

File Number: 39T-14504
F.Gerrits/A.Riley

TO:	CHAIR AND MEMBERS PLANNING AND ENVIRONMENT COMMITTEE
FROM:	GEORGE KOTSIFAS, P. ENG. MANAGING DIRECTOR, DEVELOPMENT AND COMPLIANCE SERVICES AND CHIEF BUILDING OFFICIAL
SUBJECT	SUBDIVISION SPECIAL PROVISIONS APPLICANT: 2219008 ONTARIO LIMITED SILVERLEAF SUBDIVISION 39T-14504 MEETING ON SEPTEMBER 11, 2017

RECOMMENDATION

That, on the recommendation of the Manager, Development Planning, the following actions be taken with respect to entering into a Subdivision Agreement between The Corporation of the City of London and 2219008 Ontario Limited for the subdivision of land over Part of Lot 75, West of the North Branch of the Talbot Road (Geographic Township of Westminster), City of London, County of Middlesex, situated on the south side of Pack Road, west of Colonel Talbot Road, municipally known as 3493 Colonel Talbot Road;

- (a) the Special Provisions, to be contained in a Subdivision Agreement between The Corporation of the City of London and 2219008 Ontario Limited for the Silverleaf Subdivision, Phase 2 (39T-14504) attached as Schedule "A", **BE APPROVED**;
- (b) the applicant **BE ADVISED** that the Director, Development Finance has summarized the claims and revenues attached as Schedule "B",
- (c) the financing for this project **BE APPROVED** as set out in the Source of Financing Report attached as Schedule "C"; and,
- (d) the Mayor and the City Clerk **BE AUTHORIZED** to execute this Agreement, any amending agreements and all documents required to fulfil its conditions.

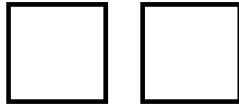
BACKGROUND

The subject property is situated in the southwest quadrant of the City of London at the southwest corner of Colonel Talbot Road and Pack Road. The property is within the City of London's Southwest Area Secondary Plan and forms part of the North Lambeth Residential Neighbourhood.

The site is approximately 40.5 ha (100ac) in size and is situated entirely within the City's Urban Growth Boundary with frontage along Colonel Talbot Road and Pack Road (both identified as arterial roads).

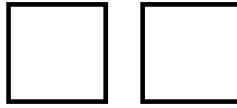
Residential subdivisions are situated immediately south and to the northeast of the subject site. Agricultural lands, rural residences and naturalized areas surround the balance of the property. The western boundary of the site is adjacent to the Dingman Creek corridor.

On September 15, 2014, an application was received for Draft Plan of Subdivision on the subject property. The area, comprised of 202 residential units in the form of single detached dwellings, two (2) medium density residential blocks (Blocks 204 and 205), one (1) mixed use block (Block 203), an institutional block (Block 176), five (5) walkway blocks (Blocks 177, 178, 211, 212 and 213), one (1) future development block (Block 206), two (2) park blocks (Blocks 207 and 208), two (2) open space blocks (Blocks 209 and 210), a stormwater management block (214) serviced by Pack Road, and six (6) local public streets (including the extension of Isaac Drive to the north). The subdivision was granted draft approved on March 24, 2016.



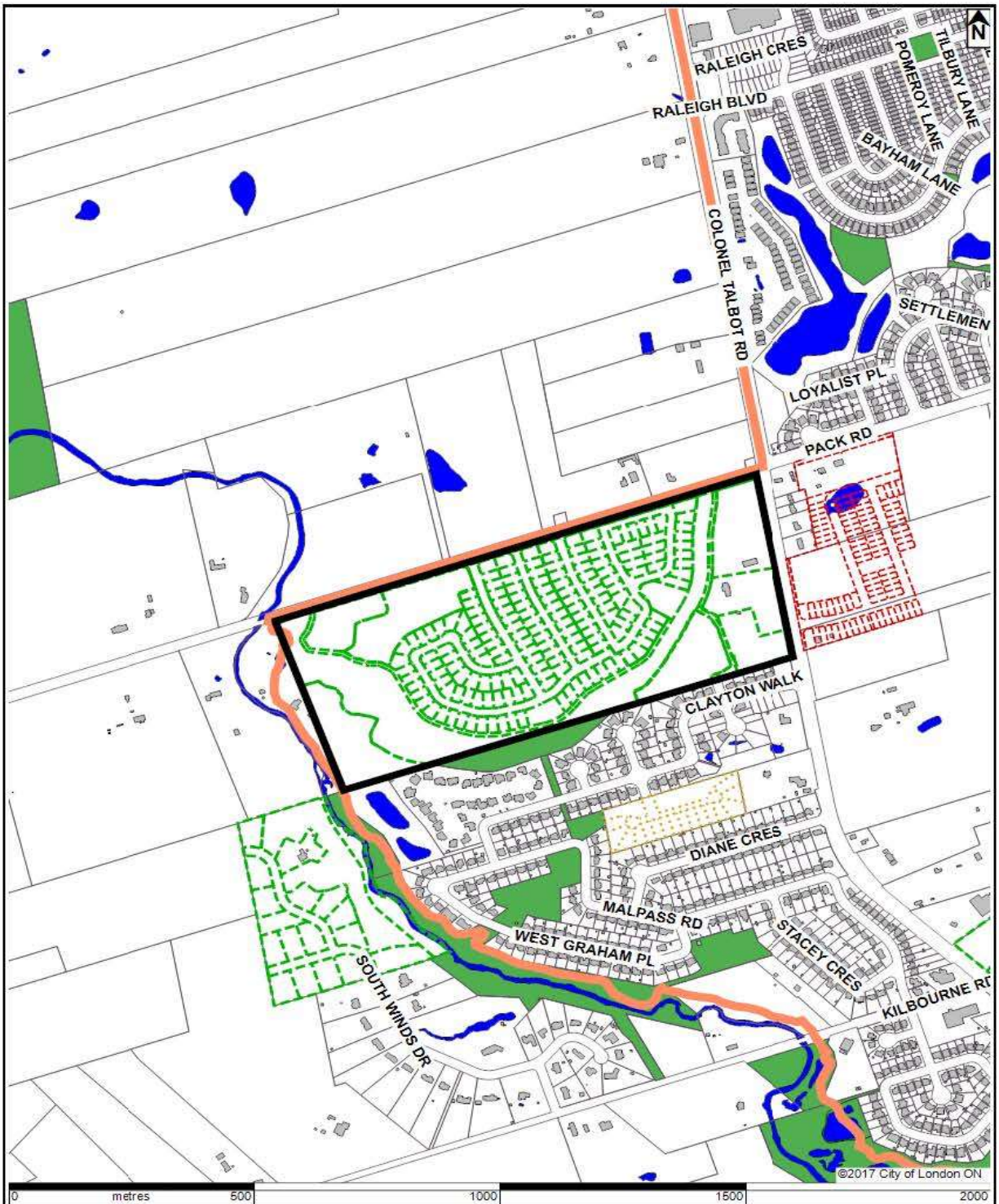
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
Phase 1 of the subdivision consisted of the Stormwater Management Facility B4. This phase of the subdivision (Phase 2) shall be registered in one (1) phase, consisting of 108 single family detached Lots and five (5) park blocks, two (2) open space blocks, one (1) medium density block and several road widening's and one foot reserve blocks.

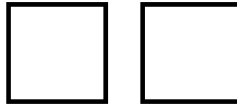


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Figure 1 – Location Map



<p>LOCATION MAP</p> <p>Subject Site: 3493 Colonel Talbot Rd Applicant: 2219008 Ontario Limited / York Developments File Number: 39T-14504 Planner: Alanna Riley Created By: Frank Gerrits Date: 2017-08-16 Scale: 1:10100</p> <p>Corporation of the City of London Prepared By: Planning and Development</p>	<p>LEGEND</p> <ul style="list-style-type: none">  Subject Site  Parks  Assessment Parcels  Buildings  Address Numbers
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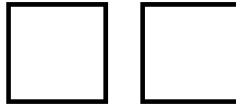
The anticipated reimbursements from the Development Charge Reserve Funds are:

- (i) for the construction of eligible storm sewers in conjunction with the Plan, subsidized at an estimated cost of which is \$417,634, excluding HST;
- (ii) for the construction of eligible watermains in conjunction with this Plan, subsidized at an estimated cost of which is \$97,340, excluding HST;
- (iii) for the construction and engineering cost of eligible open channel oversizing in conjunction with this plan, at an estimated cost of which is \$206,908, excluding HST, as per the accepted work plan;
- (iv) for the construction and engineering cost of left and right turn channelization on Pack Road at Grand Oak Crossing and right turn channelization on Pack Road at Silverleaf Chase and associated works, the estimated cost of which is \$656,702, excluding HST, as per the accepted work plan;
- (v) for the construction and engineering cost of a concrete sidewalk on Pack Road across the frontage of this Plan, the estimated cost of which is \$69,201, excluding HST, as per the accepted work plan;
- (vi) for the installation and engineering cost of street lights on Pack Road along the frontage of this plan, the estimated cost of which is \$291,250, excluding HST, as per the accepted work plan;
- (vii) for the construction and engineering cost of the New Major Open Space Network, the estimated cost of which is \$443,522 excluding HST, as per the accepted work plan;
- (viii) for the construction and engineering cost of the New Urban Park, the estimated cost of which is \$537,565, excluding HST, as per the accepted work plan;

DC Eligible	
Minor Storm and Water - Oversizing	\$721,882
Minor Roadworks - Pack Rd.	\$1,017,153
New Parks Infrastructure	\$981,087
Capital Works Budget	
Pack Rd. Rehab	\$222,076

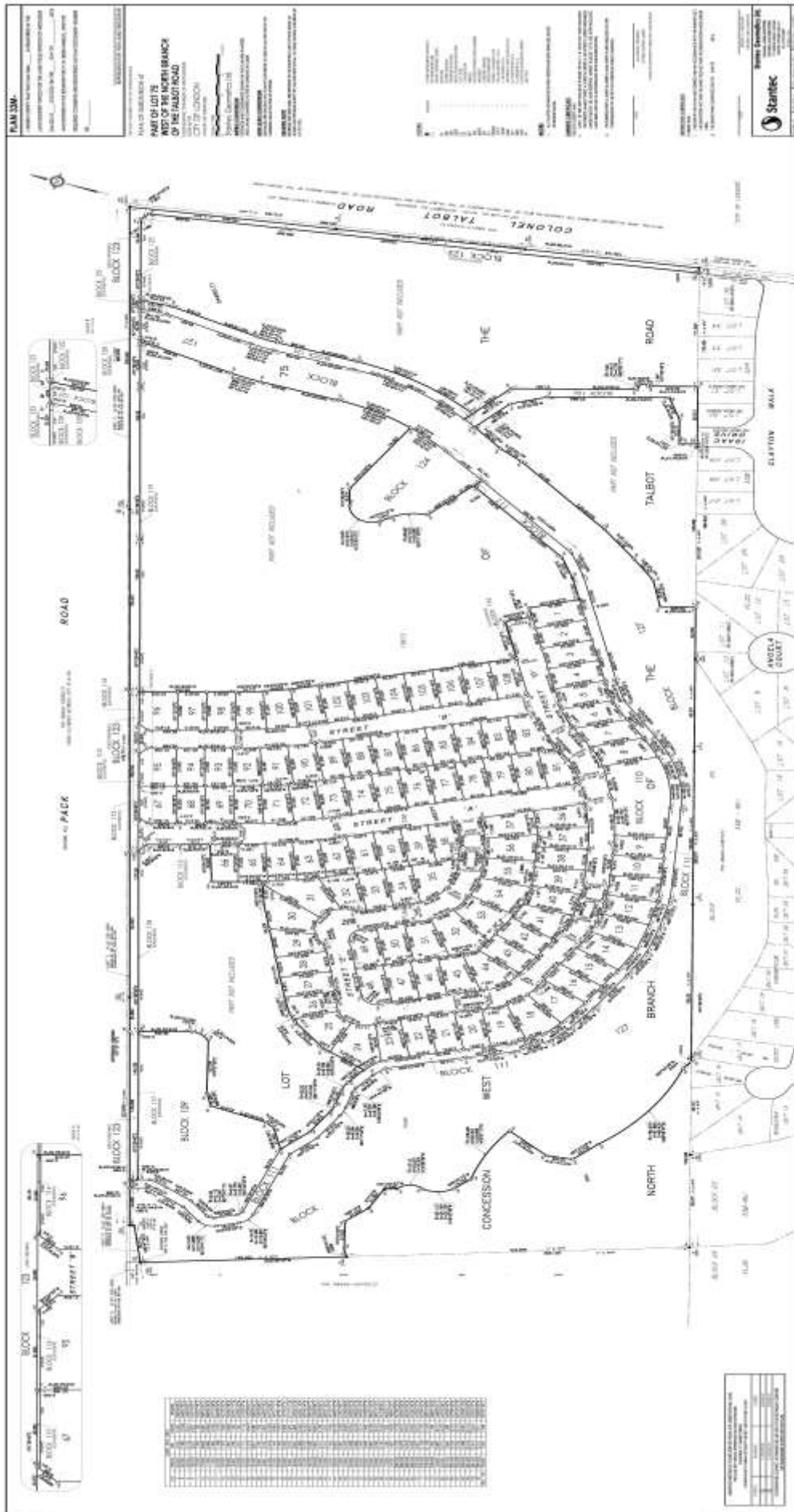
The claim from the Capital Budget will ensure continuity of the road surface from Colonel Talbot to the west limit of this plan. The costs identified benefit from economies of scale by having a single contractor complete the work for the development and the capital works. When comparing the cost of these minor roadworks to other projects identified in the 2014 Development Charge Background Study (DCBS), they are considered reasonable for a similar length of road.

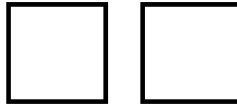
The DCBS was completed just after the Draft Plan approval for this subdivision. Staff have substituted some of the Parks works in the DCBS out to provide financing for these open space connections and the new urban park. There is no anticipated net impact to the overall Parks DC program as a number of identified projects in 2014 have had the timing shifted.



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Figure 2 – Plan of Subdivision (Phase II)





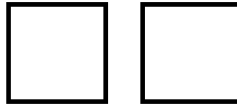
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The Development Services Division has reviewed these special provisions with the Owner who is in agreement with them. At the time of finalizing this subject report, the applicant and the City were still in negotiations over the final terms of the sale and transfer of Block 179 of the Draft Approved Plan. A follow-up report to Council may be warranted if an acceptable arrangement cannot be achieved.

This report has been prepared in consultation with the City’s Solicitors Office.

PREPARED BY:	RECOMMENDED BY:
ALANNA RILEY, MCIP, RPP SENIOR PLANNER DEVELOPMENT SERVICES DIVISION	LOU POMPILII, MPA, RPP MANAGER, DEVELOPMENT PLANNING DEVELOPMENT SERVICES
CONCURRED IN BY:	SUBMITTED BY:
PAUL YEOMAN, RPP, PLE DIRECTOR, DEVELOPMENT SERVICES	GEORGE KOTSIFAS, P. ENG. MANAGING DIRECTOR, DEVELOPMENT & COMPLIANCE SERVICES AND CHIEF BUILDING OFFICIAL

/fg
Attach
August 31, 2017



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<p>Schedule "A" SPECIAL PROVISIONS</p>
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5. STANDARD OF WORK

~~5.7 The Owner shall provide minimum side yard setbacks as specified by the City for buildings which are adjacent to rear yard catch basin leads which are not covered by an easement on Lots in this Plan.~~

~~The Owner shall register against the title of Lots which incorporate rear yard catchbasins, which includes Lots [redacted] in this Plan and all other affected Lots shown on the accepted plans and drawings, and shall include this information in the Agreement of Purchase and Sale or Lease for the transfer of each of the affected Lots, a covenant by the purchaser or transferee to observe and comply with the minimum building setbacks and associated underside of footing (U.S.F.) elevations, by not constructing any structure within the setback areas, and not disturbing the catchbasin and catchbasin lead located in the setback areas. This protects these catchbasins and catchbasin leads from damage or adverse effects during and after construction. The minimum building setbacks from these works and associated underside of footing (U.S.F.) elevations have been established as indicated on the subdivision lot grading plan, attached hereto as **Schedule "I"** and on the servicing drawings accepted by the City Engineer.~~

16. PROPOSED SCHOOL SITES

Remove Subsection 16.3 to 16.9 as there are no school blocks within this plan.

~~16.3 The Owner shall set aside an area or areas (being Block(s) [redacted]) as a site or sites for school purposes to be held subject to the rights and requirements of any School Board having jurisdiction in the area.~~

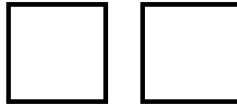
~~16.4 The School Boards shall have the right, expiring three (3) years from the later of the date on which servicing of the relevant site is completed to the satisfaction of the City or the date on which seventy percent (70%) of the Lots in the subdivision have had building permits issued, to purchase the site and may exercise the right by giving notice to the Owner and the City as provided elsewhere in this Agreement and the transaction of purchase and sale shall be completed no later than two (2) years from the date of giving notice.~~

~~16.5 The School Boards may waive the right to purchase by giving notice to the Owner and the City as provided elsewhere in this Agreement.~~

~~16.6 Where all School Boards have waived the right to purchase, the City shall then have the right for a period of two (2) years from the date on which the right to purchase by the School Board has expired or has been waived as the case may be, to purchase the site for municipal purposes and may exercise the right by giving notice to the Owner as provided elsewhere in this Agreement and the transaction of purchase and sale shall be completed no later than sixty (60) days from the date of giving notice.~~

~~16.7 The Owner agrees that the school blocks shall be:~~

- ~~(a) graded to a one percent (1%) grade or grades satisfactory to the City, the timing for undertaking the said works shall be established by the City prior to the registration of the Plan; and~~
- ~~(b) top-soiled and seeded to the satisfaction of the City, the timing for undertaking the said works to be established prior to assumption of the subdivision by the City.~~



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~~16.8 Where the Owner has been required to improve the site by grading, top-soil and seeding, the responsibility of the Owner for the maintenance of the site shall cease upon completion by the Owner of his obligations under this Agreement.~~

~~16.9 If and when the City purchases the site, the City may establish a policy with respect to the ultimate use or disposition of the site.~~

25.1 STANDARD REQUIREMENTS

Remove subsection 25.1 (h) as there are no walkways in this plan.

~~(h) Prior to the issuance of a Certificate of Conditional Approval, or as otherwise agreed to by the City, the Owner shall construct a chain link fence without gates, adjacent to the walkway(s) (Block(s) 111, 125 and 126) in accordance with City Standard No. SR-7.0.~~

Add the following new Special Provisions:

Prior to the issuance of a Certificate of Conditional Approval, the Owner shall make all necessary arrangements with any required owner(s) to have any existing easement(s) in this plan quit claimed to the satisfaction of the City and at no cost to the City. The Owner shall protect any existing municipal or private services in the said easement(s) until such time as they are removed and replaced with appropriate municipal and/or private services at no cost to the City.

Following the removal of any existing municipal or private services from the said easement and the appropriate municipal services and/or private services are installed and operational, the Owner shall make all necessary arrangements to have any section(s) of easement(s) in this plan, quit claimed to the satisfaction of the City, at no cost to the City.

Prior to assumption of this subdivision in whole or in part by the City, and as a condition of such assumption, the Owner shall pay to the City Treasurer the following amounts as set out or as calculated by the City, or portions thereof as the City may from time to time determine:

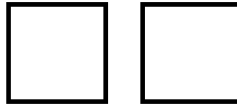
- (i) For the removal of the temporary turning circle on Silver Creek Circle outside this Plan, an amount of \$5,000;
- (ii) Removal of temporary maintenance access, an amount of \$5,000; and
- (iii) Removal of temporary erosion and sediment control measures, external to the plan, an amount of \$20,000

The Owner shall to register on title and include in all Purchase and Sale Agreements the requirement that the homes to be designed and constructed on all corner lots in this plan (including lots with side frontages to parks and/or open spaces), are to have design features, such as but not limited to porches, windows or other architectural elements that provide for a street oriented design and limited chain link or decorative fencing along no more than 50% of the exterior side yard abutting the exterior side yard road/park/open space frontage. Further, the owner shall obtain approval of their proposed design to the satisfaction of the Director of Development Services or his/her designate prior to any submission of an application for a building permit for corner lots with an exterior side yard or an interior side yard fronting a street, park or open space block in this Plan.

25.1 CLAIMS

Remove Subsection 25.2 (b) and **replace** with the following:

(b) If the Owner alleges an entitlement to any reimbursement or payment from a development charge Reserve Fund as a result of the terms hereof, the Owner may, upon approval of this Agreement and completion of the works, make application to the Director – Development Finance for payment of the sum alleged to be owing, and as confirmed by the City Engineer (or designate) and the Director – Development Finance and the payment will be made



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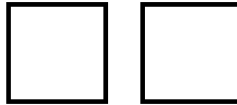
pursuant to any policy established by Council to govern the administration of the said development charge Reserve Fund.

The anticipated reimbursements from the development charge Reserve Funds are:

- (ix) for the construction of eligible storm sewers in conjunction with the Plan, subsidized at an estimated cost of which is \$417,634, excluding HST, as per the accepted work plan;
- (x) for the construction of eligible watermains in conjunction with this Plan, subsidized at an estimated cost of which is \$97,340, excluding HST, as per the accepted work plan;
- (xi) for the construction of eligible open channel oversizing in conjunction with this plan, at an estimated cost of which is \$179,920, excluding HST, as per the accepted work plan;
- (xii) for engineering costs for the open channel oversizing, the estimated cost of which is \$26,988, excluding HST, as per the accepted work plan;
- (xiii) for the construction of left and right turn channelization on Pack Road at Grand Oak Crossing and right turn channelization on Pack Road at Silverleaf Chase and associated works, the estimated cost of which is \$563,693, excluding HST, as per the accepted work plan;
- (xiv) for engineering costs for the channelization on Pack Road, the estimated cost of which is \$93,009, excluding HST, as per the accepted work plan;
- (xv) for the construction of a concrete sidewalk on Pack Road across the frontage of this Plan, the estimated cost of which is \$59,400, excluding HST, as per the accepted work plan;
- (xvi) for engineering costs for the sidewalk on Pack Road, the estimated cost of which is \$9,801, excluding HST, as per the accepted work plan;
- (xvii) for the installation of street lights on Pack Road along the frontage of this plan, the estimated cost of which is \$250,000, excluding HST, as per the accepted work plan;
- (xviii) for engineering costs for the street lights on Pack Road, the estimated cost of which is \$41,250, excluding HST, as per the accepted work plan;
- (xix) for the construction of the New Major Open Space Network, the estimated cost of which is \$396,735, excluding HST, as per the accepted work plan;
- (xx) for engineering costs for the construction of the New Major Open Space Network, the estimated cost of which is \$46,787, excluding HST, as per the accepted work plan;
- (xxi) for the construction of the New Urban Park, the estimated cost of which is \$497,965, excluding HST, as per the accepted work plan;
- (xxii) for engineering costs for the construction of the New Urban Park, the estimated cost of which is \$39,600, excluding HST, as per the accepted work plan;

The estimated amounts herein will be adjusted in accordance with contract prices in the year in which the work is carried out.

Funds needed to pay the above claims will be committed (on a subdivision by subdivision basis) from approved capital budgets at the time of approval of this agreement, unless funds in approved capital budgets are insufficient to accommodate commitment to the full extent of the estimated claims. In this case (ie. insufficient capital budget), the excess of the



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estimated claim over the approved budget shall be submitted for Council approval in the next following budget year.

Claims approvals shall generally not materially exceed approved and committed funding in the capital budget for the estimated claims listed in this agreement.

Any funds spent by the Owner pending future budget approval (as in the case of insufficient capital budget described above), shall be at the sole risk of the Owner pending Council approval of sufficient capital funds to pay the entire claim.

Add the following new Special Provisions:

Where the proposed development calls for the construction of works, and where the Owner is of the opinion that such works are eligible to be funded in whole or in part from development charges as defined in the DC By-law, and further, where such works are not oversized pipe works (sanitary, storm or water – the reimbursement of which is provided for in subsidy tables in the DC By-law), then the Owner shall submit through their consulting engineer an engineering work plan for the proposed works satisfactory to the City Engineer (or designate) and City Treasurer (or designate). The Owner acknowledges that:

- i) no work subject to a work plan shall be reimbursable until both the City Engineer (or designate) and City Treasurer (or designate) have reviewed and approved the proposed work plan; and
- ii) in light of the funding source and the City's responsibility to administer development charge funds collected, the City retains the right to request proposals for the work from an alternative consulting engineer.

The following works required by this subdivision shall be subject to a work plan:

- i) Channelization on Pack Road
- ii) Open space network
- iii) Street lights on Pack Road
- iv) Sidewalk on Pack Road
- v) New Urban Park
- vi) Open channel oversizing costs

If the Owner alleges an entitlement to any reimbursement or payment from the City's Capital Works Budget as a result of the terms hereof, the Owner may, upon approval of this Agreement, make application to the Director – Development Finance for payment of the sum alleged to be owing, and as confirmed by the City Engineer and the Director – Development Finance and the payment will be made pursuant to any policy established by Council to govern the administration of the said Capital Works Budget.

The anticipated reimbursements from the Budget are:

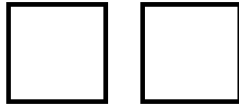
- For the cost of construction of roadworks on Pack Road, the estimated cost of which is \$193,110, limited to this maximum amount.

25.5 EROSION AND SEDIMENT CONTROL

Add the following new Special Provisions:

Prior to the issuance of any Certificates of Conditional Approval, the Owner shall install all temporary erosion and sediment control measures and these measures are to be operational as per the accepted engineering drawings, to the satisfaction of the City, at no cost to the City.

Prior to the issuance of a Certificate of Conditional Approval for Lots 16 to 19 and Park Block 124, the Owner shall remove any temporary sediment basins and associated works and



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construct necessary any servicing, as per the accepted engineering drawings, to the satisfaction of the City, at no cost to the City.

- # The Owner shall decommission any temporary sediment basins and associated infrastructure in this plan when warranted, to the satisfaction of the City, at no cost to the City.

The Owner is responsible for all costs related to the decommissioning of any temporary sediment basin(s) work and any redirection of sewers and overland flow routes.

25.6 GRADING REQUIREMENTS

Add the following new Special Provisions:

- # The Owner shall grade the portions of Lots 67, 95 and 96 and Block 127 inclusive, which have a common property line with Pack Road, to blend with the ultimate profile of Pack Road, in accordance with the City Standard "Subdivision Grading Along Arterial Roads" and at no cost to the City.

The Owner shall direct its professional engineer to establish and have accepted by the City Engineer the grades to be taken as the future centreline grades of Pack Road. From these, the Owner's Professional Engineer shall determine the elevations along the common property line which will blend with the reconstructed road. These elevations shall be shown on the subdivision Lot Grading Plan submitted for acceptance by the City.

- # Prior to the issuance of any Certificate of Conditional Approval, the Owner shall obtain permission for external grading on the north side of Pack Road, from the adjacent property owner to the north to regrade a portion of the property, in conjunction with grading and servicing of this subdivision, to the specifications of the City, at no cost to the City.

- # Prior to the issuance of any Certificates of Conditional Approval, the Owner shall have its professional engineer provide shop drawings, certified by a structural engineer, of the proposed retaining walls, to the satisfaction of the City.

- # Prior to the issuance of any Certificate of Conditional Approval in this Plan, the Owner shall construct the proposed retaining wall adjacent to the rear and/or side property lines of each of the said Lot as shown on the accepted engineering drawings and have its professional engineer certify that the said walls were constructed in accordance with the accepted engineering drawings, all to the satisfaction of the City.

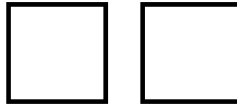
- # The Owner shall register against the title of Lots 11 to 22 in this Plan, and include in the Agreement of Purchase and Sale for the transfer of the said Lots, a covenant by the purchaser or transferee stating that the purchaser or transferee of the Lot shall be responsible for the maintenance of the retaining walls in the future located on the said Lot, at no cost to the City.

- # Prior to assumption, the Owner's professional engineer shall certify to the City, the retaining walls on Lots 11 to 22 are in a state of good repair and functioning as intended, all to the satisfaction of the City.

- # The Owner shall provide necessary fill in this plan and provide positive drainage and the existing channel and SWM facility as per the accepted engineering drawings, to the satisfaction of the City, at no cost to the City.

- # Prior to the issuance of any Certificate of Conditional Approval, the Owner shall construct the ditch between the proposed SWM Facility and Pack Road, to be built by the City, and Grand Oak Crossing as per the accepted engineering drawings, to the satisfaction of the City.

- # The Owner shall register a warning clause against the title of Lot 24 in this Plan, and include in the Agreement of Purchase and Sale for the transfer of the said Lot, a covenant by the purchaser or transferee stating that the purchaser or transferee of the Lot shall maintain the overland flow route and ditch as per the accepted engineering drawings, to the satisfaction



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of the City.

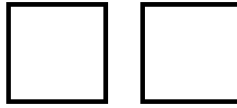
25.7 STORM WATER MANAGEMENT

Remove Subsection 25.7 (a) and **replace** with the following:

- (a) The Owner shall have its Professional Engineer supervise the construction of the stormwater servicing works, including any temporary works, in compliance with the drawings accepted by the City Engineer, and according to the recommendations and requirements of the following, all to the satisfaction of the City Engineer:
- i) The SWM criteria and environmental targets for the Dingman Creek Subwatershed Study and any addendums/amendments;
 - ii) The approved Storm/Drainage and SWM Servicing Functional Report for the subject lands;
 - iii) The approved Functional Stormwater Management Plan/Report for Dingman Tributary Regional SWM Facility B-4 or any updated Functional SWM Plan;
 - iv) The accepted Municipal Class Environmental Assessment (EA) Study for Storm/Drainage and Stormwater Management (SWM) Servicing and Tributary Improvement/Modifications Works for the Dingman Creek No. B-4 SWM Facility and any addendums/amendments;
 - v) The approved Courtney Environmental Impact Study (EIS) for this site prepared by Stantec Consulting Ltd. (July 2014) and any addendums/amendments;
 - vi) The approved Functional Stormwater Management Plan for North Lambeth Subdivision, prepared by Cumming Cockburn Limited (2005) or any updated Functional SWM Plan;
 - vii) The City's Design Requirements for Permanent Private Stormwater Systems approved by City Council and effective as of January 1, 2012. The stormwater requirements for PPS for all medium/high density residential, institutional, commercial and industrial development sites are contained in this document, which may include but not be limited to quantity/quality control, erosion, stream morphology, etc;
 - viii) The Stormwater Letter/Report of Confirmation for the subject development prepared and accepted in accordance with the file manager process;
 - ix) The City's Waste Discharge and Drainage By-laws, lot grading standards, policies, requirements and practices;
 - x) The City of London Design Specifications and Requirements Manual, as revised;
 - xi) The Ministry of the Environment and Climate Change (MOECC) SWM Practices Planning and Design Manual (2003); and
 - xii) Applicable Acts, Policies, Guidelines, Standards and Requirements of all required approval agencies.

Add the following new Special Provisions:

- # The Owner shall develop the proposed plan of subdivision in accordance with the Design and Construction of Stormwater Management Facilities, Policies and processes identified in Appendix 'B-1' and 'B-2' Stormwater Management Facility "Just in Time" Design and Construction Process adopted by Council on July 30, 2013 as part of the Development Charges Policy Review: Major Policies Covering Report.



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- # Prior to the issuance of any Certificate of Conditional Approval, the Owner shall install the proposed stormwater management system, as identified on the accepted engineering drawings, including the headwall in this plan, to the satisfaction of the City.

25.8 SANITARY AND STORM SEWERS

Remove Subsection 25.8 (c) and **replace** with the following:

- (c) The Owner shall construct the storm sewers to service the Lots and Blocks west of the watercourse in this Plan, which is located in the Dingman Creek Subwatershed, and connect them to the City's proposed SWM Facility B-4 and to service Lots and Blocks east of the watercourse to the existing storm sewer system being the 1200 mm diameter storm sewer on Isaac Drive in Plan M-524 and the 1350 diameter storm sewer at the east limit of the B-4 Stormwater Management Facility ~~(Block 109)~~.

The storm sewers required in conjunction with this Plan shall be sized to accommodate all upstream lands to the specifications of the City Engineer and at no cost to the City unless otherwise specified herein.

Remove Subsection 25.8 (j) as this is not required.

- ~~(j) The Owner shall register on title of Block [redacted] in this Plan and include in the Purchase and Sale Agreement, a covenant that the owner of Block [redacted] in this Plan shall be responsible for installing a sanitary private drain connection, at the owner's expense, from the said block to the proposed municipal sanitary sewer to the (North, South, East, West) of this Block in City owned lands [redacted] described [redacted], or an alternative sanitary outlet, to the satisfaction of the City Engineer, at no cost to the City, should the said block not be developed in conjunction with or serviced through other lands to the east of this block intended to be jointly developed as a school.~~

Remove Subsection 25.8 (o) and **replace** with the following:

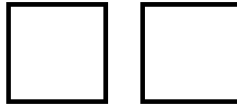
- (o) The Owner shall construct the sanitary sewers to service the Lots and Blocks in this Plan and connect them to the City's existing sanitary sewage system being the 250 mm diameter sanitary sewer on Isaac Drive in Plan M-524.

The sanitary sewers required in conjunction with this Plan shall be sized to accommodate all upstream lands to the specifications of the City Engineer and at no cost to the City unless otherwise specified herein.

Add the following new Special Provisions:

- # Prior to the issuance of any Certificates of Conditional Approval, the Owner shall construct the following to the specifications and satisfaction of the City Engineer, as per the accepted engineering drawings:
- i) a pipe to convey flow from the intermittent tributary upstream of Pack Road West, from the existing culvert to an approved outlet along Mather Stream and all associated works (eg. headwall), including any additional land and/or easements, if necessary;
 - ii) a pipe to convey flow for the rerouting of the westerly tributary upstream of Pack Road West and all associated works to SWM Facility B-4, including any additional land and/or easements, if necessary;
 - iii) channel enhancements to the Upper Reach of the Mathers Stream corridor, all in accordance with the Dingman Creek No. B-4 SWM Facility and Tributary Channel Improvement/Modification EA (April 2015) and in accordance with Section 9.7 of the EA, to the satisfaction of the Upper Thames River Conservation Authority and the City.

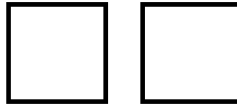
- # Prior to the issuance of any Certificates of Conditional Approval, the Owner shall construct



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all temporary measures (eg. DICBs, temporary sediment basins, etc.), external to this plan, and provide all necessary easements, as per the accepted engineering drawings, to the satisfaction of the City, at no cost to the City.

- # The Owner acknowledges that a Certificate of Conditional Approval will not be issued until the proposed Regional Dingman Tributary SWM Facility B-4, (to be built by the City), to serve this Plan, is constructed and operational, all to the satisfaction of the City Engineer.
 - # The Owner shall co-ordinate the work associated with this Plan of Subdivision with the City's proposed construction of the SWM Facility B-4.
 - # The Owner shall grade and drain the boundary of Block 111 to blend in with the abutting SWM Facility B-4, all to the satisfaction of the City, at no cost to the City.
 - # Prior to assumption, the Owner shall operate, monitor and maintain all stormwater works associated with this Plan. The Owner shall ensure that any removal and disposal of sediment is to an approved site in accordance with the Ministry of the Environment and the Ministry of Natural Resources.
 - # Prior to the issuance of any Certificates of Conditional Approval, the Owner shall pay to the City an amount of \$195,000 for the cost of a generator, noise enclosure and all associated works for necessary upgrades to the Southwinds Pumping Station in order to develop this plan, all to the specifications and satisfaction of the City. The City will install the generator and noise enclosure and all associated works upon receipt of sufficient payment, all at no cost to the City
- Should payment not be received from the Owner for these upgrades, the Owner shall not develop this plan of subdivision until the Colonel Talbot Pumping Station is constructed and operational, all to the satisfaction of the City.
- # The Owner shall not develop more than 84 units in this plan of subdivision until the Colonel Talbot Pumping Station is constructed and operational (to be constructed by the City), to the satisfaction of the City.
 - # The Owner shall implement the following enhanced inflow and infiltration (i&i) measures as per the accepted design studies, to the satisfaction of the City, at no cost to the City:
 - i) install an inspection type chamber/clean out complete with a closed pressure tight gate cassette plug at each lot line on the sanitary pdc, to be removed in the presence of City staff or the Owner's Professional Engineer prior to house occupancy; the Owner is to provide shop drawings or include a typical detail with the engineering drawings of the inspection chamber/clean out complete with the pressure tight gate;
 - ii) provide regular unscheduled inspection of basement excavations by the Owner's agents to ensure sanitary connections remain capped until plumbing connections are made;
 - iii) provide a notice to all builders and homeowners within the development, complete with an acknowledgement of receipt, regarding sanitary pdc's and the City's By-law WM-4 and secure against any infraction as a deterrent;
 - iv) wrap all manhole joints at time of installation; and
 - v) permit the City to install a flow monitor in the sewer to monitor inflow and infiltration and potential impacts to the Southwinds PS and if mitigation is required all flow data will be made available to the Owner.
 - # Prior to the issuance of any Certificate of Conditional Approval, the Owner shall construct new services and make adjustments to the existing works and services on Isaac Drive in Plan M-524, if required, adjacent to this plan to accommodate the proposed works and services on this street for this plan (eg. private services, street light poles, traffic calming, etc.) in accordance with the approved design criteria and accepted drawings, all to the



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satisfaction of the City Engineer, at no cost to the City.

- # The Owner shall register all appropriate easements (eg. sanitary and maintenance access and servicing corridor east of the channel) for all proposed municipal storm and sanitary works required to service this plan of subdivision and external lands, all to the satisfaction of the City Engineer, at no cost to the City.

25.9 WATER SERVICING

Remove Subsection 25.9 (d) and **replace** with the following:

- (d) Prior to the issuance of any Certificates of Conditional Approval, the Owner shall install and commission the accepted water quality measures required to maintain water quality within the water distribution system during build-out, all to the satisfaction of the City Engineer, at no cost to the City. The measures which are necessary to meet water quality requirements, including their respective flow settings, etc. shall be shown clearly on the engineering drawings.

Remove Subsection 25.9 (h) and **replace** with the following:

- # The Owner shall construct a watermain on Pack Road as per the accepted engineering drawings, to the satisfaction of the City.
- # Prior to the issuance of any Certificates of Conditional Approval, and in accordance with City standards, or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of water service to this draft Plan of Subdivision:
 - i) construct watermains to serve this Plan and connect them to the existing low-level municipal system, namely, the existing 600 mm diameter watermain on Pack Road and the 600 mm diameter watermain on Colonel Talbot Road;
 - ii) prior to the construction of the 400 mm diameter watermain on Pack Road, submit and receive approval from Water Engineering on the Construction Report from the pipe manufacturer, all in accordance with Section 441.05.04.04 of the Standard Contract Documents;
 - iii) Deliver confirmation that the watermain system has been looped to the satisfaction of the City.

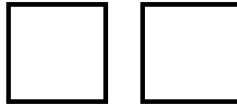
Add the following new Special Provisions:

- # The Owner shall ensure implemented water quality measures shall remain in place until there is sufficient occupancy demand to maintain water quality within the Plan of Subdivision without their use. The Owner is responsible to meter and pay the billed costs associated with any automatic flushing devices including water discharged from any device from the time of their installation until removal/assumption. Any incidental and/or ongoing maintenance of the automatic flushing devices is/are the responsibility of the Owner.
- # The Owner shall ensure the limits of any request for Conditional Approval shall conform to the phasing plan as set-out in the accepted water servicing design study and shall include the implementation of the interim water quality measures. In the event the requested Conditional Approval limits differ from the phasing as set out in the accepted design study, and the watermains are no installed to the phase limits, the Owner would be required to submit revised plan and hydraulic modeling as necessary to address water quality.

25.11 ROADWORKS

Remove Subsection 25.11 (b) and **replace** with the following:

- (b) The Owner shall construct or install all of the following required works to the specifications of the City and in accordance with the plans accepted by the City:



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- (i) a fully serviced road connection where Grand Oak Crossing in this plan connects with Pack Road, including all underground services and all related works as per the accepted engineering drawings;
- (ii) a fully serviced road connection where Silverleaf Chase in this plan connects with Pack Road, including all underground services and all related works as per the accepted engineering drawings;
- (iii) street lighting on Pack Road along the frontage of the plan;
- (iv) left and right turn lanes on Pack Road at Grand Oak Crossing;
- (v) a right turn taper on Pack Road at Silverleaf Chase;
- (vi) a centre median on Pack Road at Silverleaf Chase;
- (vii) a concrete sidewalk along the south boulevard of Pack Road, across the frontage of this Plan;
- (viii) watermain and associated works on Pack Road;
- (ix) storm and sanitary connections and all associated works, to Isaac Drive in Plan M-524; and
- (x) storm sewer, culverts and all associated works on Pack Road;

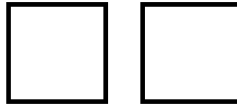
The Owner shall complete all work on the said street(s) in accordance with current City standards, procedures and policies, and restore the road(s), and ensure that adequate precautions are taken to maintain vehicular and pedestrian traffic and existing water and sewer services at all times during construction, except as approved otherwise by the City Engineer. The Owner shall provide full-time supervision by its Professional Engineer for all works to be constructed on **Isaac Drive and Pack Road** in accordance with current City policies. Upon completion of these works, a Certificate of Completion of Works is to be supplied to the City, pursuant to the General Provisions and **Schedule 'G'** of this Agreement.

The Owner shall complete the works specified above on a schedule acceptable to the City or as otherwise specified herein. Where the Owner is required to close any City of London road section the Owner shall have available for submission to the City a Traffic Protection Plan acceptable to the City Engineer (or his/her designate), a schedule of construction for the proposed works on the above-noted street(s) and a detail of the proposed timing and duration of the said works in accordance with the Ministry of Labour and Ministry of Transportation requirements within the Ontario Traffic Manual Book 7. Further, the Owner shall obtain a Permit for Approved Works from the City prior to commencing any construction on City land or right-of-way.

Where required by the City Engineer, the Owner shall establish and maintain a Traffic Management Plan (TMP) intended to harmonize a construction project's physical requirements with the operational requirements of the City, the transportation needs of the travelling public and access concerns of area property owners in conformity with City guidelines and to the satisfaction of the City Engineer for any construction activity that will occur on existing public roadways needed to provide services for this Plan of Subdivision. The Owner's contractor(s) shall undertake the work within the prescribed operational constraints of the TMP. The TMP shall be submitted by the Owner at the time of submission of servicing drawings for this Plan of Subdivision, and shall become a requirement of the said drawings.

Remove Subsection 25.11 (q) and **replace** with the following:

- (q) Where traffic calming measures are required within this Plan:



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- (i) The Owner shall erect advisory signs at all street entrances to this Plan for the purpose of informing the public of the traffic calming measures implemented within this Plan prior to the issuance of any Certificate of Conditional Approval in this Plan.
- ~~(ii) The Owner shall notify the purchasers of all lots abutting the traffic calming circle(s) in this Plan that there may be some restrictions for driveway access due to diverter islands built on the road.~~
- ~~(iii) Where a traffic calming circle is located, the Owner shall install the traffic calming circle as a traffic control device, including the diverter islands, or provide temporary measures, to the satisfaction of the City prior to the issuance of a Certificate of Conditional Approval for that section of road.~~
- (iv) The Owner shall register against the title of all Lots and Blocks at the intersection of Silver Creek Circle/Silver Creek Crescent and Grand Oak Crossing in this Plan, and shall include in the Agreement of Purchase and Sale or Lease for the transfer of each of the said Lots and Blocks, a covenant by the purchaser or transferee stating the said owner shall locate the driveways to the said Lots and Blocks away from the traffic calming measures on the said streets, including **traffic calming circles, raised intersections, splitter islands and speeds cushions**, to be installed as traffic control devices, to the satisfaction of the City Engineer.

Remove Subsection 25.11 (r) and **replace** with the following:

- (r) The Owner shall direct all construction traffic including all trades related traffic associated with installation of services and construction of dwelling units in this Plan to access the site from Pack Road via Colonel Talbot Road. It is noted there is a reduced load limit on Pack Road from Homewood Lane 1 kilometre east and from Colonel Talbot Road to Bostwick Road; therefore, construction access shall be prohibited in those areas.

Add the following new Special Provisions:

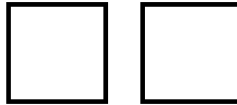
- # The Owner shall construct a temporary turning circle at the east limit of Silver Creek Circle, to the satisfaction of the City Engineer and at no cost to the City.

If the Owner requests the City to assume Silver Creek Circle, all as shown on this Plan of Subdivision, prior to its extension to the east, the Owner shall pay to the City at the time of the assumption of this subdivision by the City the amount estimated by the City at the time, to be the cost of removing the temporary turning circle at the east limit of Silver Creek Circle and completing the curb and gutter, asphalt pavement, Granular 'A', Granular 'B', sodding of the boulevard, 1.5metre (5foot) concrete sidewalks on both sides, and restoring adjacent lands, including the relocation of any driveways, all to the specifications of the City. The estimated cost, including legal fees for releasing easements and/or transferring blocks, and doing the above-noted work on this street is \$ 5,000 for which amount sufficient security is to be provided in accordance with 28(a). The Owner shall provide the cash to the City at the request of the City prior to assumption of the subdivision if needed by the City.

When the lands abutting this Plan of Subdivision develop and the temporary turning circle is removed, the City will quit claim the easements which were used for temporary turning circle purposes which are no longer required at no cost to the City.

- # Barricades are to be maintained at the east limit of Silver Creek Circle until assumption of this Plan of Subdivision or as otherwise directed by the City. At the time of assumption of this Plan or as otherwise directed by the City, the Owner shall remove the barricades and any temporary turning circles, restore the boulevards and complete the construction of the roadworks within the limits of both temporary turning circles, to the specifications of the City, all at no cost to the City.

The Owner shall advise all purchasers of land within this subdivision that any traffic to and from this subdivision will not be permitted to pass the barricade(s) until the removal of the barricade(s) is authorized by the City.



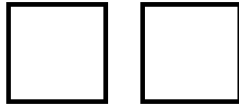
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- # Prior to the issuance of any Certificate of Conditional Approval or as directed by the City, temporary signs shall be installed and maintained at the intersection of Grand Oak Crossing and Silver Creek Circle/Silver Creek Crescent adjacent to the raised intersection location that indicate Future Raised Intersection Location, as identified on the accepted engineering drawings, to the satisfaction of the City Engineer.
- # Within two (2) months of curb installation or as otherwise directed by the City Engineer, the Owner shall install the raised intersection at the intersection of Grand Oak Crossing and Silver Creek Circle/Silver Creek Crescent, including permanent signage and pavement marking in a location, to the satisfaction of the City Engineer.
- # The Owner shall be required to make minor boulevard improvements on Pack Road adjacent to this Plan, to the specifications of the City and at no cost to the City, consisting of clean-up, grading and sodding as necessary.
- # The Owner shall remove all existing accesses and restore all affected areas, all to the satisfaction of the City, at no cost to the City.
- # Prior to the issuance of any Certificate of Conditional Approval, the Owner shall construct left and right turn lanes on Pack Road at Grand Oak Crossing, to the satisfaction of the City.
- # Prior to the issuance of any Certificate of Conditional Approval, the Owner shall construct a right turn taper and median on Pack Road to restrict access at Pack Road and Silverleaf Chase to rights-in/rights-out and all associated works, as per the accepted engineering drawings, to the satisfaction of the City.
- # Prior to the issuance of any Certificate of Conditional Approval, the Owner shall install street lighting on Pack Road along the entire frontage of the plan, to the satisfaction of the City.
- # Prior to the issuance of a Certificate of Conditional Approval, the Owner shall construct a maintenance access from the east limit of Silver Creek Circle in this Plan to Isaac Drive, external to this plan, to the satisfaction of the City Engineer, at no cost to the City.
- # The Owner shall provide sufficient security for the future removal of the temporary portion of this maintenance access and all restoration cost associated with the removal should the maintenance access no longer be required, to the satisfaction of the City.
- # The Owner shall maintain the sanitary and storm sewers and temporary maintenance access (to service the sanitary and storm sewer) over lands external to this Plan as required herein until the said sewers and maintenance access are assumed by the City, all to the satisfaction of the City Engineer and at no cost to the City.

25.12 PARKS

Add the following new Special Provisions:

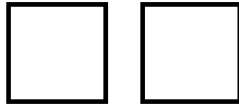
- # Within one (1) year of registration of this Plan, the Owner shall implement all the recommendations of the approved Environmental Impact Study and Addendum (May 18, 2017), to the satisfaction of the City. The Owner shall provide written confirmation to the City as to when and how the recommendations were implemented.
- # Upon confirmed completion by the City of the constructed stream corridor, the Owner shall undertake and document a three season monitoring restoration for the ESA Buffer/stream corridor by a qualified biologist with experience in post-construction monitoring as per approved EIS recommendations. Repairs and/or additional restoration work may be required at the completion of this monitoring in order to meet the intent of approved restoration plans and EIS recommendations, all to the approval of the Planning Department and at no cost to the City.
- # Within one (1) year of registration of this Plan, the Owner shall complete the landscape restoration of the creek corridor and ESA Buffer in Block 127 in accordance with approved



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engineering plans and EIS recommendations, to the satisfaction of the City Planner and at no cost to the city.

- # Within one (1) year of registration of this Plan, the Owner shall implement all the recommendations of the approved April 8, 2016 Tree Preservation Plan and Addendum (September 9, 2016), to the satisfaction of the City.
- # Within one (1) year of registration of this Plan, the Owner shall remove all hazard trees within the edge of the woodlot as identified in the approved tree preservation plan, at no cost to the City and to the satisfaction of the City.
- # Within one (1) year of registration of this Plan, the Owner shall construct and install the bridge between Block 124 and Block 126 in accordance with the approved engineering drawings, to the satisfaction of the City and at no cost to the City.
- # Within one (1) year of registration of this Plan, the Owner shall construct and install the bridge between Block 110 of this Plan and Block 19 on Plan 33M-461, external to this Plan in accordance with the approved engineering drawings, to the satisfaction of the City and at no cost to the City.
- # Within one (1) year of registration of this Plan, the Owner shall design, obtain permits and construct the pedestrian crossing over the stormwater management spillway within Block 111, to the satisfaction of the City.
- # Prior to the design and construction of the retaining wall at the rear of Lots 11 to 22 of this Plan, the Owner shall obtain written approval from the Manager of Environmental and Parks Planning on the material choice of the retaining wall. A retaining wall product with a 'natural finish' similar to Verti-Block Gravity Wall, Canyon Ledge #702 or approved alternative is required.
- # Within one (1) year of registration of this Plan, the Owner shall prepare and deliver to all homeowners adjacent to habitat relocation area and/or natural heritage area, an education package which explains the stewardship of natural area, the value of existing tree cover, and the protection and utilization of the grading and drainage pattern on these lots. The educational package shall be prepared to the satisfaction of the City Planner.
- # No grading shall occur within proposed or existing park/open space blocks except where determined to be appropriate by the City Planner.
- # Within one (1) year of registration of this Plan, the Owner shall construct the multi-use pathway system and park blocks in accordance with the approved engineering plans, to the satisfaction of the City Planner.
- # Within one (1) month of registration of this plan, the Owner shall transfer Block 177 to the City, to be held in Trust, for a period not exceeding December 31, 2019. During that time the Owner shall undertake all necessary studies needed to determine the development limits, if any, of Block 177, to the satisfaction of the Approval Authority. The accepted findings of the completed studies shall be used to set the terms for the purchase & sale and transfer of Block 177, in accordance with By-law CP-9-1004 (CONVEYANCE OF LAND AND CASH IN LIEU THEREOF FOR PARK AND OTHER PURPOSES). In the event that the Owner is not able to satisfy this clause prior to December 31, 2019, the Owner agrees that Block 177 shall be valued in accordance with By-law CP-9-1004, as determined by the Approval Authority.



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SCHEDULE "C"

This is Schedule "C" to the Subdivision Agreement dated this _____ day of _____, 2017, between The Corporation of the City of London and 2219008 Ontario Limited to which it is attached and forms a part.

SPECIAL WORKS AND SERVICES

Roadways

- Grand Oak Crossing and Silver Leaf Circle shall have a minimum road pavement width (excluding gutters) of 8.0 metres with a minimum road allowance of 20.0 metres.
- Silverleaf Chase and Silver Creek Crescent shall have a minimum road pavement width (excluding gutters) of 6.0 metres with a minimum road allowance of 18 metres
- Grand Oak Crossing, from Pack Road to 30 metres south of Pack Road shall have a minimum road pavement width (excluding gutters) of 10.0 metres with a minimum road allowance of 21.5 metres. The widened road on Grand Oak Crossing shall be equally aligned from the centreline of the road and tapered back to the 8.0 metre road pavement width (excluding gutters) and 20.0 metre road allowance for this street, with 30 metre tapers on both street lines.

Sidewalks

A 1.5 metre sidewalk shall be constructed on both sides of all streets in this Plan in accordance with the approved Southwest Area Plan as follows:

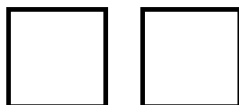
- i) Grand Oak Crossing
- ii) Silverleaf Chase
- iii) Silver Leaf Circle
- iv) Silver Creek Crescent

A 1.5 metre sidewalk shall be constructed on one side of the following:

- i) Pack Road – south boulevard

Pedestrian Walkways

There are no pedestrian walkways in this Plan.



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SCHEDULE "D"

This is Schedule "D" to the Subdivision Agreement dated this _____ day of _____, 2017, between The Corporation of the City of London and 2219008 Ontario Limited to which it is attached and forms a part.

Prior to the Approval Authority granting final approval of this Plan, the Owner shall transfer to the City, all external lands as prescribed herein. Furthermore, within thirty (30) days of registration of the Plan, the Owner shall further transfer all lands within this Plan to the City.

LANDS TO BE CONVEYED TO THE CITY OF LONDON:

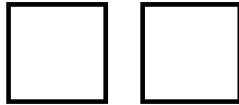
0.3 metre (one foot) reserves:	Blocks 112 to 122, both inclusive
Road Widening (Dedicated on face of plan):	Block 123
Walkways:	
5% Parkland Dedication:	Blocks 110, 111, 124, 125 and 126
Dedication of land for Parks in excess of 5%:	0.09 hectare to be purchased and 1.7 ha over dedication of parkland in accordance with Clause 25.12 () , of this Agreement.
Open Space Lands:	Block 127

LANDS TO BE SET ASIDE FOR SCHOOL SITE:

School Site: NIL

LANDS TO BE HELD IN TRUST BY THE CITY:

Temporary access: NIL



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SCHEDULE “E”

This is Schedule “E” to the Subdivision Agreement dated this _____ day of _____, 2017, between The Corporation of the City of London and 2219008 Ontario Limited to which it is attached and forms a part.

The Owner shall supply the total value of security to the City is as follows:

CASH PORTION:	\$ 1,571,980
BALANCE PORTION:	<u>\$ 8,907,885</u>
TOTAL SECURITY REQUIRED	\$10,479,865

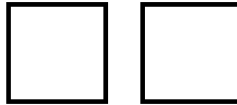
The Cash Portion shall be deposited with the City Treasurer prior to the execution of this Agreement.

The Balance Portion shall be deposited with the City Treasurer prior to the City issuing any Certificate of Conditional Approval or the first building permit for any of the lots and blocks in this Plan of subdivision.

The Owner shall supply the security to the City in accordance with the City’s By-Law No. A-7146-255 and policy adopted by the City Council on July 27, 2014.

In accordance with Section 9 Initial Construction of Services and Building Permits, the City may limit the issuance of building permits until the security requirements have been satisfied.

The above-noted security includes a statutory holdback calculated in accordance with the Provincial legislation, namely the CONSTRUCTION LIEN ACT, R.S.O. 1990.



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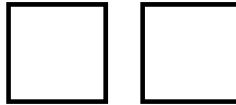
SCHEDULE "F"

This is Schedule "F" to the Subdivision Agreement dated this _____ day of _____, 2014, between The Corporation of the City of London and 2219008 Ontario Limited to which it is attached and forms a part.

Prior to the Approval Authority granting final approval of this Plan, the Owner shall transfer to the City, all external easements as prescribed herein. Furthermore, within thirty (30) days of registration of the Plan, the Owner shall further transfer all easements within this Plan to the City.

Multi-Purpose Easements:

- (a) No Multi-purpose easements for servicing within this Plan are required by the City.
- (b) Multi-purpose easements shall be deeded to the City in conjunction with this Plan, over lands external to this Plan, on an alignment and of sufficient width acceptable to the City Engineer as follows:
 - (i) Temporary DICB and associated works adjacent to Block 126, as per accepted engineering drawings
 - (ii) Storm sewer from Grand Oak Crossing westerly to the SWM Facility B-4, as per accepted engineering drawings
 - (iii) Servicing from east limit of Silver Leaf Circle to Isaac Drive in M- 524 as per accepted engineering drawings
 - (iv) Storm sewer easterly along Pack Road to Block 127 as per accepted engineering drawings
- (c) Temporary turning circle easements shall be deeded to the City in conjunction with this Plan over lands outside this Plan at the east limit of Silver Leaf Circle.



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Schedule "B"
Related Estimated Costs and Revenues

Agenda Item # Page #

Silverleaf Phase 1 (Courtney) Subdivision - York Developments
Subdivision Agreement
39T-14504 - Phase 1

Related Estimated Costs and Revenues

Estimated DC Funded Servicing Costs	Estimated Cost (excludes HST)
Claims for developer led construction from CSRF:	
- Storm sewer oversized (DC14-MS01001)	\$417,634
- Watermain oversized (DC14-WD01001)	\$97,340
- Open Channel Oversizing (DC14-MS01001)	\$179,920
- Open Channel Oversizing Engineering (DC14-MS01001)	\$26,988
- Channelization on Pack Road (DC14-RS00067)	\$563,693
- Channelization on Pack Road Engineering (DC14-RS00067)	\$93,009
- Miscellaneous Works - Sidewalk on Pack Road (DC14-RS00069)	\$59,400
- Miscellaneous Works - Engineering Sidewalk on Pack Road (DC14-RS00069)	\$9,801
- Miscellaneous Works - Streetlights on Pack Road (DC14-RS00070)	\$250,000
- Miscellaneous Works - Engineering for Street Lights on Pack Road (DC14-RS00070)	\$41,250
- Parks - New Major Open Space Network Construction (DC14-PR00082)	\$396,735
- Parks - New Major Open Space Network Engineering (DC14-PR00082)	\$46,787
- Parks - New Urban Park (DC14-PR00043)	\$497,965
- Parks - Engineering New Urban Park (DC14-PR00043)	\$39,600
DC Eligible Subtotal	\$2,720,122
Claims for Developer led construction from Capital Works Budget:	
- Roadworks - Reconstruction of Pack Road	\$193,110
- Roadworks - engineering costs	\$28,966
Capital Works Subtotal	\$222,076
Total	\$2,942,198
Estimated Total DC Revenues (2017 Rates)	Estimated Revenue
CSRF	\$2,929,392
UWRF	\$263,196
TOTAL	\$3,192,588

1. Estimated Costs are based on approximations provided by the applicant and include engineering, construction and contingency costs without HST. Final claims will be determined based on actual costs incurred in conjunction with the terms of the final subdivision agreement and the applicable By-law.
2. Estimated Revenues are calculated using 2017 DC rates and may take many years to recover. The revenue estimates includes DC cost recovery for "soft services" (fire, police, parks and recreation facilities, library, growth studies). There is no comparative cost allocation in the Estimated Cost section of the report, so the reader should use caution in comparing the Cost with the Revenue section.
3. The revenues and costs in the table above are not directly comparable. The City employs a "citywide" approach to recovery of costs of growth - any conclusions based on the summary of Estimated Costs and Revenues (above table) should be used cautiously.
4. The developer led construction work above requires a work plan that includes a summary of work completed and costs incurred as well as estimated costs of all Engineering and construction of the eligible subdivision works.
5. Open channel oversizing can be referenced in the DC By-law in Schedule 8 s. 4.5 Open Channel Oversizing (CSRF - Minor Storm Works).
6. The Capital Works Budget work identified has been outlined in the DC work plan and will be form part of the claim submitted by the developer when the work is complete.

Reviewed by:

August 21, 2017
Date


Paul Yeoman
Director, Development Finance



File Number: 39T-14504
F.Gerrits/A.Riley

<p>Schedule "C" Source of Finance</p>

Chair and Members
Planning and Environment Committee

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Capital Project TS144617 - Road Networks Improvements (Subledger 2410282)

FINANCE & CORPORATE SERVICES REPORT ON THE SOURCE OF FINANCING:

Finance & Corporate Services confirms that the cost of this project can be accommodated within the financing available for it in the Capital Works Budget and that, subject to the adoption of the recommendations of the Managing Director, Development and Compliance Services and Chief Building Official, the detailed source of financing for this project is:

	Approved/ Proposed 4) Budget	Revised Budget	Committed to Date	This Submission	Balance for Future Work
ESTIMATED EXPENDITURES					
ES5429-Storm Sewer Internal Oversizing					
Engineering		\$27,463		\$27,463	\$0
Construction	4,597,640	4,570,177	2,992,875	608,071	969,231
	4,597,640	4,597,640	2,992,875	635,534	969,231
EW3818-Watermain Internal Oversizing					
Construction	450,000	450,000	283,328	99,053	67,619
TS1651-Minor Roadworks on Arterials					
Engineering	315,536	315,536	57,309	94,646	163,581
Construction	1,115,282	1,115,282	413,346	573,614	128,322
Relocate Utilities	150,000	150,000			150,000
	1,580,818	1,580,818	470,655	668,260	441,903
TS1653-Misc. Works on Sidewalks 3)					
Engineering	24,000	24,000		9,973	14,027
Construction	214,545	214,545		60,445	154,100
	238,545	238,545	0	70,418	168,127
TS1654-Misc. Works - Streetlights 3)					
Engineering	36,000	50,000		41,976	8,024
Construction	325,995	311,995		254,400	57,595
	361,995	361,995	0	296,376	65,619
PD204317-New Major Open Space Network					
Engineering	50,000	110,000	17,554	87,907	4,539
Construction	865,000	805,000	117,024	426,069	261,907
	915,000	915,000	134,578	513,976	266,446
ESSWM-DCB4-SWM Facility Dingman Creek No. B-4					
Engineering	682,965	682,965	547,059		135,906
Land Purchase	1,297,296	1,296,795	378,233		918,562
Construction	1,653,582	1,653,582	977,259	179,098	497,225
Other City Related	4,499	5,000	4,704		296
	3,638,342	3,638,342	1,907,255	179,098	1,551,989
PD301918-New Urban Parks 4)					
Engineering	100,000	100,000	0	0	100,000
Construction	500,000	500,000	0	305,280	194,720
	600,000	600,000	0	305,280	294,720
TS144617-Road Networks Improvements					
Engineering	1,000,000	1,000,000	709,868	29,476	260,656
Construction	13,043,977	13,043,977	10,022,698	196,508	2,824,771
Construction (Dancor)	125,165	125,165	125,165	0	0
Other City Related	39	39	39		0
	14,169,181	14,169,181	10,857,770	225,984	3,085,427
NET ESTIMATED EXPENDITURES	\$26,551,521	\$26,551,521	\$16,646,461	\$2,993,979 1)	\$6,911,081

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SOURCE OF FINANCING:		Approved/ Proposed 4) Budget	Revised Budget	Committed to Date	This Submission	Balance for Future Work
<u>ES5429-Storm Sewer Internal Oversizing</u>						
Drawdown from Sewage Works R.F.		25,300	25,300	16,469	3,497	5,334
Drawdown from City Services R.F.-Mjr. SWM Component (Development Charges)	2)	4,572,340	4,572,340	2,976,406	632,037	963,897
		<u>4,597,640</u>	<u>4,597,640</u>	<u>2,992,875</u>	<u>635,534</u>	<u>969,231</u>
<u>EW3818-Watermain Internal Oversizing</u>						
Drawdown from Industrial Oversizing R.F.		1,700	1,700	1,700		0
Drawdown from City Services R.F.-Water Component (Development Charges)	2)	448,300	448,300	281,628	99,053	67,619
		<u>450,000</u>	<u>450,000</u>	<u>283,328</u>	<u>99,053</u>	<u>67,619</u>
<u>TS1651-Minor Roadworks on Arterials</u>						
Capital Levy		28,419	28,419	21,082		7,337
Debenture By-law No. W.-5623-191		136,007	136,007		29,933	106,074
Drawdown from City Services R.F.-Roads Component (Development Charges)	2)	1,416,392	1,416,392	449,573	638,327	328,492
		<u>1,580,818</u>	<u>1,580,818</u>	<u>470,655</u>	<u>668,260</u>	<u>441,903</u>
<u>TS1653-Misc. Works on Sidewalks</u>						
Drawdown from City Services R.F.-Roads Component (Development Charges)	3) 2)	238,545	238,545		70,418	168,127
<u>TS1654-Misc. Works - Streetlights</u>						
Drawdown from City Services R.F.-Roads Component (Development Charges)	3) 2)	361,995	361,995		296,376	65,619
<u>PD204317-New Major Open Space Network</u>						
Debenture By-law No. W.-5613-34		387,600	387,600	57,008	217,694	112,898
Drawdown from City Services R.F.-Parks & Rec Component (Development Charges)	2)	527,400	527,400	77,570	296,282	153,548
		<u>915,000</u>	<u>915,000</u>	<u>134,578</u>	<u>513,976</u>	<u>266,446</u>
<u>ESSWM-DCB4-SWM Facility Dingman Creek No. B-4</u>						
Drawdown from City Services R.F.-SWM Component (Development Charges)	2)	219,206	219,206	219,206		0
Debenture By-law No. W.-5585-184 (Serviced through City Services-Mjr. SWM Component (Development Charges)	2)	3,419,136	3,419,136	1,688,049	179,098	1,551,989
		<u>3,638,342</u>	<u>3,638,342</u>	<u>1,907,255</u>	<u>179,098</u>	<u>1,551,989</u>
<u>PD301918-New Urban Parks</u>						
Debenture Quota	4)	138,800	138,800		70,642	68,158
Drawdown from City Services R.F.-Parks & Rec Component (Development Charges)	2)	461,200	461,200		234,638	226,562
		<u>600,000</u>	<u>600,000</u>	<u>0</u>	<u>305,280</u>	<u>294,720</u>
<u>TS144617-Road Networks Improvements</u>						
Capital Levy		4,166,525	4,166,525	4,166,525		0
Debenture By-law No. W.-5617-63		2,227,179	2,227,179			2,227,179
Federal Gas Tax		7,650,312	7,650,312	6,566,080	225,984	858,248
Other Contributions (Dancor)		125,165	125,165	125,165		0
		<u>14,169,181</u>	<u>14,169,181</u>	<u>10,857,770</u>	<u>225,984</u>	<u>3,085,427</u>
TOTAL FINANCING		<u>\$26,551,521</u>	<u>\$26,551,521</u>	<u>\$16,646,461</u>	<u>\$2,993,979</u>	<u>\$6,911,081</u>

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1) <u>Financial Note - Construction</u>	ES5429	EW3818	TS1651	TS1653	TS1654
Contract Price	\$597,554	\$97,340	\$563,693	\$59,400	\$250,000
Add: HST @13%	77,682	12,654	73,280	7,722	32,500
Total Contract Price Including Taxes	675,236	109,994	636,973	67,122	282,500
Less: HST Rebate	67,165	10,941	63,359	6,677	28,100
Net Contract Price	\$608,071	\$99,053	\$573,614	\$60,445	\$254,400

1) <u>Financial Note - Engineering</u>	ES5429	TS1651	TS1653	TS1654	
Contract Price	\$26,988	\$93,009	\$9,801	\$41,250	
Add: HST @13%	3,508	12,091	1,274	5,363	
Total Contract Price Including Taxes	30,496	105,100	11,075	46,613	
Less: HST Rebate	3,033	10,454	1,102	4,637	
Net Contract Price	\$27,463	\$94,646	\$9,973	\$41,976	
Total Construction & Engineering	\$635,534	\$99,053	\$668,260	\$70,418	\$296,376

1) <u>Financial Note - Construction</u>	PD204317	ESSWM-DCB4	PD301918	TS144617	Total Construction
Contract Price	\$418,700	\$176,000	\$300,000	\$193,110	\$2,655,797
Add: HST @13%	54,431	22,880	39,000	25,104	345,253
Total Contract Price Including Taxes	473,131	198,880	339,000	218,214	3,001,050
Less: HST Rebate	47,062	19,782	33,720	21,706	298,512
Net Contract Price	\$426,069	\$179,098	\$305,280	\$196,508	\$2,702,538

1) <u>Financial Note - Engineering</u>	PD204317	TS144617	Total Engineering		
Contract Price	\$86,387	\$28,966	\$286,401		
Add: HST @13%	11,230	3,766	37,232		
Total Contract Price Including Taxes	97,617	32,732	323,633		
Less: HST Rebate	9,710	3,256	32,192		
Net Contract Price	\$87,907	\$29,476	\$291,441		
Total Construction & Engineering	\$513,976	\$179,098	\$305,280	\$225,984	\$2,993,979

2) Development charges have been utilized in accordance with the underlying legislation and the Development Charges Background Studies completed in 2014.

3) The 2014 DC Study has identified a 20-year program for sidewalks (DC14-RS00069/TS1653) and streetlights (DC14-RS00070/TS1654) with a total projected growth need of \$1,590,300 and \$2,413,300 respectively. There are multiple approved development agreements that have identified funding from these sources totalling \$307,773 and \$455,856 respectively.

Due to the period between development agreement approvals and the submission of a claim for DC eligible works, "This Submission" should be read in conjunction with the outstanding encumbrances mentioned above.

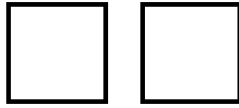
These DC funded programs are closely monitored and Council will be apprised of pressure on budgets through the annual DC Monitoring process.

4) The budget for this project is included in the 2018 Budget Update and is subject to budget approval on December 12, 2017. The payment for this claim will not occur until after budget approval.

MS



Jason Senese
Manager of Financial Planning & Policy



File Number: 39T-14504
F.Gerrits/A.Riley