

FINAL Report

Glen Abbey Golf Club Redevelopment Capital Impact Assessment



Prepared for ClubLink Corporation ULC and ClubLink Holdings Limited
by IBI Group
October 31, 2016

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1 Executive Summary

This report examines the capital impact of the proposed redevelopment of the Glen Abbey Golf Course on the Town of Oakville. The Town's development application guidelines on capital impact assessments, Financial Impact Model and *Development Charges Background Study (DCBS)* form the basis of this capital impact assessment that tracks the costs and funding associated with capital requirements for the proposed redevelopment.

The proposed concept plan for the redevelopment comprises 3,222 residential units including single detached homes, traditional as well as stacked townhomes, and apartments. In addition, the concept plan includes retail space, service office space. As well, the existing RayDor Estate Building is to remain as office space and is excluded from the re-development application. The concept plan was designed to integrate into the existing community fabric while providing natural linkages, park space and a variety of lot sizes that provide a natural transition from larger single family lots to a diverse offering of housing.

Capital Impact

The proposed redevelopment and capital infrastructure required for the redevelopment would have the following capital impact implications:

- The majority of the proposed capital infrastructure will be a direct developer responsibility according to the local service guidelines in the Town's 2013 DCBS.
- The costs of the proposed capital infrastructure that may not be directly funded by the developer amounts to \$4.76 million and includes the following Services:
 - Transit Improvement;
 - Recreational Trail Development; and
 - Parkland Development and Programming.
- Of the identified capital costs of \$4.76 million, \$4.28 million would be funded either through development charges or front-end agreements with the developer. In the latter case, funded amounts would be eligible for development charge credits.
- The Town will be responsible for \$476,000, due to a 10% statutory deduction in certain DC Services. In the past, funding sources for the Town's non-DC eligible capital costs include operating fund, long-term financing and gas tax.
- The proposed redevelopment will generate a total of \$45.1 million in development charges revenue for the Town, including \$1.0 million for Public Transit and \$16.0 million for Parks and Recreation.

2 Introduction

IBI Group was retained by ClubLink Corporation ULC and ClubLink Holdings Limited to prepare a capital impact assessment regarding the proposed Glen Abbey redevelopment.

2.1 Glen Abbey Redevelopment

ClubLink Corporation ULC and ClubLink Holdings Limited are proposing that the 92.7-hectare Glen Abbey golf course be redeveloped for residential, retail and office development as well as open space uses. The proposed redevelopment envisions approximately 3,222 residential units and 121,000 sf of commercial space being added to the Glen Abbey Community in the Town of Oakville.

Figure 1: Glen Abbey Redevelopment Plan



The land use information relevant to the capital impact assessment includes the following:

Figure 2: Development Details

Residential			
Single Detached Dwellings (lot Width's)	Number of Units	Estimated Population	
Single Detached - 30'	52	181	
Single Detached - 32'	2	7	
Single Detached - 40'	27	94	
Single Detached - 43'	14	49	
Single Detached - 50'	5	17	
Single Detached - 60'	41	143	
Townhouse Units			
Townhouse	109	278	
Stacked Townhouse	190	485	
Apartment Units			
Apartments	2,782	5,091	
Total Units and Population	3,222	6,344	
Employment			
Retail and Office	Total Sq.Ft	FSW (sf)¹	Total Employees
Retail	62,871	500	126
Office	58,438	500	117
RayDor Estate	50,000	500	100
Work at Home	# of Residents	Work at Home Rate²	Total - Work at Home
Work at Home	6,344	5.20%	330
Total Employment			673
People per Unit³			
Singles	3.48		
Towns	2.55		
Apts	1.83		

Notes

¹ The floor space per worker totals includes a 10% vacancy rate

² Source: Town of Oakville Development Charges Background Study (DCBS); Schedule 9A

³ PPU's from the DCBS page A-6

2.2 Capital Impact Assessment

In the Town of Oakville's development application guideline, a capital impact assessment is required for development proposals south of Dundas Street which include two or more residential units or more than 5,000 square meters of non-residential floor area.

The purpose of the assessment is to estimate the cost and timing of local municipal capital infrastructure requirements related to a proposed development. Appendix A of this report shows the Terms of Reference for the Town of Oakville's capital impact assessment.

This capital impact assessment reviews the identified capital infrastructure by the redevelopment proposal. Eligibility for development charges is determined based on Appendix C (General Policy Guidelines on Development Charge and Local Service Funding) of the Town of Oakville DCBS, February 15, 2013. The result of the capital impact assessment is summarized in the Financial Impact Model provided by the Town and shown in Appendix B of this report.

2.3 Background Documents

This capital impact assessment reviews capital items shown in the following reports:

- BA Group, “Glen Abbey Golf Club Proposed Redevelopment Transportation Considerations, October 2016;
- SCS Consulting Group Ltd., “Functional Servicing and Stormwater Management Report – Proposed Re-Development of the Glen Abbey Golf Club, Town of Oakville”, October 2016; and
- ERA Architects, “Park & Open Space Concept Plan – Glen Abbey, Oakville”, October 2016.

Appendix C of the Town of Oakville *DCBS* serves as a reference document in determining DC eligibility.

This capital impact assessment relies on the following documents for estimated capital costs:

- The capital costs for transit improvement are based on the BA Group report;
- The capital costs for recreational trail are based on the review of the unit costs for the Town’s recent *Active Transportation Master Plan* projects; and
- The capital costs for parkland development and programming are based on the capital asset inventory in the Town’s 2013 *DCBS*.

3 Capital Works Required for Proposed Redevelopment

Capital costs associated with development are generally included in either developer cost items or development charge (DC) items.

In the case of the former, the developer takes full responsibility for capital costs; the capital implications of the developer responsibilities are not included in the assessment as the capital requirements do not have an impact on municipal finances.¹

In the case of development charges, the capital costs can be broken down into two broad categories:

1. **DC Eligible Costs** that are either included in the current DC or eligible for DC credits, and
2. **10% Mandatory Municipal Contribution** as identified in the *Development Charges Act, 1997*, which must be funded through the alternative means of revenue generation.

In terms of examining capital impacts to the Town of Oakville only Item 2 needs to be taken into consideration, since Item 1 would be directly recovered from DC revenues, with no capital impact on the municipality.

As shown throughout this section, capital infrastructure costs associated with the proposed redevelopment that are not direct developer responsibilities are estimated at \$4.76 million in total. Of this total, the amount of DC Eligible Costs is estimated at \$4.28 million. The amount of 10% Mandatory Municipal Contribution is estimated at \$476,000.

3.1 Services related to a Highway

3.1.1 Roads

According to the draft report, "Glen Abbey Golf Club Proposed Redevelopment Transportation Considerations", September 14, 2016, prepared by BA Group, the proposed redevelopment consists of an internal network of streets, centred on two new north-south collector streets that connect Upper Middle Road to Dorval Drive.

Based on page C-2 of the Town's 2013 *DCBS*, collector roads internal to development and local roads are considered to be a direct developer responsibility. The capital costs for the proposed internal streets would be a direct developer responsibility.²

3.1.2 Intersections / Access Points

Based on the BA Group report, three vehicular intersections / access points are proposed with the external road network.

All three works are specifically related to the proposed redevelopment and, therefore, are considered to be a direct developer responsibility under the Town's *DCBS* General Policy Guidelines.

¹ The operating implications stemming from the capital funded wholly by developers are included within the Financial Impact Study through the per capita operating costs. This is addressed in a separate IBI Group report.

² According to page C-2 of the Town's *DCBS*, the width of a road allowance for a collector road standard is 26 metres. While the proposed "Street A" is 36 metres in width, the street would be considered a collector road from a traffic perspective. The width of the street reflects urban design considerations.

3.1.3 Pedestrian and Cycling Routes

The proposed redevelopment will include on-street bicycle lanes, sidewalks and an off-street trail system within the site. As the proposed pedestrian and cycling facilities are all located within non-arterial road corridors, they are considered a direct developer responsibility.

3.1.4 Transit Improvement

According to the preferred option “Route A” by BA Group, the proposed redevelopment will include 5 new buses, 6 new bus shelters and 9 new concrete bus pads. The proposed bus routes and stops will be on Dorval Drive, Sixth Line and Dundas Street East.

The Town’s General Policy Guidelines set out that transit node and bus stop infrastructure and amenities located within town arterial and regional road corridors are DC eligible. As all of the proposed transit improvement are located within arterial roads, the capital costs for transit improvement would be recovered through DCs.

The timing of transit improvement is not available at this time; the BA Group report assumes the build-out year of the site to be 2031.³

The Town’s DCBS includes capital items “Expansion Buses” from the year 2012 to the year 2031. Based on the Town’s existing service standard, capital costs for 91 buses over the 2012 to 2031 period are included in the “Expansion Buses” items.

The costs for the proposed transit improvement is eligible for DCs and may be included in the “Expansion Buses” items. According to the estimates prepared by BA Group as of 2016, annual capital costs for 5 buses amount to approximately \$335,000, and one-time capital expenditure for 6 bus shelters and 9 bus pads amount to approximately \$72,000.⁴

Based on the Town’s current DCBS prepared in 2013, the Transit capital costs are 90% recoverable through DCs, with the remaining 10% recovered through municipal contribution. The next iteration of DCBS, however, will exempt Transit DC from the 10% statutory deduction, pursuant to the amended DCA.

3.2 Storm Water Management

“Functional Servicing and Stormwater Management Report”, October 2016, prepared by SCS Consulting Group Ltd., shows the proposed storm drainage plan. Shown in Figure 2.2 of the SCS report, the proposed redevelopment includes three storm water management facilities and four site discharge points.

Under the Town’s General Policy Guidelines, storm sewer systems and drainage works required for a specific development is a direct developer responsibility. The proposed work addresses servicing requirements for the proposed redevelopment and will be a direct developer responsibility.

³ The proposed redevelopment will take place over a 20-year period. The BA Group report assumed a 2031 horizon to be consistent with the 2031 provincial planning horizon.

⁴ The BA Group report estimated annual capital costs for buses, based on assumed purchase costs, average life-span and depreciation rate of new vehicles. Capital costs for bus stops were assumed to be one-time expenditure, based on the fact that they have longer life-span and are significantly more inexpensive than vehicles. See pages 58 – 60 of the BA Group report for more details.

3.3 Parks and Recreation

3.3.1 Trails

According to the report “Park & Open Space Concept Plan”, prepared by ERA Architects Inc., October 2016, the redevelopment includes a proposed 2.6-km Greenway Trail on the Table Lands. (Page 32)

Recreational trails that do not form part of the Town’s active transportation network (Town of Oakville, “Active Transportation Master Plan”, September 2009) are DC eligible.⁵ Based on the Town’s unit cost assumption, the capital costs for the proposed Greenway Trail would be recovered through DCs.

According to the Town’s recent Active Transportation Master Plan projects, the estimated unit cost for multi-use trails is \$150,000 per kilometre.⁶ The estimated costs for the proposed 2.6-km Greenway Trail would be \$390,000.

The trail items in the Town’s *DCBS* are related to specific projects and do not include Greenway Trail.

The capital costs for Parks and Recreation Services are 90% recoverable through DCs, with the remaining 10% recovered through municipal contribution. The capital costs for the proposed trail may be front-ended and subject to future DC credits.

3.3.2 Parks

The draft “Park & Open Space Concept Plan” proposes park and open space features, including Central Park, Greenway Park and East Park. For the purpose of this report, the following assumption was made regarding the classification of the proposed parks:

- Central Park (5.10 hectares): Community Park
- Greenway Park (4.13 hectares): Neighbourhood Park
- East Park (1.18 hectares): Neighbourhood Park.⁷

According to the Town’s General Policy Guidelines, parkland development costs for Neighbourhood Parks are a direct developer responsibility. Parkland development costs for Community Parks are not a direct developer responsibility and are included in DCs. Program facilities within parkland are included in DCs and may be eligible for DC credits to the extent identified in any background study.

The proposed redevelopment includes Central Park, a 5.10-hectare Community Park. According to the Town’s 2013 *DCBS*, developed parkland value for Community Parks amounts to \$281,620 / hectare. Based on the proposed park size, parkland development costs for Central Park are assumed to be approximately \$1.43 million.

The programming of the parks has not yet been determined. Appendix B – Level of Service Ceiling – Summary of Service Standards (page B-1 of the Town’s 2013 *DCBS*) notes that a value of parkland development was \$670.42 / capita. The same table also provides the values for parkland facilities, amenities and buildings; combining these three components reflects a value of \$709.58 / capita. On the basis of this information, it is assumed that for every \$1 of

⁵ Recreational trails that form part of the Town’s active transportation network are DC eligible as a Service related to a Highway.

⁶ Town of Oakville Staff Report, “2016 Active Transportation Capital Program”, December 17, 2015.

⁷ According to Town of Oakville, “Parks, Recreation, and Library Facilities Master Plan”, October 2012:

- Community Parks are town-wide facilities and are often associated with a higher order of active and structured recreational use (e.g., lit sports fields, off-street parking, etc.) and are destination parks for residents. Examples include waterfront parks and major sports parks.
- Neighbourhood Parks provide active recreation as well as opportunities for informal active recreation at a neighbourhood scale.

value in parkland development, there is \$1.05 in value for facilities / amenities / buildings. Based on the total area of the three proposed parks, 10.41 hectares, capital costs for program facilities would be approximately \$2.53 million.

The park items South of Dundas Street in the Town's 2013 *DCBS* are related to specific projects and do not include the proposed parks. The capital costs for Parks and Recreation Services are 90% recoverable through DCs, with the remaining 10% recovered through municipal contribution. The capital costs for the proposed parks may be front-ended and subject to future DC credits.

3.3.3 Natural Heritage System (NHS)

The proposed redevelopment includes 32.47 hectares of Natural Heritage System (NHS). According to the Town's General Policy Guidelines, the NHS is a direct developer responsibility.

3.3.4 NHS Buffer, Enbridge Easement, Open Space and Remnant Wooded Area

According to the Town's General Policy Guidelines, the cost of developing all landscape buffer blocks, landscape features, cul-de-sac islands, berms and other remnant pieces of land is a direct developer responsibility. NHS Buffer, Enbridge Easement, Open Space and Remnant Wooded Area identified in the draft plan of subdivision, dated October 4, 2016, would therefore be considered to be a direct developer responsibility.

4 Development Charges

New construction in the Town of Oakville is subject to lower and upper tier municipal development charges. Development charges are issued to fund growth related capital costs that service the new population. For the purpose of the report, the focus is on the Town of Oakville DCs.

4.1 Payable by Proposed Redevelopment

Based on the 2015 rates as set out in the Town's Financial Impact Model, the proposed redevelopment will generate \$45.1 million in development charge revenues for the Town of Oakville to meet local municipal capital requirements.

Figure 3: Development Charge Calculation

Residential Development Charges

1 Unit Types	# units	Discounted Services	Non-disc. Services	Total
Singles & Semis	141	1,378,698	2,001,495	3,380,193
Multiples (1-2 Bdrms)	299	2,140,242	3,106,311	5,246,553
Multiples (3+ Bdrms)	-	-	-	-
Apartments (Bach& 1 Bdrm)	927	3,803,481	5,522,139	9,325,620
Apartments (2+ Bdrms)	1,855	10,586,532	15,364,015	25,950,547
Special / Accessory Units	-	-	-	-
Total	3,222	17,908,953	25,993,960	43,902,913

Non-residential Development Charges

1 Type	GFA m ²	Discounted Services	Non-disc. Services	Total
Industrial	-	-	-	-
Commercial	5,429	59,176	528,839	588,015
Retail	5,841	63,667	568,972	632,639
Institutional	-	-	-	-
Total	11,270	122,843	1,097,811	1,220,654

Grand Total	18,031,796	27,091,771	45,123,567
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4.2 Development Charge Percentage Reduction

The Town of Oakville will need to provide funding for capital projects due to a statutory deduction in development charges contributions to eligible infrastructure projects. In accordance with S.8(1) of the DCA, some DC capital costs must be reduced by 10%. The 10% reduction is to be covered by the municipality as a 'co-payment' towards the proposed/planned services.⁸ The services with a 10% reduction in development charges include public transit, municipal parking, parks and recreation, library services and general government as seen below. The logic for the 10% co-payment under the DCA is that the benefit of the new growth related facilities built also has some benefit to the existing population.

⁸ The estimated 'co-payment' is included as an operating expenditure in a separate IBI Group Report. According to the Town's Development Charges Reserve Fund Statements, the 'co-payment' is made from funding sources such as Operating Fund, Long Term Financial and Gas Tax.

Figure 4: Development Charges Discounted Services

DISCOUNTED	NON-DISCOUNTED
Public Transit	Services related to a Highway (Roads+)
Municipal Parking	Fire Protection Services
Parks and Recreation	
Library Services	
General Government	

Source: Town of Oakville Development Charges Background Study

The five discounted services will result in a one-time municipal co-payment estimated at \$2.00 million. However, the next iteration of development charges for Oakville will not have public transit included as a discounted service due to changes in the DCA; this will lower the municipality's DC co-payment to \$1.89 million.

5 Conclusions: Capital Impact by Proposed Redevelopment

Capital infrastructure costs associated with the proposed redevelopment that are not direct developer responsibilities are estimated at \$4.76 million. Of this total, \$4.28 million are anticipated to be DC eligible, with the remaining \$476,000 reflective of the 10% statutory deduction for soft services, to be funded from other Town sources.

The DC eligible capital items by the proposed redevelopment that are not specified in the Town's 2013 *DCBS* can be front-end funded by the developer and subject to future DC credits. As a result, the DC eligible portion of the proposed capital items will not have any capital impact on the Town's budget.

The remaining portion of the proposed capital items, \$476,000, is to be funded through a non-DC mechanism. Consistent with the past practice, the Town of Oakville will be able to use sources such as operating fund, long-term financing and gas tax for non-DC eligible share of capital items.

Development charges payable by the proposed redevelopment amounts to \$45.1 million. This can be compared with the estimated DC expenditures of \$4.28 million for eligible service within the proposed redevelopment. The surplus amount of approximately \$40.9 million will accrue to the appropriate reserve fund to be spent throughout the Town, as increases in needs arise from new growth (including the proposed redevelopment) for services such as recreation centres, fire halls, libraries, etc.

One of the reasons for the surplus DC would be that as an intensification project, the proposed redevelopment can optimize the use of existing infrastructure in meeting capital infrastructure requirements. The Town of Oakville development charges are calculated on a Town-wide basis and do not differentiate between intensification and greenfield development. The development charges payable for the proposed redevelopment, therefore, would more than offset capital costs required for the proposed redevelopment.

Appendix A
Town of Oakville – Glen Abbey Golf Club Redevelopment
Development Application Guidelines – Capital Impact Assessment

Development application guidelines

Capital impact assessment

What is the purpose of this?	A <i>capital impact assessment</i> estimates the cost and timing of local municipal capital infrastructure requirements related to a proposed development.
Who should prepare this?	The assessment should be prepared by a qualified financial consultant.
When is this required?	A <i>capital impact assessment</i> is required in support of development proposals located south of Dundas Street for: <ul style="list-style-type: none">▪ two or more residential units; or,▪ more than 5,000 square metres of non-residential floor area.
Why do we need this?	A <i>capital impact assessment</i> is used to estimate the cost of the local municipal capital infrastructure that would be required to service a proposed development.
How should this be prepared?	A <i>capital impact assessment</i> should: <ul style="list-style-type: none">▪ estimate the cost and timing of local municipal capital infrastructure required to service the proposed development▪ comment on whether such costs have been included in the Town’s development charges▪ calculate development charges payable based on the proposed development
What else should we know?	Staff may recommend the exemption of a <i>capital impact assessment</i> due to the size or negligible impact of the proposed development on the Town.

Appendix B
Town of Oakville – Glen Abbey Golf Course Redevelopment
Town of Oakville Financial Impact Model

A Identification

- 1 Name of Development
- 2 Subdivision / Planning Number:
- 3 Community Location
- 4 Date of Application

5 Description

The subject site is currently located on Glen Abbey Golf Club located at 1333 Dorval Drive. The proposed plan would include 3,222 residential units, 62,900 sq.ft of retail space and 58,400 sq.ft of office space. The residential unit counts will be made up of 141 single detached dwellings, 109 traditional townhouse units, 190 stacked townhouse units and 2,782 apartment units. In addition to the residential, retail and office components there will be 3 SWM ponds and 3 parks with a natural heritage system.

Appendix B
Town of Oakville – Glen Abbey Golf Course Redevelopment
Town of Oakville Financial Impact Model (Continued)

B Residential Development Description

C Non-residential Development Description

1 Unit Types	# units
Singles & Semis	
Singles - 30'	52
Singles - 32'	2
Singles - 40'	27
Singles - 43'	14
Singles - 50'	5
Singles - 60'	41
Sub-total	141
Multiples (1-2 Bdrms)	
Townhomes - 21.3'	109
Stacked Towns - 33'	190
Sub-total	299
Multiples (3+ Bdrms)	
Type 1	-
Type 2	-
Sub-total	-
Apartments (Bach & 1 Bdrm)	
Apartments (1 or Bach)	927
Type 2	-
Sub-total	927
Apartments (2+ Bdrms)	
Apartment (2 or more)	1,855
Sub-total	1,855
Special / Accessory Units	
Type 1	-
Type 2	-
Sub-total	-
Total	3,222

1 Type	GFA m ²
Industrial	
Type 1	-
Type 2	-
Sub-total	-
Commercial	
Office Space - Ground Floor	1,157
Office Space - Second Floor	4,272
Sub-total	5,429
Retail	
Retail Space - Ground Floor	5,841
Type 2	-
Sub-total	5,841
Institutional	
Type 1	-
Type 2	-
Sub-total	-
Total	11,270

Appendix B
Town of Oakville – Glen Abbey Golf Course Redevelopment
Town of Oakville Financial Impact Model (Continued)

D Residential Development Charges

1 Unit Types	# units	Discounted Services	Non-disc. Services	Total
Singles & Semis	141	1,378,698	2,001,495	3,380,193
Multiples (1-2 Bdrms)	299	2,140,242	3,106,311	5,246,553
Multiples (3+ Bdrms)	-	-	-	-
Apartments (Bach& 1 Bdrm)	927	3,803,481	5,522,139	9,325,620
Apartments (2+ Bdrms)	1,855	10,586,532	15,364,015	25,950,547
Special / Accessory Units	-	-	-	-
Total	3,222	17,908,953	25,993,960	43,902,913

E Non-residential Development Charges

1 Type	GFA m ²	Discounted Services	Non-disc. Services	Total
Industrial	-	-	-	-
Commercial	5,429	59,176.10	528,838.89	588,014.99
Retail	5,841	63,666.90	568,971.81	632,638.71
Institutional	-	-	-	-
Total	11,270	122,843.00	1,097,810.70	1,220,653.70

F Residential Development Charge Rates

1 Unit Types	Discounted Services	Non-disc. Services	Total
Singles & Semis	9,778	14,195	23,973
Multiples	7,158	10,389	17,547
Multiples	7,158	10,389	17,547
Apartments (Bach& 1 Bdrm)	4,103	5,957	10,060
Apartments (2+ Bdrms)	5,706	8,281	13,987
Special / Accessory Units	2,809	4,080	6,889

G Non-residential Development Charges

1 Type	Discounted Services	Non-disc. Services	per m ²
Industrial	10.90	97.41	108.31
Commercial	10.90	97.41	108.31
Retail	10.90	97.41	108.31
Institutional	10.90	97.41	108.31

Appendix B
Town of Oakville – Glen Abbey Golf Course Redevelopment
Town of Oakville Financial Impact Model (Continued)

H Specific Project Capital	Project Description	Year of Emplacement	Total Cost	Grants and Other Revenue Sources	Net Cost	Funding of Net Cost		
						DC Allocation %	Other Funding \$	
A Discounted Services								
(Includes Transit, Library, Studies, Facilities)								
1	Transit Improvement (5 new buses, 1 new bus shelters and 9 new concrete bus pads)	n.a.	\$ 407,000	\$ -	\$ 407,000	90%	\$ 366,300.00	\$ 40,700.00
2				\$ -	\$ -			
3				\$ -	\$ -			
4				\$ -	\$ -			
5				\$ -	\$ -			
Total			\$ 407,000	\$ -	\$ 407,000		\$ 366,300.00	\$ 40,700.00
B Non-discounted Services								
(Includes services related to a highway, fire protection)								
1	Roads (Direct Developer Responsibility)			\$ -	\$ -			
2	Intersections / Access Points (Direct Developer Responsibility)			\$ -	\$ -			
3	Pedestrian and Cycling Routes (Direct Developer Responsibility)			\$ -	\$ -			
4				\$ -	\$ -			
5				\$ -	\$ -			
Total			\$ -	\$ -	\$ -		\$ -	\$ -
C Parks Services								
1	2.6-km Greenway Trail	n.a.	\$ 390,000	\$ -	\$ 390,000	90%	\$ 351,000.00	\$ 39,000.00
2	Parkland Development (Community Park - 5.10 hectares)	n.a.	\$ 1,436,262	\$ -	\$ 1,436,262	90%	\$ 1,292,635.80	\$ 143,626.20
3	Parkland Development (Neighbourhood Park - 5.31 hectares; Direct Developer Responsibility)			\$ -	\$ -			
4	Parkland facilities, amenities and buildings (All Parks - 10.41 hectares)	n.a.	\$ 2,526,727	\$ -	\$ 2,526,727	90%	\$ 2,274,054.30	\$ 252,672.70
5	Natural Heritage System (Direct Developer Responsibility)			\$ -	\$ -			
6	NHS Buffer, Enbridge Easement, Open Space and Remnant Wooded Area (Direct Developer Responsibility)			\$ -	\$ -			
Total			\$ 4,352,989	\$ -	\$ 4,352,989		\$ 3,917,690.10	\$ 435,298.90
D Stormwater Services								
1	Storm Drainage - three SWM facilities and four site discharge points (Direct Developer Responsibility)			\$ -	\$ -			
2				\$ -	\$ -			
3				\$ -	\$ -			
4				\$ -	\$ -			
5				\$ -	\$ -			
Total			\$ -	\$ -	\$ -		\$ -	\$ -
			\$ 4,759,989	\$ -	\$ 4,759,989		\$ 4,283,990.10	\$ 475,998.90

Appendix B
Town of Oakville – Glen Abbey Golf Course Redevelopment
Town of Oakville Financial Impact Model (Continued)

I Development Charge Credits

	Discounted Services	Non-disc. Services	Total
Development Charge Proceeds	18,031,796	27,091,771	45,123,567
Capital Requirements	4,283,990	-	4,283,990
Credits	4,283,990	-	4,283,990
Payout (where Capital Exceeds DC Proceeds)	-	-	-

* Discounted Services includes parks, trails, parkland facilities and transit improvement