

**Southeast Planning Review and Adjustment Committee /
Comité de révision de la planification de la Commission du Sud-Est**

Wednesday, April 22, 2026 / Le mercredi 22 avril, 2026

Staff Report / Rapport du personnel

Subject / Objet: Recommendation on a development charge by-law

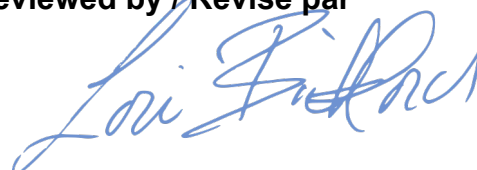
File Number/ Numéro du fichier : 26-0336

From / De :



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Reviewed by / Révisé par



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Planning Manager/Planner / Gestionnaire de

General Information / Information générale

By-law / L'arrête

By-law No 71, A By-law Respecting Development Charges in the Town of Shediac (NB1.1)

Proposal / Demande

Recommendation on a new Development Charge By-law No. 71 of the Town of Shediac. /
Recommandation concernant un nouvel arrêté no 71 de la Ville de Shediac relatif la redevance
d'aménagement

Policies / Politiques

Town of Shediac Municipal Plan / Plan Municipal de Shediac

3.2.10 Municipal services (infrastructure, health and emergency services) and public utilities/ facilities /
3.2.10 Les services municipaux (infrastructure et services d'urgences et de santé) et les équipements
communautaires

Goal / Objectif

Municipal services are incredibly important for the proper functioning of a municipality. They are necessary supports for human activity. They are also key elements to improve the quality of life. A shortcoming in any of these elements could lead to a wide range of consequences, such as the temporary loss of the use of one's property, to the dire consequence of loss of life. Therefore, the goal is to address each one of these elements adequately and guarantee continuous perfect control. / Les services

municipaux sont d'une importance capitale au bon fonctionnement d'une municipalité. Ils sont des supports nécessaires pour les activités anthropiques. Ils sont également les éléments clés pour l'accroissement de la qualité de vie. Une lacune auprès de l'un de ces éléments peut entraîner diverses conséquences, partant de la perte momentanément du bénéfice d'une propriété jusqu'à des conséquences très lourdes telles que la perte de vie humaine. L'objectif est donc d'adresser chacun de ces éléments adéquatement et d'en assurer le parfait contrôle continuellement.

Infrastructure encompasses transportation networks (roads and bicycle paths), as well as potable water and wastewater systems, solid waste management, etc. Emergency services encompass the police department, fire department, and ambulance services. In terms of public utilities/facilities, this encompasses equipment for electrical distribution, telephone lines, cable television, road lighting, as well as all the street fittings. These elements support modern day human activity and give a unique cachet to each community. / Les infrastructures regroupent les réseaux de transport (routes et pistes cyclables), le réseau d'eau potable ainsi que le réseau d'eaux usées, la gestion des déchets solides, etc. Les services d'urgences regroupent le service de police, de protection contre les incendies ainsi que le service ambulancier. En ce qui a trait aux équipements communautaires, ils regroupent les équipements qui servent à la distribution d'électricité, le réseau téléphonique, la câblodistribution, l'illumination des rues ainsi que l'ensemble du mobilier urbain. Ce sont les éléments qui supportent les activités humaines des temps modernes et qui créent le cachet unique de chaque communauté.

Policies related to road transport and alternative methods of transportation, as well as public utilities/facilities / Principes relatifs aux réseaux de transport routier et alternatif ainsi qu'aux équipements communautaires

1. Council's policy is to improve the entire road network for users such as pedestrians, bicycles, and motor vehicles. / Le Conseil a pour principe l'amélioration du réseau routier dans son ensemble pour les utilisateurs tels que les piétons, les bicyclettes, et les véhicules à moteur.
2. Council's policy is to examine the possibility of working closely with other regional municipalities and concerned departments to develop an efficient regional plan for public transportation. / Le Conseil a pour principe d'étudier la possibilité de travailler conjointement avec les autres municipalités régionales et les ministères concernés pour développer un plan régional efficient en matière de transport en commun.
3. Council's policy is to build residential roads on a human scale thereby minimizing the impact of vehicles on these arteries. / Le Conseil a pour principe de doter les rues résidentielles de caractéristiques à l'échelle humaine en minimisant l'impact de l'automobile sur ces artères.
4. Council's policy is to introduce "traffic calming" methods in residential arteries in order to secure waterfronts. / Le Conseil a pour principe d'introduire des méthodes de «traffic calming» aux artères résidentielles pour sécuriser les secteurs riverains.
5. Council's policy is to assure that all new arteries will accommodate pedestrians by improving the safety and the look of these arteries where it is economically feasible; with the addition of sidewalks, proper signage, human scale lighting, rows of trees and curbs. / Le Conseil a pour principe de s'assurer que

toutes les nouvelles artères qui seront créées accommoderont les besoins des piétons en améliorant la sécurité et l'esthétique de ces artères où il y est économiquement réalisable; par l'ajout des trottoirs, d'une signalisation adéquate, d'un éclairage à l'échelle humaine, des rangées d'arbres et des bords de trottoirs.

6. Council's policy is to promote opportunities for alternative methods of transportation, such as walking and cycling, by planning a network of pedestrian trails and bicycle paths that connect residential sectors to parks, green spaces, as well as the main commercial and institutional sectors throughout the municipality. / Le Conseil a pour principe de favoriser les opportunités en ce qui a trait aux modes de transports alternatifs tels que la marche à pied et la bicyclette en y planifiant un réseau de sentiers pédestres et piste cyclable qui relie les quartiers résidentiels aux parcs et aux espaces verts de même que les principaux quartiers commerciaux et institutionnels de la ville.

7. Council's policy is to install bicycle racks at strategic areas throughout town. / Le Conseil a pour principe d'instaurer à des points stratégiques de la ville des stationnements pour vélos.

8. Council's policy is to set up community parking lots in strategic locations throughout town for carpooling purposes. / Le Conseil a pour principe d'instaurer, à des endroits stratégiques de la ville, des stationnements communautaires pour le covoiturage.

9. Council's policy is to assure that there is public facilities in each sector of town, keeping the surrounding areas in mind. / Le Conseil a pour principe d'assurer les équipements communautaires à chaque secteur de la ville en tenant compte du milieu environnant.

10. Council's policy is to require a cost benefit analysis, provided by the applicant, demonstrating the proposed development's long term financial benefit to the municipality when developing or rezoning land outside the Urban Growth Boundary. / Le Conseil a pour principe d'exiger une analyse coûts-avantages du requérant démontrant que le développement proposé à une avantage financier long terme pour la municipalité quand le développement est à l'extérieur des limites de la croissance urbaine.

11. The Map of Streets and Future Streets (Schedule-B) shall be referred to during the subdivision and development review process to guide the approval of new road locations in the town and to safeguard the location of future roads. / La Carte des rues et rues futures (Annexe-B) sera utilisé pendant le processus d'examen des lotissements et des aménagements pour orienter l'approbation du tracé des nouvelles rues dans la ville et pour assurer l'emplacement des rues futures.

Zoning and/or Subdivision Regulation / Réglementations de zonage et/ou de lotissement

NA

Internal Consultation & External Consultation / Consultations internes et externes

The by-law was drafted by a consultant (Watson & Associates) in collaboration with the Town of Shediac

and Plan360. / *Le règlement a été rédigé par un consultant (Watson & Associates) en collaboration avec la Ville de Shediac et Plan360.*

Discussion

Under the Community Planning Act (2017), municipalities are authorized to adopt development charge by-laws to recover a portion of the capital costs associated with growth-related infrastructure. Development charges are a financing tool that allows local governments to fund new or expanded infrastructure required to service development, ensuring that costs are shared more equitably between existing taxpayers and benefiting landowners. / En vertu de la Loi sur l'urbanisme (2017), les municipalités sont autorisées à adopter des arrêtés relatifs aux redevances d'aménagement afin de recouvrer une partie des coûts en immobilisations associés aux infrastructures liées à la croissance. Les redevances d'aménagement constituent un outil de financement permettant aux administrations locales de financer les nouvelles infrastructures ou l'expansion des infrastructures nécessaires pour soutenir le développement, assurant ainsi un partage plus équitable des coûts entre les contribuables existants et les propriétaires bénéficiant du développement.

The Town of Shediac is currently considering the adoption of such a by-law. This mechanism would apply to infrastructure that benefits a broader area of development, rather than works that are the direct responsibility of a developer. Development charges are typically collected at the building permit stage and are based on the principle that developments contributing to increased demand for infrastructure should contribute to its cost. / La Ville de Shediac envisage actuellement l'adoption d'un tel arrêté. Ce mécanisme s'applique aux infrastructures qui profitent à un secteur de développement élargi, plutôt qu'aux travaux qui relèvent directement de la responsabilité d'un promoteur. Les redevances d'aménagement sont généralement perçues au moment de la délivrance du permis de construction et reposent sur le principe selon lequel les projets de développement qui génèrent une demande accrue en infrastructures doivent contribuer à leur financement.

In this case, the proposed charges are associated with the planned extension of Breaux Bridge Street and related infrastructure. This project has been identified as a key corridor to support future growth and unlock additional development potential in the area. By implementing a development charge by-law, the Town can facilitate this infrastructure investment while recovering a portion of the costs from the benefiting developments. / Dans ce cas-ci, les redevances proposées sont liées à l'extension planifiée de la rue Breaux Bridge ainsi qu'aux infrastructures connexes. Ce projet a été identifié comme un corridor clé pour soutenir la croissance future et permettre le développement de nouveaux terrains dans le secteur. Par la mise en œuvre d'un arrêté sur les redevances d'aménagement, la Ville pourra réaliser cet investissement en infrastructures tout en récupérant une partie des coûts auprès des développements qui en bénéficient.

The Breaux Bridge Street extension has long been identified as a key transportation corridor in the Town of Shediac, appearing in the Municipal Development Plan and future land use maps dating back to at least 2012. The proposed Development Charge By-law is intended to help finance this major infrastructure project, which is being led by the Town of Shediac. / L'extension de la rue Breaux Bridge est identifiée depuis longtemps comme un corridor de transport important dans la Ville de Shediac, figurant dans le

Plan municipal d'aménagement ainsi que dans les cartes d'utilisation future du sol remontant à au moins 2012. L'arrêté proposé vise à contribuer au financement de ce projet d'infrastructure majeur, dirigé par la Ville de Shediac.

The project is now entering its final phase, with construction already underway and the necessary lands secured by the Town. This phase will connect Bellevue Heights to Ohio Road, creating an alternative east-west corridor to Main Street and significantly improving traffic circulation within the Town. In addition, the extension will open up large areas of land for future development. / Le projet est maintenant à sa phase finale, avec des travaux déjà en cours et les terrains nécessaires acquis par la Ville. Cette phase permettra de relier Bellevue Heights à Ohio Road, créant ainsi un corridor est-ouest alternatif à la rue Main et améliorant considérablement la circulation dans la ville. De plus, cette extension permettra d'ouvrir de vastes superficies de terrain pour le développement futur.

Two development charge areas are proposed. Area 1 includes lands that directly benefit from the extension and is subject to higher charges, while Area 2 includes lands that benefit more indirectly and is subject to lower charges. The analysis and calculation of the charges and benefiting areas were completed by Watson & Associates in collaboration with the Town of Shediac and Plan360. / Deux zones de redevances d'aménagement sont proposées. La zone 1 comprend les terrains qui bénéficient directement de l'extension et est assujettie à des redevances plus élevées, tandis que la zone 2 comprend les terrains qui en bénéficient de façon plus indirecte et est assujettie à des redevances moindres. L'analyse et le calcul des redevances ainsi que la délimitation des zones ont été réalisés par Watson & Associates en collaboration avec la Ville de Shediac et Plan360.

The development charges are structured on a per-unit basis for residential development and are collected at the building permit stage. For non-residential development, charges are calculated based on the gross floor area of the building. / Les redevances d'aménagement sont structurées sur une base par unité pour le développement résidentiel et sont perçues au moment de la délivrance du permis de construction. Pour les projets non résidentiels, les redevances sont calculées en fonction de la superficie brute de plancher du bâtiment.

While the Development Charge By-Law was prepared in relation to a specific project, it also establishes a broader framework that can be applied to future development charge areas. The by-law schedule may be amended over time to include additional benefiting areas as new infrastructure projects are identified. / Bien que l'arrêté sur les redevances d'aménagement ait été préparé en lien avec un projet spécifique, il établit également un cadre général pouvant être appliqué à de futures zones de redevances. L'annexe de l'arrêté pourra être modifiée au fil du temps afin d'y ajouter de nouvelles zones bénéficiaires à mesure que de nouveaux projets d'infrastructure seront identifiés.

The development charge framework and by-law were prepared by Watson & Associates in collaboration with the Town of Shediac and Plan360. The following documents are attached to this report: / Le cadre et l'arrêté sur les redevances d'aménagement ont été préparés par Watson & Associates en collaboration avec la Ville de Shediac et Plan360. Les documents suivants sont joints au présent rapport :

1. Future land-use map showing the Breau Bridge extension

2. By-Law No 71 : Development Charge By-Law of the Town of Shediac
3. Development Charges Policy Framework - Town of Shediac (prepared by Watson & Associates)
4. Breaux Bridge Development Charges Background Study - Town of Shediac (prepared by Watson & Associates)

Legal Authority / Autorité légale

Community Planning Act 2017, c.19 / Loi sur l'urbanisme 2017, ch.19

110(1) Before making a by-law under this Act, a council shall request in writing the written views of the advisory committee or regional service commission on : / Avant de prendre un arrêté en vertu de la présente loi, le conseil demande par écrit au comité consultatif ou à la commission de services régionaux de lui donner son avis écrit :

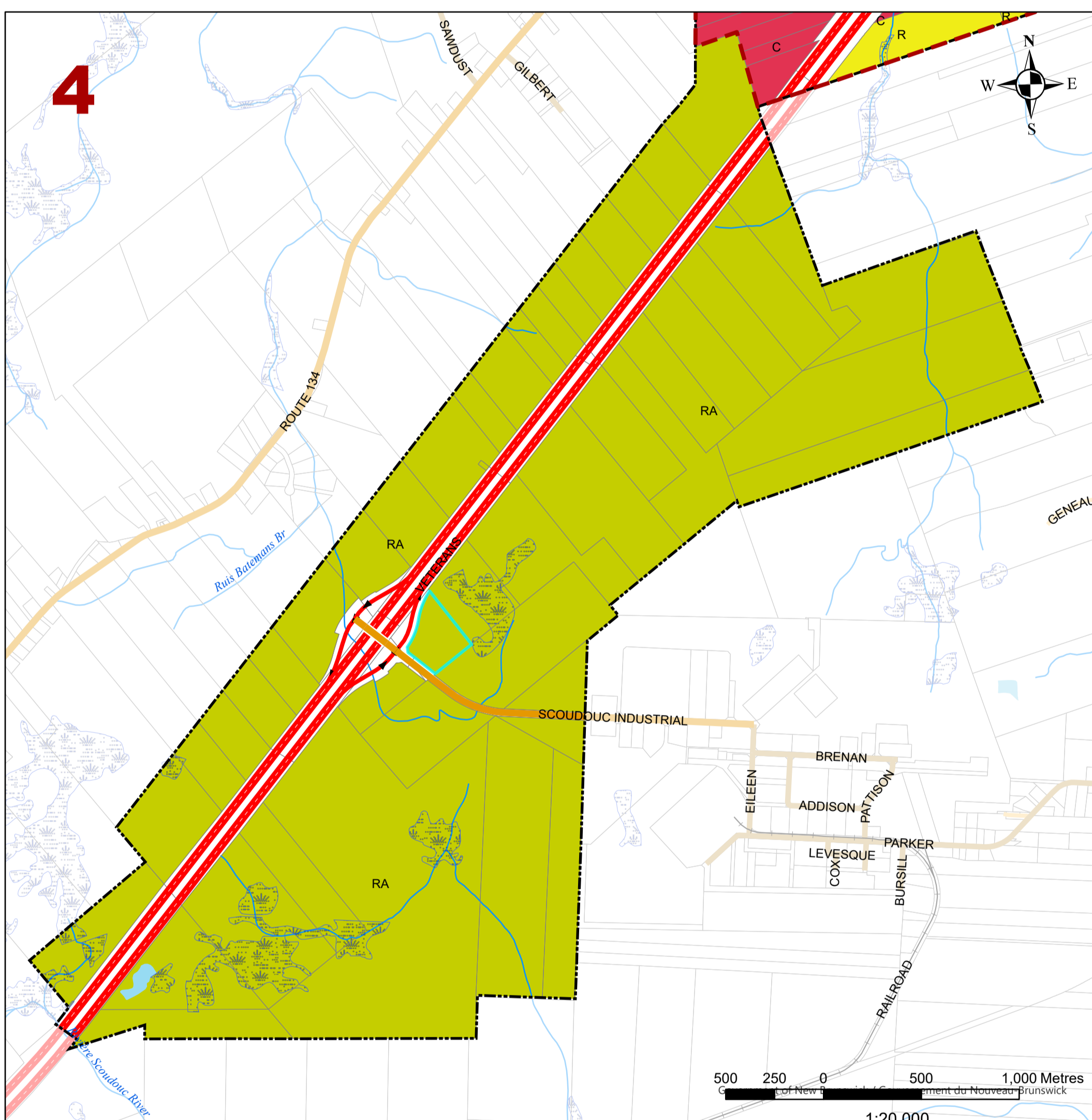
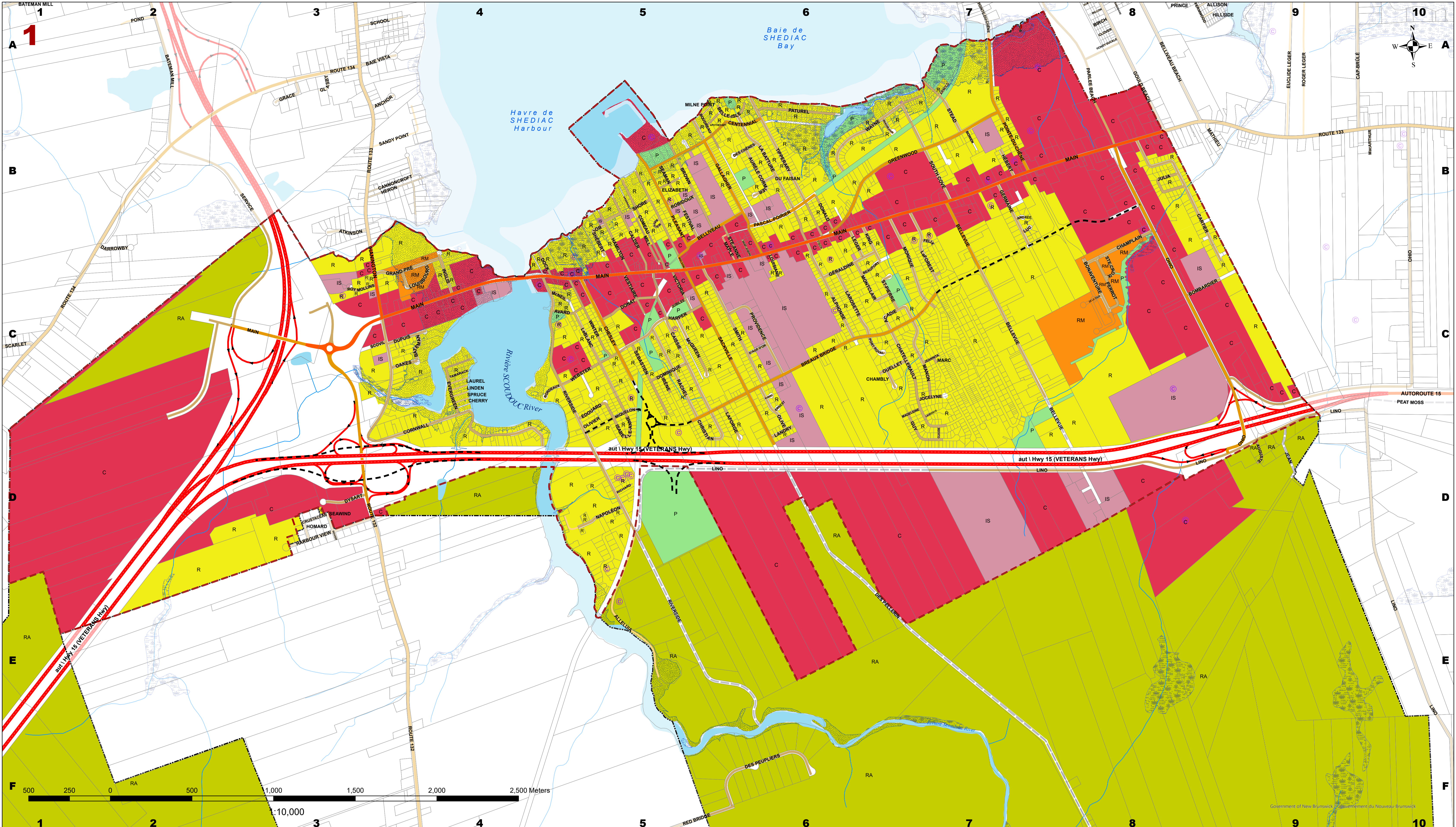
(a) a proposed by-law in respect of which the views have not been given previously, / sur tout projet d'arrêté relativement auquel aucun avis n'a été donné auparavant;

Recommendation / Recommandation

Staff respectfully recommends that the Southeast Planning Review and Adjustment Committee recommend to the Council of Shediac to: / Le personnel recommande respectueusement que le Comité de révision de la planification du Sud-Est recommande au conseil de Shediac :

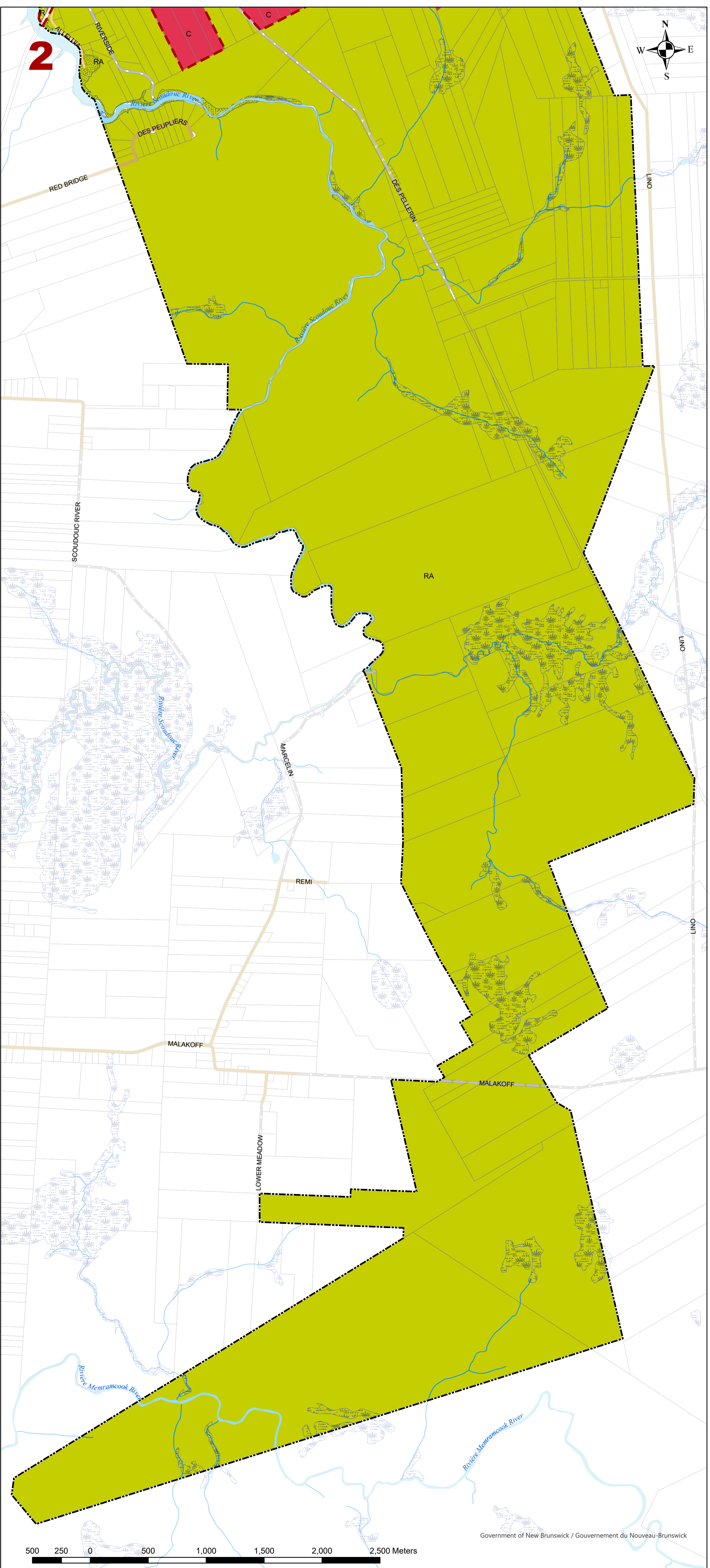
Adopt Development Charge By-law No. 71 of the Town of Shediac / Adopter l'arrêté no 71 de la Ville de Shediac relatif la redevance d'aménagement

Note: This report was written in english and translated to a bilingual document. Where a conflict exists between the two languages, the language the report was written shall prevail. / **Note:** ce rapport a été rédigé en anglais et traduit en version bilingue. En cas de conflit entre les deux langues, la langue dans laquelle le rapport a été rédigé a préséance.



Index des rues / Street Index

A	rue Acadie Street C7 rue d'Age d'Or Street C6 crosissant Albert Crescent C6 chemin Alloua Road E5 allée Allison Lane A8 rue Alphonse Street C6 rue Anchor Court B3 rue Andrieu Street B7 rue Apothecary Street B5 allée Arnold Lane B7 allée Arsenault Lane B5 cours Albion Court B3 rue Auguste Street D9 rue Aurèle Cormier Street B6 autoroute / Highway 15 C10 rue Avard Street C5	B	rue Belle Vesta Court A3 promenade Bateman Drive C4 chemin Bateman Mill Road A2 cours Bayview Court B5 rue Beaupont Street C6 rue Beauclair Street B6 rue Belle-Isle Street B6 Bellevue Heights C7 avenue Bellevue Avenue B5 chemin Bellevue Beach Road A8 allée Birch Lane A5 rue Boishebert Street B5 rue Bonaventure Street C8 rue Bordeaux Street C4 chemin Bourgeois Road B5 rue Bowen Street B7 rue Breau Bridge Street C6 rue Bréville Street B5	C	avenue Calais Avenue C5 rue Calder Street B5 chemin Cannoncroft Road B3 chemin Cap-Brière Road A9 rue Carter Street B8 promenade Central Drive B5 cours Chamby Court C7 rue Champlain Street B8 rue Chénier Street C7 rue des Chéniers Street B6 allée Cherry Lane C4 rue Chesley Street C5 Crosissant Christian Crescent D5 allée Clover Lane A8 rue Comau Street B5 chemin Cornwall Road D4 chemin Crescent Road A8 promenade Crustacean Drive D3	D	rue Darracq Street B2 rue Dock Street C4 rue Dominique Street C5 rue Donald Street B6 rue Donat Street C5 rue Dupuis Street C4 rue Dysart Street D3 E rue Edouard Street C5 rue Elizabeth Street B5 crosissant Ernest Crescent C9 chemin Euclide Leger Road A9 promenade Evergreen Drive C4 F rue du Faisan Street B6 avenue Fernwood Avenue A8 rue Festival Street B5 G rue Gallagher Street B6 rue Gauthier Street C7 rue Géraldine Street C8 rue Gervais Street B7 rue Gilmour Street B6 rue Gladys Street A3 chemin Gould Beach Road A8 rue Grand-Pré Street C4 promenade Greenwood Drive B7 rue Guy Street D7 H rue Hamilton Street B5 chemin Harrington Road C3 promenade Harbour View Drive D3 promenade Harper Drive C5 rue Hébert Street B7 rue Henry Street A7 rue Heron Way B4 Highway / autoroute 11 A2 rue Hildebrand Street B8 rue Homard Street D3 rue Honey Suckle Street A8 I rue Inglis Street C4 chemin Isabella-Avène Crescent D5 J rue Jean Street D9 rue Jeanne Street C7 rue Jocelyne Street C7 rue Jubilee Street C5 cours Julia Court B8 rue King Street B6	L	rue La Bataille Street B6 rue Laforge Street D6 rue Landry Street D6 rue Larocette Street C6 allée Laurent Lane C4 cours Laurence Court D7 avenue LeBlanc Avenue C5 rue LeBlanc Street B6 allée Linden Lane C4 chemin Lino Road D6 rue Louise Street C8 rue Louisbourg Street C4 rue Luc Street B7 M allée MacArthur Lane B9 rue Madeleine Street C7 rue Main Street B6 rue Miron Street C7 allée Maple Lane B6 cours Marc Court C7 rue Mathieu Street B8 rue McNeil Street C5 chemin McQueen Street C5 chemin Milne Point Road B5 rue Mill Street B5 rue Miquelin Street C5 rue Monique Street C7 rue Montclair Street C5 N rue Napoleon Street D5 O rue Oakes Street C4 chemin Ohio Road C10 chemin Ohio Road C8 rue Olive Street C6 allée Olivier Lane D5 rue Ouellet Street C7 P avenue Parkwood Avenue A8 chemin Parlee Beach Road A8 rue Pascal-Fraser Street B6 rue Patrel Street B6 chemin Peas Road C10 chemin des Pellets Road D6 rue Perrot Street C8 rue des Peupliers-Parole Street F6 rue Pleasant Street B5 chemin Pointe-du-Chêne Road A7 cours Port Royal Court C6 rue Providence Street C6	R	rue Rachel Street C5 chemin Red Ridge Road F5 allée Richard Lane D9 promenade Riverside Drive D5 rue Robidou Street B5 chemin Roger Leger Road A9 Route 132 E4 Route 133 B9 Route 133 B3 Route 134 B2 promenade Roy Molins Drive C3 S chemin Sackville Road E7 rue Sackville Street C9 rue Saint-Joseph Street B6 promenade Sandshore Drive A8 chemin Sandy Point Road B4 rue Sarnet Street C1 allée School Lane A3 rue Seaman Street B5 chemin Seaview Road D3 rue Sebastian Street C5 chemin Service Road B3 promenade Shore Drive B5 avenue Smith Avenue C6 chemin South Cove Road B7 allée Spruce Lane C4 rue St-Pierre Street C6 rue Ste-Anne Street B6 rue Ste-Croix Street C8 rue Steeple Street B7 T allée Tamarack Lane C4 avenue Third A7 rue Tipperary Street B6 rue de la Tour Street C8 V rue des Vestaires Street C5 autoroute Veterans Highway D4 rue Victoria Street C5 W rue Jean Street B6 rue Webster Street C5 rue Weldon Street B5 allée Willow Lane A8 rue Weiser Street C5
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ANNEXE A / SCHEDULE A

Ville de Shediac / Town of Shediac

L'UTILISATION DU SOL / LAND USE

2017/07/27
modifié/revisé: 2025/12/01

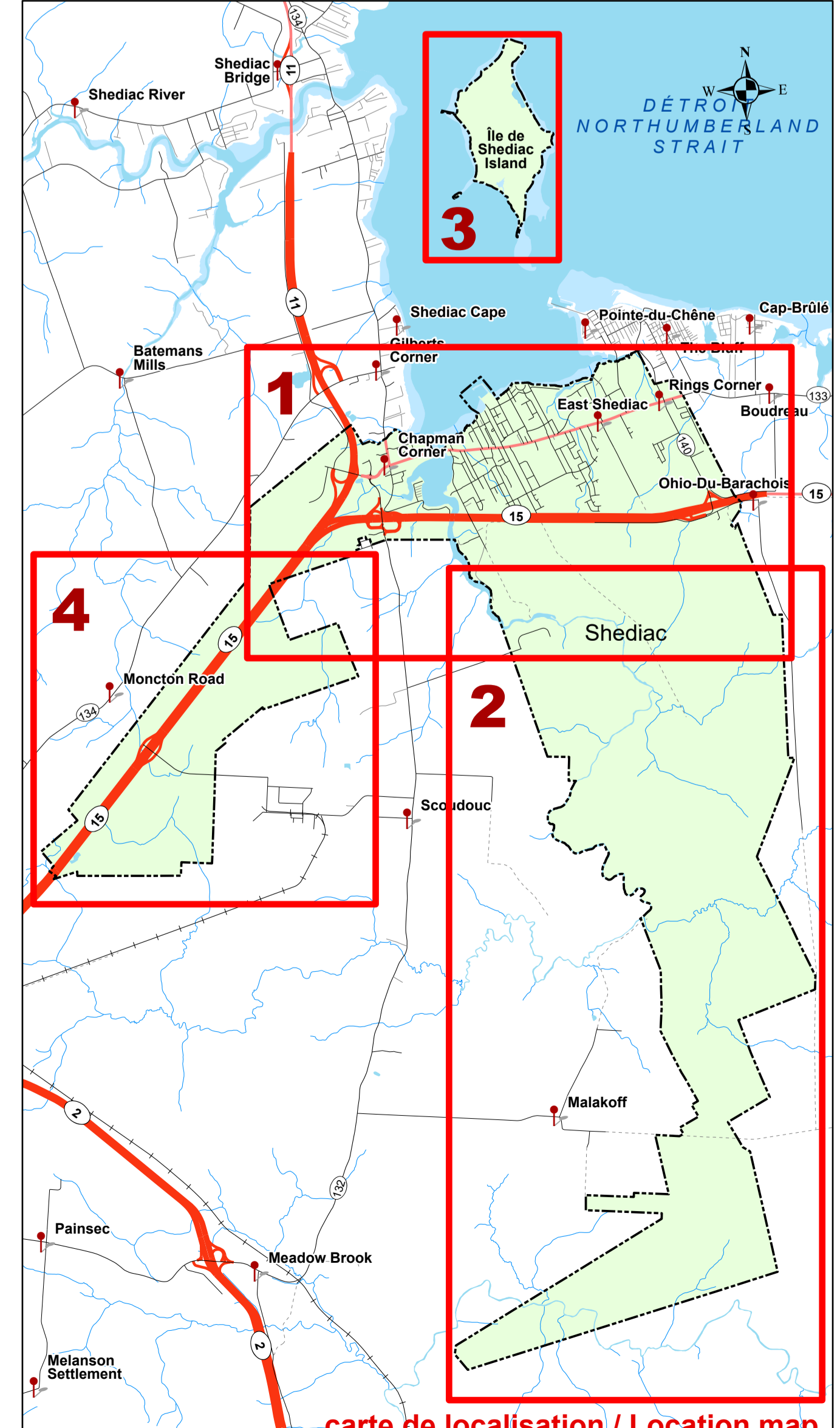
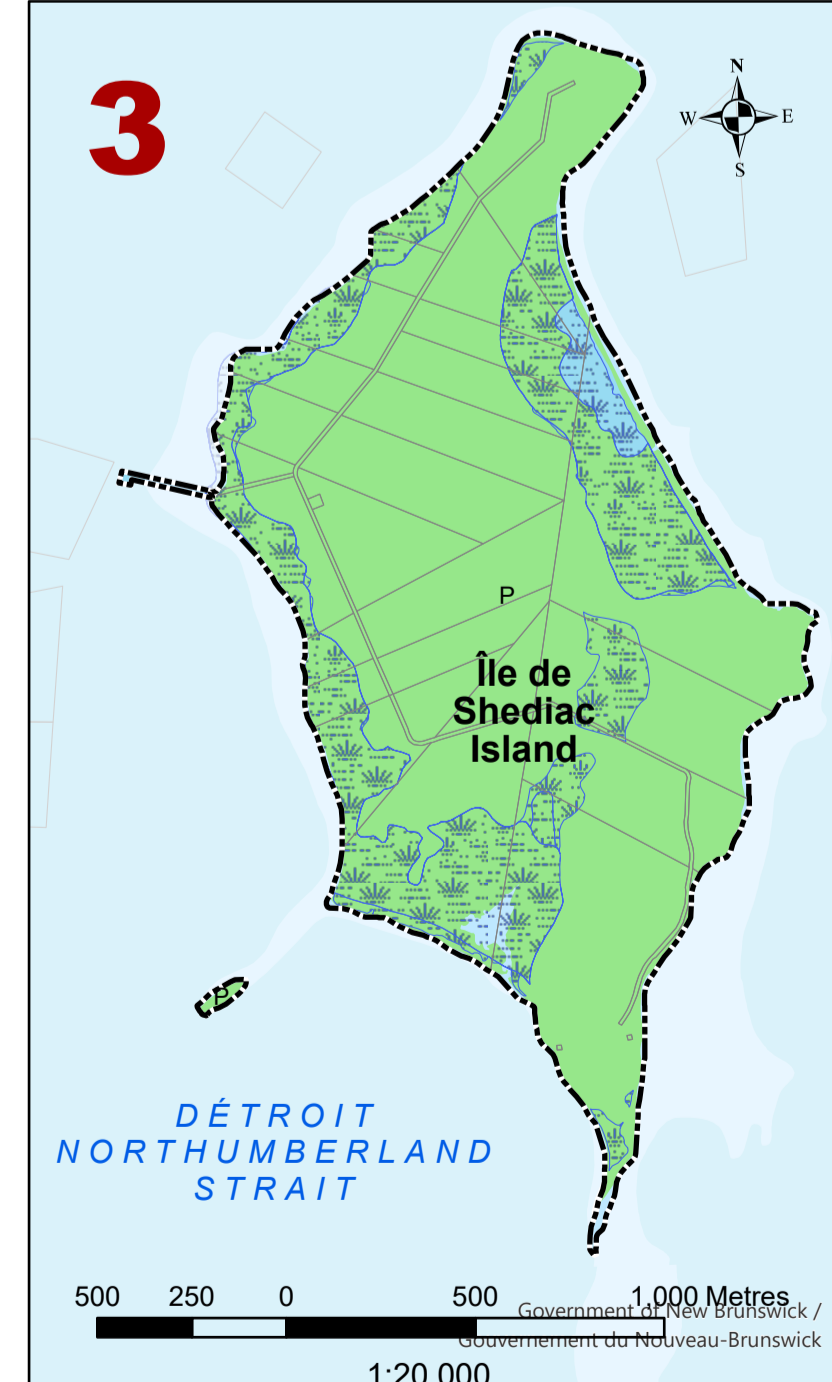
Légende / Legend

- R Résidentiel / Residential
- RM Mini Maison / Mini Home
- C Commercial
- P Parc / Park
- IS Service Collectif / Institutional Service
- RA Zone rural / Rural Area

Carte de l'utilisation du sol annexe A: Amendements / Land Use Map Schedule A: Amendments

- P-14-36-4P: 2019/05/02
- P-14-36-5P: 2019/09/13
- P-14-36-6P: 2020/07/30
- P-14-36-7P: 2021/05/14
- P-14-36-8P: 2023/09/02
- P-14-36-9P: 2023/13/02
- P-14-36-13P: 2025/09/05
- P-14-36-12P: 2025/09/05

- ServiceDevelopment_Boundary_Update Limite de la croissance urbaine / Urban Growth Boundary
- Shediac_Future_Roads Rues proposées / Proposed Streets
- Wetland_RSC7 Zones humides réglementées / Regulated Wetlands
- Shediac_SLR_Des2019 Élévation du niveau de la mer / Sea Level Rise
- Autoroute / Highway
- Artère / Arterial
- Collectrice / Collector
- Locale / Local
- Privé / Private
- Pas maintenu / Not maintained
- parcel



ARRÊTÉ N° 71

**RÈGLEMENT RELATIF AUX FRAIS
D'AMÉNAGEMENT DANS LA VILLE DE
SHEDIAC [NB1.1]**

ATTENDU QUE la Loi sur l'urbanisme, section G, prévoit que le conseil d'une municipalité peut, par règlement, imposer des redevances d'aménagement sur des terrains afin de financer l'augmentation des coûts d'investissement rendue nécessaire par l'accroissement des besoins en services ;

PAR CONSÉQUENT, le conseil de la ville de Shediac, dûment réuni, édicte ce qui suit :

Titre

1 Le présent règlement peut être cité sous le titre de « Règlement sur les redevances de développement ».

Définitions

2 Les définitions suivantes s'appliquent au présent règlement :

« Loi » désigne la Loi sur l'urbanisme, SNB 2017, c. 19.

« zone bénéficiaire » désigne une zone définie par une carte, un plan ou une description légale dans le présent règlement ou dans une entente relative aux redevances d'aménagement comme une zone qui tirera un bénéfice de la construction d'un service.

« coût d'investissement » désigne les coûts engagés ou qu'il est proposé d'engager par la Ville, tels que définis dans le document le plus récent intitulé « Cadre de la politique sur les redevances d'aménagement de la Ville de Shediac ».

« conseil » désigne le conseil de la Ville de Shediac.

« aménagement » a le même sens que celui qui lui est donné dans la Loi.

BY-LAW No. 71

**A BY-LAW RESPECTING DEVELOPMENT
CHARGES IN THE TOWN OF SHEDIAC
[NB1.1]**

WHEREAS the Community Planning Act, Division G, provides that the Council of a municipality may by by-law impose development charges against land to pay for increased capital costs required because of increased needs for services;

NOW THEREFORE, the Council of the Town of Shediac, duly assembled, enacts as follows:

Title

1 This by-law may be cited as the "Development Charge By-Law".

Definitions

2 The following definitions apply in this by-law:

"Act" means The Community Planning Act, SNB 2017, c. 19.

"benefiting area" means an area defined by a map, plan or legal description in this by-law or development charge agreement as an area that will receive a benefit from the construction of a service.

"capital cost" means costs incurred or proposed to be incurred by the Town as defined in the most recent Town of Shediac Development Charge Policy Framework document.

"council" means the Council of the Town of Shediac.

"development" has the same meaning as set out in the Act.

"development charge agreement" means an agreement between a landowner and the Town

<p>« entente relative aux redevances d'aménagement » désigne une entente entre un propriétaire foncier et la Ville concernant le paiement des redevances d'aménagement.</p> <p>« redevance d'aménagement » désigne une redevance imposée en vertu du présent règlement.</p> <p>Désignation des services</p> <p>3. (1) Des redevances d'aménagement sont imposées pour les catégories de services suivantes :</p> <p>(a) installations nouvelles ou agrandies pour l'approvisionnement et la distribution d'eau,</p> <p>(b) installations nouvelles ou agrandies pour la collecte, le traitement et l'évacuation des eaux usées,</p> <p>(c) les installations nouvelles ou agrandies destinées à la gestion des eaux pluviales,</p> <p>(d) les routes, trottoirs et sentiers nouveaux ou agrandis nécessaires à un lotissement ou à un aménagement, ou touchés par ceux-ci,</p> <p>(e) les rues nouvelles ou agrandies,</p> <p>(f) les nouveaux panneaux de signalisation et feux de circulation, ainsi que les installations de transport en commun nouvelles ou agrandies,</p> <p>(g) les terrains nécessaires aux installations décrites aux alinéas (a) à (f) ou liés à celles-ci.</p> <p>3. (2) Les composantes des services désignés au paragraphe (1) sont décrites à l'annexe « A ».</p> <p>Identification des propriétés et redevance d'aménagement payable par chacune d'entre elles</p> <p>4. Les composantes numérotées des services décrits à l'annexe « A » s'appliquent aux zones bénéficiaires de l'annexe « B », pour les montants respectifs indiqués à l'annexe « C ».</p> <p>Imposition de la redevance d'aménagement</p> <p>5. Les redevances d'aménagement énumérées à l'annexe « C » sont imposées et</p>	<p>relative to the payment of development charges.</p> <p>“development charge” means a charge imposed with respect to this by-law.</p> <p>Designation of services</p> <p>3. (1) Development charges are imposed for the following service categories:</p> <p>(a) new or expanded facilities for the supply and distribution of water,</p> <p>(b) new or expanded facilities for the collection, treatment and disposal of sewage,</p> <p>(c) new or expanded facilities for the provision of storm water management,</p> <p>(d) new or expanded roads, sidewalks and trails required for or impacted by a subdivision or development,</p> <p>(e) new or expanded streets,</p> <p>(f) new traffic signs and signals and new or expanded transit facilities,</p> <p>(g) land required for or in connection with facilities described in paragraphs (a) to (f).</p> <p>3. (2) The components of the services designated in subsection (1) are described in Schedule “A”.</p> <p>Identification of properties and development charge payable by each</p> <p>4. The numbered components of the services described in Schedule “A” apply to the benefiting areas in Schedule “B”, in the respective amounts listed in Schedule “C”.</p> <p>Imposition of development charge</p> <p>5. Development charges listed in Schedule “C” shall be imposed and collected from an applicant prior to the issuance of a development permit under the Zoning By-law.</p>
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<p>perçues auprès du demandeur avant la délivrance d'un permis d'aménagement en vertu du règlement de zonage.</p> <p>Accord sur les redevances d'aménagement</p> <p>6. Nonobstant l'imposition des redevances d'aménagement prévues aux présentes, le Conseil peut, par accord, accorder un crédit sur une redevance d'aménagement en échange de la construction, aux frais du demandeur, des services identifiés comme nécessaires à la croissance dans le budget d'investissement de la Ville.</p> <p>Indexation</p> <p>7. Les redevances d'aménagement énumérées à l'annexe « C » sont automatiquement ajustées chaque année, conformément à l'« Indice des prix de la construction de bâtiments non résidentiels (série de Moncton) » de Statistique Canada.</p> <p>Utilisation des fonds provenant des redevances d'aménagement</p> <p>8. (1) Les redevances d'aménagement perçues en vertu du présent règlement sont placées dans un compte distinct conformément aux catégories de services désignées à l'article 2 et sont utilisées exclusivement pour ces catégories de services.</p> <p>8. (2) Le conseil municipal inclura les services identifiés pour la croissance dans le budget d'investissement de la ville.</p> <p>Révision</p> <p>9. Les taux prévus par le présent règlement seront révisés tous les cinq ans à la suite d'une consultation publique et n'incluent pas l'augmentation (ou la diminution) du taux d'indexation déjà prévue à l'article 7.</p> <p>10. La révision des taux comprendra une mise à jour des services nécessaires pour desservir les terrains désignés à l'aménagement dans chaque zone bénéficiaire.</p>	<p>Development charge agreement</p> <p>6. Despite the imposition of the development charges herein, Council, by agreement, may give a credit towards a development charge in exchange for an applicant constructing services identified for growth in the Town's capital budget, at the applicant's expense.</p> <p>Indexing</p> <p>7. Development charges listed in Schedule "C" shall be automatically adjusted annually, in accordance with Statistics Canada's "Non-residential Building Construction Price Index (Moncton Series)".</p> <p>Use of development charge funds</p> <p>8. (1) The development charges collected pursuant to this by-law will be placed in separate account in accordance with the service categories designated in section 2 and will be expended solely toward those service categories.</p> <p>8. (2) Council shall include the services identified for growth in the Town's capital budget.</p> <p>Review</p> <p>9. The rates in this by-law shall be reviewed every five years following public consultation and does not include the indexing rate increase (or decrease) already provided for in Section 7.</p> <p>10. The rate review shall include an update to the services required to service the designated lands for development in each benefiting area.</p> <p>Severability</p>
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<p>Divisibilité</p> <p>11. Si un tribunal compétent déclare invalide un article ou une partie d'un article du présent règlement, le reste du présent règlement restera en vigueur, à moins que le tribunal n'en décide autrement.</p> <p>ÉTABLI ET ADOPTÉ par le Conseil de la Ville de Shediac dûment réuni ce [insérer la date].</p> <p>Première lecture :</p> <p>Deuxième lecture :</p> <p>Troisième lecture :</p>	<p>11. Where a Court of competent jurisdiction declares any section or part of a section of this by-law invalid, the remainder of this by-law shall continue in force unless the Court makes an order to the contrary.</p> <p>MADE AND PASSED by the Council of the Town of Shediac duly assembled this [enter date].</p> <p>First Reading:</p> <p>Second Reading:</p> <p>Third Reading:</p>
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DRAFT

ANNEXE « A »

SERVICES MUNICIPAUX DÉSIGNÉS

1. ZONE BÉNÉFICIAIRE DE LA RUE BREAUX BRIDGE

CONSIDÉRANT qu'une étude préliminaire sur les redevances d'aménagement a été réalisée, laquelle identifie les nouvelles infrastructures nécessaires pour desservir la zone de croissance prévue du prolongement de la rue Breaux Bridge dans la ville de Shediac ;

ET ATTENDU QU'une consultation publique a été menée, qui résume les consultations menées auprès du public et des parties prenantes afin de recueillir les commentaires du public sur le règlement relatif aux frais d'aménagement de l'extension de la rue Breaux Bridge ;

ET ATTENDU QUE les frais imposés par le présent règlement sont liés aux coûts d'investissement attribuables aux projets inclus dans le budget d'investissement et aux projets d'investissement visant à desservir les terrains désignés à des fins résidentielles, commerciales, industrielles ou institutionnelles dans la zone d'extension de la rue Breaux Bridge ;

PAR CONSÉQUENT, la ville de Shediac désigne les services suivants comme étant recouvrables pour les zones bénéficiaires de Breaux Bridge :

Zone d'aménagement 1 :

(1) Égouts sanitaires : prolongement des égouts sanitaires vers la zone d'aménagement

(2) Transports : prolongement de la rue Breaux Bridge

Zone d'aménagement 2 :

(1) Transports : prolongement de la rue Breaux Bridge

SCHEDULE "A"

DESIGNATED MUNICIPAL SERVICES

1. BREAUX BRIDGE STREET BENEFITING AREA

WHEREAS a development charge background study has been completed which identifies new infrastructure required to service the planned Breaux Bridge Street Extension growth area in the Town of Shediac;

AND WHEREAS a public consultation has been completed that summarizes the public and stakeholder consultations held to facilitate public input on the Breaux Bridge Street Extension Development Charge by-law;

AND WHEREAS the charges imposed by this by-law are related to capital costs attributable to projects included in the capital budget and to capital projects consistent to service residential, commercial, industrial, or institutional designated lands in the Breaux Bridge Street Extension area;

NOW THEREFORE, the Town of Shediac designates the following services to be recoverable for the Breaux Bridge benefiting areas:

Development Area 1:

(1) Sanitary sewer: extension of sanitary sewer to development area

(2) Transportation: extension of Breaux Bridge Street

Development Area 2:

(1) Transportation: extension of Breaux Bridge Street

Annexe "B"

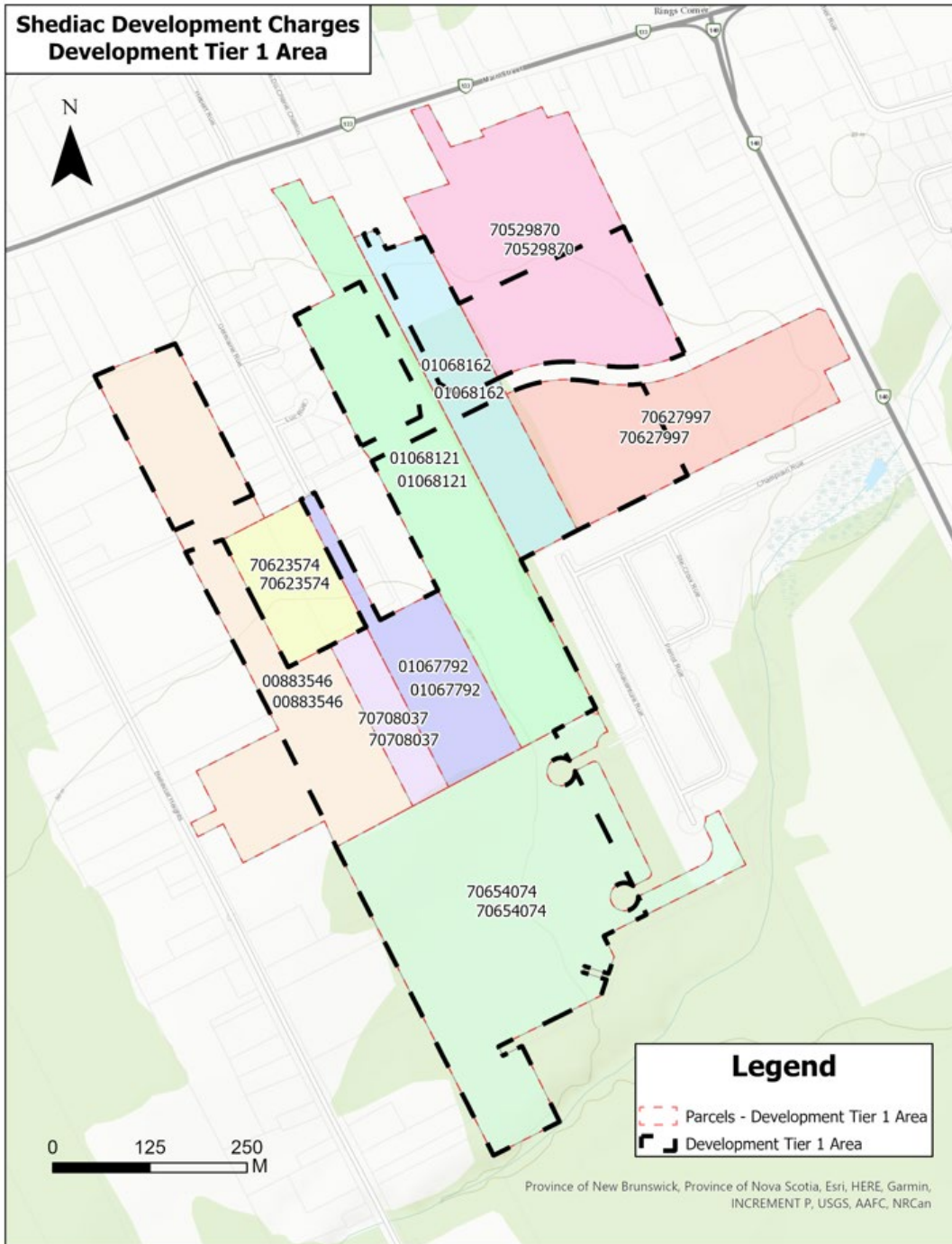
ZONES BÉNÉFICIAIRES

1. CARTE DE LA ZONE BÉNÉFICIAIRE DU
PROJET D'EXTENSION DE LA RUE DE
BREAUX BRIDGE – ZONE
D'AMÉNAGEMENT 1

Schedule "B"

BENEFITING AREAS

1. MAP OF BREAUX BRIDGE STREET
EXTENSION BENEFITING AREA –
DEVELOPMENT AREA 1



ANNEXE « C »	SCHEDULE "C"
REDEVANCES D'AMÉNAGEMENT PAR ZONE BÉNÉFICIAIRE	DEVELOPMENT CHARGES PER BENEFITING AREA

1. Zone de développement 1 - Development Area 1

Service	Residential (per unit)			Non-Residential (per sq.ft. of gross floor area)
	Low Density	Medium Density	High Density	
Transportation	\$1,610	\$1,342	\$1,074	\$0.98
Sanitary Sewer	\$1,754	\$1,462	\$1,169	\$0.97
Total	\$3,364	\$2,804	\$2,243	\$1.95

2. Zone de développement 2 - Development Area 2

Service	Residential (per unit)			Non-Residential (per sq.ft. of gross floor area)
	Low Density	Medium Density	High Density	
Transportation	\$934	\$779	\$623	\$0.57



Development Charges Policy Framework

Town of Shediac

April 2026

Watson & Associates Economists Ltd.
905-272-3600
info@watsonecon.ca

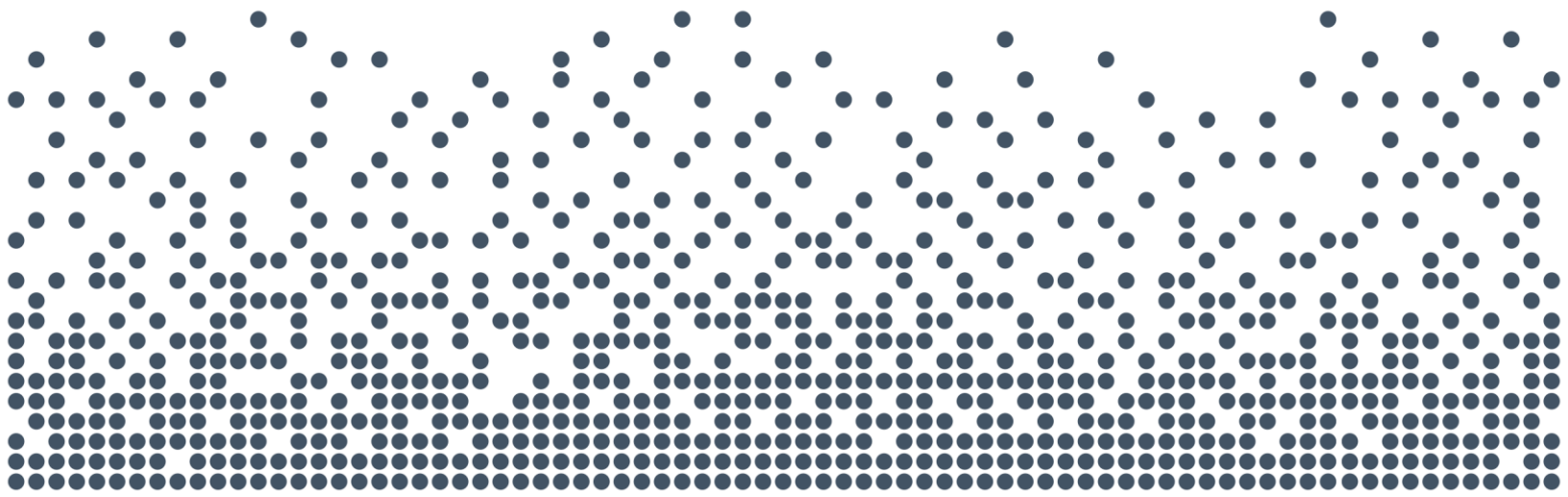
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Report



Chapter 1

Introduction



1. Introduction

1.1 Purpose of this Document

Many municipalities across Canada seek to recover the cost of growth-related infrastructure by imposing capital charges. These charges are referred to as development charges, development cost charges, off-site levies, or impact fees; but all seek to recover the capital costs related to providing infrastructure for growth. The province of New Brunswick adopted the new *Community Planning Act, 2017* (put into effect on January 1, 2018), which provides municipalities the authority to implement development charges. The legislative authority for municipalities to implement development charges is prescribed under Division G, Development Charge By-laws.

The intent of development charges is to provide additional revenue sources to fund capital, which in turn continues to expand development opportunities.

The Town of Shediac (Town) currently recovers infrastructure costs from developing landowners through cost sharing agreements. Capital costs directly related to a specific development (e.g. internal roads, watermains, sewers, etc.), are considered to be the direct responsibility of the developer to fund and construct. This is a requirement prior to the execution of a subdivision agreement as per the Town's By-law No. 14-37: By-law Relating to the Subdivision of Lands in the Town of Shediac. Further, based on subsection 2.03 of the by-law, if the infrastructure required for development on land proposed for subdivision has already been constructed and paid for by the Town or other developer, the landowner must pay to the Town or other developer, a contribution in the amount equal to the share of costs required for their development.

This Principles Framework is based on consultations with Town staff and administration, local stakeholders, and members of the public. This principles document provides the framework to implement development charges on new development, creating the need for new or expanded facilities and infrastructure, in the Town of Shediac.

This document is designed to set out sufficient background on the legislation (Section 2), Shediac's proposed principles regarding the collection of capital costs related to growth (Chapter 3), the approach to the calculation of the charge (Chapter 4) and the post-adoption implementation requirements (Chapter 5), which are critical to the successful application of the new principles.



1.2 Summary of the Process

The Town retained Watson & Associates Economists Ltd. (Watson) to assist in preparing a development charge framework.

This framework document sets out the overall guiding principles for Town staff and administration to follow in preparing development charge by-laws (and future amendments) under the *Community Planning Act, 2017*.

This framework is intended to be a living document that is updated as needed, particularly when amendments are made to the development charges by-law.

1.3 Capital Funding Sources

Development charges are one of many revenue sources a municipality can use to fund capital works. The following table provides a number of the more common sources of internal and external funding along with impacts on the operating budget and who is affected by this financing method:



Table 1-1
Town of Shediac
Capital Funding Sources

Financing Sources	Operating Budget Impact	Who is Affected
<i><u>Internal Sources:</u></i>		
Operating Budget Transfers	“In year” provision within the operating budget	Current year taxpayers
Reserves – General	Past contributions from operating budget	Past taxpayers, ratepayers
Reserves – Development Charges	No impact on operating budget	Developers, Builders and Developing Landowners
Reserves - Parkland	No impact on operating budget	Developers, Builders and Developing Landowners
<i><u>External Sources:</u></i>		
Grants	No impact on operating budget	Provincial/Federal
Public/Private Partnership (3P)	Usually has direct impact on future operating budgets, similar to debt	Future tax and rate payers
Fundraising	No impact on operating budget	Community Groups/ Residents
Provincial Legislation	Any direct non-recoverable costs to be paid by operating budget	Generally, impacts the benefiting landowner
Debt Financing	Future operating budgets to pay debt charges	Future tax and rate payers



Chapter 2

Legislative Framework



2. Legislative Framework

2.1 Introduction

On January 1, 2018, the old *Community Planning Act, 1973* was repealed and replaced with the new *Community Planning Act, 2017*. Under the old Act, municipalities were empowered to collect capital charges under “Payment for Service” (Section 45). This was the primary mechanism for the cost recovery of public services including “... streets, curbing, sidewalks, culverts, drainage ditches, water and sewer lines and others as may be required by the By-law for that class of subdivision” (paragraph 42(3)(i)). This section is enabled through the Town’s Subdivision of Lands By-law No. 14-37 allowing development levies on the future subdivision of serviced lands as seen below:

- 2.02 Pursuant to Section 42(3(i) of the Community Planning Act, a person proposing to subdivide land shall provide within the subdivision, or contribute to the cost thereof, such facilities as streets, curbing, sidewalks, culverts, drainage ditches, water and sewer lines, and others as may be required by the municipality.*
- 2.03 When the land to be subdivided utilizes infrastructure paid for by the municipality or a person other than the current or previous owner or tenant of such land, the person proposing to subdivide shall contribute to the cost of such facilities and infrastructure.*

The transition to the new Act removed the previous cost recovery provisions under Section 45 of the old Act. Transitional provisions are included under Section 150 of the new Act (“Payments under Section 45 of the former Act”), as follows:

Payments under Section 45 of former Act

150 Despite any inconsistency with a provision of this Act, if payments are still due or owing under the provision of Section 45 of the former Act immediately before the coming into force of this Section with respect to an amount equal to the initial cost of the facilities, or equal to the share of the cost required to be paid by a person, Section 45 of the former Act is continued as if that Act was not repealed.



Moving forward, the primary cost recovery mechanism under the new Act is the development charge by-law, which is enabled under Division G. Subsection 91(2) of the new Act outlines where costs may be recovered through a development charge by-law.

2.2 Discussion on Applicable Legislation

The following details the current legislation that is in place for New Brunswick municipalities to implement charges for the collection of growth-related capital funding.

Community Planning Act, 2017 – Division G – Development Charge By-laws

This section of the *Community Planning Act, 2017* provides a municipality the authority to enact a development charge by-law which may provide for the imposition and payment of a development charge in respect of land that is to be developed or subdivided and authorize an agreement to be entered into in respect of the payment of a charge.

As per subsection 91(2) of the *Community Planning Act, 2017*, development charges may be used only for capital costs (in whole or in part) with respect to the following:

- (a) New or expanded facilities for the supply and distribution of water,
- (b) New or expanded facilities for the collection, treatment, and disposal of sewage,
- (c) New or expanded facilities for the provision of storm water management,
- (d) New or expanded roads, sidewalks and trails required for or impacted by a subdivision or development,
- (e) New or expanded streets,
- (f) New traffic signs and signals and new or expanded transit facilities,
- (g) Land required for or in connection with any facilities described in paragraphs (a) to (f); or
- (h) For any other purpose referred to in the regulations.



It is required that any development charges collected must be paid into a special account and the money in that account is to be expended by the Council for the specific purposes identified above. No development charge by-law is valid unless:

- Its content is certified as complying with the provisions of the *Community Planning Act, 2017* and the regulations under the Act, by the planning director at the regional service commission (or another qualified planner engaged by the commission and reporting to the director). If the Town establishes its own planning services in the future, this responsibility would shift to the Town's planning director, or to a planner engaged by Council and reporting directly to that director.
- The proper notice of the public by-law is provided (section 111 of the *Community Planning Act, 2017*); and
- The certified copy of the by-law that bears the approval of the Minister is filed in the land registration office (paragraph 112 (1)(b) of the *Community Planning Act, 2017*).

2.3 Servicing Requirements

To understand how the above legislation can be applied, a discussion with respect to the responsibility for infrastructure is provided herein. Further details regarding the Town's Principles Framework are provided in Chapter 3.

Section F of the *Community Planning Act, 2017* outlines the creation and application of subdivision by-laws. Paragraph 75 (1)(d) provides that as a condition of approval of a subdivision plan that, if entry is gained to the subdivision by means of an existing street or other access, the developer shall:

- Make provision to bring the existing access to the same standard as required for streets within the subdivision; or*
- Contribute to the cost of work referred to in subparagraph (i) to the extent required for streets within the subdivision under paragraph (i), provided the amount contributed per linear metre for the access does not exceed the cost to the person per linear metre for streets within the subdivision or, if the plan does not provide for the laying out of streets to be publicly*



owned, the average cost per linear metre for subdivision streets within the local government constructed during the preceding 12 months.

As per subparagraphs 75(1)(f)(i) and (g), a subdivision by-law may also set aside land for public purposes in an amount not exceeding 10% of the area of the subdivision; or provide cash in lieu of setting aside land, not exceeding 8% of the market value of land in the subdivision, exclusive of lands for public streets.

The Town's Subdivision of Lands by-law sets out requirements that land in the amount of 10% of the area of the subdivision, exclusive of public streets, or cash in lieu in the amount of 8% of the market value of the land at the time of subdivision approval must be provided as a condition of approval.

Further, as per paragraph 75(1)(i), a subdivision by-law may require a person proposing to subdivide land to provide within the subdivision or contribute to the cost of the subdivision to the extent required by the by-law, facilities, including streets, curbing, sidewalks, culverts, drainage ditches, water and sewer lines and others that the by-law for that class of subdivision requires. Section 2.02 of the Town's Subdivision of Lands by-law provides for this requirement for approval of a subdivision.

These items, which are the responsibility of the developing landowner to construct, would not be included in the development charge calculation and by-law. All remaining infrastructure items over-and-above these may be included in a development charge by-law.



Chapter 3

Town of Shediac Development Charge Principles Framework



3. Town of Shediac Development Charges Principles Framework

3.1 Overview

This chapter provides for the Principles Framework that the Town will utilize in the preparation of a draft development charge by-law (and future amendments). As noted in Chapter 2, a developer will be required to construct various infrastructure components as required under the subdivision by-law. Any infrastructure over-and-above what a developing landowner is responsible for may be provided in a development charge by-law. The Town proposes to allocate the infrastructure costs into the following categories:

Local Developing Landowner Responsibility	<ul style="list-style-type: none">• Developing landowner is required to fund and construct infrastructure related to a specific development
Development Charge	<ul style="list-style-type: none">• Utilized when infrastructure benefits a broader area of development• These charges would be based on the development land areas that benefit from the infrastructure.

Note: Town-wide development charges are not contemplated at this time, however the framework can be amended in the future to accommodate these charges.

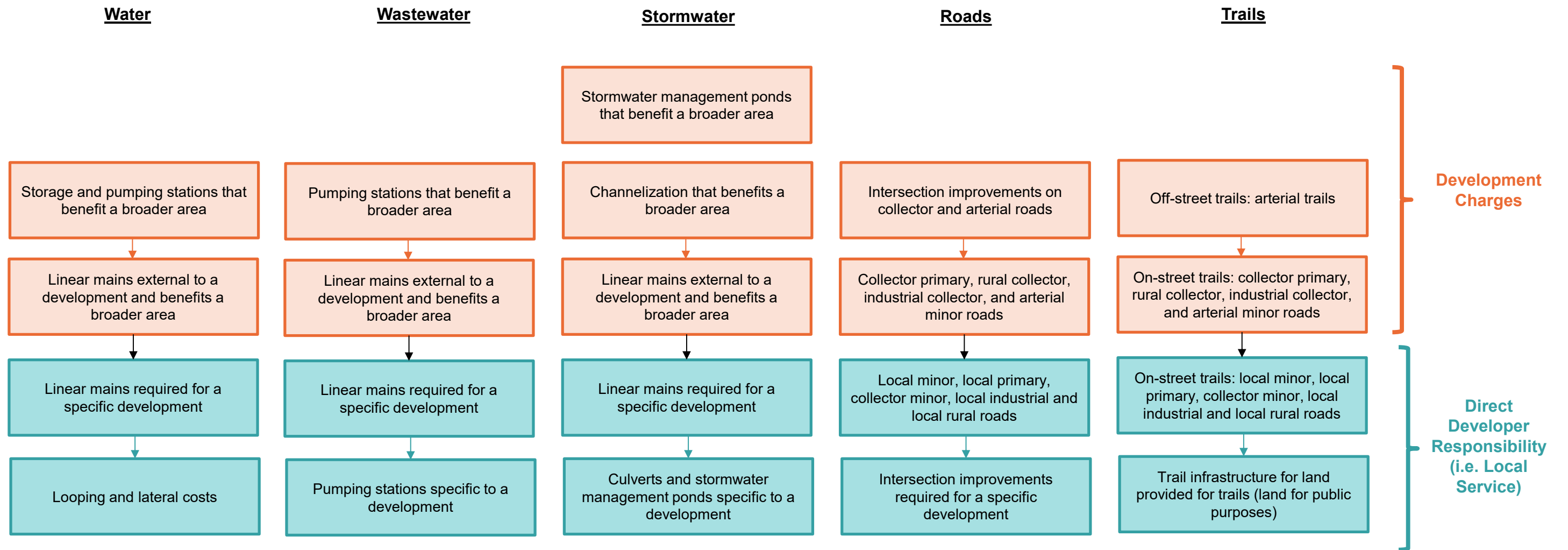
Subsection 3.2 provides a table that delineates the cost recovery mechanisms based on the eligible infrastructure type. This table will be used to guide the Town in calculating development charges.

3.2 Hierarchy of Cost Recovery

The following table provides a hierarchy of the cost recovery methods to be utilized for each service. This table is provided diagrammatically in Figure 3-1.



Figure 3-1
Town of Shediac
Hierarchy of Cost Recovery Methods by Service





Service Category	Capital Assets	Basis for Recovery
Local Developing Landowner Responsibility*		
Water	<p>Linear mains 200 mm and less: If required for specific development (within and external to the development) developer responsibility. Note: minimum pipe size could be higher if specifically required for an individual development.</p> <p>Looping Costs: Developer responsibility</p> <p>Laterals: Connecting laterals, developer responsibility</p>	Developer Responsibility to Construct/Provide
Wastewater	<p>Linear mains 300 mm and less: If required for specific development (within and external to the development) developer responsibility. Note: minimum pipe size could be higher if specifically required for an individual development.</p> <p>Pumping Stations: If required for specific development, developer responsibility</p>	
Stormwater	<p>Storm sewers 600 mm and less: If required for specific development (within and external to the development) developer responsibility. Note: minimum pipe size could be higher if specifically required for an individual development.</p> <p>Culverts: If required for specific development; developer responsibility</p> <p>Drainage Ditches/Stormwater Management Ponds: If required for specific development; developer responsibility</p>	
Roads	<p>Roads Internal to Development - Residential: (Classifications as per Town of Shediac's Transportation Master Plan) Local Minor, Local Primary, Collector Minor, Local Rural; developer responsibility</p> <p>Roads Internal to Development - Industrial: (Classifications as per Town of Shediac's Transportation Master Plan) Local Industrial; developer responsibility</p> <p>Intersection Improvements: if required for specific development; developer responsibility</p>	
Trails	<p>On-Street Trail Infrastructure: (Classifications as per Town of Shediac's Transportation Master Plan) trails on Local Minor, Local Primary, Collector Minor, Local Rural; developer responsibility</p> <p>Land for Trails: developer required to provide land for public purposes and may be required to gravel and level the land in accordance with the Town's standards.</p> <p>Trail Infrastructure: where the developer provides Land for Public Purposes which is intended for use as a multipurpose trail (must have a minimum width of 8 meters); direct developer responsibility</p>	

*Section 2.02 of By-law No. 14-37: By-law Relating to the Subdivision of Lands in the Town of Shediac states that in a subdivision, "a person proposing to subdivide land shall provide within the subdivision, or contribute to the cost thereof, such facilities as streets, curbing, sidewalks, culverts, drainage ditches, water and sewer lines, and others as may be required by the municipality".



Service Category	Capital Assets	Basis for Recovery
Development Charge (DC)		
Water	Linear mains external to the plan area which benefit a broader area of development and mains above 200 mm: Include in DC Storage and pumping stations external to the plan which benefit a broader area of development: Include in DC	Development Charge calculated based on weighted land areas (except stormwater ponds)
Wastewater	Linear mains external to the plan area which benefit a broader area of development and mains above 300 mm: Include in DC Pumping Stations external to the plan area which benefit a broader area of development: Include in DC	
Stormwater	Linear mains external to the plan area which benefit a broader area of development and mains above 600 mm: Include in DC Channelization external to the plan area which benefit a broader area of development: Include in DC Stormwater Management Ponds external to the plan area which benefit a broader area of development: Include in DC based on flow (i.e. land area) multiplied by the runoff coefficient.	
Roads	Roads external to development or oversized roads internal to a development: (Classifications as Town of Shediac's Transportation Master Plan) Collector Primary, Rural Collector, Industrial Collector, Arterial Minor; include in DC Traffic Signalization, Streetlights, and Intersection Improvements on Collector and Arterial Roads: Include in DC	
Trails	On-Street Trail Infrastructure: (Classifications as per Town of Shediac's Transportation Master Plan) trails on Collector Primary, Rural Collector, Industrial Collector, Arterial Minor; include in DC Off-Street Trail Infrastructure: All arterial trails to be included in the DC.	



3.3 Other Principles

3.3.1 Application of Charges

- **Local Services** – Capital costs that are deemed local services are the responsibility of the developer to construct.
- **Development Charges** – Capital costs that are deemed development charge eligible are to be calculated based on a per unit approach for residential development and on a per square foot basis for non-residential development, weighted by average property density based on Town zoning. The benefitting properties may be further weighted based on a suitable metric for each respective service:

Roads

- Based on average trip generation for each land use category

Water

- Based on allocation of flows

Wastewater

- Based on allocation of flows

Stormwater

- Stormwater mains to be based on allocation of flows
- Stormwater management ponds to be based on runoff coefficient of land use weighted by area

Trails

- On-street infrastructure based on weighting for roads
- Off-street infrastructure to be determined through further review



3.3.2 Indexing

- Indexing shall be based on Statistics Canada Non-residential Building Construction Price Index (Moncton Series).
- Indexing will occur on an annual basis. Amendment to the by-law is not required for indexing to take effect.

3.3.3 Imposition and Timing of Development Charges

The Development Charge By-law will set out the conditions for the imposition and timing of collecting DCs. Where there is conflict between this Principles Framework and the By-law, the latter shall prevail.

Development charges shall be imposed and collected from an applicant prior to the issuance of a building permit or the approval of a subdivision plan, whichever occurs first.

Council may consider entering into a development charge agreement providing for delayed payment of the development charge. Where such agreement is not in place, the Town shall collect DCs at the issuance of the development/building permit.

3.3.1 Reduction for Redevelopment of Land

Where, as a result of the redevelopment of land, a building or structure existing on the same land in regard to such redevelopment was, or is to be demolished, in whole or in part, or converted from one principal use to another principal use on the same land, in order to facilitate the redevelopment, the development charges otherwise payable with respect to such redevelopment shall be reduced by the following amounts:

- A. in the case of a residential building or structure, or in the case of a mixed-use building or structure, the residential uses in the mixed-use building or structure, an amount calculated by multiplying the applicable development charge by the number, according to type, of dwelling units that have been or will be demolished or converted to another principal use; and
- B. in the case of a non-residential building or structure or, in the case of mixed-use building or structure, the non-residential uses in the mixed-use building or structure, an amount calculated by multiplying the applicable



development charges, by the gross floor area that has been or will be demolished or converted to another principal use;

provided that such amounts shall not exceed, in total, the amount of the development charges otherwise payable with respect to the redevelopment.

3.3.2 Establishment of Reserve Funds

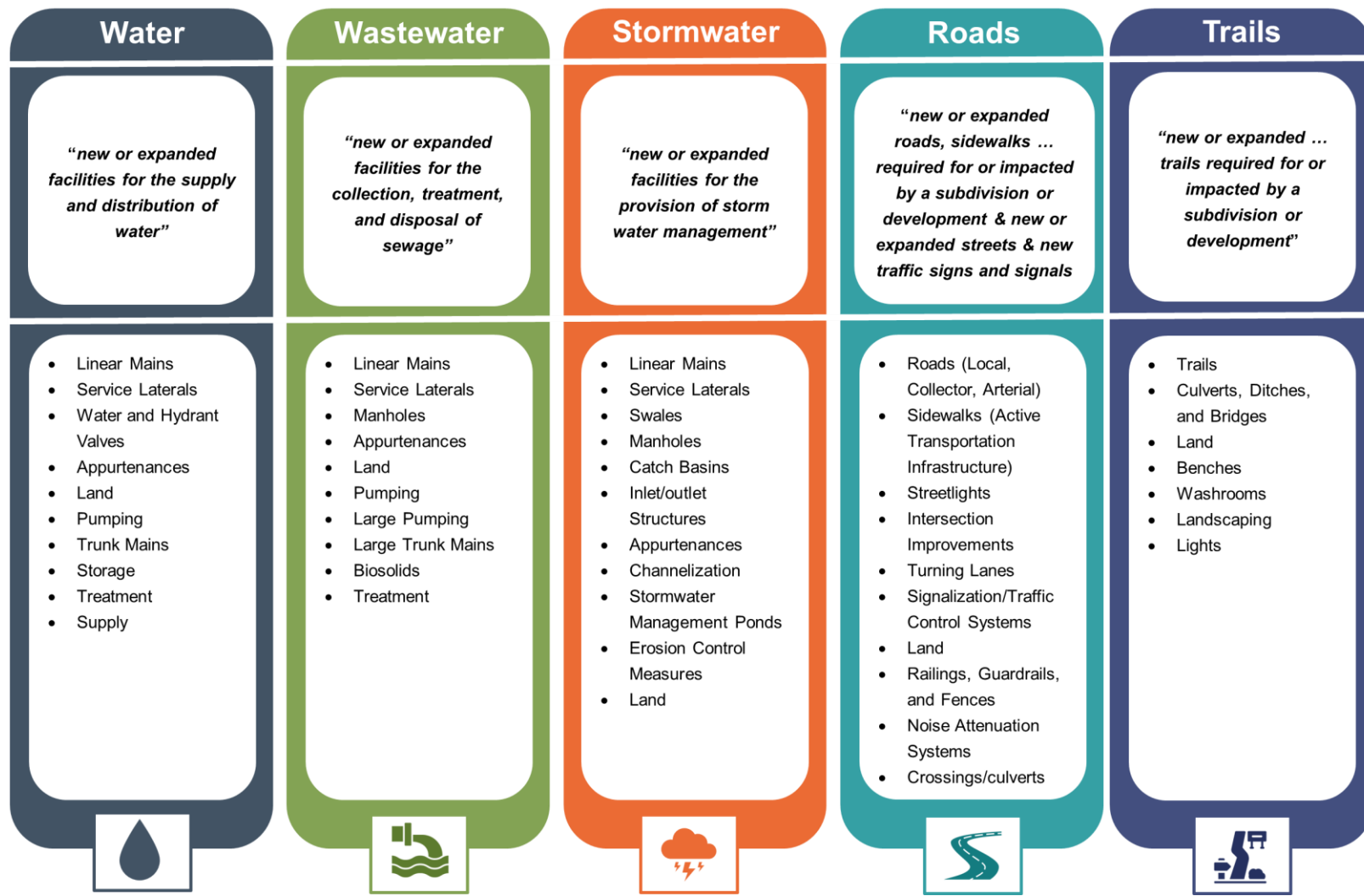
Establish reserve funds for each of the services identified in the by-law (e.g. water, wastewater, stormwater, roads, and trails)

3.4 Definitions of Potential Eligible Capital Costs by Service

Since Division G of the *Community Planning Act, 2017* does not define capital costs, but is limited to the categories of recovery under subsection 91(2), the following figure qualifies the infrastructure and facilities that make up each category and are thus intended to be recoverable capital costs under the by-law.



Figure 3-2
Town of Shediac
Eligible Capital Costs by Service





Chapter 4

The Approach to the Calculation of the Charge



4. The Approach to the Calculation of the Charge

4.1 Introduction

This chapter addresses the methodology to be utilized in calculating a development charge in the Town of Shediac. The methodology reflects similar methodologies utilized in other municipalities, subject to legislative requirements. The steps are illustrated schematically in Figure 4-1 and follow the principles outlined in Chapter 3.

4.2 Services Potentially Involved

Division G of the *Community Planning Act, 2017* provides a municipality with the authority to enact a development charge by-law which may provide for the imposition and payment of a charge, to be known as a “development charge”, in respect of land that is to be developed or subdivided; and authorize an agreement to be entered into in respect of the payment of a charge. A development charge may be used to collect the capital costs related to water, wastewater, stormwater, transportation and trails infrastructure (as defined in Chapter 3).

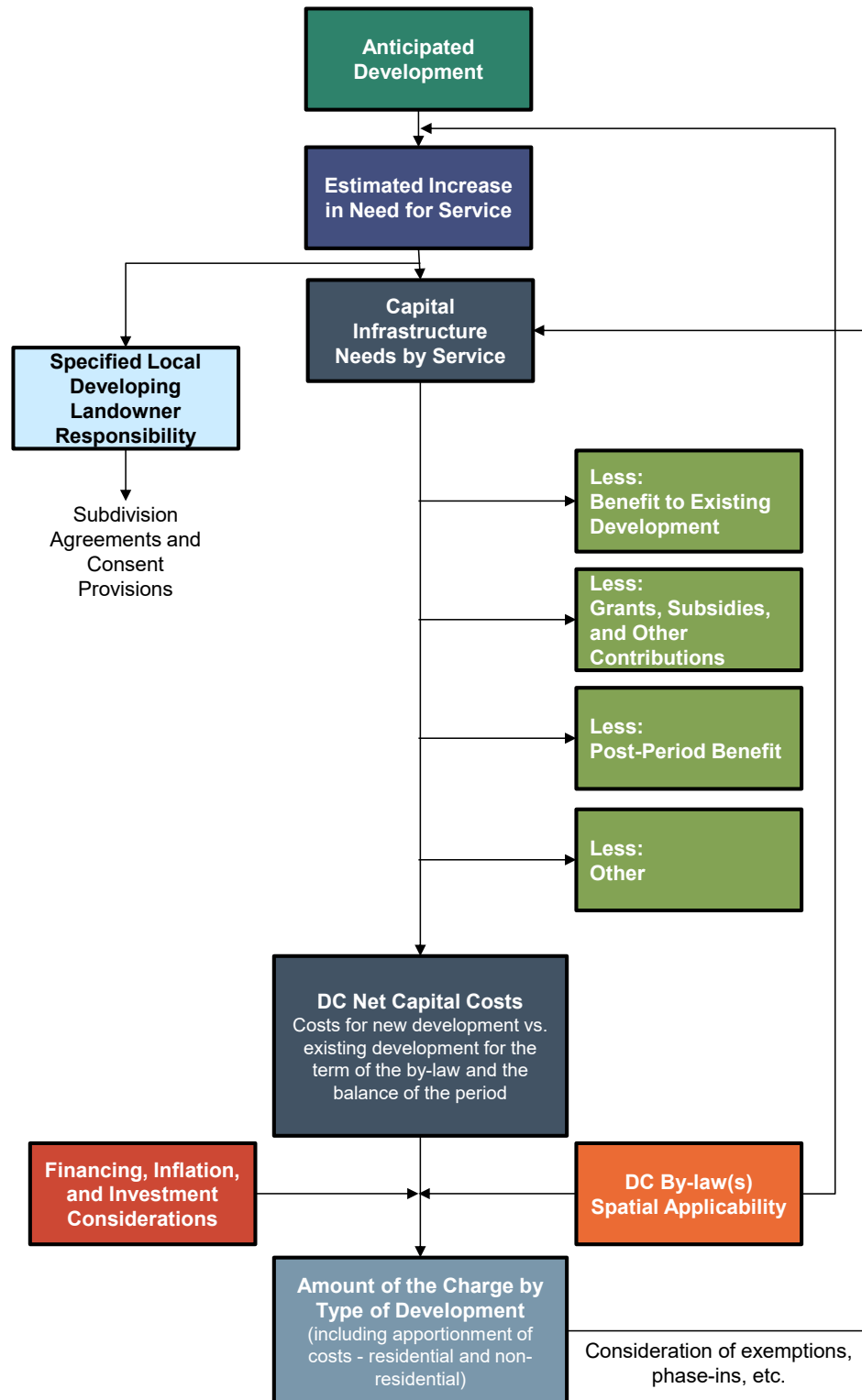
A development charge by-law, and amendments thereto, enacted by the Council of the Town of Shediac may include costs for some or all of the services identified above.

4.3 Increase in the Need for Service

The development charge calculation commences with an estimate of “the increase in the need for service attributable to the anticipated development,” for each service to be covered by the by-law. There must be some form of link or attribution between the anticipated development and the estimated increase in the need for service. The maximum amount that can be imposed and collected as a development charge shall be no more than the capital cost of the land, facilities or other infrastructure required for development, as determined by the Town. While the need could conceivably be expressed generally in terms of units of capacity, the Town may provide the calculations using a Development Charge approach. Council will consider the increase in need in the context of the recommendations for approval provided in each respective study.



Figure 4-1
Town of Shediac
The Process of Calculating a Development Charge





4.4 Local Service Hierarchy

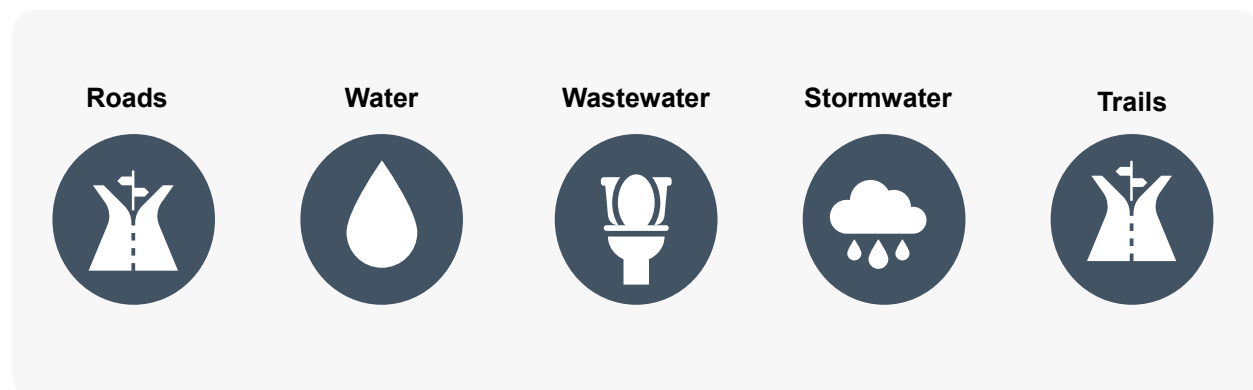
Some of the need for services generated by additional development consists of local services related to a plan of subdivision. As provided for in section 75 of the *Community Planning Act, 2017*, they will be required as a condition of development agreements through the subdivision by-law. These costs are summarized and provided diagrammatically in Chapter 3.

4.5 Capital Forecast

For each charge area of the by-law, the capital costs necessary to provide the increased services shall be estimated. The total gross capital costs are then adjusted to ensure that the costs included in the development charge are reflective of the net growth-related costs necessary to facilitate the anticipated growth in the Town. These adjustments are outlined below.

These estimates involve capital costing of the increased services discussed above. This entails costing actual projects or the provision of service units, depending on how each service has been addressed.

The capital costs that may be included are defined in Chapter 3. These costs are for the following services:



In order for an increase in need for service to be included in the development charge calculation, it is recommended that Town Council indicate that it intends to ensure that such an increase in need will be met by including the appropriate works within its annual capital budget process. Timing of works should be staged based upon communication



with the development community and prioritization of servicing to meet the anticipated demands.

4.6 Reserve Funds

Section 91(4) of the *Community Planning Act* states that:

“All money received by the council under this section is to be paid into a special account, and the money in that account is to be expended by the council for the specific purpose described in paragraphs (2)(a) to (g) for which it is collected and for no other purpose.”

There is generally no explicit requirement to net the outstanding reserve fund balance as part of making the development charge calculation. If the Town should decide to implement broader Development Charges, it is recommended that the existing reserve fund balances (of the broader Development Charges) be used to net-down the capital costs identified, respective of each service. This can be done as categorizing the reserve fund balance as a benefit to existing development (as those developments that have paid into the reserve funds would then be considered existing development).

Annual reporting requirements have not been provided through legislation at this time; however, best practice warrants that an annual report should be provided to the public which discloses all of the development charges and payments.

It is recommended that the annual report provides the following details:

- Opening balance;
- Closing balance;
- Description of each service;
- Transactions for the year (e.g. collections, draws) including the capital cost of each asset to be funded from the development charge reserve fund;
- For projects financed by development charges, the amount spent on the project from the development charge reserve fund; and
- Amount and source of money used by the municipality to repay municipal obligations to the development charge reserve fund.



A sample reserve fund reporting template is provided in Appendix B for Development Charges.

4.7 Deductions

The development charge potentially requires that the following deductions be made to the increase in the need for service. These relate to:

- Benefit to existing development;
- Anticipated grants, subsidies and other contributions; and
- Benefit to growth outside of the forecast period (Post-period Benefit).

4.7.1 Reduction for Benefit to Existing Development

This step involves a further reduction in the need, by the extent to which an increase in service would benefit existing development. Sanitary and water trunks, and drainage infrastructure are highly localized to growth areas and can be more readily allocated in this regard.

Where existing development has an adequate service level that will not be tangibly increased by an increase in service, no benefit would appear to be involved. For example, where expanding existing facilities simply replicates what existing residents are receiving, they receive very limited or no benefit as a result. On the other hand, where a clear existing service problem is to be remedied, a deduction should be made accordingly.

4.7.2 Reduction for Anticipated Grants, Subsidies and Other Contributions

This step involves reducing the capital costs necessary to provide the increased services by capital grants, subsidies and other contributions (including direct developer contributions required due to the local service principles) made or anticipated by Council and in accordance with various rules such as the attribution between the share related to new versus existing development. That is, some grants and contributions may not specifically be applicable to growth or where Council targets fundraising as a measure to offset impacts on taxes. Where grants are not specific, the application of the grant towards funding growth-related projects is at the discretion of the Town.



4.7.3 Reduction for Post-period Benefit

As the forecast period of the study reviews capital needs for growth over a set period, a deduction must be made for capital works that are oversized to accommodate some growth outside of the forecast period. The capital works required to service the benefiting areas shall be reviewed for each benefitting area. If a project is required to service a benefitting area, the share of the costs related to the assumed growth to occur after the forecast period is the Post-period Benefit share and is deducted from the net development charge calculations.



Chapter 5

By-law Implementation



5. By-law Implementation




5.1 Public Consultation Process

5.1.1 Introduction

This chapter addresses the formal consultation process. The purpose of which is to seek the cooperation and participation of those involved, in order to produce the most suitable principles. Section 5.2 addresses the anticipated impact of development charges on development from a generic viewpoint. The following process is provided based on best practices of stakeholder and community engagement. In addition to the legislative requirements of notice of by-law consideration and public hearing (section 111 of the *Community Planning Act, 2017*, further outlined below), the Town is expected to establish the development charge in a fair and equitable manner and consult in good faith with stakeholders.

5.1.2 Formal Consultation

Prior to passing a development charge by-law under the *Community Planning Act, 2017* the Town shall undertake the following:

 Consultation	<ul style="list-style-type: none">• Consult with stakeholders prior to making a final determination on defining and addressing existing and future infrastructure and facility requirements• Consult on the calculation of the levy with stakeholders in the benefiting area where the levy will apply
 Public Hearing	<ul style="list-style-type: none">• Present the development charge by-law and supporting documentation at a public hearing
 Answer Questions	<ul style="list-style-type: none">• During any consultation with the public and stakeholders, the Town shall respond to questions in a timely manner

5.1.3 Other Consultation Activity

There are three (3) broad groupings of the public who are generally the most concerned with Town development charge principles:



1. The first grouping is the residential development community, consisting of land developers and builders who are typically responsible for generating the majority of the development charge revenues. Others, such as realtors, are directly impacted by development charge principles. They are, therefore, potentially interested in aspects of the charge; particularly the quantum by unit type, projects to be funded by the development charge and the timing of collection, and Town principles with respect to development agreements, development charge credits, and front-ending requirements.
2. The second public grouping embraces the public at large and includes taxpayer coalition groups and others interested in public principles.
3. The third grouping is the industrial/commercial/institutional development sector, consisting of land developers and major owners or organizations with significant construction plans, such as (but not limited to) hotels, entertainment complexes, shopping centres, offices, industrial buildings and institutions. Also involved are organizations such as industry associations, the local chamber of commerce, the board of trade and economic development agencies, who are all potentially interested in Town development charge principles. Their primary concern is frequently with the quantum of the charge, gross floor area exclusions such as basements, mechanical or indoor parking areas, or exemptions and phase-in or capping provisions in order to moderate the impact.

5.1.4 Notice of By-law Consideration

Section 111 of the *Community Planning Act, 2017* states that a Council shall, by resolution, fix a time and place for the consideration of objections to the proposed by-law and give notice by one or more of the following means:

1. Publishing the notice on two separate occasions in a newspaper published or having general circulation in the local government of its intention of considering the making of the by-law, the first of the notices to be published not less than 21 days and not more than 30 days before the day fixed to consider the by-law, and the second of the notices to be published not less than four days and not more than 11 days before that day; or



2. Posting the notice on the local government's website of its intention of considering the making of the by-law, to be published not less than 21 days before the day of by-law consideration.

A notice of by-law consideration:

1. Shall set forth a description of the area affected by the by-law;
2. Shall state a place where and the hours during which the by-law may be inspected and the time and place set by the council for the consideration of written objections to the by-law;
3. Shall indicate the person to whom written objections will be sent, and
4. May, in the case of an amendment or repeal, briefly state an explication or the reasons for the amendment or repeal.

Additionally, Council shall make suitable provision for inspection of the by-law by the public at the time and place set out in the notice; and before making the by-law, hear and consider written objections to it.

A person who wishes to speak for or against written objections is entitled to be heard at the time and place fixed for consideration of the objections.

If, after the notice is given, the council substantially amends the proposed by-law, the provisions of Section 111 of the *Community Planning Act, 2017* apply with the necessary modifications to the amendment.

The council is not required to vote on the by-law on the day fixed for by-law consideration, but the by-law shall not become valid unless, within six months after the day that the notice was given or published:

1. The by-law is made; and
2. The by-law is submitted for the approval of the Minister.



5.2 Anticipated Impact of the Levy on Development

The establishment of sound development charge principles often requires the achievement of an acceptable balance between two competing realities. The first is that high non-residential development charges can, to some degree, represent a barrier to increased economic activity and sustained industrial/commercial growth, particularly for capital intensive uses. Also, in many cases, increased residential development charges can ultimately be expected to be recovered through higher housing prices and can impact project feasibility in some cases (e.g. rental apartments).

On the other hand, development charges or other Town capital funding sources need to be obtained in order to help ensure that the necessary infrastructure and amenities are installed. The timely installation of such works is a key initiative in providing adequate service levels and in facilitating strong economic growth, investment and wealth generation.

5.3 Implementation Requirements

5.3.1 Introduction

Once the Town has calculated the charge, prepared the background study, carried out the public process and passed a new by-law, the emphasis shifts to implementation matters.

These include notices, potential complaints, credits, front-ending agreements, deferred payment agreements, subdivision agreement conditions and finally the collection of revenues and funding of projects.

The sections which follow overview the requirements in each case.

5.3.2 Notice of By-law Passage

Once a development charge By-law is given second and third readings, it is formally adopted by Council. In accordance with section 112 of the *Community Planning Act, 2017*, the Minister of Local Government must approve the By-law following adoption. The By-law is put into effect on the day in which it is registered in the Land Registry Office unless a later effective date is specified within the by-law. In accordance with paragraph 112(1)(c), the Town must publish notices in locally circulated newspapers



and/or the Town's website, which must include information with respect to the filing of the document and the decision of the Minister. The same process must be followed for an amendment to a Development Charge By-law.

5.3.3 Development Charge Agreement

Under sections 92 and 94 of the *Community Planning Act, 2017*, Council may enter into development charge agreements that may include instalment payments, services or extended services in lieu of payment of all or part of the charges, security to ensure charges are paid when due, or any other matter necessary or desirable to affect the agreement. The development charge by-law may prescribe the circumstances and general terms for such agreements.

Development charge agreements must be filed in the Land Registry Office to take effect and once registered, are binding on the land that is subdivided or developed, each individual lot in a subdivision or development to the extent specified in the agreement, and all subsequent owner of the land in respect of which the agreement is made until discharged by the Town.

5.3.3.1 Front-Ending Agreements

The Town and one or more landowners may enter into a front-ending agreement which provides for the costs of a project which will benefit an area in the Town to which a development charge by-law applies. Such an agreement can provide for the costs to be borne by one or more parties to the agreement who are, in turn, reimbursed in future by persons who develop land defined in the agreement.

5.3.3.2 Deferred Payment Agreement

The Town and one or more landowners may enter into a deferred payment agreement with applicants to delay the collection of development charges to a later collection milestone (e.g. 50% at development/building permit stage). Under these agreements, a portion of the development charge would be paid at building permit stage, and the remaining amount can be paid at a later date or annually (with indexing).



5.4 Review of Existing By-law

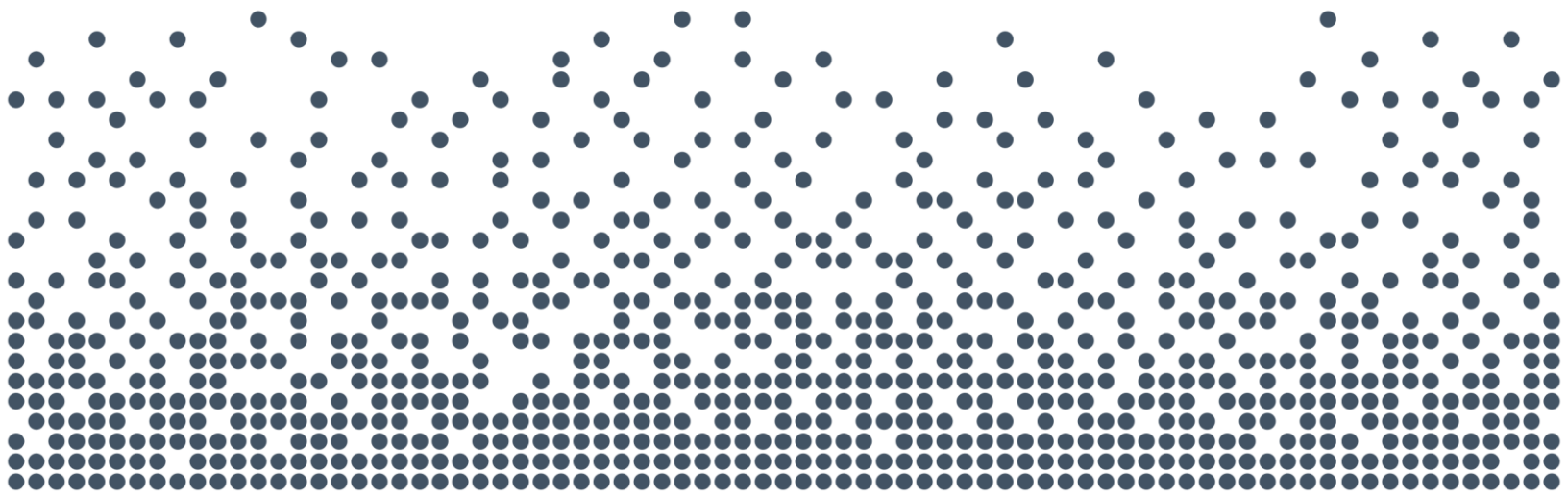
The D.C. by-law will be reviewed at least every five (5) years. If staff determine that an amendment to the by-law is required, then a full D.C. by-law update process will be initiated.

5.5 Policy for Overcollection/Under Collection of Development Charge Revenues

Given that development charges are calculated based on best estimates known at the time of the background study, there may be instances where development charge revenues are lower or higher than anticipated.

In the case of an overcollection of D.C. revenues, the additional funds would be placed into a reserve fund for future growth-related projects for the same service. These funds could also be utilized to fund the growth-related, region-wide benefit of other works.

If there is an under collection of D.C. revenues, the Town is responsible for funding the deficit.



Appendices



Appendix A

Draft Calculation Template



Appendix A: Draft Calculation Template

Capital Costs Included in the D.C. Calculation

Development Area:

Service	Increased Service Needs Attributable to Anticipated Development	Gross Capital Cost Estimate	Less:		Net Growth-Related Costs	Less:			Potential D.C. Recoverable Costs	Residential Allocation	Non-Residential Allocation
			Benefit to Existing Development/Town Share	Other Deductions		Post Period Benefit/Oversizing Costs	Grants, Subsidies and Other Contributions Attributable to New Development	Region-Wide Growth-Related Benefit			
Roads	Sample Project #1										
Water	Sample Project #2										
Stormwater	Sample Project #3										
Total											



Capital Costs Included in the D.C. Calculation

Development Area:

Service	D.C.-Eligible Cost	
	Residential	Non-Residential
1. <u>Roads</u>	\$	\$
	-	-
2. <u>Water</u>		
	-	-
3. <u>Wastewater</u>		
	-	-
TOTAL		
D.C.-Eligible Capital Cost		
Population/GFA Growth (sq.ft.)		
Cost Per Capita/Non-Residential GFA (sq.ft.)		
<u>By Residential Unit Type</u>	<u>Persons per Unit</u>	
Single and Semi-Detached Dwelling		
Townhouse		
Apartment		



Appendix B

Annual Reserve Funding Template



Appendix B: Annual Reserve Funding Template

Annual Treasurer's Statement of Development Charge Reserve Funds

Description	Services to which the Development Charge Relates					Total
	Roads	Water	Wastewater	Stormwater	Trails	
Opening Balance, January 1, _____						0
<u>Plus:</u>						
Development Charge Collections						0
Accrued Interest						0
Repayment of Monies Borrowed from Fund and Associated Interest ¹						0
Sub-Total	0	0	0	0	0	0
<u>Less:</u>						
Amount Transferred to Capital (or Other) Funds ²						0
Amounts Refunded						0
Amounts Loaned to Other D.C. Service Category for Interim Financing						0
Credits ³						0
Sub-Total	0	0	0	0	0	0
Closing Balance, December 31, _____	0	0	0	0	0	0

¹ Source of funds used to repay the D.C. reserve fund

² See Attachment 1 for details

³ See Attachment 2 for details



Attachment 1: Amount Transferred to Capital (or Other) Funds - Capital Fund Transactions

Development Area:

Capital Fund Transactions	Gross Capital Cost	D.C. Recoverable Cost Share					Non-D.C. Recoverable Cost Share					
		D.C. Forecast Period			Post D.C. Forecast Period		Other Reserve/Reserve Fund Draws	Tax Supported Operating Fund Contributions	Rate Supported Operating Fund Contributions	Debt Financing	Grants, Subsidies Other Contributions	
		D.C. Reserve Fund Draw	D.C. Debt Financing	Grants, Subsidies Other Contributions	Post-Period Benefit/Capacity Interim Financing	Grants, Subsidies Other Contributions						
Water												
Capital Cost A												
Capital Cost B												
Capital Cost C												
Sub-Total - Water	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Wastewater												
Capital Cost D												
Capital Cost E												
Capital Cost F												
Sub-Total - Wastewater	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Roads												
Capital Cost G												
Capital Cost H												
Capital Cost I												
Sub-Total - Roads	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Stormwater												
Capital Cost G												
Capital Cost H												
Capital Cost I												
Sub-Total - Stormwater	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Trails												
Capital Cost G												
Capital Cost H												
Capital Cost I												
Sub-Total - Trails	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	



Attachment 2: Statement of Credit Holder Transactions

Development Area:

Credit Holder	Applicable D.C. Reserve Fund	Credit Balance Outstanding Beginning of Year _____	Additional Credits Granted During Year	Credits Used by Holder During Year	Credit Balance Outstanding End of Year _____
Credit Holder A					
Credit Holder B					
Credit Holder C					
Credit Holder D					
Credit Holder E					
Credit Holder F					



Development Charges Background Study – Breaux Bridge Street Extension Town of Shediac

April 2026

Watson & Associates Economists Ltd.
905-272-3600
info@watsonecon.ca



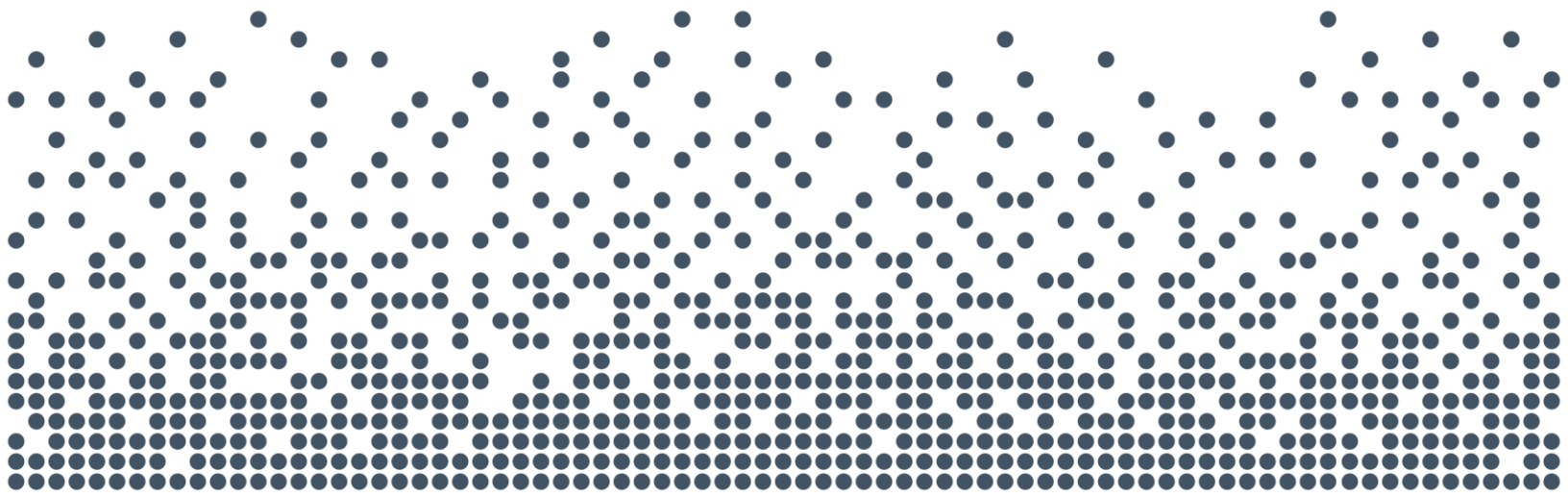
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Report



Chapter 1

Introduction



1. Introduction

1.1 Purpose of this Document

Many municipalities across Canada seek to recover the cost of growth-related infrastructure by imposing capital charges. These charges are referred to as Development Charges (henceforth 'DCs'), development cost charges, off-site levies, or impact fees; but all seek to recover the capital costs related to providing infrastructure for growth. In New Brunswick, the Province adopted the new Community Planning Act, 2017 (henceforth the Act, put into effect on January 1, 2018), which now allows municipalities to implement DCs. The legislative authority for the Town to implement development charges are now included in the Act under Division G – Development Charge By-laws.

This Background Study is based on consultation with Town staff and has been prepared with directions from the Principles Framework (See section 1.3 for further details).

This Background Study has been prepared to provide the DC calculations for the recovery of capital costs related to the Breaux Bridge Street extension and sanitary sewer extension. A discussion of the development areas and infrastructure requirements is provided in Chapter 2. The detailed calculations and proposed DCs are provided in Chapter 3 of this report, followed by a discussion of recommended by-law policies in Chapter 4. The draft proposed by-law is provided in Appendix A for Council's consideration.

1.2 Summary of the Process

In order to facilitate development, the Town has identified the need to extend Breaux Bridge Street. The Town retained Watson & Associates Economists Ltd. (Watson) to prepare a DC Background Study for the Breaux Bridge Street extension project in conjunction with the development of the Town's DC Principles Framework (provided under separate cover).

Several meetings were held with Town staff to review the proposed guiding principles and DC calculations for the Breaux Bridge Street extension work. This Background Study and the Principles Framework will be posted to the Town's website and will be available for public review. The Town will be presenting the proposed Principles



Framework, the Background Study, and the proposed by-law to the development community and Council for feedback.

The legislation sets out the requirements for bringing a by-law into force and effect. This process is outlined in the Development Charge Regulation – Community Planning Act and Division G of the Community Planning Act. Subsection 5(2) of the Regulation requires a council of a local government to “(a) establish the development charge in a fair and equitable manner” and to “(b) consult in good faith with stakeholders.” This requires public notice, a public hearing, ministerial approval, and registration at the land registry office. This process is summarized below in Table 1-1:

Table 1-1
Town of Shediac
Process for Establishing the Development Charge By-law

Development Charge Process	Key Dates
Initial Staff Discussions and Input	Q2 2025 to Q4 2025
Council Meeting	Q1 2026
Engagement Session with Development Community	Q1 2026
Introduction of By-law / 1 st Reading (Public Meeting)	TBD
Statutory Public Notice of By-law	TBD
Planning Advisory Committee Meeting for By-law Recommendation	TBD
Public Hearing / 2 nd and 3 rd Readings (Public Meeting)	TBD
Ministerial Approval of By-law	TBD
Registration of By-law	TBD



1.3 DC Principles Framework

Prior to preparing a DC background study and by-law, the Town has prepared a DC Principles Framework. This document is available on the Town's website. The DC Principles Framework provides the following:

- A summary of the legislative framework for DCs;
- A hierarchy of cost recovery for each potential DC service;
- The approach to the calculation of a DC;
- Principles for the application of DCs, indexing the charges, and establishment of reserve funds; and
- Establishment of a public process for consideration of a DC background study and by-law.

The DC Principles Framework is intended to guide the preparation of any potential DC background study and by-law for the Town. In preparing this DC background study, the DC Principles Framework was used to guide the preparation of the calculations and will be utilized for the public process and implementation of the by-law.



Chapter 2

Overview of Development Area



2. Overview of Development Area

2.1 Development Area

In order to facilitate further development, the Town has identified the need for an extension to Breaux Bridge Street. The street will extend from where it currently ends at Bellevue Heights and continue to Ohio Road to the east. In addition to the road extension, a sanitary sewer will also be constructed from Bellevue Heights to Ohio Road. There are eight (8) developable properties in this area which will directly benefit from the construction of this infrastructure. The proposed road extension and the properties that directly benefit from this work are provided in Figures 2-1 and 2-2 below.

The following provides a summary of the properties directly benefiting from the Breaux Bridge Street extension and includes the land area and current zoning of each property:

Table 2-1
Town of Shediac
Summary of Development Properties

PID	Zoning	Area (acres)
00883546	Medium Density Residential	19.6
01067792	Medium Density Residential	6.9
01068121	Medium Density Residential	19.5
01068162	Medium Density Residential	8.9
70529870	General Commercial	18.8
70627997	General Commercial	14.0
70654074	Mini Home Residential	29.9
70708037	Medium Density Residential	3.0
Total		120.7



Figure 2-1
Town of Shediac
Map of Proposed Road Extension and Directly Benefiting Development Properties (Development Area 1)

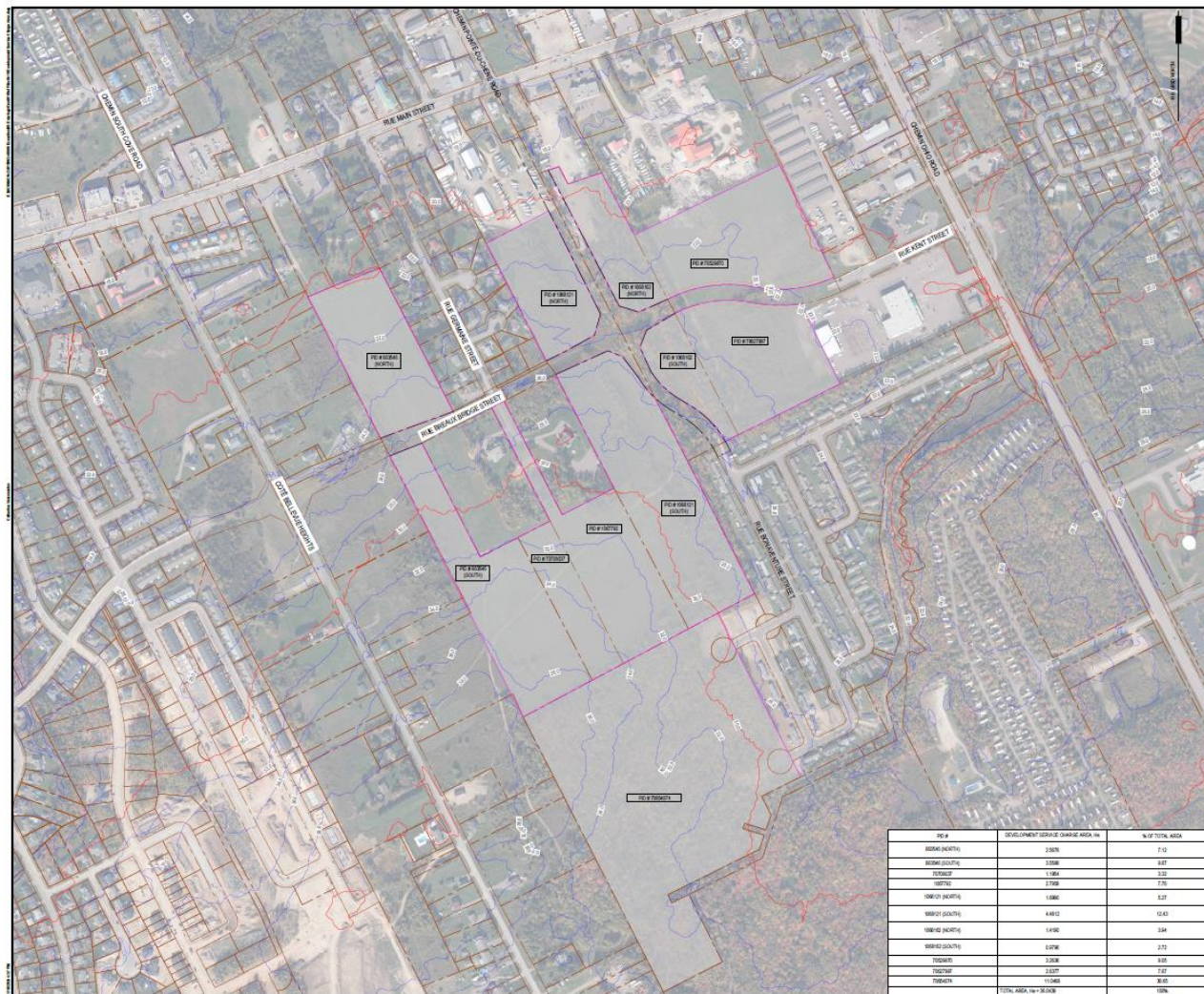
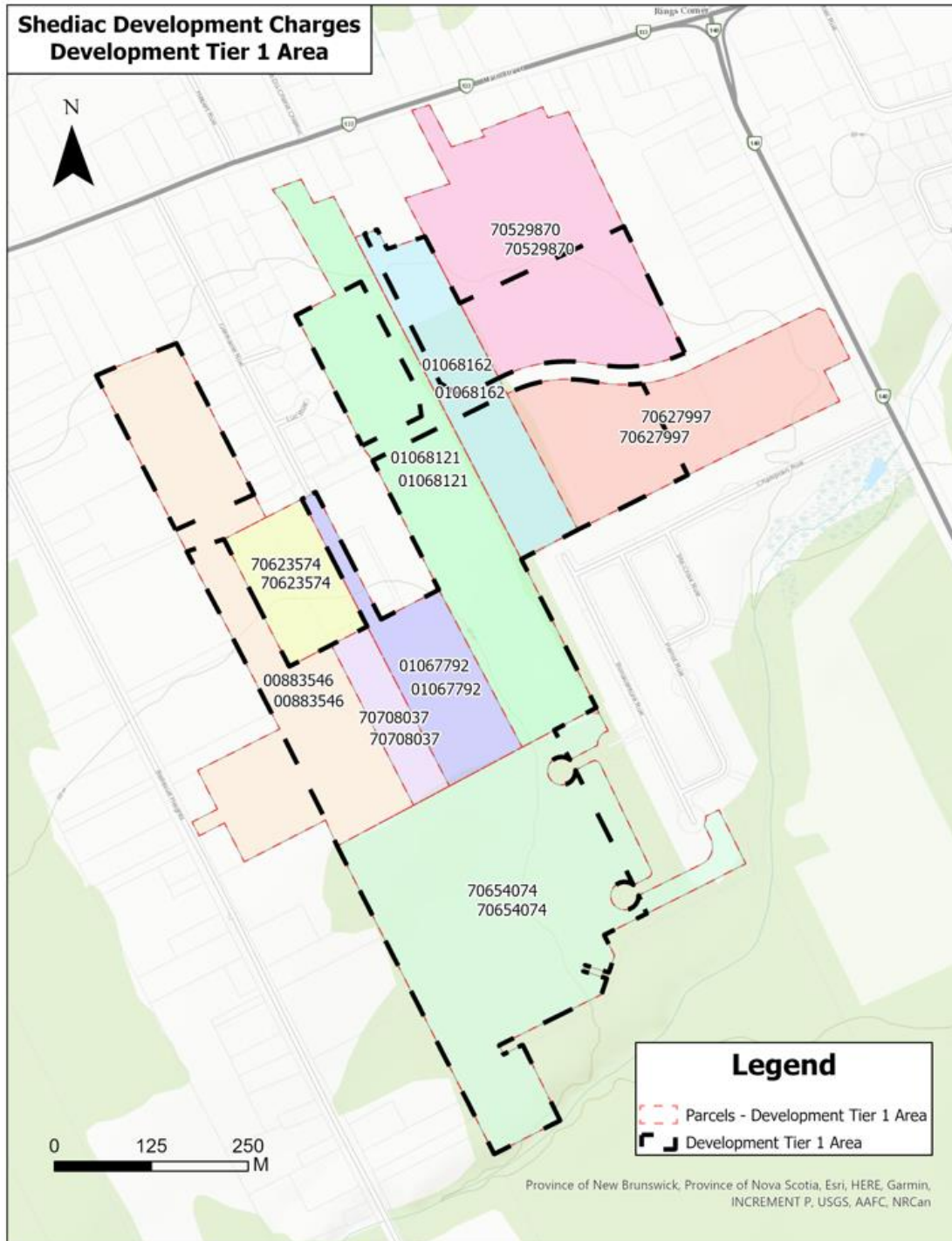




Figure 2-2
Town of Shediac
Development Area 1



*Note: Property PID 70654074 is not subject to the sanitary sewer charge



Although this road extension and new sanitary sewer will directly benefit the eight (8) properties identified above, the new road will also provide benefit to a broader area surrounding the proposed road as Breaux Bridge Street will provide an East-West route as an alternative to Main Street. The broader area consists of both existing and new properties, which will benefit from the new infrastructure. This broader area consists of 1,016 properties and approximately 792 acres of land. Of these properties, 464 (496 acres) are related to existing development, and 552 (297 acres) are related to development properties. These properties are outlined in Figure 2-3 below.

For the purposes of the DC calculations presented herein, the eight (8) properties that directly benefit from the new road and sanitary sewer (i.e., the properties outlined in Figure 2-2), will be referred to as Development Area 1, and the broader area consisting of both existing and development properties (i.e. the properties outlined in Figure 2-3), will be referred to as Development Area 2.

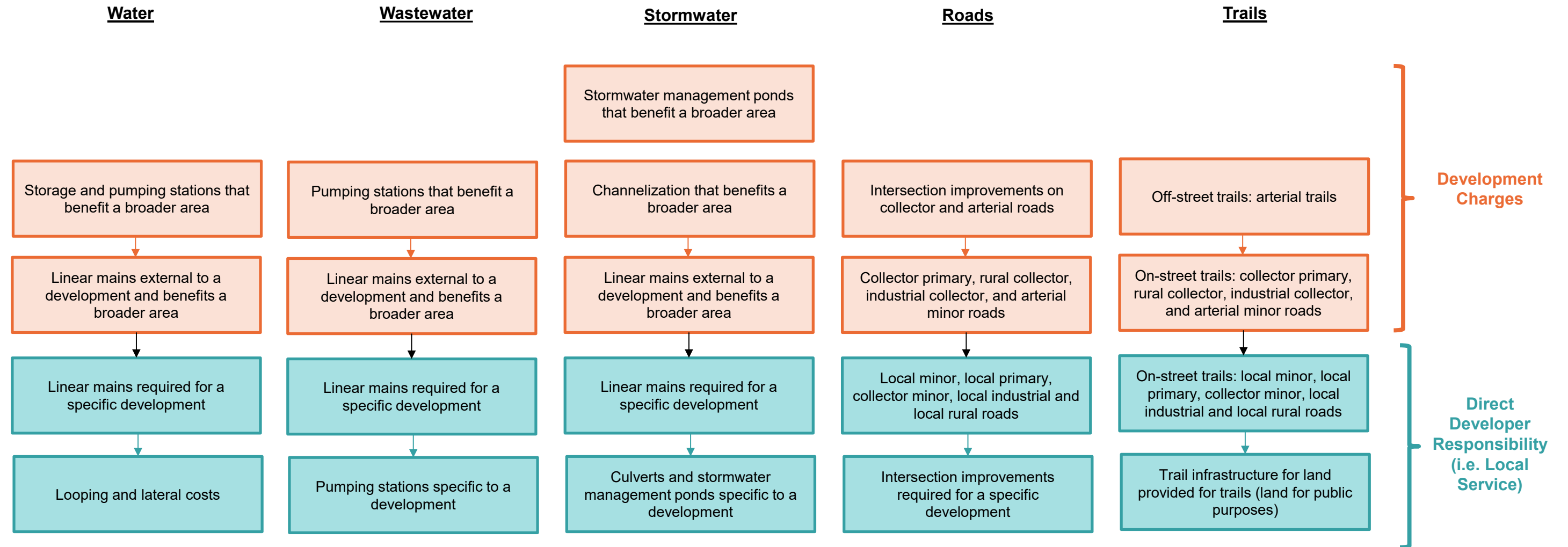


2.2 Application of DC Principles Framework

Based on the Town's DC Principles Framework, the infrastructure costs identified herein are proposed to be recovered through DCs. With respect to the sanitary sewer, the sewer is greater than 300mm and benefits a broader area of development. The road is proposed to be developed as a collector primary, which would be a DC-recoverable cost under the proposed framework. For reference, the hierarchy of cost recovery is summarized in Figure 2-4 below.



Figure 2-4
Town of Shediac
Hierarchy of Cost Recovery Methods by Service



Source: Town of Shediac Development Charges Policy Framework



Chapter 3

Development Charge Calculations



3. Development Charge Calculations

3.1 Methodology Overview

The following chapter presents the methodology and detailed calculations for the DCs for the Breaux Bridge Street extension and sanitary sewer. The calculations provided herein are based on the Town's Development Charge Principles Framework. Section 3 of the Principles Framework presents a hierarchy of cost recovery methods based on the capital infrastructure required to service growth. Based on the discussion in Section 2.2 above, and given that the works benefit a broader area, the costs are to be recovered through a development charge, based on the unit type for residential development and the square footage of gross floor area for non-residential development.

3.2 Capital Costs

Based on the infrastructure needs identified related to the new road and sanitary sewer, the following table summarizes the cost estimates for this work:

Table 3-1
Town of Shediac
Infrastructure Costs for Breaux Bridge Street

Project Component	Capital Cost Estimate (\$)
Road Extension	7,080,000
Sanitary Sewer	1,510,000

Note: costs are inclusive of contingencies, engineering, taxes, etc.

3.2.1 Allocation of Infrastructure Costs

Given that the sanitary sewer would only benefit the properties in Development Area 1, 100% of the costs are allocated to this area. It is assumed that 20% of the costs related to the road component of the project relate to Development Area 1, and 80% would benefit the broader area in Development Area 2. The following tables provide a breakdown of the allocation of the costs between the two areas:



Table 3-2
Town of Shediac
Allocation of Infrastructure Costs for Sanitary Sewer

Area	Share of Costs (%)	Share of Costs (\$)
Development Area 1	100%	1,510,000
Development Area 2	0%	-

Table 3-3
Town of Shediac
Allocation of Infrastructure Costs for Road Extension

Area	Share of Costs (%)	Share of Costs (\$)
Development Area 1	20%	1,416,000
Development Area 2	80%	5,664,000

3.3 Deductions

Subsection 4.7 of the Town's Principles Framework outlines required deductions from the increased need for service. Potential benefits include:

- Benefit to existing development;
- Anticipated grants, subsidies and other contributions; and
- Benefit to growth outside of the forecast period (Post-period Benefit)

These deductions are discussed in more detail below.

3.3.1 Reduction for Benefit to Existing Development

This step involves a reduction in the need by the extent to which such an increase in service would benefit existing development.

Where existing development has an adequate service level that will not be tangibly increased by an increase in service, no benefit would appear to be involved. For example, where expanding existing facilities simply replicates what existing residents are receiving, they receive very limited (or no) benefit as a result. On the other hand, where a clear existing service problem must be remedied, a deduction should be made accordingly.



With respect to the new sanitary sewer, this will only benefit the new development properties in Development Area 1. Given that the sanitary sewer will only benefit new growth, a reduction is not required to account for the benefit to existing development.

Conversely, the road extension will benefit new growth in Development Areas 1 and 2, but will also benefit the existing development in Development Area 2 by providing secondary travel routes and reduced traffic congestion on existing roadways. As a result, a portion of the costs need to be allocated to the existing developed properties. To calculate the share of the costs that are a benefit to existing development, the developed property areas of Development Area 2 have been included in the calculations. The share of the costs attributable to these areas are to be funded by the Town from non-DC sources (e.g. existing reserves and/or taxes).

3.3.2 Reduction for Anticipated Grants, Subsidies and Other Contributions

This step involves reducing the capital costs by capital grants, subsidies, and other contributions (including direct developer contributions required due to the local service framework) made or anticipated by Council. In addition, these reductions would also be considered in accordance with various rules such as the attribution between the share related to new versus existing development. That is, some grants and contributions may not specifically be applicable to growth or where Council targets fundraising as a measure to offset impacts on taxes.

No grants are anticipated to be received for this project. As a result, no deduction is required.

3.3.3 Reduction for Post-period Benefit

As the cost of the works is spread amongst the landowners in the DC area, the forecast period of development is not applicable in this case. Therefore, no deduction for future development lands is required.

3.4 Development Areas

3.4.1 Methodology

In order to undertake the DC calculations, the potential development within the charge area has been estimated based on the existing zoning. With respect to new



development, properties were first identified as residential or non-residential, based on their zoning. An assumed density of units per acre for residential development and square footage of gross floor area per acre for non-residential development was then applied to each property, based on the following assumptions:

Table 3-4
Town of Shediac
Density Assumptions

Zoning	Units/Gross Floor Area (sq.ft.) Per Acre	Basis for Density Assumption
Medium Density Residential	10	Units per acre
Low Density Residential	6	Units per acre
Mini Home Residential	6	Units per acre
High Density Residential	15	Units per acre
General Commercial	10,890	sq.ft. of gross floor area per acre
Institutional Services	10,890	sq.ft. of gross floor area per acre

These density assumptions were then applied to the areas of the development properties to determine estimated new residential units and square footage of non-residential gross floor area.

To determine the estimated population and employment associated with this new development, persons per unit assumptions provided by Town staff were applied to the projected new units, and floor space per worker assumptions were applied to the non-residential gross floor area as follows:



Table 3-5
Town of Shediac
Persons per Unit and Floor Space per Worker Assumptions

Zoning	Persons Per Unit	Floor Space per Worker (sq.ft.)
Medium Density Residential	2.5	-
Low Density Residential	3.0	-
Mini Home Residential	3.0	-
High Density Residential	2.0	-
Parks and Green Areas	-	-
General Commercial	-	550
Institutional Services	-	550

Based on the above methodology, the estimated new population and employment within Development Areas 1 and 2 are summarized below:

Table 3-6
Town of Shediac
Estimated Growth in Population and Employment

Projected Growth in Population/Employment	Development Area 1	Development Area 2
Population	1,989	5,444
Employment	649	506

This estimated growth is used as the basis for the DC calculation for the two areas, as summarized in the following subsections.

3.5 Development Charge Calculation

3.5.1 Sanitary Sewer

As noted in subsection 3.2, the sanitary sewer only provides benefit to the development properties in Development Area 1. To determine the share of costs attributable to residential versus non-residential development, sanitary flow assumptions from the Sewer System Master Plan undertaken by the Greater Shediac Sewerage Commission were applied to the new growth (note, non-residential flow assumptions are based on hectares of land area).



The total flows per day were then utilized to determine the share of DC costs to be recovered from residential and non-residential development. These calculations are summarized below:

Table 3-7
Town of Shediac
Allocation of Sanitary Sewer Costs

Growth in Population	1,449
Flow per capita per day (cu.m per day)	0.38
Total Flow per day	551

Growth in Non-Residential Area (hectares)	13.3
Flow per hectare per day (cu.m)	17
Total flow per day	226

Development Type	Flow per day (cu.m)	Share of DC Costs (%)	Share of DC Costs (\$)
Residential	551	71%	1,071,073
Non-Residential	226	29%	438,927

Note: property PID 70654074 is not subject to the sanitary sewer charge.

Based on the share of DC costs attributable to residential and non-residential development, the following table summarizes the DC calculation:

Table 3-8
Town of Shediac
DC Calculation for Sanitary Sewer

Development Type	Share of DC Eligible Costs	Population/Gross Floor Area (sq.ft.) Growth	DC per Capita/Non-Residential Gross Floor Area (sq.ft.)
Residential	\$1,071,073	1,449	\$739.18
Non-Residential	\$438,927	357,178	\$1.23
<u>By Residential Unit Type</u>	<u>PPU</u>	<u>DC per Unit Type</u>	
Low Density	3.0	\$2,218	
Medium Density	2.5	\$1,848	
High Density	2.0	\$1,478	

The calculated DC per capita is multiplied by the persons per unit (PPU) assumptions identified in Section 3.4 above to determine a DC per unit for residential development. The DC related to the sanitary sewer for a single detached dwelling (i.e. low density) is



\$2,218 per unit, and the DC for non-residential development is \$1.23 per sq.ft. of gross floor area.

3.5.2 Road Extension

3.5.2.1 Development Area 1

As identified in Table 3-3, \$1.42 million of the total capital cost related to the road extension is attributable to Development Area 1. Based on the projected growth in population and employment, 75% of the costs are attributable to residential development and 25% of the costs are attributable to non-residential development. This calculation is summarized in Table 3-9 as follows:

Table 3-9
Town of Shediac
Residential/Non-Residential Allocation of Costs for Road Extension
Development Area 1

Development Type	Projected Growth in Population/ Employment	Share of DC Costs (%)	Share of DC Costs (\$)
Residential	1,989	75%	1,067,636
Non-Residential	649	25%	348,364

The share of DC-eligible costs is allocated to residential and non-residential growth based on the projected share of population and employment growth. The residential share of the costs are then divided by the projected population to provide for a DC per capita, which is multiplied by the average persons per unit assumption to determine a DC per unit type. The non-residential share of costs are divided by the projected growth in gross floor area (sq.ft.) to provide for a DC per square. The DC calculation for the road extension for Development Area 1 is presented in Table 3-10 below:



Table 3-10
Town of Shediac
DC Calculation for Road Extension – Development Area 1

Development Type	Share of DC Eligible Costs	Population/Gross Floor Area Growth	DC per Capita/Non-Residential Gross Floor Area (sq.ft.)
Residential	\$1,067,636	1,989	\$536.77
Non-Residential	\$348,364	357,178	\$0.98
By Residential Unit Type	PPU	DC per Unit Type	
Low Density	3.0	\$1,610	
Medium Density	2.5	\$1,342	
High Density	2.0	\$1,074	

The calculated DC for a single detached dwelling in Development Area 1 is \$1,610 per unit and the non-residential DC is \$0.98 per square foot of gross floor area.

3.5.2.2 Development Area 2

Given that there is existing development in Development Area 2 that will benefit from the road extension, a deduction to the gross capital costs is required to account for this benefit. To determine the share of the costs attributable the existing development (i.e. the non-growth share), the total area of the existing properties relative to the development properties has been identified.

In order to allocate the costs equitably between the existing and new development, the properties are weighted based on density. In general, for areas that have more density, a larger share of the costs in the charge area will apply. Each property in the charge area has been broken down based on the zoning. To apply a weighting to each of the zoning categories, consideration was given to the number of trips anticipated to be generated by each land use (i.e. trip generation rates). The densities are multiplied by the trip generation rates identified in the Institute of Transportation Engineers Trip Generation Manual (Eleventh Edition), by land use. The zoning category weighting is then multiplied by each of the land areas to calculate the weighted land area. These calculations are summarized in Table 3-11 below:



Table 3-11
Town of Shediac
Weighted Area by Property Zoning

Property Zoning	Area (acres)	Trip Generation Rates	Weighted Area
<i>New/Development Properties</i>			
Medium Density Residential	183.92	0.30	55.91
Low Density Residential	34.95	0.52	18.10
Mini Home Residential	9.18	0.52	4.76
High Density Residential	3.68	0.28	1.05
Parks and Green Areas	12.44	0.00	-
Campground	4.15	0.00	-
General Commercial	24.94	0.66	16.40
Institutional Services	0.47	0.66	0.31
Subtotal - New	273.74		96.53
<i>Existing Properties</i>			
Existing Properties			
Medium Density Residential	109.25	0.30	33.21
Low Density Residential	82.58	0.52	42.77
Mini Home Residential	18.86	0.52	9.77
High Density Residential	135.34	0.28	38.56
Parks and Green Areas	-	0.00	-
Campground	36.66	0.00	-
General Commercial	56.22	0.66	36.96
Institutional Services	56.59	0.66	37.20
Subtotal - Existing	495.51		198.48
Total	769.25		295.01

This weighted land area is utilized to calculate the proportion of the costs attributable to growth (i.e. to be recovered through DCs) and non-growth (i.e. the proportion of costs to be funded through taxes/existing reserves). This calculation of the growth/non-growth share of costs is provided in the following table:

Table 3-12
Town of Shediac
Allocation of Growth/Non-Growth Shares of Costs – Development Area 2

Type	Area (Acres)	Area Weighted by Trip Generation	Growth/Non-Growth Share (%)	Growth/Non-Growth Share (\$)
Existing Properties	495.51	198.48	67%	\$3,811,000
New Properties	273.74	96.53	33%	\$1,853,000



With respect to the growth-related share of costs, the DC calculation follows the same methodology utilized for Development Area 1. The share of DC-eligible costs is allocated to residential and non-residential growth based on the projected share of population and employment growth. The residential share of the costs are then divided by the projected population to provide for a DC per capita, which is multiplied by the average persons per unit assumption to determine a DC per unit type. The non-residential share of costs are divided by the projected growth in gross floor area (sq.ft.) to provide for a DC per square foot. These calculations are presented in Table 3-13.

Table 3-13
Town of Shediac
DC Calculation for Breaux Bridge Street Extension – Development Area 2

Development Type	Projected Growth in Population/ Employment	Share of DC Costs (%)	Share of DC Costs (\$)
Residential	5,444	91%	1,695,404
Non-Residential	506	9%	157,596

Development Type	Share of DC Eligible Costs	Population/Gross Floor Area Growth	DC per Capita/Non-Residential Gross Floor Area (sq.ft.)
Residential	\$1,695,404	5,444	\$311.45
Non-Residential	\$157,596	276,743	\$0.57
<u>By Residential Unit Type</u>	<u>PPU</u>	<u>DC per Unit Type</u>	
Low Density	3.0	\$934	
Medium Density	2.5	\$779	
High Density	2.0	\$623	

The DC per single detached dwelling in Development Area 2 is \$934 per unit and \$0.57 per sq.ft. of non-residential gross floor area.

3.5.3 Summary of Development Charge Calculations

Based on the above calculations, new development in Development Area 1 will be subject to a DC for both the road extension and the sanitary sewer. The following table summarizes the total DC payable by residential unit type and non-residential square footage:



Table 3-14
Town of Shediac
Summary of DC Calculations – Development Area 1

Development Area 1	Residential (per unit)			Non-Residential (per sq.ft. of gross floor area)
	Low Density	Medium Density	High Density	
Roads	\$1,610	\$1,342	\$1,074	\$0.98
Sanitary Sewer	\$2,218	\$1,848	\$1,478	\$1.23
Total	\$3,828	\$3,190	\$2,552	\$2.20

With respect to Development Area 2, new development will be subject to a DC for the road portion of the costs only, as follows:

Table 3-15
Town of Shediac
Summary of DC Calculations – Development Area 2

Development Area 2	Residential (per unit)			Non-Residential (per sq.ft. of gross floor area)
	Low Density	Medium Density	High Density	
Roads	\$934	\$779	\$623	\$0.57
Sanitary Sewer	-	-	-	-
Total	\$934	\$779	\$623	\$0.57



Chapter 4

Development Charge Recommendations and Principles



4. Development Charge Recommendations and Principles

4.1 Introduction

Rules can be developed to determine if a development charge is payable in any particular case and to determine the amount of the charge, subject to any limitations. In general, the rules may provide for exemptions, phasing in, and/or indexing of charges.

The rules provided herein are based on the Town's existing policies as presented in the Town's Development Charge Principles Framework.

4.2 By-law Structure

It is recommended that one development charge by-law be used for all services related to the Breaux Bridge Street extension.

4.3 By-law Rules

The following subsections set out the recommended rules governing the calculation, payment and collection of development charges in accordance with the Town's Development Charge Principles Framework.

It is recommended that the following sections provide the basis for the development charges.

4.3.1 *Application of Charges*

- Local Services – Capital costs that are deemed local services are the responsibility of the developer to construct.
- Development Charges – Capital costs that are deemed Development Charges are to be calculated based on unit type for residential development and per square foot of gross floor area for non-residential development.



4.3.2 Indexing

- Indexing shall be based on Statistics Canada Non-residential Building Construction Price Index (Moncton Series).
- The by-law will include annual indexing using the terminology “shall” (i.e. not requiring an amendment to the by-law).

4.3.3 Timing of Collection

Where a building permit is required in relation to a building or structure, the owner shall pay the DC prior to the issuance of the permit.

Despite the above, Council, from time to time, may enter into agreements providing for all or any part of a DC to be paid before or after it would otherwise be payable.

4.3.4 Reduction for Redevelopment of Land

Where, as a result of the redevelopment of land, a building or structure existing on the same land in regard to such redevelopment was, or is to be demolished, in whole or in part, or converted from one principal use to another principal use on the same land, in order to facilitate the redevelopment, the development charges otherwise payable with respect to such redevelopment shall be reduced by the following amounts:

- A. in the case of a residential building or structure, or in the case of a mixed-use building or structure, the residential uses in the mixed-use building or structure, an amount calculated by multiplying the applicable development charge by the number, according to type, of dwelling units that have been or will be demolished or converted to another principal use; and
- B. in the case of a non-residential building or structure or, in the case of mixed-use building or structure, the non-residential uses in the mixed-use building or structure, an amount calculated by multiplying the applicable development charges, by the gross floor area that has been or will be demolished or converted to another principal use;

provided that such amounts shall not exceed, in total, the amount of the development charges otherwise payable with respect to the redevelopment.



4.3.5 Establishment of Reserve Funds

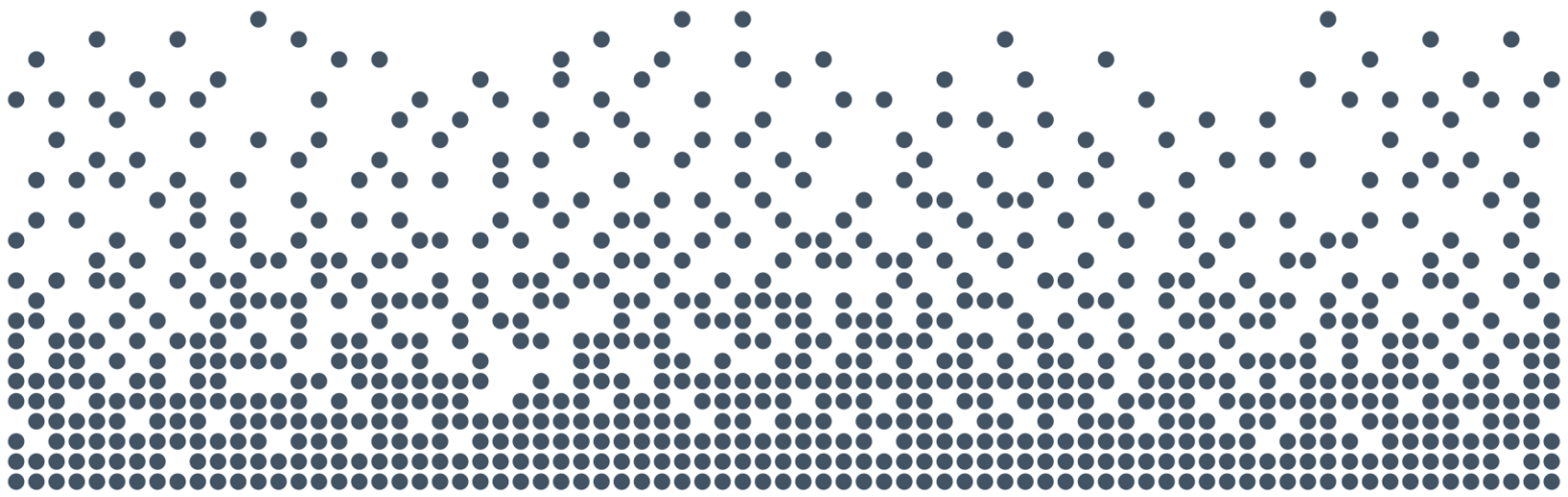
Establish reserve funds for each of the services identified in the by-law (e.g. sanitary sewers and roads).

4.3.6 The Applicable Areas

The charges developed herein will be imposed on the benefiting areas, as identified in Chapter 2 of this report.

4.3.7 By-law In-force Date

The development charge by-law comes into force on the day the by-law is registered at the Land Registry Office.



Appendices



Appendix A

Proposed Development Charge By-law



Appendix A: Proposed Development Charge By-law

BY-LAW # XX

A BY-LAW RESPECTING DEVELOPMENT CHARGES IN THE TOWN OF SHEDIAC

WHEREAS the Community Planning Act, Division G, provides that the Council of a municipality may by by-law impose development charges against land to pay for increased capital costs required because of increased needs for services;

NOW THEREFORE, the Council of The Town of Shediac, duly assembled, enacts as follows:

Title

1 This by-law may be cited as the “Development Charge By-Law”.

Definitions

2 The following definitions apply in this by-law:

“Act” means The Community Planning Act, SNB 2017, c. 19.

“benefiting area” means an area defined by a map, plan or legal description in this by-law or development charge agreement as an area that will receive a benefit from the construction of a service.

“capital cost” means costs incurred or proposed to be incurred by the Town as defined in the most recent Town of Shediac Development Charge Policy Framework document.

“council” means the Council of the Town of Shediac.

“development” has the same meaning as set out in the Act.

“development charge agreement” means an agreement between a landowner and the Town relative to the payment of development charges.

“development charge” means a charge imposed with respect to this by-law.



“dwelling unit” means one or more habitable rooms designed, occupied or intended for use by one or more persons as an independent and separate housekeeping unit in which kitchen and sanitary facilities are provided, as well as other room for the exclusive use of such persons, and which includes a private entrance from outside the building or from a shared hallway or indoor staircase, but does not include a hotel, a motel, camp or a recreational vehicle.

“high density” means multiple unit dwelling and two unit dwelling.

“low density” means single unit, semi-detached unit, and mini home.

“medium density” means rowhouse.

“mini home” means a pre-fabricated dwelling designed to be transported onto a lot in one piece.

“multiple unit dwelling” means a building, other than a row house containing three or more dwelling units but excludes hotels and motels.

“non-residential use” means a building or structure of any kind whatsoever used, designed or intended to be used for other than a residential use and includes all commercial, industrial and institutional uses.

“residential use” means land, buildings or structures of any kind whatsoever used, designed or intended to be used as living accommodations for one (1) or more individuals.

“rowhouse” means a building divided vertically into three dwelling units or more, each unit situated on a separate lot.

“semi-detached dwelling” means a single family dwelling attached to one other single family dwelling by a common above grade wall with each dwelling unit located on a separate lot.

“single unit dwelling” means a detached dwelling other than a mobile home or a mini home, a travel trailer or a motor home containing only one dwelling unit.

“two unit dwelling” means a dwelling containing two dwelling units on the same lot, each unit being separated by a wall or a ceiling and a floor without an opening, and where



each dwelling unit has a separate entrance, either leading directly outside or to a shared hallway.

Designation of services

3. (1) Development charges are imposed for the following service categories:
 - (a) new or expanded facilities for the supply and distribution of water,
 - (b) new or expanded facilities for the collection, treatment and disposal of sewage,
 - (c) new or expanded facilities for the provision of storm water management,
 - (d) new or expanded roads, sidewalks and trails required for or impacted by a subdivision or development,
 - (e) new or expanded streets,
 - (f) new traffic signs and signals and new or expanded transit facilities,
 - (g) land required for or in connection with facilities described in paragraphs (a) to (f).
3. (2) The components of the services designated in subsection (1) are described in Schedule "A".

Identification of properties and development charge payable by each

4. The numbered components of the services described in Schedule "A" apply to the benefiting areas in Schedule "B", in the respective amounts listed in Schedule "C".

Imposition of development charge

5. Development charges listed in Schedule "C" shall be imposed and collected from an applicant prior to the issuance of a building permit under the Zoning By-law.
6. The development charges set out in Schedule C shall be imposed on residential uses of lands, buildings or structures, including a dwelling unit accessory to a non-residential use and, in the case of a mixed-use building or structure, on the



residential uses in the mixed use building or structure, according to the type of residential unit, and calculated with respect to each of the services according to the type of residential use

7. The development charges described in Schedule C to this By-law shall be imposed on non-residential uses of lands, buildings or structures, and, in the case of a mixed use building or structure, on the non-residential uses in the mixed use building or structure, and calculated with respect to each of the services according to the total floor area of the non-residential use

Development charge agreement

8. Despite the imposition of the development charges herein, Council, by agreement, may give a credit towards a development charge in exchange for an applicant constructing services identified for growth in the Town's capital budget, at the applicant's expense.

Indexing

9. Development charges listed in Schedule "C" shall be automatically adjusted annually, in accordance with Statistics Canada's "Non-residential Building Construction Price Index (Moncton Series)".

Use of development charge funds

10. (1) The development charges collected pursuant to this by-law will be placed in separate account in accordance with the service categories designated in section 3 and will be expended solely toward those service categories.
10. (2) Council shall include the services identified for growth in the Town's capital budget.

Reduction of charges for redevelopment

11. Despite any other provisions of this By-law, where, as a result of the redevelopment of land, a building or structure existing on the same land in regard to such redevelopment was, or is to be demolished, in whole or in part, or converted from one principal use to another principal use on the same land, in order to facilitate the redevelopment, the development charges otherwise



payable with respect to such redevelopment shall be reduced by the following amounts:

- A. in the case of a residential building or structure, or in the case of a mixed-use building or structure, the residential uses in the mixed-use building or structure, an amount calculated by multiplying the applicable development charge under section 6 by the number, according to type, of dwelling units that have been or will be demolished or converted to another principal use; and
- B. in the case of a non-residential building or structure or, in the case of mixed-use building or structure, the non-residential uses in the mixed-use building or structure, an amount calculated by multiplying the applicable development charges under section 7, by the gross floor area that has been or will be demolished or converted to another principal use;

provided that such amounts shall not exceed, in total, the amount of the development charges otherwise payable with respect to the redevelopment.

Review

- 12. The rates in this by-law shall be reviewed every five years or earlier if required due to significant changes in development or capital costs following public consultation and does not include the indexing rate increase (or decrease) already provided for in Section 7.
- 13. The rate review shall include an update to the services required to service the designated lands for development in each benefiting area.

Severability

- 14. Where a Court of competent jurisdiction declares any section or part of a section of this by-law invalid, the remainder of this by-law shall continue in force unless the Court makes an order to the contrary.

MADE AND PASSED by the Council of the Town of Shediac duly assembled this [enter date].

First Reading:



Second Reading:

Third Reading:



SCHEDULE “A”

DESIGNATED MUNICIPAL SERVICES

1. BREUX BRIDGE STREET BENEFITING AREA

WHEREAS a development charge background study has been completed which identifies new infrastructure required to service the planned Breux Bridge Street Extension growth area in the Town of Shediac;

AND WHEREAS a public consultation has been completed that summarizes the public and stakeholder consultations held to facilitate public input on the Breux Bridge Street Extension Development Charge by-law;

AND WHEREAS the charges imposed by this by-law are related to capital costs attributable to projects included in the capital budget and to capital projects consistent to service residential, commercial, industrial, or institutional designated lands in the Breux Bridge Street Extension area;

NOW THEREFORE, the Town of Shediac designates the following services to be recoverable for the Breux Bridge benefiting areas:

Development Area 1:

- (1) Sanitary sewer: extension of sanitary sewer to development area
- (2) Transportation: extension of Breux Bridge Street

Development Area 2:

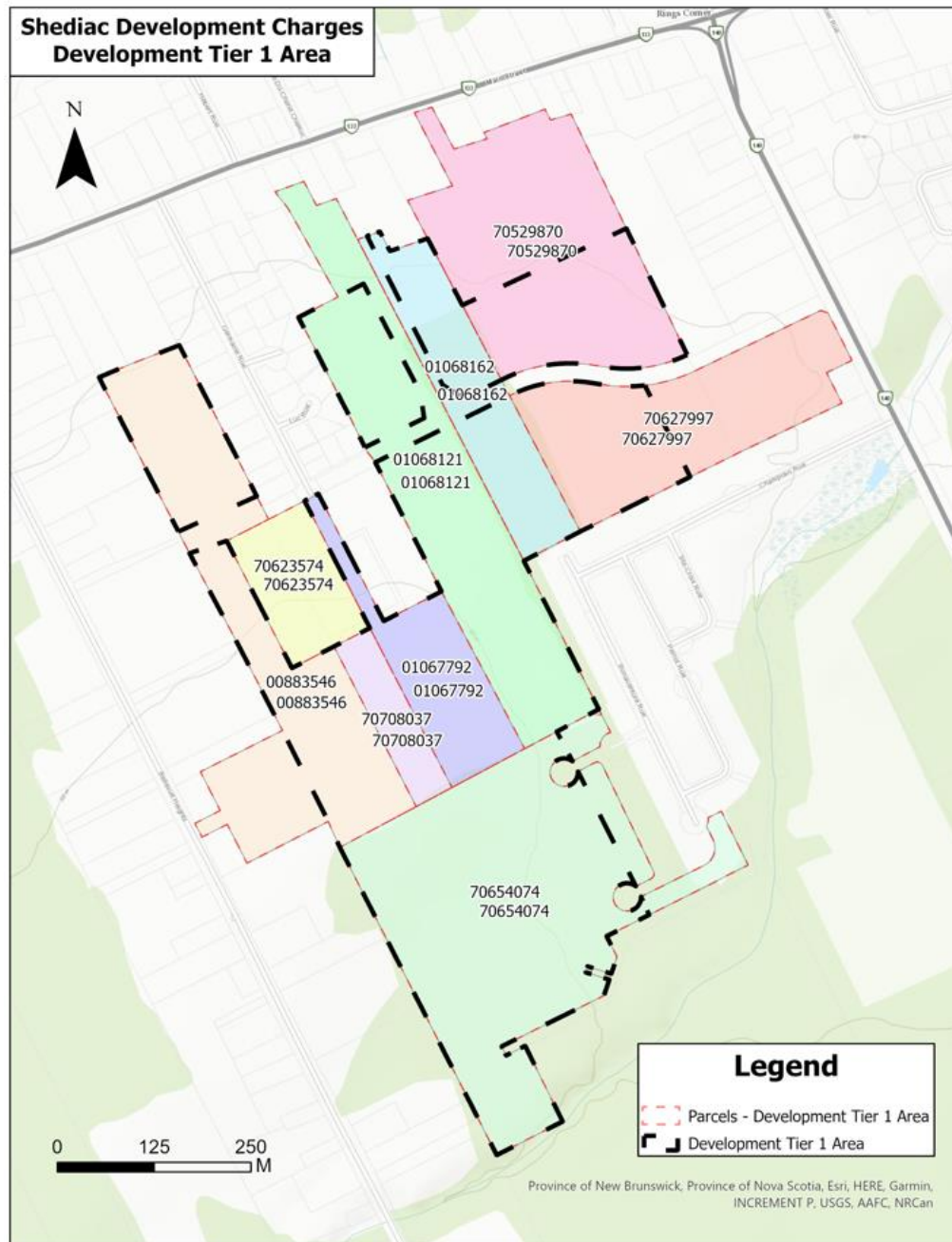
- (1) Transportation: extension of Breux Bridge Street



SCHEDULE "B"

BENEFITING AREAS

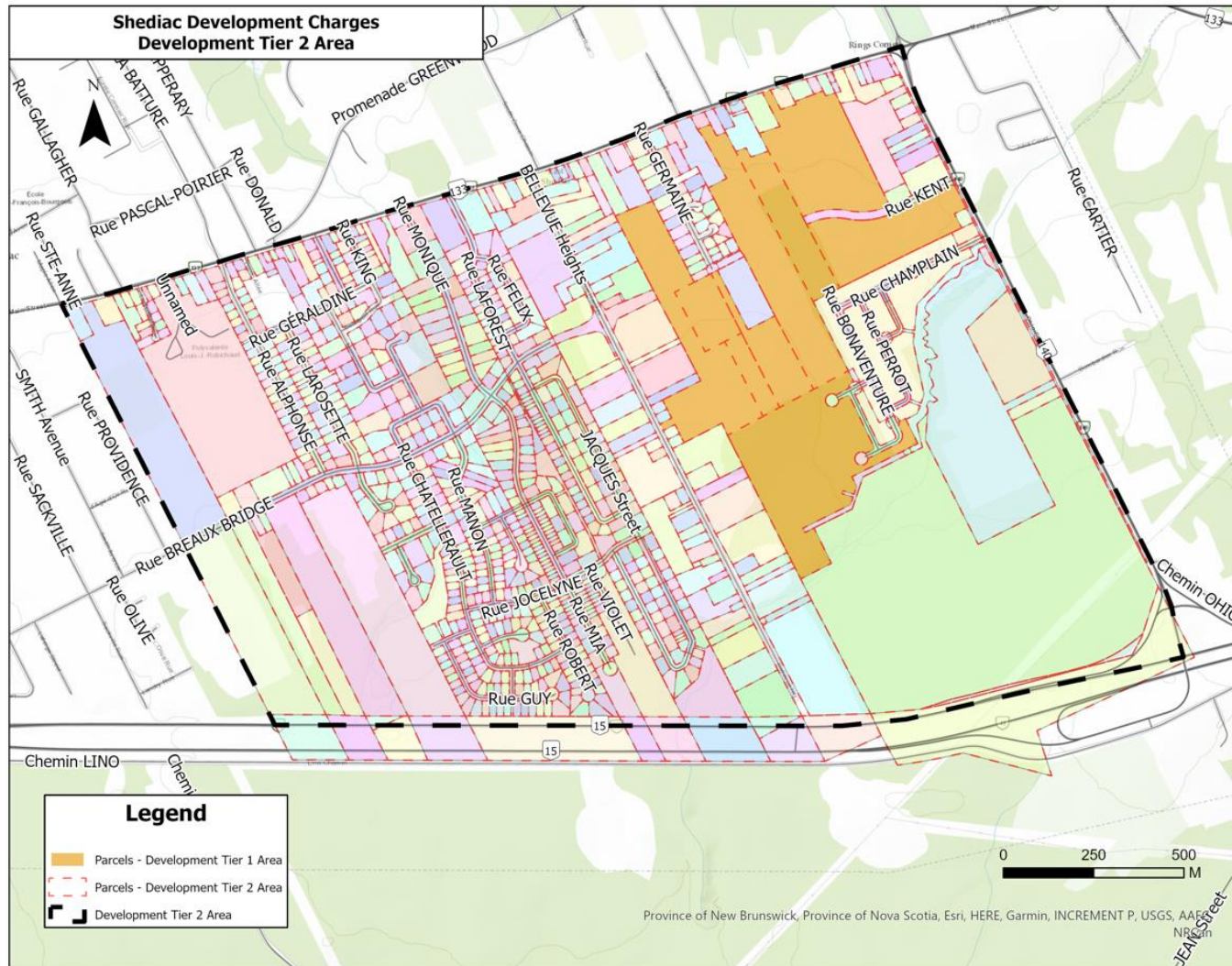
1. MAP OF BREAUX BRIDGE STREET EXTENSION BENEFITING AREA – DEVELOPMENT AREA 1



*Note: Property PID 70654074 is not subject to the sanitary sewer charge



2. MAP OF BREUX BRIDGE STREET EXTENSION BENEFITING AREA – DEVELOPMENT AREA 2





SCHEDULE "C"
DEVELOPMENT CHARGES PER BENEFITING AREA

1. Development Area 1

Service	Residential (per unit)			Non-Residential (per sq.ft. of gross floor area)
	Low Density	Medium Density	High Density	
Transportation	\$1,610	\$1,342	\$1,074	\$0.98
Sanitary Sewer	\$2,218	\$1,848	\$1,478	\$1.23
Total	\$3,828	\$3,190	\$2,552	\$2.20

*Note: Property PID 70654074 is not subject to the sanitary sewer charge

2. Development Area 2

Service	Residential (per unit)			Non-Residential (per sq.ft. of gross floor area)
	Low Density	Medium Density	High Density	
Transportation	\$934	\$779	\$623	\$0.57