

## **COMMUNICATION 130187**

Received from: Paul Knowles. Town Engineer  
Addressed to: Committee of the Whole  
Date: October 22, 2019  
Topic: Cost sharing for the South East Area of Town

### **SUMMARY**

In 2016, the Town worked with other property owners and created a cost sharing agreement for the south east area of Carleton Place. There is approximately \$27 million of shared infrastructure that needs to be constructed. This cost needs to be funded by the approximately 50 different property owners. Since 2016, work has progressed. McNeely Avenue was extended south and a roundabout constructed, a pumping station with associated forcemains was completed and residential development has proceeded. Work has now progressed sufficiently and actual or updated costs are now available. As a result, staff recommends that the cost sharing calculations be finalized, an amending agreement be prepared by the Town's solicitor and that a by-law be presented to Council to authorize entering into the amended agreements.

### **BACKGROUND**

In 2016, the Town worked with other property owners and created a cost sharing agreement for the south east area of Carleton Place. In 2016, this area, as illustrated in Figure 1 below, included considerable vacant land that was poised for development. The area is generally bounded by Coleman/Cavanagh Roads to the north, Franktown Road/former CPR rail line to the west and the municipal boundary to the south and east. Highway 7, Highway 15 and McNeely Avenue are the major roads within the area.

There is existing commercial development along Highways 7 and 15 and existing residential along Franktown Road but only the commercial area along McNeely Avenue and the south side of Highway 7 are currently serviced. In 2007-08, properties near the intersection of Highway 7 and McNeely Avenue were redeveloped establishing significant new commercial development. As part of this development, the McNeely/Highway 7 intersection was upgraded and McNeely Avenue was extended south of Highway 7.

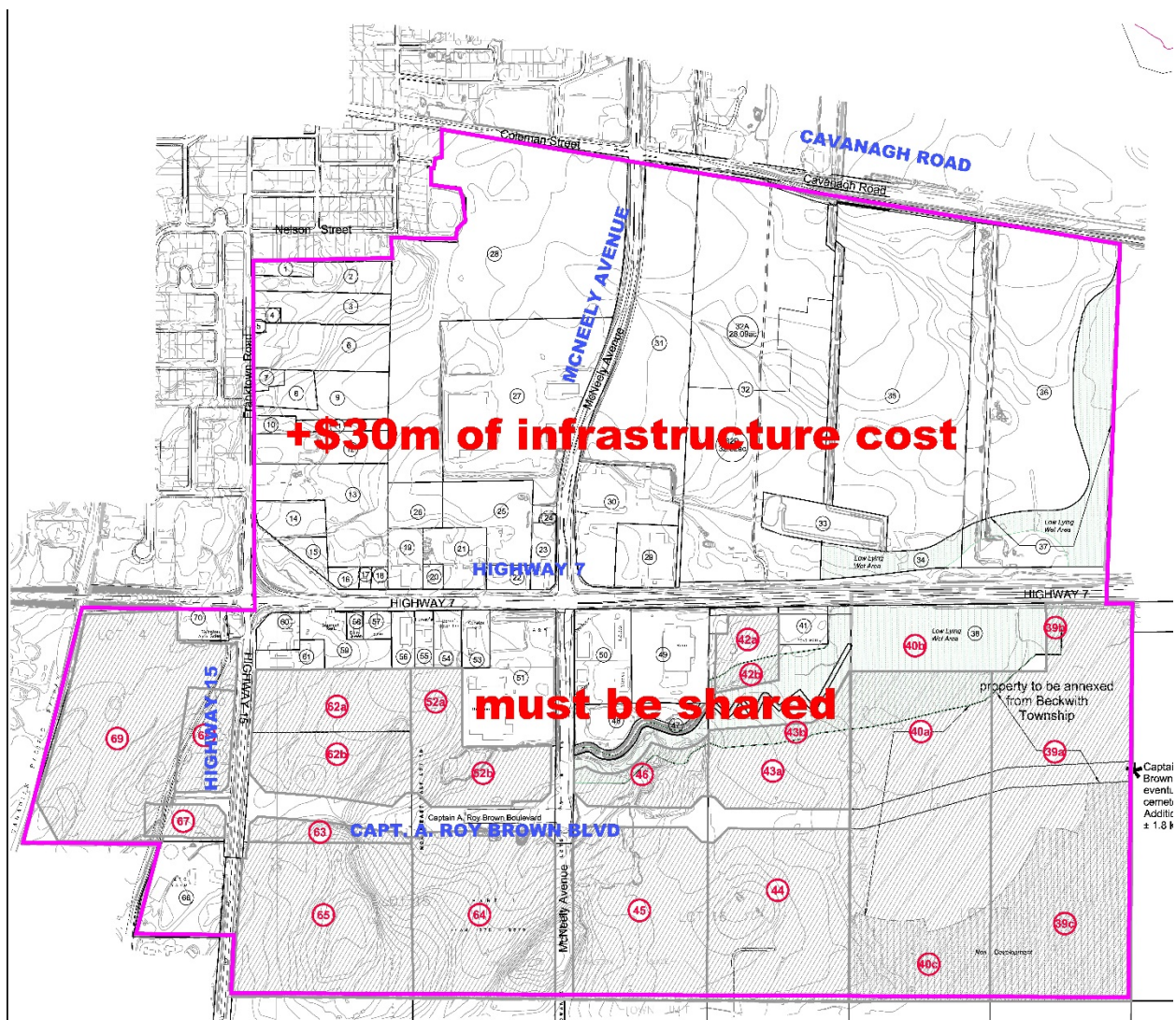
There is significant development potential in this area. Older existing residential and commercial properties can be redeveloped and there is vacant property for 2,000-3,000 new homes along with 260 acres for commercial and employment uses. However, there are two (2) serious constraints:

- Sanitary Sewer – the trunk sanitary sewer that services this area has little residual capacity (288 homes) and this capacity has already been allocated. Before development can proceed, a new trunk sanitary sewer system with a pumping station and associated forcemain needs to be constructed.
- Arterial Roads – the area north of Highway 7 is well serviced by existing arterial roads. However, south of Highway 7, McNeely Avenue will need to be extended to the south. Once development exceeds 380 homes, McNeely Avenue will need to be extended west to connect to Highway 15. Further in the future, when development exceeds 760 homes, McNeely Avenue will need to be connected to Cemetery Side Road to provide a third access to the area in accordance with the 2016 traffic study.

In total, there is approximately \$27 million of shared infrastructure that needs to be constructed. This cost needs to be funded by the approximately 50 different property owners. The Town's goal is to ensure the area develops in an orderly fashion with infrastructure constructed when required and sized with adequate capacity to permit development of the entire area. Because so many different owners are impacted, the Town has taken a lead role in coordinating work on the shared infrastructure. This report has been created to document the work undertaken to date and to describe the proposed approach to sharing the cost of infrastructure that benefits more than one owner.

Figure 1

### Development Map



## **1. SHARED INFRASTRUCTURE REQUIRED**

### **1.1 Trunk Sanitary Sewer and Watermain System**

Construction of a new trunk sanitary sewer system is required to allow development of the area. This will consist of a new pumping station located south of Highway 7 just east of the existing Rona property and forcemains that extend from this pumping station to the wastewater treatment plant. Existing gravity sewers will also be re-directed into this pumping station. Trunk watermain will also be extended to the area. Work on this trunk sanitary sewer and watermain system will proceed in phases.

1. Construct pumping station, re-direct existing sewers into pumping station, extend forcemains to MH 301 (on the north side of Highway 7 just behind Canadian Tire property) and install trunk watermain. This work will allow the construction of 288 homes in the area.
2. Extend the forcemains from MH 301 to McNeely/Patterson. This will allow the construction of an additional 940 homes in the area.
3. Upgrade the pumps in the pumping station and extend the forcemain from McNeely/Patterson to the wastewater treatment plant. Both of these projects will be organized by the Town in the future.

The cost of the pumping station and forcemains should be shared by all unserved properties. The cost of the trunk services should be shared by the benefitting property owners.

### **1.2 Arterial Road System**

Expansion of the arterial road system is required to allow development of the area south of Highway 7. This work will be constructed in phases.

1. Extend McNeely Ave south to a roundabout. This will allow development of adjacent residential and commercial properties until development reaches 380 homes. This cost should be shared by all property owners south of Highway 7 and east of Highway 15. Note – Pegasus property which is located in Beckwith Township should not be included as development of this property is somewhat tentative and in the future.
2. Construct a new arterial road (Captain A Roy Brown Blvd) from the roundabout at McNeely Ave to a new intersection at Highway 15. This will allow development of 760 homes in the area. Constructing Captain A Roy Brown should be shared by Cardel, Scowcroft, RSSR, Mutuura, and Laing as all of these properties will require construction of this road to provide access for development. The intersection at Hwy 15 should be shared by the above group and by the property west of Hwy 15.
3. Extend Captain A Roy Brown Blvd east to Cemetery Side Rd. This will allow development of 1500 homes in the area. Full development of the area (2170 homes) will require further traffic analysis. This project will be constructed in phases – the first phase would connect Pegasus property to the roundabout

at McNeely, the second phase would provide a connection to Cemetery Side Road. Pegasus will be responsible for all of these costs as the project clearly benefits their property and the majority of this work will not be required until the future when Pegasus' property develops.

## **2. WORK AND AGREEMENTS COMPLETED TO DATE**

- 2.1 In 1998-99, the Town partnered with NuGlobe and Ramgold (developer of Canadian Tire site) to extend servicing to permit development of the area. An agreement authorized by By-law 16-99 (See Appendix A) sets out certain infrastructure costs to be recovered.
- 2.2 In 2004-05, the Town extended services to the south side of Highway 7 and By-law 14-2005 (see Appendix B) sets out how infrastructure costs were shared.
- 2.3 In 2007-08, significant commercial development occurred at McNeely and Highway 7. The cost for the infrastructure associated with this development was funded by the Commercial Developers and no recovery of cost was anticipated.
- 2.4 In 2009, the Town completed an Environmental Study Report that examined options and set out the plans for development of the area south of Highway 7. This work was funded through the Town's development charges and is not included in this report.
- 2.5 To proceed with implementation and development of this area, to date the Town has:
  - i. Incurred a net cost of \$417,913.52 to extend McNeely Avenue to the south and construct a pathway. To recover the Town's cost, this cost will be included in the total cost for development of the area and shared among benefitting owners. (Project 1)
  - ii. Worked with other owners to prepare a concept plan for the area (see Appendix C). The final actual cost of \$309,428.33 to prepare the concept plan was initially funded by the Town and four (4) other owners. This cost will be included in the total cost for development of the area and shared among benefitting owners. (Project 2)
  - iii. Entered into an Agreement with the County of Lanark where the County agrees to contribute \$1,400,000 towards constructing the extension of McNeely Avenue. When McNeely Avenue is connected to Highway 15, the County will assume responsibility for the road. (See Appendix C)
  - iv. Entered into an Agreement (see Appendix D) with certain owners to fund the initial cost to design extending McNeely Avenue and Captain Roy Brown Blvd. The Town has engaged a Consultant (BTE) to proceed with detailed design work and this work is defined as Projects 3, 4, 5 and 6.
  - v. Entered into an Agreement (see Appendix E) with certain owners to fund the initial cost to design the new trunk sanitary sewer system. The Town has

engaged a Consultant (Ainley) to proceed with detailed design work and this work is defined as Project 7.

- vi. Pursued acquisition of the property on which the common infrastructure will be constructed. (Projects 8 and 9)
- vii. Closed tenders for the common work required before the first building permit can be issued.

### **3. COST SHARING APPROACH**

#### **3.1 Fair Share of Costs – Who Should Pay for the Infrastructure?**

Rather than expecting the taxpayers to contribute to development, the Town of Carleton Place has always tried to ensure that the property owners who benefit from infrastructure pay their fair share of the cost of constructing that infrastructure. However, there are a number of ways that the “*fair share*” of costs can be calculated. Also, although all owners who benefit from infrastructure must contribute, typically, the Town has not required owners to pay their fair share until they develop their property and derive the benefit.

#### **3.2 Guiding Principles**

*All owners who benefit from infrastructure should contribute to that infrastructure.*

*The estimated cost of a project will be used to deposit funds prior to beginning a project. Once the project is completed, the actual cost will be used to adjust the deposit and to calculate the cost to be recovered from benefitting property owners.*

*Owners are only required to pay for the infrastructure when they derive the benefit from that infrastructure and develop their property. However, the actual cost the owner must pay is increased with inflation (not interest) to provide a fair payment to those who paid the upfront cost of the infrastructure.*

*The costs presented in this report include only the identified projects. Other development costs will need to be added.*

*Owners who are identified to fund initial costs are only required to provide the funding and proceed with the project when the project is required for the development of their property. If other owners wish to advance the timing of a project, these other owners will need to participate in the initial cost.*

#### **3.3 Basis for Sharing**

For the work to date, the costs have been shared among the participating owners based on area as an interim measure because the area of each property was readily available information. The earlier agreements all recognize that sharing cost, based on area, was an interim decision that required confirmation.

Other options for sharing costs are:

- **Frontage** – Sharing costs based on frontage can be fair in some circumstances and it works well for linear infrastructure. However, in this situation, much of the required infrastructure is not linear (pumping station). Furthermore, there are corner properties and properties with irregular shapes. Based on this, frontage is not a suitable basis for sharing costs for this project.
- **Use of the Infrastructure** – Sharing the cost of the infrastructure based on the owner's use of that infrastructure (share of traffic volume for a road, share of the flow for a sewer) seems like a fair basis for sharing costs. However, for this project, much of the property is either vacant or planned for redevelopment, so sharing the cost based on use would require estimating the future share of use (traffic and flows). It is reasonable to assume each owner will develop or redevelop their property to its maximum capacity, therefore the estimated share of the use of the infrastructure is really the same as sharing based on area.

***The fair share of costs, that owners will be required to pay, will be calculated and shared based on the area of the property.***

### **3.4 Calculating and Collecting the Fair Share of Costs from Owners**

The costs for the infrastructure will be shared among the benefiting owners based on the area of the properties. However, there are unique circumstances that must be addressed in these calculations.

1. Certain properties are already serviced and developed. They have already paid for their access and servicing and so do not benefit from this new infrastructure. This includes the following properties:

<b>Property #</b>	<b>Owner</b>
48	Colonnade Development Incorporated
49	4246551 Canada Inc.; 220 Real Estate Limited Partnership
50	Carleton Place Plaza Inc.
51	769494 Ontario Inc
53	1702485 Ontario Ltd
54	388273 Ontario Limited; 410613 Ontario Limited
55	1799459 Ontario Inc
56	1120854 Ontario Inc.
57	Imperial Oil Limited
58	644017 Ontario Inc.
59	Maniplex Investments Limited
60	CKC Group Ltd
61	1351157 Ontario Ltd
22	Anthanasios Katsoulis
23	Carleton Place Oil Inc.
24, 27	Calloway Reit (Carleton) Inc.
29	Canadian Tire Properties Limited

30	Loblaws
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No costs will be distributed to these properties.

2. Certain property owners have previously negotiated their required contribution for infrastructure.

- **NuGlobe #28 & #31** – Owner earlier partnered with the Town and shared in the cost to service their property. Their contribution towards the pumping station is fixed in a 1999 Development Agreement. (see Appendix A)
- **Thruway #25** – Owner negotiated a development agreement in 2015 that fixes their contribution towards the pumping station for their property. (see Appendix F)
- **Mutuura #62 & #63** – In 2005, when the existing commercial properties along the south side of Highway 7 were serviced, a portion (#62a - 11.40 Ac) of Mutuura's property was serviced and By-law 14-2005 (see Appendix B) allocates a share of the costs to Mutuura. This amount (\$316,591.56 plus inflation) is still payable. The remainder of Mutuura's property (#62b - 11.9 Ac north of Captain A. Roy Brown and #63 - 3.36 Ac south of Captain A. Roy Brown) will be serviced through the new sanitary trunk system and should share in this cost.
- **Scowcroft #52** - In 2005, when the existing commercial properties along the south side of Highway 7 were serviced, Scowcroft's property (#52 vacant plus Home Depot and Ford Dealer) was serviced and By-law 14-2005 (see Appendix B) allocates a share of the costs to Scowcroft. This amount (\$463,368.85) has been paid. However, a portion of Scowcroft's property (#52b – 10.36 Ac) was not included in the calculation of downstream costs. This cost will now be collected as set out in By-law 14-2005.

3. Portions of certain properties cannot be developed so the total area of the property should be reduced.

Property #	Name	Gross Area	Net Area Ac	Reason
36, 37	Gibson	55.64	38.25	Wetland area deducted
34, 35, 32	Pegasus N	113.3	108.88	Wetland area deducted
42, 43, 44	Pegasus S	47.57	42.43	Wetland area deducted
38, 39, 40,	Pegasus B	114.55	64.68	Wetland area deducted

NOTE: The net developable area of all properties will be less than the total area as a portion of the property must be used for internal roads, stormwater management, parkland dedication, etc. The area used to calculate the share of costs will include the areas for these internal uses.

4. The property for Captain A. Roy Brown Blvd. needs to be provided by developers.
  - **Pegasus #39, #40, #43, #44** – Pegasus owns property on both sides of the road so provides the property for Captain A. Roy Brown across their property. Also, Captain A. Roy Brown needs to extend to Cemetery Side Road. The exact route for this road and property requirements need to be established through the Subdivision/Municipal Class EA process. Pegasus will be responsible for this planning work and property acquisition.
  - **Cardel #45, #46** – Cardel owns property on both sides of the road so provides the property for Captain A. Roy Brown across their property. The exact property requirements have been determined and transfer of the property should proceed.
  - **RSSR/Scrowcroft #52, #64** – Each owner provides 50% of the property required for the road allowance. The exact property requirements have been determined and transfer of the property should proceed.
  - **Mutuura/Laing #62, #63, #65** – The alignment of the road is entirely on Mutuura's property and actually severs the property creating a remnant parcel (#63). Mutuura should provide 50% of the property for the road. Parcel #63 and the other 50% of the property required for the road needs to be purchased from Mutuura. The cost of this purchase would be assessed to Laing and parcel #63 would be added onto Laing's property. The exact property requirements have been determined and transfer of the property should proceed.
5. Rivington (#67) and Devereux (#68) both have existing commercial development with existing entrances onto Hwy. 15. Construction of the new intersection of Captain A. Roy Brown Blvd. at Highway 15 will require closing these existing businesses' entrances and re-routing their entrances through the new intersection.

The Town/Doyle (#69) has traded property to provide Rivington (#67) and Devereux (#68) with rectangular parcels and acquired property to widen Highway 15 and extend Captain A. Roy Brown west of Highway 15. To recognize the loss of their direct entrance onto Highway 15, as part of the property swap, it has been agreed that Rivington (#67) and Devereux (#68) will not be assessed a share of the cost of the intersection provided they do not pursue development in advance of the intersection construction by others.

6. A number of the projects shown in this background report are funded by one owner and benefit only one other owner or even just the owner funding the project. These projects do not impact the larger group of owners and are included in the report only to illustrate responsibility for these projects.

### **3.5 Actual Initial Funding – Who will Pay for the Infrastructure Projects Initially?**

The infrastructure required for development of the area are large projects with a high cost that will need to be funded before the first building permits can be issued. It would not be economically viable for any one property owner to proceed with this work on their own. It is also not realistic to plan on the various owners developing and contributing towards the infrastructure at the same time.

The Town, together with a group of property owners, have joined together and will share the initial cost of constructing the infrastructure. As other benefiting owners develop their properties, the Town will collect their fair share of the cost of the infrastructure from these owners and then distribute these funds to the group that paid the initial cost of the infrastructure. Development of the entire area will take a number of years, so collecting the fair share of costs from these other owners will take considerable time. To recognize financing costs, the fair share of the cost assessed to owners will be adjusted with inflation so that when the owner pays their fair share, the cost reflects current costs. Owners will not be permitted to develop their properties until they have paid their outstanding “Fair Share of Cost” and posted security for the estimated “Fair Share of Cost” of future projects that will benefit their property.

### **3.6 Sewer and Water Infrastructure**

The Town will fund the initial cost of constructing the new sanitary trunk system and other associated common underground infrastructure required for development. The group of active developers (Pegasus, Cardel and RSSR) will be required to make regular payments towards this cost whether the owners are actively developing their property or not. As the owners develop their property, the owners will be required to make one-time payments to the Town.

As other benefiting owners in the area develop their properties, the Town will collect their fair share of the cost and distribute to the owners who initially funded the project. (Pegasus, Cardel and RSSR)

To implement, the Town will enter into an agreement with Pegasus, Cardel and RSSR that reflects the above provisions and adopt a By-law under Section 326 of the Municipal Act that would implement the agreement and require the owners to repay the Town.

The Town would also enter into an agreement with impacted owners south of Highway 7 (Pegasus, Cardel, RSSR, Mutuura, Laing, Scowcroft, Devereux, Rivington) that requires the other benefiting owners to pay their fair share prior to development. The Town would also adopt a By-law under Section 326 of the Municipal Act that would implement the agreement and require the other benefiting owners to pay their fair share of costs prior to development of their properties.

### 3.7 Road Infrastructure

The owners who require the road infrastructure for their development will fund the initial cost of constructing that infrastructure. As other benefiting owners in the area develop their properties, the Town will collect the fair share of the infrastructure costs owed by these other owners and these funds will be distributed to the owners who initially funded the road infrastructure.

#### COMMENT

Cost sharing agreements between the Town and private property owners/developers were finalized and, on June 28, 2016 Council authorized executing the cost sharing agreements, awarded contracts so construction work could begin and introduced By-law 32-2016 (To Recover the Capital Costs – Highway 7/McNeely Area). By-law 32-2016 was tabled after first reading as actual costs needed to be determined and inserted before the By-law is adopted.

Since 2016, work has progressed. McNeely Avenue was extended south and a roundabout constructed, a pumping station with associated forcemains was completed and residential development has proceeded. Work has now progressed sufficiently and actual or updated costs are now available.

Table 1 shows the cost of each of the projects as estimated in 2016 and the 2019 actual or updated estimated cost.

Table 1 – Updated Cost for each Project

No	Project Description	2016 Estimated Cost	2019 Actual or Estimated Cost	Comments
1	Path & McNeely south	417,913.52	417,913.52	Finalized
2	Concept Plan	309,428.33	309,428.33	Finalized
3	Hwy 15 Intersection Design	171,875.00	171,875.00	Finalized
4	Employment Lands Design	115,000.00	115,000.00	Finalized
5	Roy Brown McNeely to Hwy 15 Design	147,000.00	147,000.00	Finalized
6	McNeely south to roundabout Design	124,000.00	124,000.00	Finalized
7	Pumping Station Design	412,950.00	412,950.00	Finalized
8	Property Hwy 15	158,592.83	158,592.83	Finalized
9	Property Roy Brown	523,560.00	523,560.00	Finalized
10	Pumping Station Phase 1	4,644,484.00	5,203,386.72	Tender higher than estimate
10	Forcemain to Patterson Phase 2	1,684,349.00	2,175,690.34	More rock removed than estimated
10	Forcemain to Plant Phase 3	1,600,000.00	1,124,411.98	Updated estimate reduced cost
10	Total Project 10	7,928,833	8,503,519.04	
11	Trunk Sewer to Pumping Station	382,475.00	373,778.64	

12	Watermain on McNeely	171,150.00	64,980.68	Contingency not required
13	Trunk Sewer on McNeely	209,450.00	153,484.23	
14	McNeely south to roundabout	1,607,166.00	1,755,265.00	
15	Roy Brown McNeely east to Pegasus	522,000.00	483,667.75	
16	Roy Brown McNeely west to Hwy 15	3,918,000.00	5,774,805.00	Construction costs & rock quantities increased Note a)
17	McNeely south of Roundabout	436,000.00	637,873.87	
18	Rathwell – Fanning to Stokes	1,126,000.00	1,126,000.00	
19	Watermain to Hwy 15	260,000.00	260,000.00	
20	Intersection Hwy 15/Roy Brown	2,020,000.00	2,715,546.00	Share of MTO's project
21	Roy Brown through Pegasus S	522,000.00	0.00	Project not required
22	Road – Employment Lands	650,000.00	650,000.00	Municipal project – no updated costs yet Note a)
23	Sewer & Water – Employment Lands	1,004,000.00	1,004,000.00	Municipal project – no updated costs yet
24	SWM – Employment Lands	304,000.00	304,000.00	Municipal project – no updated costs yet
25	Connect to Cemetery Side Rd	3,275,000.00	0.00	Project not required
26	Upgrade sewer north Hwy 7	0.00	401,574.09	New Project
	<b>Total all Projects</b>	<b>27,383,160.68</b>	<b>27,255,580.98</b>	

Note – a) The Roy Brown right-of-way should be cleared so that rock elevations can be determined and cost estimates refined.

These 2019 costs have been inserted to the cost sharing spreadsheet and updated costs for each owner calculated as shown on Table 2.

Table 2 – Impact to Individual Owners

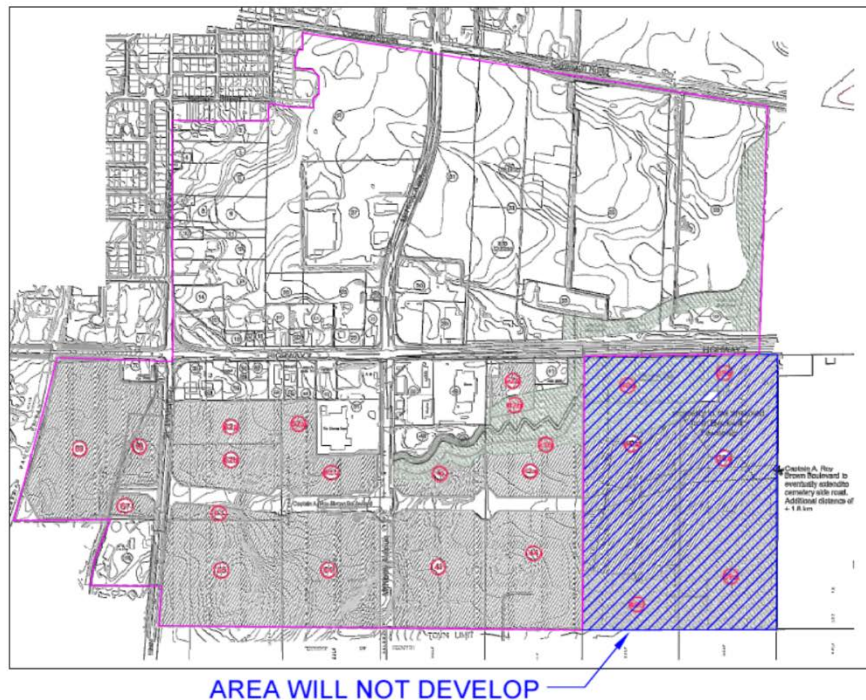
Owner	2016 Initial Funding	2019 Costs Only Initial Funding	2016 Fair Share	2019 Costs Only Fair Share
John Gibson	0	0	649,585	697,241
Pegasus North	3,393,920	3,688,154	1,849,068	1,984,722
Pegasus South & Beckwith	5,458,427	5,004,126	7,383,952	6,984,901
NuGlobe East	0	0	103,680	103,680

NuGlobe West	0	0	209,378	209,378
Cardel	7,680,847	9,390,221	3,116,155	3,898,649
RSSR	3,796,258	4,849,149	2,180,972	2,816,612
Scowcroft	28361	28,361	776,473	1,032,690
Laing/Mutuura	0	0	3,243,704	3,913,834
Mutuura	0	0	1,410,893	1,865,620
Rivington Electric	0	0	150,406	154,119
Devereaux	0	0	303,841	311,341
Rivington Auto	0	0	125,769	128,074
Town	4,745,762	5,390,944	2,619,096	2,798,933
Thruway future	0		39,760	99,385
Maniplex	0	0	66,571	95,651
Hanks Tire	0	0	10,189	14,640
1859813 Ont Inc	0	0	41,947	60,270
NBS Invest	0	0	13,925	20,008
McLaughlin	0	0	12,736	18,300
Maniplex	0	0	22,926	32,941
June Brazeau	0	0	47,721	68,566
Morrow	0	0	176,789	254,013
Ivan Latime	0	0	96,291	138,353
Llunney/Edwards	0	0	11,718	16,836
Sadler/Doucett	0	0	34,814	50,021
Julie Sadler	0	0	106,311	152,749
Pitsa Antonakos	0	0	124,822	179,346
D & E White	0	0	3,056	4,392
Sara Hussey	0	0	7,981	11,468
Catholic Church	0	0	77,610	111,512
B Dunham	0	0	67,421	96,871
Lynda Lee	0	0	18,001	25,864

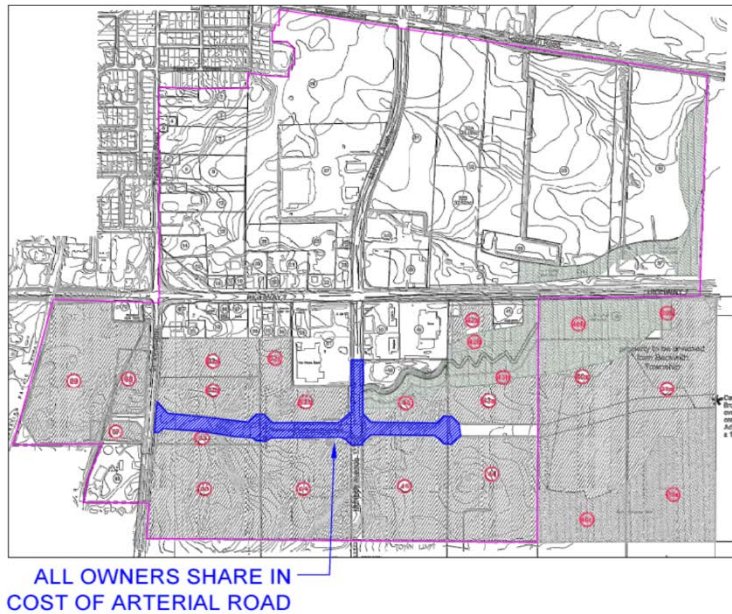
However, the cost for each project is not the only thing that has changed. Other changes include;

1. In 2016, there was a plan for property owned by Pegasus located in Beckwith to be annexed and developed residentially. However, this area has now been designated as wetlands and will not be developed (see below). This reduces the area over which costs are shared by about 11% which increases cost for the

remaining Owners by about 11%.



2. The traffic study completed in 2016 showed that Captain A Roy Brown Blvd needed to be extended to Cemetery Side Rd. However, since 2016, less traffic will be created as less area will be developed (Pegasus Beckwith property see 1. above) and MTO has announced they will be improving the capacity of the Highway 7/15 intersection. MTO's recent traffic analysis shows that the area can develop with accesses to Highway 7 at McNeely and to Highway 15 at Captain A. Roy Brown. Captain A. Roy Brown Blvd. no longer needs to be extended to Cemetery Side Rd so Projects 21 and 25 can be deleted from the cost sharing agreements. With this change, all of the owners should share proportionately in the cost of McNeely Avenue and Captain A. Roy Brown Blvd - Projects 14, 15, 16 and 20 (see below).



3. The Town has discovered that the sanitary sewer on the north side of Highway 7 which services all of the properties between McNeely Avenue and Franktown Road does not have sufficient capacity to allow full development of this area. This sewer needs to be upgraded at an estimated cost of \$401,574. By-law 03-2000 currently imposes a connection charge for properties that connect to the existing sewer. Since the existing sewer does not have any available capacity the charge contained in By-law 03-2000 needs to be removed and replaced with a new charge that will fund the \$401,574 cost to upgrade the sewer. This work is identified as Project 26 and included in this cost sharing calculation. The cost sharing calculations recognize that certain owners (NuGlobe, Thruway, Smart Centres, Pioneer Gas) have existing development agreements that fix their charge.

These three (3) additional changes have been inserted into the cost sharing spreadsheet that calculates the share for each owner and the results are presented in Table 3.

Table 3 – Impact to Individual Owners

Owner	2016 Initial Funding	2019 Costs Only Initial Funding	2019 Costs and Other Changes Initial Funding	2016 Fair Share	2019 Costs Only Fair Share	2019 Costs and Other Changes Fair Share
John Gibson	0	0	0	649,585	697,241	805,151
Pegasus North	3,393,920	3,688,154	3,639,211	1,849,068	1,984,722	2,291,891
Pegasus South & Beckwith	5,458,427	5,004,126	4,959,494	7,383,952	6,984,901	4,166,433
NuGlobe East	0	0	0	103,680	103,680	103,680
NuGlobe West	0	0	0	209,378	209,378	209,378

Cardel	7,680,847	9,390,221	7,768,098	3,116,155	3,898,649	3,645,426
RSSR	3,796,258	4,849,149	3,533,069	2,180,972	2,816,612	2,611,163
Scowcroft	28361	28,361	27,862	776,473	1,032,690	888,338
Laing/Mutuura	0	0	0	3,243,704	3,913,834	3,656,349
Mutuura	0	0	0	1,410,893	1,865,620	1,652,179
Rivington Electric	0	0	0	150,406	154,119	163,443
Devereaux	0	0	0	303,841	311,341	330,175
Rivington Auto	0	0	0	125,769	128,074	133,293
Town	4,745,762	5,390,944	5,148,290	2,619,096	2,798,933	2,811,600
Thruway future	0			39,760	99,385	99,385
Maniplex	0	0	0	66,571	95,651	106,710
Hanks Tire	0	0	0	10,189	14,640	16,333
1859813 Ont Inc	0	0	0	41,947	60,270	67,238
NBS Invest	0	0	0	13,925	20,008	22,321
McLaughlin	0	0	0	12,736	18,300	20,416
Maniplex	0	0	0	22,926	32,941	36,749
June Brazeau	0	0	0	47,721	68,566	76,494
Morrow	0	0	0	176,789	254,013	283,381
Ivan Latime	0	0	0	96,291	138,353	154,349
Llunney/Edwards	0	0	0	11,718	16,836	18,783
Sadler/Doucett	0	0	0	34,814	50,021	55,805
Julie Sadler	0	0	0	106,311	152,749	170,410
Pitsa Antonakos	0	0	0	124,822	179,346	200,082
D & E White	0	0	0	3,056	4,392	4,899
Sara Hussey	0	0	0	7,981	11,468	12,794
Catholic Church	0	0	0	77,610	111,512	124,404
B Dunham	0	0	0	67,421	96,871	108,071
Lynda Lee	0	0	0	18,001	25,864	28,855

## FINANCIAL IMPLICATIONS

The Town has provided funds for the initial cost of the pumping station and associated forcemains. These funds have been loaned from the Town's water/wastewater expansion reserve and are being repaid with interest by the Developers as outlined in the 2016 cost sharing agreement. The principle and quarterly payments associated with this loan need to be adjusted to match the updated costs.

The Town, as a property owner, is also sharing in the infrastructure costs so that the new Highway 7/15 business park can be developed. The next major infrastructure project will be the extension of Captain A. Roy Brown Blvd to connect with Highway 15. This work is planned to coincide with MTO's project to improve the Highway 7/Highway 15 intersection. The Town's long-term capital plan should include funding for the Town's share of the cost-shared infrastructure in 2021-22.

## STAFF RECOMMENDATION

THAT the cost sharing calculations be finalized and the Developer's mortgage and security payments related to the pumping station be adjusted; and  
 THAT the solicitor be instructed to prepare an amendment to the 2016 cost sharing agreement to address the changes that have occurred since 2016; and  
 THAT the finalized cost sharing calculations and By-laws be presented to all directly impacted owners and the public in December 2019; and  
 THAT the finalized By-law 32-2016 be presented to Council in January 2020; and

THAT staff arrange for clearing the Captain A. Roy Brown Blvd right-of-way during the winter of 2020 so that rock elevations and detailed design elements can be determined and cost estimates refined.