
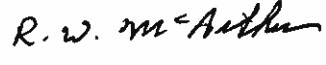



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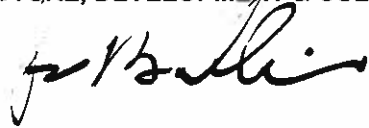
**TO:** GENERAL COMMITTEE

**SUBJECT:** EIGHTEEN EIGHTEEN (COUNTRY CLUB SOUTH)  
ACCEPTANCE OF MUNICIPAL SERVICES

**PREPARED BY AND  
KEY CONTACT:** W. E. PINKNEY, C.E.T.   
INTERMEDIATE DEVELOPMENT SERVICES TECHNOLOGIST (EXT. 4466)

**SUBMITTED BY:** R. W. MCARTHUR, P. Eng.   
DIRECTOR OF ENGINEERING

**GENERAL MANAGER  
APPROVAL:** R. J. FORWARD, MBA, M.Sc., P. Eng.   
GENERAL MANAGER OF INFRASTRUCTURE, DEVELOPMENT & CULTURE

**CHIEF ADMINISTRATIVE  
OFFICER APPROVAL:** JON M. BABULIC   
CHIEF ADMINISTRATIVE OFFICER

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**RECOMMENDED MOTION**

1. That the "as-constructed" municipal services within, and complementary to, the Country Club South Plan of Subdivision described as Registered Plan 51M-822 (Ministry File 43T-90020) be accepted, and that a by-law be prepared to assume the streets within the plan of subdivision as public highways subject to the satisfaction of the Director of Legal Services, City Clerk, Director of Engineering, PowerStream Inc., and subject to the following conditions:
  - a) That a Letter of Credit, in the amount of \$227,470.88 be held until the completion of the one (1) year maintenance period at which time a final inspection of the works, within and associated with this plan, will be performed with the developer.
  - b) That a Letter of Credit in the amount of \$12,050.00 be held for the purpose of securing uncompleted work associated with the removal of the temporary turning circle and lot grading certification which shall be held until the work is completed or cash settlement after the one (1) year maintenance period.

**PURPOSE & BACKGROUND**

2. On September 13, 2004, Council adopted Motion (04-G-496) which approved the engineering conditions and drawings for the above noted subdivision located north of Lockhart Road and east of Huronia Road.
3. A plan which depicts the assumption area is shown in Appendix "A".
4. The developer has now requested that the City accept the municipal services and assume the streets within Eighteen Eighteen (Country Club South) plan of subdivision (Registered Plan 51M-822).

**ANALYSIS**

5. The developer will maintain a Letter of Credit in the amount of \$227,470.88 which represents 5% of the original Letter of Credit and shall be held for a period of one (1) year from the date of the passing of the Assumption By-law.

6. There have been minor lot grading complaints subsequent to lot grading certifications which are expected to be resolved during the maintenance period.
7. Certain uncompleted municipal work associated with temporary turning circle removal and lot grading certification exist within this plan which is anticipated to be completed by the developer through construction of the vacant lots. The estimated cost of this work is \$12,050.00.
8. The various certificates and documentation concerning the "as-constructed" roads and services have been received by the Engineering Department and PowerStream Inc., who find them satisfactory for the purpose of municipal acceptance.

#### **ENVIRONMENTAL MATTERS**

9. There are no environmental matters related to the recommendation.

#### **ALTERNATIVE**

10. There is one alternative available for consideration by General Committee:

##### **Alternative #1**

General Committee could decide not to accept the plan of subdivision, the infrastructure, or assume the streets within the plan as a public highway.

This alternative is not recommended since acceptance and assumption of municipal services and roadways, within plans of subdivisions, are a standard practice upon substantial completion of the works.

#### **FINANCIAL**

11. Assumption of this development increases operating, maintenance and capital funding requirements due to the addition of assets to the City's asset inventory. As a result of the development and assumption of the subdivision, and following the one (1) year guaranteed maintenance period, all municipal infrastructure including but not limited to roads, sewers, watermains and services including but not limited to winter control and solid waste collection within the subject plan of subdivision will be the responsibility of the City in perpetuity. As a result of the subdivision assumption, winter maintenance at the City's cost would occur when the first occupancy, within a plan of subdivision, occurs. The solid waste collection component would also commence with the first occupancy and increase in service until all building lots are constructed. Responsibilities include operation of the assets, reactive and preventative maintenance, renewal and lifecycle activities and ultimately replacement of the assets. It is anticipated that the costs will be offset, in part, by property taxes collected from the lots within this plan and through the collection of the sewer and water rate by those individual uses.
12. Specifically this subdivision includes the following infrastructure which will become part of the City's asset inventory.

**Asset Life Cycle Cost**

Asset Type	Length (m)	Useful life (Years)	Annual Renewal Cost (\$/year) <sup>1</sup>	Replacement Cost (\$) <sup>1&amp;3</sup>
Roads - Local	2,800	75	18,300	1,783,800
Sidewalks	3,200	35	n/a	176,000
Sanitary Sewers	2,635	85	125	1,293,858
Watermains	3,230	85	n/a	830,110
Storm Sewers	2,220	85	800	1,219,000
Stormwater Facility	4,574(m3)	40	n/a	110,000
<b>Subtotal – Lifecycle Costs</b>			<b>19,225</b>	<b>5,412,768</b>

**Service Delivery Related Costs**

Asset Type	Lane Length (m)	Lane Length (km)	Annual Operating Cost (\$/year) <sup>2</sup>
Roads (e.g. Street Sweeping)	5,700	5.70	19,072.00
Winter Control	5,700	5.70	20,349.00
Sanitary Sewers	2,635	2.64	9,834.00
Watermains	3,230	3.23	21,792.00
Storm Sewers	2,220	2.42	5,663.00
Solid Waste			18,757.00
<b>Subtotal – Service Delivery Costs</b>			<b>95,467.00</b>

1. Renewal and replacement costs are based on 2010 dollars.
  2. Annual operating costs are derived from the 2010 cost estimates (this does not include treatment costs).
  3. The replacement costs include the cost to reconstruct the assets as they currently exist.
13. Renewal costs are based on best practice lifecycle activities for each asset that are required in order to reach its maximum potential life. The total cost of lifecycle activities has been estimated, summed, and divided by the expected useful life to determine the average annual renewal cost. Additional investigation into the lifecycle costs, associated with various assets, is ongoing as part of the implementation of the Corporate Asset Management Strategy.

**LINKAGE TO COUNCIL STRATEGIC PRIORITIES**

14. The 2010-2014 Council's Strategic Priorities have not been established as of the time of writing of this report.

