate calculated. As it relates to Project #34, this work is considered to be funded from development charges in this planning period. No change is proposed to Project #34 at this time and will remain as in-period recoverable expense in the DC Study.*

- **Poupart West of St Jean Street:** (Projects No. 12, 20, 21, Old 24, & 38)
Brigil had indicated that their development estimate covering the north and south of Montée Poupart will not require the widening of Montee Poupart before the 2033 horizon-year, nor the sidewalk on the southside (Project No. 38 Estimated at \$425K) or the MUP on the north (Project No. 12 Estimated at \$429K). The estimated cost of the two roundabouts by Hemson (Project No. 21 & 24 Estimated at \$10M) and the 4-lane divided widening of Montée Poupart west of St. Jean (Project No. 20 Estimated at \$19M) with the sidewalk and MUP totals to \$29.9M representing a significant reduction to the DC eligible project list.

Response: *While we recognize that there a number of different influences which impact the timing of development, the DC Study was based on the information available at the time of preparing the study and the development the City is planning for.*

For several of the Poupart related projects mentioned, not all the costs are anticipated to be borne by developers nor is the entirety of these costs anticipated to be funded by development charges over the immediate 10-year period. Specifically, of the \$29.9 million identified for those projects, about \$3.8 million is non-growth related and not funded from DCs (project # 20), about \$2.5 million will be funded via a direct developer contribution for the roundabout on Poupart road (Project #26 – Old Project #21), and \$11.8 million is DC eligible but is categorized as PPB and will be considered for development charges recovery in a subsequent DC by-laws. This \$11.8 million share is not considered in the DC rate calculation today.

E. LOCAL SERVICE POLICY PROJECTS – APPLICABLE DEVELOPMENT PROJECTS

1) The redesign of the planned community located to the east of Caron Street, which is currently under review by the City of Clarence-Rockland has resulted in two significant changes to the DC listing of projects. The Hemson report referenced an older version of the planned community that had envisioned:

- *Bronze Avenue East*: being extended east (~1km) then curved to the north (~0.3km) and connect to David Street, with the entire length (~1.3km) being a “major collector” roadway; and
- *Expansion Lands Street “B”*: had extended from the David Street / Clubhouse Drive intersection on the north through to the southern limit of the urban boundary (~1km), and potentially past the urban boundary to connect with Baseline Road.

However, with the advent of the new grid-like community plan the following changes have taken place:

- *Bronze Avenue East*: in the newest plan would be designated as a “minor collector” for (~0.75km) and then (by a right angle) shift to the south (~0.5km) to the urban boundary with the potential of continuing past the urban boundary to connect with Baseline Road
- *Expansion Lands Street “B”*: in the newest plan simply represents the southerly extension of Clubhouse Drive south of David Street but only as far as Street “B” intersection (~0.5km). Street “B” has the “potential” of becoming a new east-west major collector corridor but has not been designated as such by the City and is well beyond the 20-year time frame when required.

These two projects, at this point in time, can only be considered as falling within the “Local Service Policy” guidelines as follows:

- **Bronze Avenue East**: (Projects No. 2, Cycling Estimate \$0.46M) The Hemson report describes Project 2 as “buffered paved shoulders with signage on both sides east of Caron Street”. Stantec’s TMP assumptions for this corridor were based on the original design of the Caron community and lists projects such as sidewalks (Project CR-60 \$585K), an MUP (Project CR-12 \$506K), and the

roadway (Project CR-43 \$4.07M) as being included in the TMP. The latest site plan of the planned Caron community within the TIA depicts a Bronze Avenue East Extension with a 26m right-of-way that travels in an east-west direction for 750m and then shifts to the south (for a distance of ~500m) to the edge of the proposed site. (~1.25km in total length) The plan does call for a “potential” extension further south to connect with Street “B” and ultimately to Baseline Road, however, this extension/alignment is purely conceptual and a potential. Independent of the final cross-section along Bronze Avenue East, the City’s Local Service Policy (Section 4.5.1) should apply to the Bronze Avenue East extension as it would only serve the proposed Caron development for the foreseeable future.

Response: *The DC project list was based on the best available information at the time of the Study and some specific changes in design were not known as the specific development agreements unfold. The City through its annual capital budget process can adjust the use of DCs based on certain changes occurring and realized through the detailed design stage, TIA and subdivision agreements which could change the nature of the works between a local responsibility or DC funded.*

- **Old Expansion Lands Street “B” (New Clubhouse Drive South Extension)** (Projects No. 3, Cycling Estimate \$0.359K). This refers to Street “B” in the old Caron development plan which ran north-south between David Street and the south urban boundary. The latest TIA for the Caron development illustrates the north south link as the southern extension of the Club House Drive minor collector roadway that runs from David Street in the north through to Street “B” in the south (which in the far future may become in the future a major collector corridor). This link should also be considered an “internal road” as it connects to nothing but the Caron development and therefore a “Developer” project as per the City’s Local Service Policy (Section 4.5.1) which specifically indicates that cycling lanes, sidewalks and MUP’s would be the responsibility of the developer.

Response: *The DC project list was based on the best available information at the time of the Study and some specific changes in design were not known as the specific development agreements unfold. The City through its annual capital budget process can adjust the use of DCs based on certain changes occurring and realized through the detailed design stage, TIA and subdivision agreements which could change the nature of the works between a local responsibility or DC funded.*

F. UNACCOUNTED FOR PROJECTS

- 1) The following Projects upgrades to intersections were identified within the CIMA+ and latest Caron TIA projects that would fall within the ten-year horizon and should be included in the DC listing of projects. There may well be other localized projects where upgrades are directly warranted due to future anticipated growth.

Table 3: List of Intersection Upgrade Projects

No.	Project	Comment
Additional Projects to be included in DC eligible projects		
a	Intersections: Conversion of STOP Control to Traffic Signal Control	• Baseline Road (CR35) / St. Jean Street Traffic Signal (Estimated at \$400K) – COUNTY PROJECT
b		• Caron Street / Dr. Corbeil Blvd. Traffic Signal (Estimated at \$400K)
c		• Caron Street / David Street Traffic Signal (Estimated at \$400K)
d		• Caron Street / Bronze Avenue Traffic Signal (Estimated at \$400K)
e		• Caron Street / Francoise Street Traffic Signal (Estimated at \$400K) - CIMA Report Old Caron Secondary Plan
f		• Caron Street / Cote Street / Potvin Ave. Traffic Signal (Estimated at \$400K) - CIMA Report
g	Intersection Upgrades	• Caron Street / County Road 17: Dual Left Turn Lane upgrades - CIMA Report Old Caron Secondary Plan

Response: City staff and Hemson have reviewed these additional projects, and these projects are considered to be a local service and funded by the developer at this stage. Furthermore, based on a review the TIA, a number of these projects are needed at the latter end of the planning period and these expenses can be reviewed again during the next DC Study along with the City’s Local Service Policy.



Conceptual Preliminary Costing

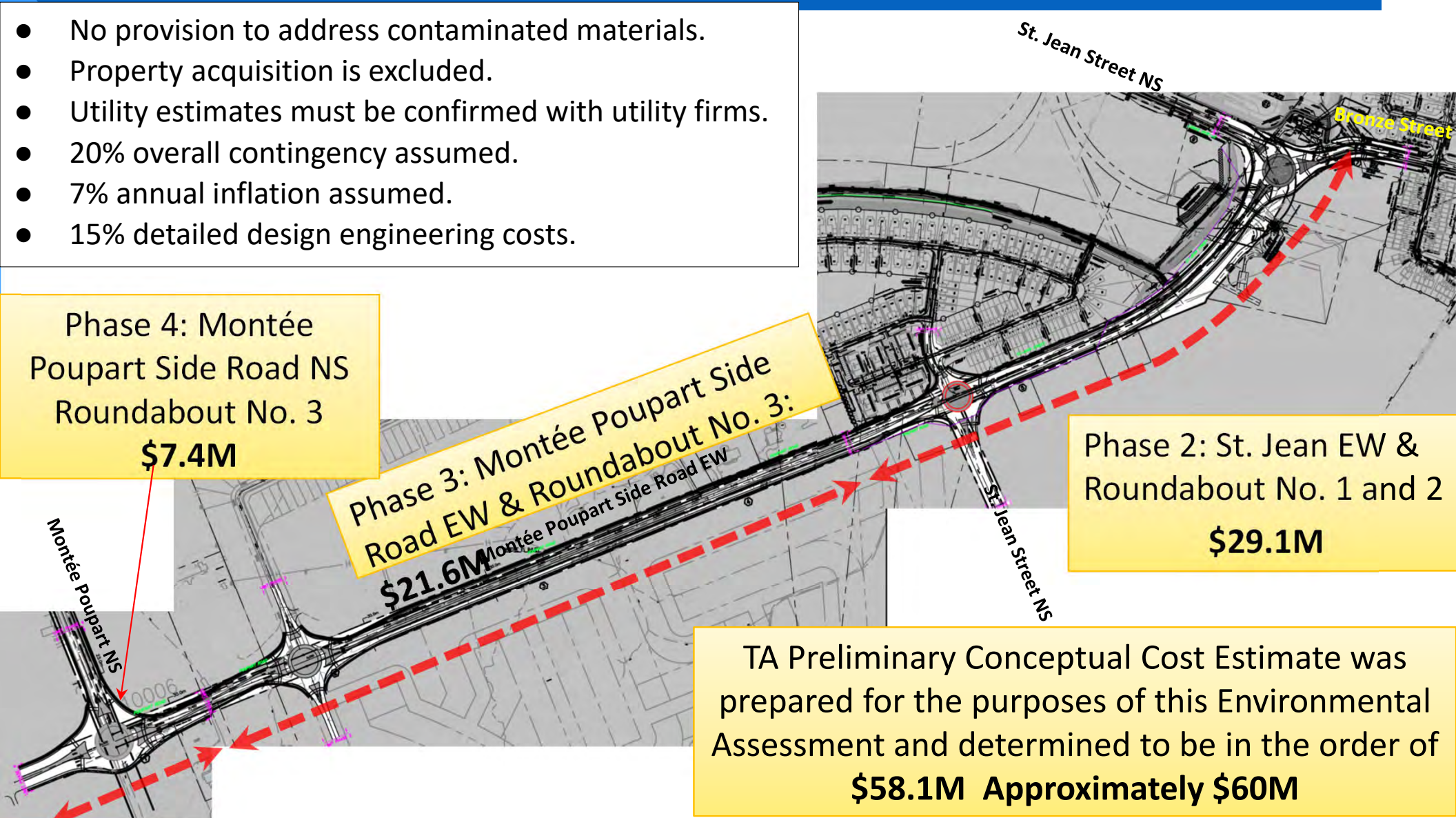
- No provision to address contaminated materials.
- Property acquisition is excluded.
- Utility estimates must be confirmed with utility firms.
- 20% overall contingency assumed.
- 7% annual inflation assumed.
- 15% detailed design engineering costs.

Phase 4: Montée
Poupart Side Road NS
Roundabout No. 3
\$7.4M

Phase 3: Montée Poupart Side
Road EW & Roundabout No. 3:
\$21.6M

Phase 2: St. Jean EW &
Roundabout No. 1 and 2
\$29.1M

TA Preliminary Conceptual Cost Estimate was prepared for the purposes of this Environmental Assessment and determined to be in the order of
\$58.1M Approximately \$60M





Hemson Consulting Ltd

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Without Prejudice

MEMORANDUM

To: Sam Bahia, Novatech
From: Andrew Mirabella, Hemson Consulting Ltd.
Date: September 23, 2025
Re: Comments Received on 2024 City-wide Development Charges Background Study

This memorandum provides a response to the issues raised in the letter received from Novatech, dated July 18, 2025, and discussed further at a meeting held with the development industry on August 27th, 2025.

This memorandum has been prepared by Hemson as informed by discussions with City staff, which also consider the comments received at our meeting in August 2025.

A. WATER PROJECTS

- 1) Are the growth projections included within the WMP (excerpt below) consistent with the DCBS Net Growth Horizon and Post Period Capacity (PPC) - i.e. DCBS at 9,222 persons and 956 employees over 23-year growth vs. 12,163 persons and 705 employees within WMP?

The follow assumptions were used in the residential population growth projections:

- An average of 197 residential units per year (1,966 per 10-year period) will be built within the urban area of Clarence-Rockland, additional units will be built in rural areas,
- An average of 2.69 people will reside in each unit, unless developer projections state otherwise and,
- The per capita water use is 350 L/person/d.

Response: *The DC Study calculations considered the growth projections included within the WMP to help quantify the in-period and post period development shares. About \$7.4 Million of DC eligible growth-related expenditures are not being recovered from development charges in this planning period – this share of expenses will be considered for recovery in a subsequent DC by-law.*

- 2) Is the allocation between Residential and Non-Residential in the WMP consistent with the DCBS Growth Allocation?

Response: *The DC Study calculations considered the growth projections included within the WMP and WWMP.*

- 3) The WMP refers to the City of Ottawa 2018 Guidelines for water demand criteria of 350 L/p/day. This demand was changed to 280 L/p/day in 2018 for wastewater flows and was updated again for water demand in 2021. This criterion was lowered to reflect lower demands from newer units with modern plumbing / low flush toilets, and it allows for the optimization of PSs, storage, chlorination, etc. Utilizing this lower demand (20% reduction) inherently provides more residual capacity at the Treatment Facility, which would affect the PPC included in the DC.

Response: *The DC Study is based on the existing Water Master Plan. While the City has recently initiated a process to review and update the Water Master Plan, the project is in the early stages, and the updated plan will be available to inform the City's next DC Background Study process. Any resulting changes in the approach to project costs and in-period vs. post period shares will be considered in the next study.*

- 4) The WMP's recommendations for Facility Expansion could also be intended to support other growth, outside of the City of Clarence-Rockland – in this case the water being sold to The Nation (Limoges). Can you confirm if the Expansion Costs being included in the DC net out the cost allocation for growth outside of the DC area?

Table 2.7: Water Demand Summary

Pressure Zone	Year	Water Demand (m ³ /d)		
		ADD	MDD	PHD
CR PZ-1	Existing	4,882	7,732	11,235
	2031	6,675	10,573	15,363
	2041	7,677	12,161	17,670
	Ultimate	14,860	23,539	34,202
CR PZ-2	Existing	1,505	2,699	3,404
	2031	1,679	3,012	3,798
	2041	2,673	4,795	6,046
	Ultimate	1,193	2,140	2,698
CR PZ-2R	Existing	0	0	0
	2031	0	0	0
	2041	0	0	0
	Ultimate	3,586	6,433	8,111
CR PZ-3	Existing	0	0	0
	2031	817	1,467	1,849
	2041	1,015	1,821	2,296
	Ultimate	1,403	2,518	3,175
Limoges PZ	Existing	346	650	650
	2031	1,555	2,931	2,931
	2041	3,755	7,076	7,076
	Ultimate	3,755	7,076	7,076
Total	Existing	6,732	11,081	15,289
	2031	10,726	17,982	23,941
	2041	15,120	25,852	33,087
	Ultimate	24,797	41,705	55,262

Response: The DC Background Study has accounted for the share of the project which is benefitting development outside of the City of Clarence-Rockland. As illustrated in the DC Background Study, about \$61.6 Million in contributions is included in the calculation to offset the total gross project cost of the project. This funding reduces the DC recoverable requirement, and the City is not funding the capital requirements of expanding services to benefit other municipalities.

B. WASTEWATER PROJECTS

- 5) Are the growth projections included in the WWMP consistent with the DCBS Growth Horizon and PPC (DCBS at 9,222 persons and 956 employees over 23-year growth vs 12,163 persons and 705 employees within WWMP)?

Response: The DC Study calculations considered the growth projections included within both the WMP and WWMP to help quantify the in-period and post period development shares. About \$12.7 Million of DC eligible growth-related expenditures are not being

recovered from development charges in this planning period – this share of expenses will be considered for recovery in a subsequent DC by-law.

- 6) Is the allocation between Residential and Non-Residential in the WWMP consistent with the DCBS Growth Allocation?

Response: *The DC Study calculations considered the growth projections included within the WMP and WWMP.*

- 7) The WWMP refers to the City of Ottawa 2018 Guidelines for water demand criteria of 350 L/p/day. This demand was changed to 280 L/p/day in 2018 for wastewater flows and was updated again for water demand in 2021. This criterion was lowered to reflect lower demands from newer units with modern plumbing / low flush toilets, and it allows for the optimization of PSs, storage, conveyance, etc. Utilizing this lower demand (20% reduction) inherently provides more residual capacity at the Treatment Facility, which would affect the PPC included in the DC.

Response: *The DC Study is based on the existing Wastewater Master Plan. While the City has recently initiated a process to review and update the Wastewater Master Plan, the project is in the early stages, and the updated plan will be available to inform the City's next DC Background Study process. Any resulting changes in the approach to project costs and in-period vs. post period shares will be considered in the next study.*



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without prejudice

MEMORANDUM

To: Evan Garfinkel, Regional Group
From: Andrew Mirabella, Hemson Consulting Ltd.
Date: September 23, 2025
Re: Additional Considerations to the 2024 Development Charges Study

Hemson and City staff have maintained communication with the industry during the preparation of these responses and are in receipt of the most recent communication provided by Regional Group on behalf of the Rockland Builder Developer Group (RBDG) and its consultant (Castleglenn) on September 19th, 2025. The recommendations put forward by RBDG can be summarized below:

1. Adjustment to the funding responsibility of Project 2 (Cycling Infrastructure on David Street). This project was identified to be funded from development charges with the recommendation that these works be directly funded by the developer and treated as a local service (i.e. to be removed from DC Study).
2. The inclusion of five new projects – traffic signals at various intersections costed at \$400,000 each totaling \$2.5M. These intersection signalization projects were not considered in the DC Background Study and should be added to the project list to be recovered from development charges.¹
3. Adjust the share of projects which would be funded by DCs in this planning period. This translates to moving select projects “post-period” and reducing the net DC eligible expense.

Following these changes noted above, the proposed overall net DC eligible cost (before reserve consideration) for roads would be reduced to \$27.2M (from \$35.1M as outlined in the March 31st roads capital program distribution following the initial round of consultation and communications received).

¹ We note the industry provided a recommendation that 5 additional intersection upgrades at \$400,000 each should be added to the capital program for DC recovery, this would only equate to a total of \$2.0 million in additional expenses and not the \$2.5 million quoted in the materials provided on September 19, 2025.

The following section outlines Hemson and City staff response and proposal following the latest submission received. As a general note, we appreciate the very informative and open communication program achieved with the industry through this DC Background Study process.

- 1) Upon review, City staff have adjusted the funding responsibility for project #2 (Cycling Infrastructure on David Street) and assume this project is funded directly by the developer and removed from the DC Study. Given this change, projects #1 and #3 are of similar nature and are therefore also removed from the DC calculation and considered to be local service and funded by the developer. To conclude, projects #1-3 are not being funded by DCs in this planning period.
- 2) After reviewing the intersection listing proposed, we maintain the position that these projects should be funded by the developer as part of the subdivision agreement to be consistent with current practice and the City's Local Service Policy (item 4.9.1). The location of these traffic signals are required due to site-specific developments. That said, the City would be open to reviewing the local service guidelines following this DC Study and by-law approval and these projects can be incorporated into the next DC Study if warranted. To conclude, these 5 intersection projects are still considered to be local service, and they have not be included in the DC Background Study for recovery at this time.
- 3) In an effort of good faith, the City is willing to make some modifications to the DC recoverable share on those specific projects requested in order to reduce the DC rate. However, it is important to recognize there is a level of risk being absorbed by the City with these modifications. Should the road work need to be advanced earlier than identified, and before an update to the DC Study is undertaken, the City may seek to work with the development community to enter into a front-ending and credit agreement to undertake the works.

While the City appreciates the developer's request to move all the Poupart-related projects post-period, the City believes that a share of these works should still continue to be recovered from DCs in this planning period. The following table outlines the City's proposal which does increase the PPB allocation from the March 31st roads capital program iteration for many of the requested projects.

Project Reference	Developer Request	City Proposal
Project #12	\$0 Net growth Related (0% in period)	\$85,739 (in-period DC - 20%)
	\$428,696 to PPB (100%)	\$342,957 (PPB - 80%)
Project #13	\$0 Net growth Related (0% in period)	\$34,857 (in-period DC - 20%)
	\$174,283 - all (100%) PPB	\$139,426 (PPB - 80%)
Project #20	\$0 Net growth Related (0% in period)	\$3,040,000 (in-period DC - 20%)
	\$15,200,000 - all (100%) PPB	\$12,160,000 (PPB - 80%)
Project #26	\$0 Net growth Related (0% in period)	\$500,000 (in-period DC - 20%)
	\$2,500,000 - all (100%) PPB	\$2,000,000 (PPB - 80%)
Project #29	\$0 Net growth Related (0% in period)	\$1,000,000 (in-period DC - 20%)
	\$5,000,000 - all (100%) PPB	\$4,000,000 (PPB - 80%)
Project #28	\$2,410,181 (in-period)	\$867,665 (in-period DC)
	No PPB	\$939,970 (PPB)
		added BTE (\$602,545)

In addition to those modifications, to align the capital plan closer to the request of the industry, the following additional changes are being proposed:

- 1) 80% (or \$339,849) of the Poupart Road Sidewalk (project #38) is moved to post period benefit – the remaining 20% share (or \$84,962) will be funded from DCs in this planning period. While this specific project was not identified as project requiring adjustment in the latest correspondence from the industry on September 19th, 2025, it was identified as a project not being required in the letter received from Castleglenn Consultants, dated July 18th, 2025. Therefore, the same PPB share is applied to this project as those other Poupart-related projects outlined in the table above. This adjustment is being made to reduce the DC rates.
- 2) After further evaluation, a BTE share of 25% has been applied to specific intersection upgrade projects – project #25, 27, 28 and 30. These changes have the effect of reducing the DC eligible expense by \$1.08 million.
- 3) 25% (or \$591,460) of the MUP project related to County Road 17 (project #47) be moved post period benefit - the remaining 75% share (or \$1.77 Million) will be funded from DCs in this planning period. This adjustment is being made to reduce the DC rates.

Following these adjustments, the net DC eligible cost equates to \$26.2 million from \$35.1 million. Following these changes, the calculated DC Rates are adjusted accordingly and

reduced from those rates presented at the subsequent Public Meeting on July 28th, 2025, and communication provided to the industry via correspondence on March 31st, 2025. The following tables illustrate the changes to the DC rates since the release of the DC Background Study on November 15, 2024. We note most of the recent rate changes put forward by the City have been made in good faith to reduce the DC impact. These rate changes will be reviewed again during the next DC Study update. All changes to the roads program have been highlighted (in blue) in the attached correspondence.

Summary of the Change in DC Rates (\$/SDU) from the DC Background Study (November 15th, 2024):

Service	Calculated Residential Charge / SDU November 15, 2024	Calculated Residential Charge / SDU March 31, 2025	Calculated Residential Charge / SDU September 22, 2025
Library Services	\$667	\$667	\$667
Parks And Recreation	\$9,200	\$9,200	\$9,200
By-Law Services	\$36	\$36	\$36
Development Related Studies	\$192	\$192	\$192
Fire Services	\$1,244	\$1,168	\$1,168
Services Related to a Highway		\$0	
Public Works	\$873	\$873	\$873
Roads And Related	\$24,297	\$17,170	\$12,158
Waterworks	\$9,373	\$9,373	\$9,373
Sanitary Sewer Services	\$13,307	\$13,783	\$13,783
TOTAL RESIDENTIAL CHARGE (SERVICED)	\$59,189	\$52,462	\$47,450

Service	Calculated Non- Residential Charge / Sq.m November 15, 2024	Calculated Non- Residential Charge / Sq.m March 31, 2025	Calculated Residential Charge / Sq.m September 22, 2025
Library Services	\$0.00	\$0.00	\$0.00
Parks And Recreation	\$0.00	\$0.00	\$0.00
By-Law Services	\$0.26	\$0.26	\$0.26
Development Related Studies	\$1.29	\$1.29	\$1.29
Fire Services	\$8.44	\$7.93	\$7.93
Services Related to a Highway		\$0.00	
Public Works	\$5.98	\$5.98	\$5.98
Roads And Related	\$164.95	\$116.38	\$82.46
Waterworks	\$62.28	\$62.28	\$62.28
Sanitary Sewer Services	\$88.50	\$91.67	\$91.67
TOTAL RESIDENTIAL CHARGE (SERVICED)	\$331.70	\$285.79	\$251.87

Lastly, from an implementation perspective, the City is providing two transitional measures to cope with the DC Rate increase:

- 1) While the DC by-law is intended to be passed at the November 12th, 2025 Council meeting, the new DC rates will come into force on January 1st, 2026.
- 2) In accordance with the existing DC by-law, the City was aiming to adjust the DC rates by the non-residential construction price index as allowed under the DCA on January 1st, 2026. The City will delay this DC Index adjustment to January 1st, 2027, providing additional stability on the DC rates imposed for a full year.

APPENDIX B.7
TABLE B.7-2

CITY OF CLARENCE-ROCKLAND
DEVELOPMENT-RELATED CAPITAL PROGRAM
ROADS AND RELATED (2024-2033)

Project No. - 2024 DC Background Study	Revised Project No.	Infrastructure Requirement	Description / Remarks	Limits	Term	Timing		Estimated Project Costs							
						From	To	Gross Cost	Grants/Subsidies/ Other Recoveries	Net Municipal Cost	Benefit to Existing Share	Other Contributions	Post Period Allocation ¹	Net Growth-Related	
City-Wide Roads Projects															
Cycling															
1	1	Bronze Avenue Extension	Painted bike lane with signage and cycling lane markings both directions.	Between Caron Street in the west and David Street in the East	Mid-Term	2029	- 2033	\$462,599		\$462,599	50%	\$231,300	\$231,300		
2	2	David Street	Buffered paved shoulder with signage on both sides	Between Caron Street in the West and new Bronze Ave in the East	Mid-Term	2029	- 2033	\$324,624		\$324,624	50%	\$162,312	\$162,312		
3	3	Expansion Lands Street B	Painted bike lane with signage and cycling lane markings both directions.	Between David Street in the north and the urban area boundary in the South	Mid-Term	2029	- 2033	\$358,660		\$358,660	50%	\$179,330	\$179,330		
4	4	Heritage Drive	Painted bike lane with signage and cycling lane markings both directions.	Between the proposed connection to Sylvain Street in the south and Laurier Street in the north.	Mid-Term	2029	- 2033	\$18,444		\$18,444	50%	\$9,222			\$9,222
6	5	Laurier Street	Buffered bike lane with flex bollards with signage and cycling lane markings both directions.	Between Richelieu Street in the west, and Heritage Drive in the east	Mid-Term	2029	- 2033	\$536,336		\$536,336	50%	\$268,168			\$268,168
7	6	Laurier Street	Painted bike lane with signage and cycling lane markings both directions.	Between Heritage Drive in the west and County Road 17 in the east	Mid-Term	2029	- 2033	\$112,039		\$112,039	50%	\$56,020			\$56,020
8	7	Patricia Street	Painted bike lane with signage and cycling lane markings both directions.	Between St. Joseph Street in the east and Heritage Drive in the west.	Short-Term	2024	- 2028	\$38,329		\$38,329	50%	\$19,165			\$19,165
31	8	Saint Jean Street	Painted bike lane with signage and cycling lane markings both directions	Between Laurier Street in the north and Patricia Street in the south.	Mid-Term	2029	- 2033	\$13,825		\$13,825	0%	\$0		\$7,189	\$6,636
Multi-Use Path															
9	9	Caron Street	New Multi-Use Path to provide neighborhood internal bicycle and pedestrian connections	Between David Street in the north and the new Bronze Avenue in the south	Mid-Term	2029	- 2033	\$133,817		\$133,817	0%	\$0			\$133,817
10	10	Des Pins Avenue	New Multi-Use Path to provide neighborhood internal bicycle and pedestrian connections	Between Dalymple Drive in the east and the existing school pathway in the west	Mid-Term	2029	- 2033	\$224,765		\$224,765	0%	\$0			\$224,765
11	11	Laporte Street	Add multi-use path to provide neighbourhood with integrated bike connections	Between Laurier Street in the west and Sylvain Street in the east	Mid-Term	2029	- 2033	\$165,468		\$165,468	0%	\$0			\$165,468
12	12	Poupart Road	New multi-use path on the north side of Poupart Road built as part of the Poupart Road widening.	Between St-Jean Street in the east and the proposed West Roadway extension.	Mid-Term	2029	- 2033	\$428,696		\$428,696	0%	\$0	\$342,957	\$85,739	
13	13	Poupart Road	New multi-use path on the east side of Poupart Road built as part of the Poupart Road widening.	Between the proposed West Roadway extension in the south and Richilieu Street in the north.	Short-Term	2024	- 2028	\$174,283		\$174,283	0%	\$0	\$139,426	\$34,857	
14	14	Richelieu Street	New Multi-Use Path to provide neighborhood internal bicycle and pedestrian connections	Between Poupart Road in the west and Descôtes Circle in the east	Mid-Term	2029	- 2033	\$90,948		\$90,948	0%	\$0			\$90,948
15	15	Saint Jean Street	New multi-use path on the north side of St. Jean Street built as part of development.	Between the new Bronze Avenue in the east and Poupart Road in the west.	Short-term	2024	- 2028	\$235,582	\$122,023	\$113,559	0%	\$0			\$113,559
16	16	Clarence Crossing Multi Use Path				2025	- 2025	\$500,000		\$500,000	25%	\$125,000			\$375,000
17	17	Clarence Crossing Multi Use Path				2028	- 2028	\$450,000		\$450,000	25%	\$112,500			\$337,500
5	18	La Berge Street Extension (Proposed)	Multi-use pathway on one side of the road	Between County Road 17 in the north and the existing Laurier Street in the South	Mid-Term	2029	- 2033	\$97,717		\$97,717	50%	\$48,859			\$48,859



APPENDIX B.7
TABLE B.7-2

CITY OF CLARENCE-ROCKLAND
DEVELOPMENT-RELATED CAPITAL PROGRAM
ROADS AND RELATED (2024-2033)

Project No. - 2024 DC Background Study	Revised Project No.	Infrastructure Requirement	Description / Remarks	Limits	Term	Timing		Estimated Project Costs							
						From	To	Gross Cost	Grants/Subsidies/ Other Recoveries	Net Municipal Cost	Benefit to Existing Share	Other Contributions	Post Period Allocation ¹	Net Growth-Related	
City-Wide Roads Projects															
Roadway															
18	19	La Berge Street Extension (Proposed)	Extension of La Berge Street.	Between County Road 17 in the north and the existing Laurier Street in the south.	Mid-Term	2029	- 2033	\$1,284,290		\$1,284,290	0%	\$0		\$667,831	\$616,459
20	20	Poupart Road	Road widening from two lanes to four. Will include a multi-use pathway on the north side of the roadway.	Between the proposed West Roadway in the west and St-Jean/Poupart intersection	Mid-Term	2029	- 2033	\$19,000,000		\$19,000,000	20%	\$3,800,000		\$12,160,000	\$3,040,000
27	21	Saint Jean Street	Road widening from two lanes to four south of new roundabout.	Between Poupart Road in the north and the urban area boundary in the south.	Short-term	2024	- 2028	\$2,102,236	\$1,087,846	\$1,012,390	20%	\$202,478		\$0	\$809,912
28	22	Saint Jean Street	Road widening from two lanes to four. Will include a multi-use pathway on the north side of the roadway, east of new roundabout	Between St-Jean/Poupart Road intersection in the west and the new Bronze Avenue in the east.	Short-term	2024	- 2028	\$15,000,000	\$7,769,458	\$7,230,542	20%	\$1,446,108		\$0	\$5,784,434
29	23	Caron Street	Road widening from two lanes to four	Between David Street in the north and Baseline Rd in the south	Mid-Term	2029	- 2033	\$8,400,000		\$8,400,000	30%	\$2,520,000		\$5,880,000	\$0
30	24	David Street	Road widening from two lanes to four	Between Caron St in the West and 760m East of Club House Drive	Mid-Term	2029	- 2033	\$4,620,000		\$4,620,000	20%	\$924,000		\$3,696,000	\$0
Intersections															
19	25	La Berge Street/County Road 17	Upgrade existing stop controlled intersection with a signalized intersection.	At the intersection of La Berge Street, County Road 17, and the proposed La Berge Street extension.	Short-term	2024	- 2028	\$400,000		\$400,000	25%	\$100,000		\$0	\$300,000
21	26	Poupart Road	New roundabout at new intersection.	At the entrance to the future Stewart Village development	Mid-Term	2029	- 2033	\$5,000,000		\$5,000,000	0%	\$0	\$2,500,000	\$2,000,000	\$500,000
22	27	Poupart Road/Richlieu Street	Upgrade existing stop controlled intersection with a signalized intersection	At the intersection of Poupart Road and Richlieu Street.	Mid-Term	2029	- 2033	\$750,000		\$750,000	25%	\$187,500		\$292,500	\$270,000
23	28	Poupart Street/Saint Jean Street	New roundabout to replace the existing STOP controlled intersections.	At the intersection of St-Jean Street and Poupart Road. (hydro station)	Short-term	2024	- 2028	\$5,000,000	\$2,589,819	\$2,410,181	25%	\$602,545		\$939,970	\$867,665
24	29	Poupart Street/New West Roadway	New roundabout at new intersection.	At the future intersection of Poupart Road and the New West Roadway.	Mid-Term	2029	- 2033	\$5,000,000		\$5,000,000	0%	\$0		\$4,000,000	\$1,000,000
25	30	Richlieu Street/Carmen Bergeron Street	Upgrade existing stop controlled intersection with a signalized intersection	At the intersection of Richlieu Street and Carmen Bergeron Street	Mid-Term	2029	- 2033	\$750,000		\$750,000	25%	\$187,500		\$292,500	\$270,000
26	31	Saint Jean Street/Broze Avenue	New roundabout at new intersection.	At the future intersection of St-Jean and the new Bronze Avenue servicing the southern end of Morris Village.	Short-term	2024	- 2028	\$5,000,000	\$2,589,819	\$2,410,181	0%	\$0		\$0	\$2,410,181
32	32	County Road 17 / Laframboise Ave. (Street 1)	Intersection modification and roundabout. Relocates the Pago Road access for the Clarence Crossing subdivision, and future development potential of the Scott Parcel, and Bedard Parcel	Street 1 at CR17	Mid-Term	2029	- 2033	\$5,000,000		\$5,000,000	0%	\$0		\$2,600,000	\$2,400,000

APPENDIX B.7
TABLE B.7-2

CITY OF CLARENCE-ROCKLAND
DEVELOPMENT-RELATED CAPITAL PROGRAM
ROADS AND RELATED (2024-2033)

Project No. - 2024 DC Background Study	Revised Project No.	Infrastructure Requirement	Description / Remarks	Limits	Term	Timing		Estimated Project Costs							
						From	To	Gross Cost	Grants/Subsidies/ Other Recoveries	Net Municipal Cost	Benefit to Existing Share	Other Contributions	Post Period Allocation ¹	Net Growth-Related	
City-Wide Roads Projects															
Pedestrian (Sidewalk)															
33	33	Caron Street	Build sidewalk on the west side of the street to complement the proposed Multi-Use Path.	Between David Street in the north and the new Bronze Avenue in the south	Mid-Term	2029	-	2033	\$132,605		\$132,605	0%	\$0		\$132,605
34	34	David Street	Sidewalk on one side of the street & Multi-use path on the other.	Between Caron Street in the west and 760m East of Club House Drive	Mid-Term	2029	-	2033	\$704,313		\$704,313	0%	\$0		\$704,313
35	35	Industrielle Street	Sidewalk on one side of the street & Multi-use path on the other.	Between County Road 17 in the south and the roundabout in the east	Mid-Term	2029	-	2033	\$399,402		\$399,402	0%	\$0		\$399,402
36	36	La Berge Street Extension (Proposed)	Sidewalk on one side of the street	Between County Road 17 in the north and the existing Laurier Street in the south.	Mid-Term	2029	-	2033	\$106,004		\$106,004	0%	\$0		\$106,004
37	37	Patricia Street	Build sidewalk on the south side of the street to continue existing sidewalk.	Between St-Jacques Street In The East To Heritage Drive In The West	Short-term	2024	-	2028	\$281,090		\$281,090	0%	\$0		\$281,090
38	38	Poupart Road	Sidewalk on one side of the street on the south side.	Between St Jean Street in the east to the proposed West Roadway in the west.	Mid-Term	2029	-	2033	\$424,811		\$424,811	0%	\$0	\$339,849	\$84,962
39	39	Poupart Road	Sidewalk on one side of the street on the west side.	Between the proposed West Roadway in the south and Richeleu Street in the north.	Mid-Term	2029	-	2033	\$172,704		\$172,704	0%	\$0		\$172,704
40	40	Saint Jean Street	Sidewalk on one side of the street on the south side.	Between the new Bronze Avenue in the east and Poupart Road in the west	Short-term	2024	-	2028	\$233,448	\$120,918	\$112,530	0%	\$0		\$112,530
41	41	Sterling Avenue	Add sidewalk on the other side of the street so that both sides of the road have a sidewalk.	Between Silver Lane In The North To Docteur Corbell Boulevard In The South	Short-Term	2024	-	2028	\$162,381		\$162,381	50%	\$81,191		\$81,191
42	42	Clarence Crossing Pedestrian Bridge				2028	-	2028	\$3,500,000		\$3,500,000	0%	\$0	\$1,820,000	\$1,680,000
Developer															
43	43	Bronze Avenue (New)	Complete two-lane roadway construction (Major Collector).	Between Caron Street in the east and Cobalt Street in the west, Saphire Street in the east and St-Jean Street in the west.	Short-Term	2024	-	2028	\$2,094,339		\$2,094,339		\$0	\$2,094,339	\$0
44	44	Bronze Avenue (New)	Multi-Use pathway built on the north side of the roadway as part of the construction of the New east-west roadway to service a new subdivision in south Rockland	Between Caron Street in the east and Cobalt Street in the west, Saphire Street in the east and St-Jean Street in the west	Short-Term	2024	-	2028	\$260,423		\$260,423		\$0	\$260,423	\$0
45	45	Bronze Avenue (New)	Build sidewalk on one side of the street (south).	Between Caron Street in the east and Cobalt Street in the west, Saphire Street in the east and St-Jean Street in the west.	Short-Term	2024	-	2028	\$258,063		\$258,063		\$0	\$258,063	\$0
46	46	Sylvain Street	New Multi-Use Path to provide neighborhood internal bicycle and pedestrian connections	Between Laporte Street in the north and the proposed connection to Heritage Drive in the south.	Mid-Term	2029	-	2033	\$57,694		\$57,694		\$0	\$57,694	\$0
County															
48	47	County Road 17	Bi-directional multi-use path on the south side of County Road 17 for pedestrian and cyclist use.	Between Laurier Street in the east and the proposed West Roadway in the west.	Mid-Term	2029	-	2033	\$2,365,838		\$2,365,838		\$0	\$591,460	\$1,774,379
Studies															
49	48	TMP Update				2027	-	2027	\$100,000		\$100,000	20%	\$20,000		\$80,000
50	49	Master Transportation Study				2031	-	2031	\$250,000		\$250,000	20%	\$50,000		\$200,000
51	50	Provision for other Development-Related Studies	Includes signalized intersections			2024	-	2033	\$150,000		\$150,000	0%	\$0		\$150,000
Total Roads Projects: 2024-2033									\$93,323,773	\$14,279,884	\$79,043,889	\$11,333,196	\$5,743,461	\$35,769,682	\$26,197,551

Notes	
1)	The post period allocation are based on share of population and employment growth to 2046. The post-period share is:
2)	Available DC Reserve Funds have been accounted for through the cash flow analysis
	52%

