

**Subject:** Station Street Extension Detailed Design & Development Charges Refund Agreement

**Recommendation:**

**BE IT RESOLVED THAT Council receive Report #2024-175 Station Street Extension Detailed Design & Development Charges Refund Agreement, for information;**

**AND THAT Council direct the Mayor and Clerk to execute the Development Charges Refund Agreement on behalf of the Town.**

**Background:**

In April 2022, Council granted draft plan approval for the Forest Park subdivision. The subdivision is located south of Port Robinson Road and east of the Steve Bauer Trail in the East Fonthill Secondary Plan area (Figure 1).

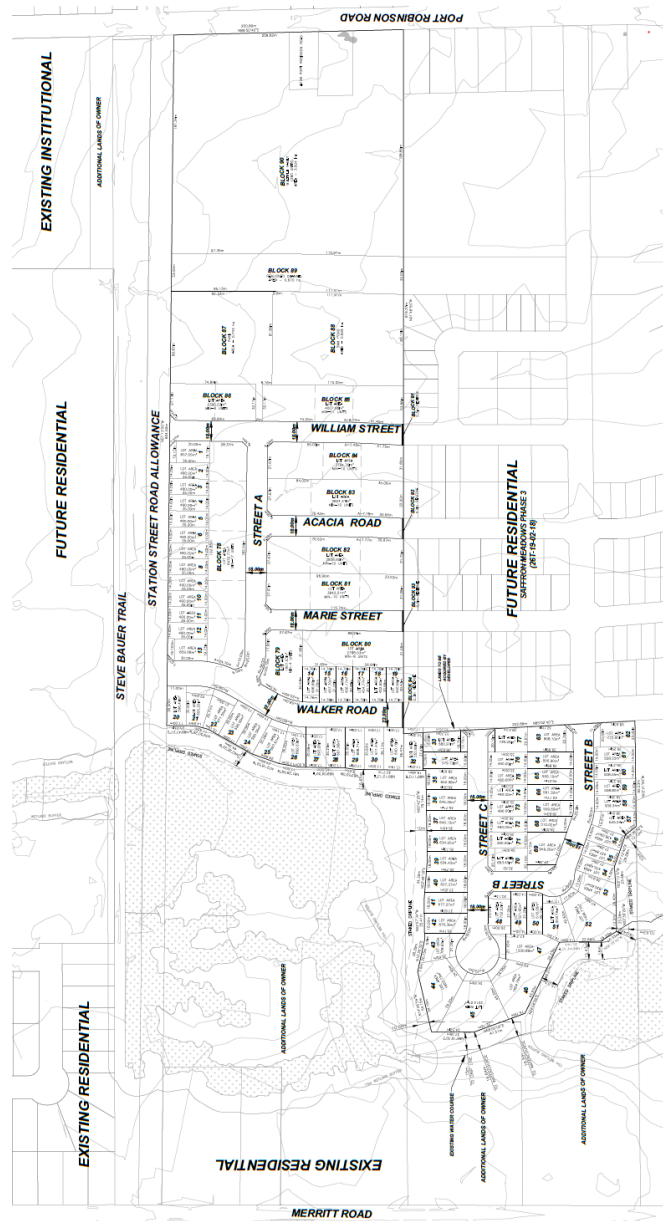
*Figure 1: Property Location*



The approved draft plan (Figure 2) proposed:

- 77 single detached dwellings
- 9 blocks for 87 street townhouse dwellings
- 1 block for 280 apartment dwellings
- 1 block for a park
- 1 block for a stormwater management pond
- 1 block for the watercourse
- 4 blocks for 0.3 metre reserves
- 2.478 hectares for roadways

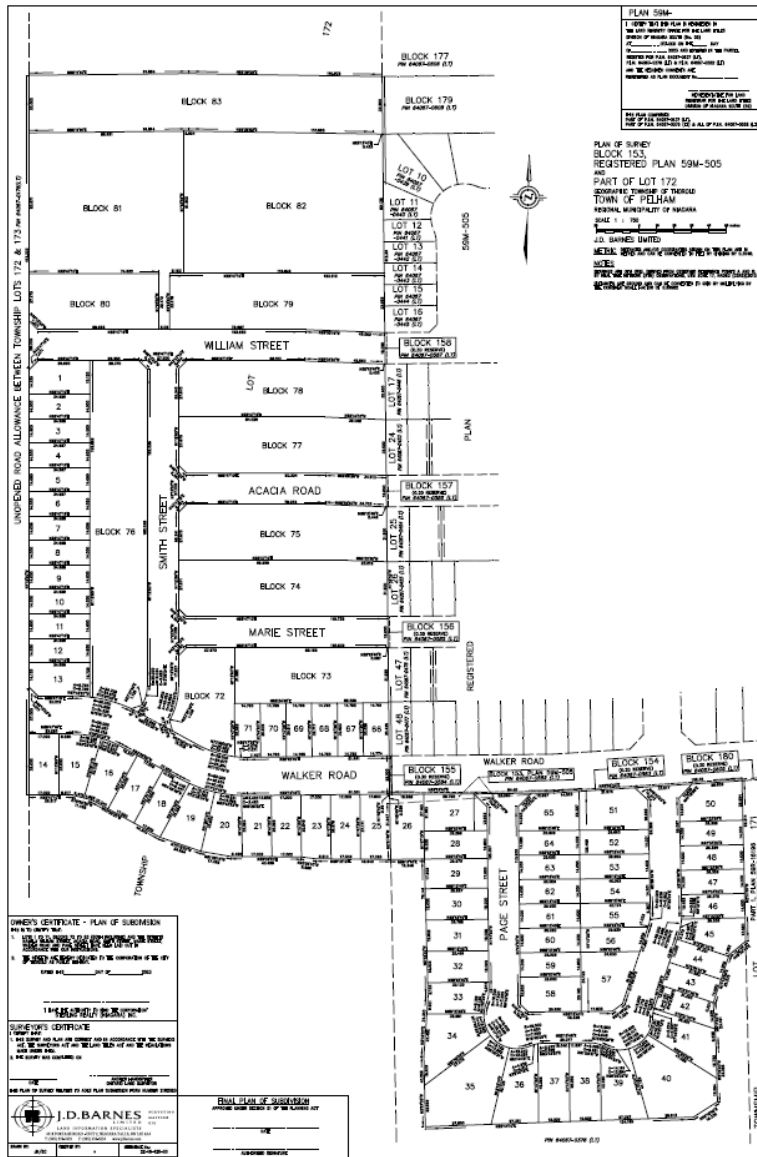
Figure 2: Draft Plan of Subdivision



The Developer would like to construct the subdivision in phases and has completed the detailed engineering design and provided the necessary information in order to obtain final approval for Phase 1 of the subdivision from the Town. Final approval of a draft plan of subdivision is delegated to the Director of Community Planning and Development through By-law 30-2023 subject to final clearance of conditions being received from all agencies and departments.

The final Phase 1 plan of subdivision (Figure 4) is substantially the same as the draft plan of subdivision with a reduction to the number of lots for single detached dwellings from 77 to 71 due to archaeological resources which have been identified for conservation in the southern portion of the subdivision.

Figure 4: Final Phase 1 Plan of Subdivision



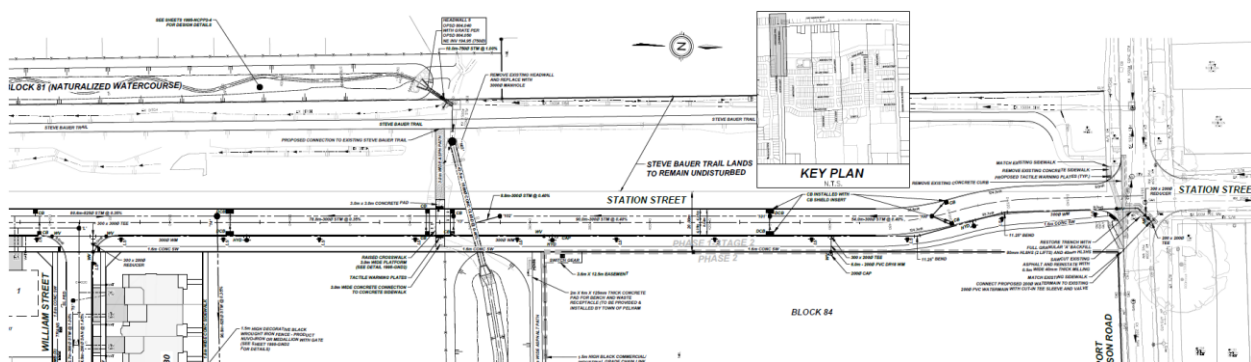
The Forest Park subdivision requires the extension of Station Street south of Port Robinson Road for access and servicing. During the draft plan of subdivision application process, many concerns were received from members of the community and Council regarding the preservation of trees, the trail and the parking area along the Steve Bauer Trail. Conditions of draft plan approval required the developer to complete detailed road and intersection design, complete a tree saving plan, provide landscape/restoration plan and to front end the cost of construction with reimbursement by the Town through the development charges collected.

At the time of draft plan approval, Council directed Town staff to bring the detailed intersection and road design details back to Council prior to final approval of the subdivision.

### **Analysis:**

The detailed road design including the intersection at Station Street (Figure 5) provided for final approval is shown below.

*Figure 5: Station Street Extension*



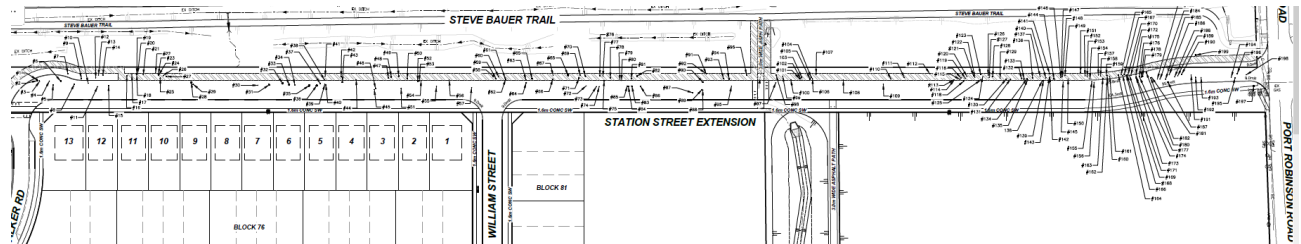
The Port Robinson Road and Station Street intersection will be a four-way stop. Town staff did consider the installation of a roundabout for the intersection, however this would have required significant property acquisition and would have interfered with existing driveway accesses. As a result, the four-way stop was selected. Town staff have requested that a tabletop design be implemented to promote traffic calming and pedestrian safety at the intersection.

The Station Street extension has been designed to swing as far east as possible to avoid the trees along the Steve Bauer Trail. The design also includes a 3.0 metre wide asphalt path connecting the future park in the Forest Park subdivision to the Steve Bauer Trail in the vicinity of the existing culvert.

The Tree Removal and Enhancement Plan shows removal of various diameter breast height (Figure 6) trees. There are both native and non-native varieties. It also proposes replanting with shrub species (gray dogwood, red-osier dogwood, American

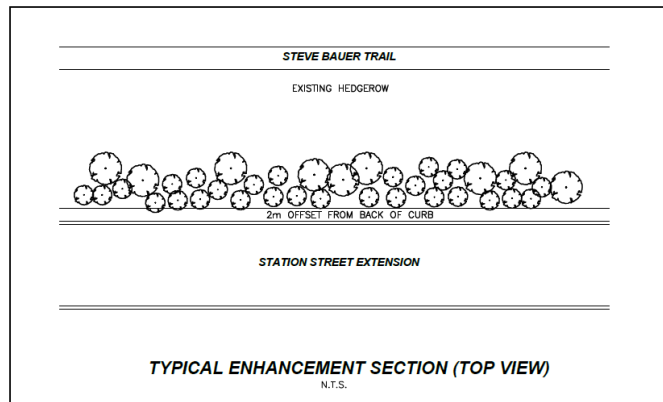
beaked hazel and choke cherry), tree species (white spruce, eastern white cedar, red maple and trembling aspen) and a ground cover of a mix of native grasses. Monitoring of plantings is proposed for 5 years to ensure survival. \$150,000.00 has been budgeted for the enhancement portion of the Station Street extension project.

Figure 6: Tree Removal and Enhancement Plan



TREE #	SPECIES	DBH	TREE #	SPECIES	DBH	TREE #	SPECIES	DBH	TREE #	SPECIES	DBH	TREE #	SPECIES	DBH	TREE #	SPECIES	DBH	TREE #	SPECIES	DBH
1	POPLAR	2	31	POPLAR	3	61	POPLAR	1	91	POPLAR	1	121	POPLAR	1	151	POPLAR	1	181	NORWAY SPRUCE	1
2	POPLAR	3	32	POPLAR	4	62	POPLAR	2	92	POPLAR	1	122	POPLAR	1	152	POPLAR	1	182	NORWAY SPRUCE	1
3	POPLAR	1	33	POPLAR	3	63	POPLAR	2	93	POPLAR	2	123	POPLAR	1	153	POPLAR	1	183	NORWAY SPRUCE	1
4	POPLAR	1	34	POPLAR	1	64	SASSAFRAS	2	94	AMERICAN ELM	2	124	POPLAR	1	154	POPLAR	1	184	NORWAY SPRUCE	1
5	POPLAR	1	35	POPLAR	4	65	POPLAR	2	95	POPLAR	1	125	LARGE TOOTH ASPEN	1	155	POPLAR	1	185	NORWAY SPRUCE	1
6	POPLAR	2	36	POPLAR	4	66	POPLAR	1	96	BUR OAK	2	126	POPLAR	1	156	POPLAR	1	186	NORWAY SPRUCE	1
7	LARGE TOOTH ASPEN	1	37	POPLAR	1	67	POPLAR	1	97	RED OAK	1	127	LARGE TOOTH ASPEN	1	157	CEDAR	1	187	LARGE TOOTH ASPEN	2
8	POPLAR	1	38	POPLAR	2	68	RED OAK	4	98	RED MAPLE	2	128	LARGE TOOTH ASPEN	1	158	NORWAY SPRUCE	1	188	PIN OAK	1
9	POPLAR	1	39	POPLAR	1	69	POPLAR	2	99	PIN OAK	1	129	POPLAR	1	159	NORWAY SPRUCE	1	189	NORWAY SPRUCE	1
10	POPLAR	1	40	POPLAR	1	70	POPLAR	2	100	LARGE TOOTH ASPEN	2	130	LARGE TOOTH ASPEN	2	160	AMERICAN ELM	1	190	NORWAY SPRUCE	1
11	POPLAR	1	41	WHITE ASH	1	71	POPLAR	2	101	LARGE TOOTH ASPEN	2	131	LARGE TOOTH ASPEN	1	161	NORWAY SPRUCE	1	191	WHITE SPRUCE	1
12	LARGE TOOTH ASPEN	1	42	SHAGBARK HICKORY	2	72	WHITE ASH	1	102	LARGE TOOTH ASPEN	1	132	LARGE TOOTH ASPEN	1	162	LARGE TOOTH ASPEN	2	192	WHITE SPRUCE	1
13	POPLAR	1	43	POPLAR	2	73	WHITE ASH	1	103	LARGE TOOTH ASPEN	2	133	LARGE TOOTH ASPEN	2	163	LARGE TOOTH ASPEN	2	193	WHITE SPRUCE	1
14	POPLAR	2	44	POPLAR	2	74	POPLAR	1	104	LARGE TOOTH ASPEN	2	134	LARGE TOOTH ASPEN	2	164	LARGE TOOTH ASPEN	2	194	WHITE SPRUCE	1
15	POPLAR	1	45	POPLAR	1	75	AMERICAN ELM	2	105	LARGE TOOTH ASPEN	2	135	LARGE TOOTH ASPEN	1	165	NORWAY SPRUCE	1	195	WHITE SPRUCE	1
16	SASSAFRAS	1	46	WHITE ASH	1	76	POPLAR	2	106	WHITE ASH	1	136	LARGE TOOTH ASPEN	1	166	NORWAY SPRUCE	1	196	NORWAY SPRUCE	1
17	SASSAFRAS	1	47	SHAGBARK HICKEYORY	1	77	POPLAR	1	107	LARGE TOOTH ASPEN	1	137	POPLAR	1	167	LARGE TOOTH ASPEN	2	197	MANITIBA MAPLE	4
18	SASSAFRAS	1	48	POPLAR	2	78	POPLAR	1	108	CATALPA	2	138	POPLAR	1	168	NORWAY SPRUCE	1	198	NORWAY SPRUCE	1
19	SASSAFRAS	1	49	RED MAPLE	2	79	RED OAK	1	109	WHITE ASH	1	139	POPLAR	2	169	LARGE TOOTH ASPEN	1	199	WHITE SPRUCE	1
20	SASSAFRAS	1	50	POPLAR	2	80	AMERICAN ELM	1	110	WHITE ASH	1	140	POPLAR	1	170	LARGE TOOTH ASPEN	1			
21	SASSAFRAS	1	51	POPLAR	1	81	WHITE ASH	2	111	RED MAPLE	1	141	LARGE TOOTH ASPEN	2	171	NORWAY SPRUCE	1			
22	SASSAFRAS	1	52	POPLAR	1	82	POPLAR	2	112	WHITE ASH	1	142	LARGE TOOTH ASPEN	1	172	LARGE TOOTH ASPEN	1			
23	SASSAFRAS	1	53	POPLAR	2	83	LARGE TOOTH ASPEN	2	113	LARGE TOOTH ASPEN	1	143	LARGE TOOTH ASPEN	1	173	LARGE TOOTH ASPEN	2			
24	SASSAFRAS	2	54	AMERICAN ELM	1	84	LARGE TOOTH ASPEN	2	114	LARGE TOOTH ASPEN	1	144	LARGE TOOTH ASPEN	2	174	LARGE TOOTH ASPEN	1			
25	SASSAFRAS	1	55	POPLAR	1	85	POPLAR	1	115	LARGE TOOTH ASPEN	1	145	LARGE TOOTH ASPEN	1	175	LARGE TOOTH ASPEN	1			
26	SASSAFRAS	1	56	RED OAK	3	86	WHITE ASH	2	116	LARGE TOOTH ASPEN	1	146	LARGE TOOTH ASPEN	1	176	NORWAY SPRUCE	1			
27	SASSAFRAS	1	57	RED OAK	1	87	POPLAR	1	117	POPLAR	1	147	LARGE TOOTH ASPEN	1	177	RED OAK	1			
28	POPLAR	4	58	POPLAR	2	88	POPLAR	1	118	POPLAR	1	148	LARGE TOOTH ASPEN	1	178	LARGE TOOTH ASPEN	1			
29	WHITE ASH	1	59	POPLAR	1	89	POPLAR	1	119	POPLAR	1	149	POPLAR	1	179	LARGE TOOTH ASPEN	2			
30	WHITE ASH	1	60	POPLAR	1	90	POPLAR	2	120	POPLAR	1	150	WHITE ASH	1	180	NORWAY SPRUCE	2			

\*\*\*DBH = DIAMETER @ BREAST HEIGHT\*\*\* DBH CATEGORIES: DBH 1 (10-20cm) - DBH 2 (21-30cm) - DBH 3 (31-40cm) - DBH 4 (>40cm)



- STEVE BAUER TRAIL EDGE ENHANCEMENT PLAN**
- UN-VEGETATED GAPS IN THE NEW HEDGEROW EDGE ARE TO BE RE-VEGETATED WITH NATIVE TREES AND SHRUBS.
  - FINAL LOCATIONS OF ENHANCEMENT AREAS TO BE IDENTIFIED AFTER VEGETATION REMOVAL FOR THE STREET EXTENSION WORKS HAS BEEN COMPLETED.
  - THE TYPICAL PLANTING DESIGN PRESENTED WILL REQUIRE FIELD-FITTING BASED ON SITE CONDITIONS. SPACING BETWEEN WOODY PLANTS WILL VARY AND WILL BE FORM-FITTED ON SITE AND WILL VARY BASED ON SITE CONDITIONS AND DIRECTION FROM THE PROJECT LANDSCAPE ARCHITECT.
  - SHRUB SPECIES TO BE PLANTED IS A MIX OF SPECIES INCLUDING; GRAY DOGWOOD, RED-OSIER DOGWOOD, AMERICAN BEAKED HAZEL, AND CHOKO CHERRY.
  - TREE SPECIES TO BE PLANTED IS A MIX OF WHITE SPRUCE, EASTERN WHITE CEDAR, RED MAPLE, AND TREMBLING ASPEN.
  - BARE GROUND IS TO BE HYDRO SEEDED WITH A MIXTURE OF NATIVE GRASSES.
  - PLANTINGS ARE TO BE MONITORED FOR A PERIOD OF 5 YEARS. THE PRIMARY OBJECTIVE OF THE FIVE-YEAR MONITORING PLAN IS TO ASSESS AND DOCUMENT SURVIVAL OF PLANTED TREES AND SHRUBS WITHIN THE PLANTING AREA, AS WELL AS AN OVERALL ASSESSMENT OF THE ESTABLISHMENT OF A NATURALIZED EDGE ALONG STATION STREET.

Planning staff provided the Tree Removal and Enhancement Plan to the Environmental and Climate Adaption Advisory Committee at the May 27, 2024 meeting for comment. The Committee was generally pleased that the road design is shifted to the east to preserve the existing trail entrance, parking area and as many trees as possible. The Committee provided recommendations that tree replacement

be significantly greater than trees removed and that the replanting plan more closely match the Carolinian species being removed which grew successfully in this location before. Consequently, Planning staff have requested the developer to revise the replanting tree species to include sassafras, red oak, pin oak (faster growing), shagbark hickory, poplar (faster growing) in addition to the white spruce and eastern white cedar.

The Director of Public Works and the Manager of Planning are satisfied with the subdivision road and intersection design and the Tree removal and replacement plan subject to the revisions noted above. Further, all other conditions of draft plan approval have been satisfied or will be satisfied subject to registration of the subdivision agreement with the exception of condition 42 which requires the Developer to front-end the cost of construction associated with the extension of Station Street including intersection improvements at Port Robinson Road to be reimbursed through the development charges collected.

In order to clear this condition, the Developer is required to enter into a Development Charges Refund Agreement with the Town. Entering into the agreement requires Council approval. A draft agreement (Appendix A) has been prepared and has been reviewed by the Town Solicitor, Director of Public Works and Treasurer. Council approval to enter into the Development Charges Refund Agreement is required.

#### **Financial Considerations:**

The Station Street extension was identified in the 2018 Development Charges Background Study in the amount of \$1 496 000.00 with construction estimated in 2025. The current estimate is for \$1 503 223.91 including HST. The Town receives a rebate on HST and therefore, the anticipated cost is in line with the estimated amount.

Development charges have been and will continue to be collected which will enable the Town to reimburse the developer for the Town's portion of the construction costs.

#### **Alternatives Reviewed:**

As noted above, a roundabout was considered for the Station Street and Port Robinson Road intersection, but was ruled out at this time due to required land acquisitions and impacts on existing properties.

Also as noted above, the final road design was modified to address comments from the community and Council for no impacts to the Steve Bauer Trail and removal of as few existing trees as possible.

The Station Street extension has been identified in the Town's Official Plan since 2012 and is necessary to service and access planned development in East Fonthill. The conditions of draft plan approval for Forest Park required the developer to front end the construction with reimbursement by the Town from development charges that have been collected. As such, there are no alternatives with respect to this particular issue at this time.

**Strategic Plan Relationship: Community Development and Growth**

The Forest Park subdivision will achieve measured growth of the community while protecting the high quality of life presently enjoyed by residents. The intersection / road design and tree removal and enhancement plan have been prepared in an effort to reduce impacts to the Steve Bauer Trail and retain and grow tree canopy. Further, the collection of development charges to reimburse the developer for the Town's portion of the Station Street extension ensures that growth related costs are not borne by the general taxpayer.

**Consultation:**

Director of Public Works

Town Solicitor

Town Treasurer

Environmental and Climate Adaptation Advisory Committee

**Other Pertinent Reports/Attachments:**

Appendix A Development Charges Refund Agreement

Report #2022-75 - Recommendation Report for Draft Plan of Subdivision & Zoning By-law Amendment Applications – Forest Park

**Prepared and Recommended by:**

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