

Appendix “F”

Local Service Guidelines

The following guidelines set out in general terms the size and nature of engineered infrastructure that is included in the City of Barrie Development Charge Study or projects which are considered to be a local developer responsibility. Projects eligible to be funded in part by development charges include the following criteria:

- The project will be required to be listed in the most current City of Barrie Development Charges Study.
- If any infrastructure that does not add any additional capacity over and above the capacity requirement for that development, are assumed to be the sole responsibility of the developer.
- Infrastructure that provides servicing or capacity for more than one development is not necessarily fully or partially funded from development charges. If a project is considered fully or partially local in nature, the City will require the benefiting land owners to fund the works directly.

The following policy guidelines are general principles by which staff will be guided in considering development applications. Each application will be considered on its own merits having regard to, among other factors, the nature, type and location of the development in any existing or proposed development in its surrounding area. These policy guidelines, the location and type of services required and their relationship to the proposed development and to existing and proposed development in the area, and subsection 59(2) of the *Development Charges Act, 1997*, will also be assessed.

These local service policy guidelines are subject to review and amendment by the City which may be independent of an amendment or update to the City's development charge by-laws.

The detailed engineering requirements for all work and/or development are governed by the City of Barrie Official Plan, or if not specified in the Official Plan, by the approved detailed engineering standards and/or related master plans.

The provision of local services is considered to be a direct developer responsibility under s.59 of the *DCA* and will (or may) be recovered under other agreement(s) with the land owner or developer. The issue of "local services" is being specifically considered for the services outlined in the following sections.

1. Definitions

Arterial Road - As defined in the City of Barrie Official Plan as amended.

AT – Active Transportation

BPS – Booster Pump Station

BTE – Benefit to Existing development

Collector Road - As defined in the City of Barrie Official Plan and includes both minor and major collectors.

Community Park – Community level parks providing facilities for both organized and non-organized sports as well as active and passive recreation activities. Access is focused on Automobile, Cycling and Pedestrian movement.

DCs – Development Charges.

DCA – Development Charges Act, 1997, S.O. 1997, c.27, as amended.

Direct Access – new or upgraded infrastructure required to provide access from the external Road or active transportation network to the area of a Development.

District Park – Generally associated with Facilities, these parks serve multiple neighbourhood communities with a focus on structured sports while providing both active and passive recreation opportunities. Facilities are generally focused on access via public transit, automobiles and cycling.

Former Barrie Municipal Boundary (Former Barrie) – land within Barrie outside of the Salem and Hewitt's Secondary Plan Areas.

Hazel in LSRCA – refers to Ontario Regulation 179/06 Lake Simcoe Region Conservation Authority: Regulation of Development, Interference with Wetlands and Alteration to Shorelines and Watercourses: 11 (1). The applicable flood event standards used to determine the maximum susceptibility to flooding of lands or areas within the watersheds in the area of jurisdiction of the Authority are the Hurricane Hazel Flood Event Standard, the Timmins Flood Event Standard, the 100 year Flood Event Standard and the 100 year flood level plus wave uprush, described in Schedule 1. O. Reg. 179/06, s. 11 (1).

Highway – includes a common and public highway, street, avenue, parkway, 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.

HOV – High Occupancy Vehicles

Lanes – As defined in the City of Barrie Official Plan

LID – Low Impact Development (L.I.D.) is a stormwater management approach that manages rainfall at the source using uniformly distributed decentralized micro-scale controls. LID's goal is to mimic a site's predevelopment hydrology by using design techniques that infiltrate, filter, store, evaporate, and detain runoff close to its source.

Local Benefit – infrastructure to be paid for by the developer. Direct developer responsibility under s.59 of DCA (as a local service).

Local Road – As defined in the City of Barrie Official Plan as amended.

LSRCA – Lake Simcoe Region Conservation Authority.

Natural Heritage System (NHS) – A system made up of natural heritage features and areas, and linkages intended to provide connectivity and support natural processes which are necessary to maintain biological and

geological diversity, natural functions, viable populations of indigenous species and ecosystems. Also referred to as Open Space and Environmentally Protected Lands in the City's zoning bylaw.

Neighbourhood Park - Serves as a neighbourhood focal point with a primary focus on children and youth as well as providing additional opportunities for residents within walking distance of the park (800m).

NVCA – Nottawasaga Valley Conservation Authority.

OP – Official Plan.

Pathways – Pedestrian circulation within a Park Block which provide for internal circulation and access. Pathways are generally 3.0m in width and are paved.

Regional Park - Recreation areas which serve passive and active recreation activities that serve a level of interest greater than the local community.

Regulatory Storm – the greater of the regional (Hazel in LSRCA and Timmins in NVCA) or 100 year storm.

Roadways – Sidewalks and multi-use pathways within the road network.

ROW – Right-of-Way.

SWMF - Stormwater Management Facility.

TDM – Travel Demand Management.

Timmins in NVCA – refers to Ontario Regulation 172/06 Nottawasaga Valley Conservation Authority: Regulation of Development Interference with Wetlands and Alterations to Shorelines and Watercourses Section 11 – Flood event standards 11. The applicable flood event standards used to determine the maximum susceptibility to flooding of lands or areas within the watersheds in the area of jurisdiction of the Authority are Timmins Storm

Flood Event Standards, the 100 Year Flood Event Standard and the 100-year flood level plus wave uprush, described in Schedule 1.0. Reg. 172/06, s.11.

TMP – 2019 Transportation Master Plan, or the most current TMP update

Trails – Pedestrian circulation within an Open Space or Environmentally Protected designation which can vary in surface material and width. Trails may also link one or more park block designations with a common linkage that can form part of the internal park circulation such as the water front trails. In this case a pathway can be part of a larger trail network. The following are the Trail Hierarchy Classifications based on the recommendations of the 2019 Transportation Master Plan:

- Type 1 Trail / Waterfront Multi-Use - The general function of this trail system is for recreation, leisure and active transportation including commuting functions by providing access to and along the public waterfront. The ease of use rating is 'Easy' with a very high anticipated level of use on weekends and during peak tourist seasons, celebrations and events.
- Type 2 Trail / Multi-Use Trail - The general function of this trail system is for recreation, leisure and active transportation including commuting functions, providing access to key destinations such as community centres, parks, key commercial areas, schools etc. Includes loops in neighbourhood parks and access to park facilities/features. The ease of use rating is 'Easy' with a high anticipated level of use.
- Type 3 Trail / Recreational Trail – Primarily used for recreation and leisure where active transportation is not a key function but connections to active transportation routes may be facilitated. Generally located in lands designated as Open Space or Environmentally Protected with an ease of use rating ranging from 'Easy' to 'Moderate' including an anticipated level of use rating of 'Moderate'.

- Type 4 Trail / Natural Trail – Intended to provide recreation and leisure opportunities to escape the urban environment and experience natural settings within non-programmed open space and environmentally protected lands. These trail systems have a general ease of use rating of ‘Moderate’ to ‘Hard’ with low to moderate anticipated levels of use.
- Type 5 Trail / Stormwater Management Facility (SWMF) – Where feasible SWMFs will be unfenced and serve as key connection points to existing and proposed trail networks. Ease of use rating is ‘Moderate’ with low to moderate anticipated levels of use.

Village Square – Located within walking distance of residents and provide a social gathering place within neighborhoods. Often these types of facilities provide shade, playgrounds and small urban plazas.

2. Transportation

A highway and services related to a highway are intended for the transportation of people and goods via many different modes including, but not limited to, passenger automobiles, commercial vehicles, transit vehicles, cycling, and walking.

A highway shall consist of all land, services, and infrastructure built to support this movement of people and goods regardless of mode of transportation. As the City continues to grow, it will experience higher-density mixed uses in more compact built form in green field areas and within intensification nodes and corridors in existing settlement areas. This new consideration is supported by highways that accommodate and promote walking, cycling and transit use over auto use and has been identified by the City's TMP and OP.

The overall vision is to create a City which is highly walkable and in which it is easy and convenient to walk, cycle or take transit. The TMP has set targets to reduce trips made by single occupant vehicles; increase trips made by transit; and increase active transportation trips, including cycling and walking.

A. Roads Former Barrie

The costs of the following road items shall be direct developer responsibilities as a local service provision under s. 59 of the DCA in Former Barrie:

- All roads within the City of Barrie not identified as arterial or collector roads in the City of Barrie OP and not included in the DC, inclusive of all land and associated infrastructure related to or within the area needed to

support development or required to link with the area to which the development plan relates is a local service.

- Where roadway improvements (or new construction) are required on arterial or collector roads to support a specific development or required to link the development area with the existing road network, these road improvements are a local service.

The costs of the following road items shall be paid through development charges in Former Barrie:

- New arterial or collector roads external to a Development, not required to provide direct access and which are included in the current DC Study.
 - Upgrades to existing arterial or collector roads external to a Development that are not required to provide direct access.
 - Foreseeable intersection improvements, traffic signals and traffic control systems on existing roads that are not required to provide direct access.

B. Roads: Salem and Hewitt's Secondary Planning Areas

The costs of the following road items shall be direct developer responsibilities as a local service provision under s. 59 of the DCA in the Salem and Hewitt's Secondary Planning Areas:

- All roads, other than those designated as arterial roads within the City of Barrie OP, inclusive of all land and associated infrastructure related to or within the area needed to support development or required to link with the area to which the development plan relates is a local service.
- Where roadway improvements are required on arterial roadways to support a specific development or required to link the development area with the existing community, these road improvements are a local service.

The costs of the following road items shall be paid through development charges in the Salem and Hewitt's Secondary Planning Areas:

- New Arterial Roads.
- New Arterial Roads external to a Development, not required to provide Direct Access and which are included in the current DC Study.
- Upgrades to existing Arterial Roads external to a Development that are not required to provide Direct Access.
- Foreseeable intersection improvements, traffic signals and traffic control systems on existing Roads that are not required to provide Direct Access.

C. Traffic Control Systems and Intersection Improvements

The costs of the following traffic control systems and intersection improvements shall be direct developer responsibilities as a local service provision under s. 59 of the DCA in both Former Barrie and the Salem and Hewitt's Secondary Planning Areas:

- Intersection improvements to and/or signalization of all roads, private entrances or entrances necessitated by development on any local, collector or arterial road is considered local benefit.
- New or upgraded traffic control systems intended to service a development are considered to be a local benefit.

The costs of the following traffic control systems and intersection improvements infrastructure shall be paid through DCs in both Former Barrie and the Salem and Hewitt's Secondary Planning Areas:

- Foreseeable traffic control systems and intersection improvements on existing or proposed roads, outside of the proposed development, that

are not required to provide Direct Access and which are included in the current DC Study.

D. Streetlights

The costs of the following streetlight items shall be direct developer responsibilities as a local service provision under s. 59 of the DCA in both Former Barrie and the Salem and Hewitt's Secondary Planning Areas:

- Streetlights needed along any roads within or adjacent a specific development not included in the DC Study are considered to be a local benefit.
- Streetlights at any intersections necessitated by a specific development are considered to be a local benefit.

The costs of the following streetlight infrastructure shall be paid through DC in both Former Barrie and the Salem and Hewitt's Secondary Planning Areas:

- Foreseeable streetlights on existing or proposed roads, outside of the proposed development and which are included in the current DC Study.

E. Cycling

The costs of the following cycling infrastructure items shall be direct developer responsibilities as a local service provision under s. 59 of the DCA in both Former Barrie and the Salem and Hewitt's Secondary Planning Areas:

- Bike paths/lanes within a specific development are considered to be a local benefit.

- Bike paths/lanes external to a development and not included in the D.C., which are necessary to connect the development to public spaces and/or other bike infrastructure, are considered to be a local benefit.
- Temporary bike paths/lanes within or external to a specific development necessitated by proposed development are considered to be a local benefit.

The costs of the following cycling infrastructure shall be paid through development charges in both Former Barrie and the Salem and Hewitt's Secondary Planning Areas:

- Foreseeable cycling infrastructure on existing or proposed roads, outside of the proposed development and which are included in the current DC Study.

F. Sidewalks

The costs of the following sidewalk infrastructure items shall be direct developer responsibilities as a local service provision under s. 59 of the D.C.A. in both Former Barrie and the Salem and Hewitt's Secondary Planning Areas:

- Sidewalks on all road internal to the development are considered to be a local benefit.
- Sidewalks on all roads external to a development necessitated by proposed development is considered to be a local benefit.
- Temporary sidewalks within or external to a specific development necessitated by proposed developed are considered to be a local benefit.

The costs of the following sidewalk infrastructure shall be paid through development charges in both Former Barrie and the Salem and Hewitt's Secondary Planning Areas:

- Foreseeable sidewalk infrastructure on existing or proposed roads, outside of the proposed development and which are included in the current DC Study.

G. Transportation Demand Management

The costs of the following transportation demand management infrastructure items shall be direct developer responsibilities as a local service provision under s. 59 of the DCA in both Former Barrie and the Salem and Hewitt's Secondary Planning Areas:

- Bike share expansions within existing service areas and in new service areas; cycling amenities including bike racks, lockers, shelters and fix-it stations; pedestrian amenities (e.g. benches); and sustainable mobility programs (e.g. Smart Commute, TDM for higher density developments) necessitated by proposed development and not included in the DC are considered to be a local benefit.

The costs of the following transportation demand management infrastructure shall be paid through development charges in both Former Barrie and the Salem and Hewitt's Secondary Planning Areas:

- Foreseeable transportation demand management infrastructure on existing or proposed roads, outside of the proposed development and which are included in the current DC Study.

H. Noise Abatement Measures

The costs of the following noise abatement measure infrastructure items shall be direct developer responsibilities as a local service provision under s. 59 of the DCA in both Former Barrie and the Salem and Hewitt's Secondary Planning Areas:

- Noise abatement measures required to mitigate noise impacts from existing or future local, collector, arterial roads, Hwy 400 or the railway either external or internal to development not in the current DCs where it is a requirement of, or within the area needed to support the development are considered local benefit.

The costs of the following noise abatement measure infrastructure shall be paid through development charges in both Former Barrie and the Salem and Hewitt's Secondary Planning Areas:

- Foreseeable noise abatement measure infrastructure on existing or proposed roads, outside of the proposed development and which are included in the current DC Study.

I. Transit Infrastructure

The costs of the following transit infrastructure items shall be direct developer responsibilities as a local service provision under s. 59 of the DCA in both Former Barrie and the Salem and Hewitt's Secondary Planning Areas:

- Transit node, transit priority measures (e.g., queue jump lanes transit signal priority) bus bays, accessible amenities (including bus pads and shelters with interior heating/benches/next bus electronic signs) and any other bus service stop infrastructure located within local, collector or arterial road corridors, and including transit stations or terminals necessitated by proposed development and not included in the current DC are considered to be local benefit.

The costs of the following transit infrastructure shall be paid through development charges in both Former Barrie and the Salem and Hewitt's Secondary Planning Areas:

- Foreseeable transit infrastructure on existing or proposed roads, outside of the proposed development and which are included in the current DC Study.

J. Transportation Studies

The costs of the following Transportation Studies shall be direct developer responsibilities as a local service provision under s. 59 of the D.C.A. in both Former Barrie and the Salem and Hewitt's Secondary Planning Areas:

- Transportation Studies (including traffic impact studies) undertaken for a specific development are considered to be local benefit.

K. Land Acquisition

The costs of the following land acquisition shall be direct developer responsibilities as a local service provision under s. 59 of the D.C.A. in both Former Barrie and the Salem and Hewitt's Secondary Planning Areas:

- Land Acquisition to widen existing roads or proposed roads (as identified in the OP or the TMP, updated from time to time) shall be secured as a required dedication as part of development approval.
- Land acquisition within or adjacent to the proposed development beyond dedication requirements to achieve transportation corridors as services related to highways including intersection improvements, grade separation infrastructure for the movement of pedestrians, alignment shifts, cyclists, public transit and/or railway shall be a direct developer responsibility.
- Where land acquisition is required in excess of the ROW as identified in the OP, to accommodate external utilities including, but not limited to,

cable, gas, hydro, and telephone, are deemed a local benefit and shall be a direct developer responsibility.

The costs of the following land acquisition shall be paid through DCs in both Former Barrie and the Salem and Hewitt's Secondary Planning Areas:

- Foreseeable land acquisition on existing or proposed roads, outside of the proposed development and which are included in the current DC Study.

L. Traffic Calming

The costs of the following traffic calming infrastructure shall be direct developer responsibilities as a local service provision under s. 59 of the DCA in both Former Barrie and the Salem and Hewitt's Secondary Planning Areas:

- Traffic calming measures required to mitigate impacts from proposed development either external or internal to development not in the current DCs needed to support the development are considered to be a local benefit.

The costs of the following traffic calming infrastructure shall be paid through development charges in both Former Barrie and the Salem and Hewitt's Secondary Planning Areas:

- Foreseeable traffic calming infrastructure on existing or proposed roads, outside of the proposed development and which are included in the current DC Study.

3. Stormwater Drainage Systems

Stormwater minor drainage systems are designed to accommodate drainage to avoid property damage and flooding as well as to minimize impacts from 1 in 5-year rainfall events. Minor systems are typically comprised of underground piping, manholes, catch basins, LID and outfall structures in addition to a rural type drainage system consisting of ditches and culverts.

Stormwater major drainage systems are designed and implemented for flood control to avoid loss of life, injuries, and significant damage to property from events greater than 1 in 5-year return producing unusual high intensity rainfall and/or large volume run-off.

Major systems can be large diameter underground piping, open channels, road overland flow route, stormwater facilities, natural streams, or any combination thereof, capable of conveying run-off, from events up to and including a regulatory storm, to the ultimate receiving stream or water body.

The costs of the following minor and major drainage systems shall be direct developer responsibilities as a local service provision under s. 59 of the DCA in both Former Barrie and the Salem and Hewitt's Secondary Planning Areas:

- Minor drainage systems internal or external to a proposed development, needed to support development to safely convey these flows to a suitable outlet, is considered to be a local benefit.
- Major drainage infrastructure internal or external to a proposed development, needed to support development to safely convey these flows to a suitable outlet, not included in the current DC is considered to be a local benefit.

- Major drainage infrastructure in the current DC that needs to be upsized due to changes in upstream catchment area to support the proposed development is considered to be a local benefit.
- The construction of temporary drainage infrastructure is considered to be a local benefit
- Installation of private drain connections or private systems is considered to be a local benefit.
- Stormwater facilities for quality, volume and/or quantity management, including downstream erosion works, inclusive of land and all associated infrastructure, such as storm water facility planting and appurtenances, maintenance access roads/trails and perimeter fencing is considered to be a local benefit.
- Land to oversize proposed stormwater management facilities to accommodate runoff from new, widened, extended or upgraded municipal local, collector or arterial roads is considered to be a local benefit.
- Erosion works, inclusive of all restoration requirements, related to a proposed development is considered to be a local benefit.
- Monitoring works related to a proposed development is considered to be a local benefit.
- LID features such as infiltration galleries, bioswales, stormceptors, oil and grit separators, rain gardens and permeable pavements related to a proposed development is considered to be a local benefit.
- Any watercourse realignment and/or enclosures within its development limits is considered to be a local benefit.

- Conveyance of upstream existing external flows through a development is considered to be a local benefit.
- Drainage Studies undertaken for a specific development are considered to be a local benefit.
- Watercourses enclosed by a development which needs to be upsized to accommodate increased runoff from upstream development is considered to be a local benefit.

The costs of the following minor and major drainage infrastructure shall be paid through development charges in both Former Barrie and the Salem and Hewitt's Secondary Planning Areas:

- Foreseeable minor and major drainage infrastructure on existing or proposed roads or as a standalone drainage project, outside of the proposed development, which are included in the current DC Study. For greater certainty, direct connects to a development are considered a local service.
- Watercourse works to accommodate runoff external to the development which included in the current DC Study.
- Updates to the City-Wide Master Drainage Plan or related studies.
- Oversizing costs of minor or major drainage infrastructure proposed by a development and included in the current DCs.

The costs of minor drainage system and stormwater quality control infrastructure associated with arterial transportation improvements (within project limits) in the Hewitt's and Salem and Hewitt's Secondary Planning Areas have been included in the road costs and shall be paid through DCs.

4. Water and Wastewater

A. Water Distribution Systems

Water distribution system infrastructure includes local watermains, transmission watermains, booster pump stations, valves, fire hydrants, chambers, PRVs, water reservoirs and other related accessories.

The costs of the following water distribution system infrastructure shall be direct developer responsibilities as a local service provision under s. 59 of the DCA in both Former Barrie and the Salem and Hewitt's Secondary Planning Areas:

- All required local water infrastructure internal to a development less than 400mm in size is considered to be a local benefit.
- All water infrastructure external to the development, less than 400mm in size, required to provide system security and redundancy is considered to be a local benefit.
- All service connections within a development and connections from external municipal watermains to a development are considered to be a local benefit.
- If external services are required by two or more developments, the developer for the first development will be responsible for the cost of the external services and may enter into front-ending/cost-sharing agreements with other developers independent of the City of Barrie.
- Temporary watermains, water booster pumping stations and/or reservoir required to service a development are considered to be a local benefit.
- Water Distribution Studies undertaken for a specific development are considered to be local benefit.

The costs of the following water distribution infrastructure shall be paid through DCs in both Former Barrie and the Salem and Hewitt's Secondary Planning Areas:

- Transmission watermains 400mm and greater which are included in the current DCs.
- Water reservoirs, BPS and water infrastructure not required for a specific development and which are included in the current DCs.
- Updates to the Water Distribution and Storage Master Plan or related studies.

B. Wastewater Collection Systems

Wastewater collection system infrastructure includes local wastewater sewers, trunk wastewater sewers, maintenance holes, pump stations and other related accessories.

The costs of the following wastewater collection system infrastructure shall be direct developer responsibilities as a local service provision under s. 59 of the DCA in both Former Barrie and the Salem and Hewitt's Secondary Planning Areas:

- All required local wastewater collection system infrastructure internal to a development 375 mm and less in size is considered to be a local benefit.
- All wastewater infrastructure external to the development, 375 mm and less in size, required to service a development is considered to be a local benefit.
- All service connections within a development are considered to be a local benefit.

- If external services are required by two or more developments, the developer for the first development will be responsible for the cost of the external services and may enter into front-ending/cost-sharing agreements with other developers independent of the City of Barrie.
- Temporary wastewater infrastructure required to service a development is considered to be a local benefit.
- Wastewater Collection Studies undertaken for a specific development are considered to be local benefit.

The costs of the following wastewater collection system infrastructure shall be paid through DCs in both Former Barrie and the Salem and Hewitt's Secondary Planning Areas:

- Trunk wastewater sewers greater than 375 mm which are included in the current DCs.
- Pump Stations not required for a specific development and which are included in the current DCs.
- Updates to the Wastewater Collection Master Plan or related studies.

C. Municipal Water Supply

All water supply costs shall be paid through DCs in both the Former Barrie and the Salem and Hewitt's Secondary Planning Areas.

D. Municipal Wastewater Treatment

All wastewater treatment costs shall be paid through development charges in both Former Barrie and the Salem and Hewitt's Secondary Planning Areas.

5. Parkland Development

Parkland Development includes for the development of recreational trails and parkland.

A. Recreational Trails

All recreational trails and multi-use pathways with trail classifications Type 3, Type 4 and Type 5 as identified in the Trails Master Plan, or as part of the City's capital budgeting process, including the associated infrastructure (structures, crossings and appurtenances) within the development area or required connections to a major multi-use trail network or surrounding community facilities and parklands are the direct responsibility of the developer.

All major community recreational multi-use pathways classified as Type 1 and Type 2, including the associated infrastructure (structures, crossings and appurtenances), that service the city-wide active transportation network in accordance with the current Trails Master Plan, or any successor thereto, shall be paid through development charges.

B. Parkland

- Parkland Development for Regional Parks, District Parks, Community Parks, Neighbourhood Parks and Village Squares: responsibility to provide up to base condition is a direct developer responsibility as a local service provision under s. 59 of the DCA including, but not limited to, the following:
 - Clearing and grubbing;
 - Topsoil Stripping and stockpiling, (topsoil or any fill or soils shall not be stockpiled on parkland without the approval of the City);

- Parkland shall be free of any contaminated soil or subsoil;
- Servicing - Water, Hydro, Stormwater, Sanitary, Electrical, Fibre/phone, catch basins, meter and meter boxes to a point just inside the property line as per City requirements. This includes providing for catch basins, manholes, access boxes and meter boxes within the park property;
- Fine grading of the sub-base (pre-grading) and the supply of topsoil to the required depth as per City requirements;
- Developer shall be responsible for the cost to excavate, remove from site and replace any unsuitable base (sub-grade) material;
- Parkland shall not be mined for engineering fill and replaced with fill or topsoil;
- Parkland shall be conveyed free and clear of all encumbrances;
- When parkland parcels cannot be developed in a timely manner, they shall be graded to ensure positive drainage and seeded to minimize erosion and dust;
- Temporary fencing is required where there is no permanent fence to prevent illegal dumping;
- Temporary Park sign advising future residents that the site is a future park;
- Perimeter fencing of parkland to the City standard located on the public property side of the property line adjacent land uses (residential, industrial, commercial, open space or environmentally protected) as required by the City; and
- Required heritage features within the park as set out within the Planning approval conditions.

Facilities within parkland are included in the D.C.

6. Natural Heritage Systems (N.H.S.)

NHS includes engineered and in situ stream corridors, natural buffers for woodlots, wetland remnants, etc. as well as sub watersheds within the boundaries of the City.

Direct developer responsibility as a local service provision under s. 59 of the DCA, includes but is not limited to the following:

- Riparian planting and landscaping requirements (as required by the City or authorities having jurisdiction), as a result of road construction or other municipal works required to be installed or constructed by the developer within in the NHS.
- Perimeter fencing of the NHS to the City standard located on the public property side of the property line adjacent land uses (residential, industrial, commercial) as required by the City is a direct developer responsibility as a local service provision under s. 59 of the DCA.