

**February 28, 2024 Meeting with Homebuilder Associations
Town of Lincoln Development Charge Review
Summary of Questions & Town Responses**

Key Dates

1. Committee Report April 2, 2024
2. Council Approval Apr 15, 2024

Table	Project No. & Name	Question/Request	Response
5-1-should be 5-2	17-Provision for road improvements as a result of agri-tourism	Explain how this is growth related and no benefit to existing.	The Town's rural road network is unique in terms of servicing a lot of additional traffic generated from winery/agri-tourism growth. As a result, in some cases this requires rural roads to be upgraded to better accommodate higher volumes of traffic in comparison to just servicing residents living in the localized area.
5-2	30-Ontario St. E/S (150m south of SSR to Greenlane)	Please provide the amount of sidewalk required for each project and whether it is replacement or new.	This is new sidewalk of approximately 500m in length.
5-2	31-Mountain St. (Cassandra to Hillside)	Please provide the amount of sidewalk required for each project and whether it is replacement or new.	This is new sidewalk of approximately 380m in length.
5-2	32-Victoria Ave. (W/S Culp to 140m south of CNR tracks)	Please provide the amount of sidewalk required for each project and whether it is replacement or new.	This is replacement of approximately 130m of sidewalk and construction of approximately 620m of new sidewalk.
5-2	33-King St. (N/S 125m east of	Please provide the amount of sidewalk required for each	This is new sidewalk of approximately 225m in length.

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	Cherry Heights to Bartlett Rd.)	project and whether it is replacement or new.	
5-2	34-King St. (S/S urban limit to Nineteenth St.)	Please provide the amount of sidewalk required for each project and whether it is replacement or new.	This is new sidewalk of approximately 480m in length.
5-2	35-Fly Rd Campden New Sidewalk extending the current east urban limits (N/S)	Please provide the amount of sidewalk required for each project and whether it is replacement or new.	This is new sidewalk of approximately 617m in length.
5-2	36-Edelheim Rd Sidewalk Construction (Extension from Hixon St.)	Please provide the amount of sidewalk required for each project and whether it is replacement or new.	From Pinegrove to Hixon this is new sidewalk of approximately 170m in length.
5-2	37-Miller Ave Construction W/S (Menno to north limit)	Please provide the amount of sidewalk required for each project and whether it is replacement or new.	This is new sidewalk of approximately 212m in length.
5-2	59-Jordan Village Growth Related Principal	Debt/financing costs—please provide information on these projects and an explanation of when these projects occurred and how much they cost originally.	The Jordan Village Improvement work is a significant project that increases safety and accommodates growth in terms of redevelopment, increased traffic and pedestrians by upgrading the roads, intersections, installing sidewalks, AT facilities, etc.

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			<p>The planning of this project has been ongoing for several years and construction started approx. 2 years ago and will be completed this year.</p> <p>In terms of financing, the Jordan Village Improvement project (See 2018 DC background study Roads Project #17) incurred costs over a number of years. The total cumulative budget for all years for all service areas as well as the Region cost-sharing up to 2023 was \$17,559,730, of which \$7,478,876 total was funded from the Roads DCs; \$2,455,751 directly from the Roads DC Reserve Fund and \$5,023,125 in debenture (25 years) and those debenture payments will be paid from the Roads DC Reserve Fund.</p>
5-2	60-Jordan Village Discounted Interest	Debt/financing costs—please provide information on these projects and an explanation of when these projects occurred and how much they cost originally.	<p>The Jordan Village Improvement work is a significant project that increases safety and accommodates growth in terms of redevelopment, increased traffic and pedestrian activity by upgrading the roads, intersections, installing sidewalks, AT facilities, etc. The planning of this project has been ongoing for several years and construction started approx. 2 years ago and will be completed this year.</p> <p>In terms of financing, see answer above re Project #59 regarding principal payments. This is the interest payments due on debenture, discounted to present value as of 2023.</p>

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5-2	61-Lincoln Ave Discounted Interest	Debt/financing costs—please provide information on these projects and an explanation of when these projects occurred and how much they cost originally.	<p>Lincoln Ave is being upgraded from King St to the SSR to accommodate growth, increased traffic, new sidewalks for pedestrians, etc. The Town's Transportation Master Plan (TMP) has recommended the Lincoln Ave be upgraded as a key north/south corridor to help provide relief for Ontario St in terms of increased traffic growth. The detailed design work is almost complete and the Town plans to issue the construction tender this year.</p> <p>In terms of financing, Lincoln Ave (Roads Project #10) has been approved for a construction loan and then 30-year debenture and this is the discounted interest. It is in progress and the cost information is included on the project line details.</p>
5-2	62-Aberdeen Rd Discounted Interest	Debt/financing costs—please provide information on these projects and an explanation of when these projects occurred and how much they cost originally.	<p>Aberdeen Rd is being upgraded to accommodate growth in terms of increased traffic and as a result of the need to make safety improvements to road and pedestrian accommodation. Utility relocations are currently underway with road construction planned to occur this summer.</p> <p>In terms of financing, Aberdeen Rd (Roads Project #3) has been approved for a construction loan and then 30-year debenture and this is the estimated discounted interest. It is in progress and the cost information is included in those project line details.</p>

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5-2	63-Durham Rd Reconstruction Discounted Interest	Debt/financing costs—please provide information on these projects and an explanation of when these projects occurred and how much they cost originally.	<p>Durham Rd is being upgraded to accommodate growth, development, increased traffic and truck traffic routing, all recommendations from the TMP. The detailed design work is completed and the Town plans to start the construction work this summer.</p> <p>In terms of financing, Durham Rd (Roads Project #15) has been approved for construction loan and then 30-year debenture and this is the estimated discounted interest. It is in progress and the cost information is included on the project line details.</p>
5-2	64-Greenlane Rd Discounted Interest	Debt/financing costs—please provide information on these projects and an explanation of when these projects occurred and how much they cost originally.	<p>Greenlane is being upgraded to accommodate growth, development, increased traffic and AT users. The TMP recommended that Greenlane be upgraded as a key east/west corridor. The planning and detailed design is underway with construction planned for 2025/2026 timeframe.</p> <p>In terms of financing, Greenlane Rd (Roads Project #13) has been approved with \$3.6M of Roads DCs funded through debt which will be a construction loan and then 30-year debenture, and this is the estimated discounted interest. It is in progress and the cost information is included in those project line details.</p>
5-3	3-17-Various PW Equipment	Public works –please provide an inventory list of these items that are currently in the fleet	<p>See Appendix B – it lists the current inventory. Lifecycle:</p> <p>Single/Tandem Dump Trucks – 10 years</p>

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		as well as proposed fleet replacement dates.	<p>Small Dump/Pickups/Vans/Cars - 15 years Large Equipment – 15 –20 years Hand Tools/Attachments – Run to Failure</p> <p>In terms of financing, we will note with regard to lifecycle and replacement dates, however, that this is not relevant to the costs being recovered through DC charges. The items listed 3-17 are new and additional equipment required due to growth (replacement of existing equipment is generally not a DC eligible cost, however, the level of service is capped based on legislation and this is why the inventory of current equipment is provided in Appendix B).</p>
5-4		Please provide the amount of new frontline firefighters that the Town plans to hire.	A minimum of 24 additional firefighters are required specifically to meet the increased demand for fire protection services due to growth.
5-4	3-New Fire Safety Trailer	fire safety trailer, is this a replacement?	No, this is not a replacement. The fire department does not currently have a fire safety trailer to support its public fire safety education program as mandated by the Fire Protection and Prevention Act. The trailer is needed to meet increased service demands for fire safety education due to growth.
5-4	4-Additional Aerial Truck (Prudhommes) with equipment	As discussed, please explain why there is no benefit to existing with this purchase when it reduces response times dramatically for the	This aerial truck is required specifically to address the increased fire risk associated with the development of higher density and higher height buildings in the Prudhommes development. The Community Risk Assessment

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		existing property owners in Jordan and Prudhomme's.	submitted to the Ontario Fire Marshal pursuant to O.Reg. 378/18 identifies that the building stock fire risk profile for the Prudhommes area increases from a "moderate" risk to a "high" risk due to the increased density. As such, NFPA, FUS, and CFAI standards support the addition of an aerial fire apparatus within the first-due fire station response area to provide elevated firefighting and rescue capabilities, increased pumping capabilities to meet the increased OBC and FUS fireflow demands, and additional firefighters to meet the increased effective response force requirements associated with the higher risk profile within acceptable deployment time criteria. The addition of an aerial truck will not necessarily reduce the response times (as this is primarily a function of fire station location), but rather will provide the additional firefighting resources made necessary by the service demands of the new development.
5-4	5-Additional Pumper (Beamsville South) with equipment	please explain why there is no benefit to existing with these purchases when it reduces response times dramatically for the existing property owners.	This pumper truck is required specifically to address the increased fire risk associated with the development of higher density buildings and increased population in the southern portion of Beamsville. The Community Risk Assessment submitted to the Ontario Fire Marshal pursuant to O.Reg. 378/18 identifies that the building stock fire risk profile for this area increases from a "moderate" risk to a "high" risk due to the increased density. As such, NFPA, FUS, and CFAI standards support the addition of a

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			second pumper apparatus within the first-due fire station response area to provide increased pumping capabilities to meet the increased OBC and FUS fireflow demands, and additional firefighters to meet the increased effective response force requirements associated with the higher risk profile within acceptable deployment time criteria. The addition of a pumper truck will not necessarily reduce the response times (as this is primarily a function of fire station location), but rather will provide the additional firefighting resources made necessary by the service demands of the new development.
5-4	17-Additional Pumper (Vineland) with equipment	please explain why there is no benefit to existing with these purchases when it reduces response times dramatically for the existing property owners.	This pumper truck is required specifically to address the fire increased risk associated with the development of higher density buildings and increased population in the Vineland and Prudhommes areas. The Community Risk Assessment submitted to the Ontario Fire Marshal pursuant to O.Reg. 378/18 identifies that the building stock fire risk profile for these areas increases from a “moderate” risk to a “high” risk due to the increased density. As such, NFPA, FUS, and CFAI standards support the addition of a second pumper apparatus within the first-due fire station response area to provide increased pumping capabilities to meet the increased OBC and FUS fireflow demands, and additional firefighters to meet the increased effective response force requirements associated with the higher risk profile within

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			acceptable deployment time criteria. The addition of a pumper truck will not necessarily reduce the response times (as this is primarily a function of fire station location), but rather will provide the additional firefighting resources made necessary by the service demands of the new development.
5-4	4,5,17- Described above	Please list all of the equipment that is stated to be in these vehicles.	<p>Each vehicle requires the following equipment to meet ULC certification, NFPA standards, and operational requirements:</p> <ul style="list-style-type: none"> • Ground ladders • 150mm suction hoses • 125mm large diameter supply hoses • 65mm supply/attack hoses • 45mm attack hoses • Nozzles • Suction strainer/jet siphon • Deluge monitor with various tips • Hose wrenches, adapters, appliances • Tool kit with various hand tools • Axes, pike poles, hooks • Halligan tools, pry bars, bolt cutters, sledgehammers • Shovels, brooms, squeegees • First aid kit • Automated external defibrillator • Oxygen resuscitator kit • Medical suction kit • Burn kit

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			<ul style="list-style-type: none"> • Power reciprocating saw • Power rotary saw • Power chain saw • Rescue basket stretcher • Portable lights • Portable fire extinguishers • Extension cords • Ropes, life safety and utility • Chains • Extrication cribbing and struts • Extrication hand tools • Salvage covers • Positive pressure ventilation fan • Generator • Elevator rescue kit • High-rise response kit • Hazardous material response kit with booms, covers, plugs, pool, absorbent • Water rescue kit • Personal flotation devices • Traffic safety vests • Traffic cones • Personnel accountability kit • Binoculars • Mobile radio • Portable radios • Mobile data terminal tablet • Ladder belts (aerial truck)

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5-4	21-Pumper Truck Financing	please provide a copy of the finance agreement	<p>The Pumper Truck (Fire Project #5) has been approved for debenture and this is the estimated discounted interest. It will be a debenture similar to other debt-funded projects however there is a long lead time between ordering vehicles and receiving them.</p> <p>These are the financing cost related to the debt that has not been issued. We could have called this discounted interest similar to roads.</p>
5-8	1-Bartlett Creek	This should be area specific as the rest of the servicing in this area.	<p>Bartlett Creek is a significant size drainage shed in Beamsville comprised of 3 main tributaries (west, central & east). Based on the large size of the Bartlett Creek drainage watershed and the multiple developments located within it upstream, downstream, etc., it should remain a Town wide DC project. It's also important to note that the Bartlett Creek project has been funded as a Town wide DC project for several previous Town DC Studies.</p> <p>The Town/Council has the ability to decide whether to recover a project on a Town-wide or area-specific basis under Section 2 of the DCA. As mentioned in the response, this project, along with the projects being recovered from the reserve fund deficit, have historically been included in the Town's Urban Area DCs.</p>