

File Number: 39T-02502

<b>TO:</b>	<b>CHAIR AND MEMBERS PLANNING AND ENVIRONMENT COMMITTEE</b>
<b>FROM:</b>	<b>GEORGE KOTSIFAS, P. ENG. MANAGING DIRECTOR, DEVELOPMENT AND COMPLIANCE SERVICES AND CHIEF BUILDING OFFICIAL</b>
<b>SUBJECT</b>	<b>SPECIAL PROVISIONS BANMAN DEVELOPMENTS INC. WHITE OAKS SUBDIVISION (Phase 4) 39T-02502 MEETING ON JULY 20, 2015</b>

<b>RECOMMENDATION</b>
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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 Banman Developments Inc. for the for the subdivision of land over Lot 32, Concession 2, (Geographic Township of Westminster), now in the City of London, County of Middlesex:

- (a) the attached Special Provisions, (Schedule "A"), to be contained in a Subdivision Agreement between The Corporation of the City of London and for the Banman Developments Inc. (Phase 4) Subdivision (39T-02502-4) **BE APPROVED**;
- (b) the applicant **BE ADVISED** that the Director, Development Finance has summarized the claims and revenues to be as per Schedule "B", attached hereto;
- (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 related documents required to fulfill its conditions.

<b>BACKGROUND</b>
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This application for Draft Plan of Subdivision Approval was accepted on February 25, 2002. It was circulated to the required agencies and municipal departments on March 27, 2002 and advertised in the London Free Press Civic Corner on April 6, 2002.

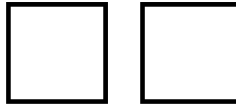
On November 2, 2003, the Approval Authority granted Draft Plan approval for a period of three years. Revisions to draft plan approval were granted on October 4, 2006. The most recent three (3) year draft approval extension was April 28, 2015 for a one year period. This is the final phase of the subdivision to be registered. The plan consists of 85 single detached lots and one(1) access block.

It should be noted that EES have indicated that there will be future increases in operating and maintenance costs for works that will assumed by the City, as a result of this development.

Development Services provided Banman Developments Inc. with a copy of the Special Provisions for their review. On June 26, 2015 they advised that they are in agreement with the proposed Special Provisions.

This report has been prepared in consultation with Legal Services.

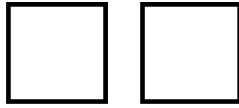
A copy of the location plan is attached for the information of the Committee.



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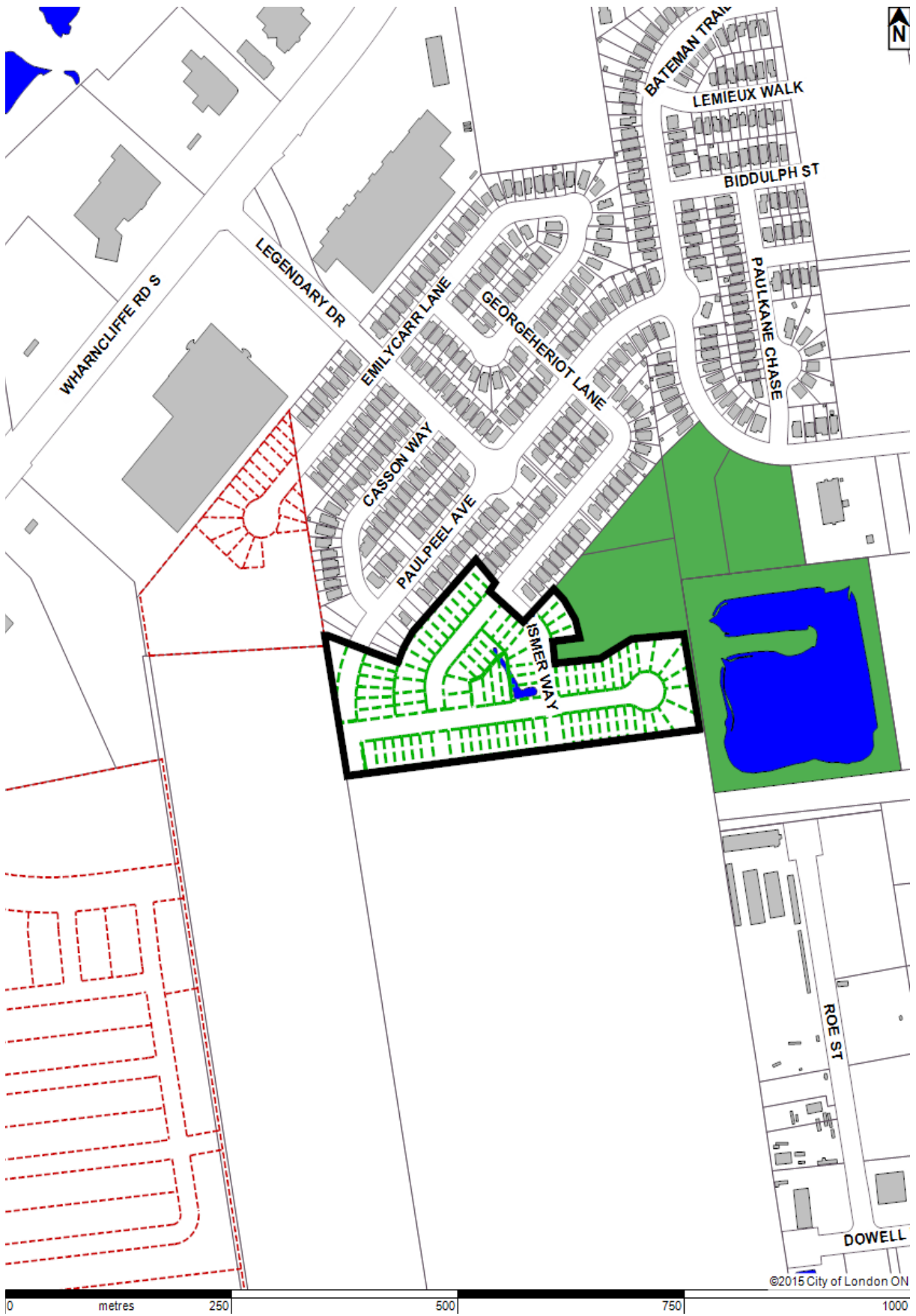
<b>PREPARED &amp; RECOMMENDED BY:</b>	<b>CONCURRED BY:</b>
<b>ALLISTER MACLEAN MANAGER, DEVELOPMENT PLANNING DEVELOPMENT SERVICES</b>	<b>JENNIE RAMSAY MANAGER, DEVELOPMENT SERVICES &amp; ENGINEERING LIAISON</b>
<b>CONCURRED BY:</b>	<b>SUBMITTED BY:</b>
<b>TERRY GRAWAY MANAGER, DEVELOPMENT SERVICES &amp; PLANNING LIAISON</b>	<b>GEORGE KOTSIFAS, P. ENG. MANAGING DIRECTOR, DEVELOPMENT &amp; COMPLIANCE SERVICES AND CHIEF BUILDING OFFICIAL</b>

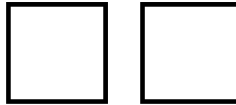
AM/am  
Attach.  
June 26, 2015



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### Location Map





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**Schedule A**

**5. STANDARD OF WORK**

**5.7 Delete in its entirety – There are no rear yard catchbasins proposed for this Plan**

**14. LANDS FOR MUNICIPAL PURPOSES SUBJECT TO RECONVEYANCE**

14.1 The Owner shall transfer Block 90 of this Plan to the City. In the event that the adjacent lands to the south of this Plan, (municipally known as 284 Exeter Road) develop as residential use and Block 90 is required for access purposes, then Block 90 shall be sold at market value, as determined by the City acting reasonably to the owners of the adjacent lands, and the City shall pay the net proceeds of that sale (minus any City costs) to the Owner of this Plan (39T-02502) within thirty (30) days of such sale. Should the City determine that Block 90 is not required for access purposes, the City will transfer the Block back to the Owner, at no cost to the City.

**25.1 STANDARD REQUIREMENTS**

**Add the following new Special Provisions:**

- (k) The Owner shall remove any temporary works when no longer required and restore the land, at no cost to the City, to the specifications and satisfaction of the City.

**25.2 CLAIMS**

**Amend the following section to the Special Provisions as follows:**

- (a) If the Owner alleges an entitlement to any reimbursement or payment from the City Services Reserve Fund 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 City Services Reserve Fund.

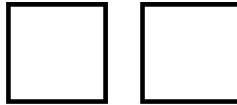
The anticipated reimbursements from the Fund are:

- for the construction of eligible storm sewers in conjunction with the Plan, subsidized at an estimated cost of which is \$979,540.

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 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.



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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.

## **25.7 STORM WATER MANAGEMENT**

**Amend the following section to the Special Provisions as follows:**

- (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 accepted White Oaks Area Stormwater Management Facilities Municipal Class Environmental Assessment (EA) Schedule 'B' Report (September 2001) and any addendums/amendments;
  - iii) The approved Functional Stormwater Management Plan for the Regional White Oaks SWM Facility 2;
  - iv) The Stormwater Letter/Report of Confirmation for the subject development prepared and accepted in accordance with the file manager process;
  - v) The City's Waste Discharge and Drainage By-laws, lot grading standards, policies, requirements and practices;
  - vi) The City of London Design Specifications and Requirements Manual, as revised;
  - vii) The Ministry of the Environment SWM Practices Planning and Design Manual (2003); and
  - viii) Applicable Acts, Policies, Guidelines, Standards and Requirements of all required approval agencies.

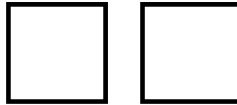
## **25.8 SANITARY AND STORM SEWERS**

**Remove (b) and (c) and replace with the following:**

- (b) Sewage treatment capacity at the Greenway Pollution Control Plant is available for this Plan as of \_\_\_\_, 2015 and will be reserved by the City for this Plan provided this Plan and this Agreement are registered before \_\_\_\_, 2016.

In the event that this Plan and this Agreement are not registered before \_\_\_\_, 2016, then the reserved treatment capacity in the Plant may be forfeited in the absolute discretion of the City Engineer and in the event of such forfeiture, the Owner shall apply to the City to have sewage treatment capacity allocated to this Plan, if such capacity is available at that time.

The Owner acknowledges that sewage treatment capacity at the Greenway Pollution Control Plant must be allocated for this Plan prior to the Owner's application for building permits in this Plan.



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- (c) The Owner shall construct the storm sewers to service the Lots and Block in this Plan and connect them to them to the City's existing storm sewer system being the 1750mm x 2690mm storm sewer within Block 84 of Plan 33M-518. 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.

**Add the following at the end of Clause (m)**

The Owner shall observe and comply with quality control measures in accordance with the reports as prepared with the construction of sanitary works associated with Plans 33M-674 and 33M-518.

**Add the following new Special Provisions:**

- (o) The Owner shall make all necessary arrangements with the Owner of Plan 33M-674 to coordinate any servicing associated with the development of this Plan to be completed within the blanket easements provided under the same registration of Plan 33M-674 within the future Lismer Lane and Paulpeel Avenue including, but not limited, to the construction of private sanitary services for Lots 1 to 16, Lots 61 to 64 and for Lots 80 through to 85 in this Plan, all to the satisfaction of the City and at no cost to the City.
- (p) The Owner shall make all necessary arrangements with the Owner of Plan 33M-518 to coordinate any servicing associated with the development of this Plan to be completed within this Plan including, but not limited, to the construction of private sanitary services within the future Lismer Way and Lismer Lane for Lots 17 to 41, Lots 42 to 45 and for Lots 46 through to 53 including Lot 65 on Georgeheriot Lane within this Plan, all to the satisfaction of the City and at no cost to the City.

**25.9 WATER SERVICING**

**Revise clause (c) to include the following:**

- (c) The Owner shall provide looping of the water main system, as required by and to the satisfaction of the City Engineer.

Valves on Paulpeel Avenue, Georgeheriot Lane South of Lismer Lane watermain shall remain in the closed position until further development progresses to the South

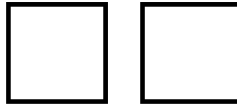
**25.10 HYDROGEOLOGICAL WORKS**

**Revise the following:**

- (c) The Owner shall adhere to the recommendations in the detailed hydro geological report prepared by its Professional Engineer, determining the effects of the construction associated with this subdivision on the existing ground water elevations and domestic or farm wells in the area and identify any abandoned wells in this plan, assess the impact on water balance and any fill required in the plan, to the satisfaction of the City Engineer.

If necessary, the Owners professional engineer shall provide recommendations addressing any contamination impacts that may be anticipated or experienced as a result of the said construction as well as recommendations regarding soil conditions and fill needs in the location of any existing watercourses or bodies of water on the site.

Prior to the issuance of any Certificate of Conditional Approval, the Owner's Professional Engineer shall certify that any remedial or other works as recommended in the above accepted hydro geological report are implemented by the Owner, to the satisfaction of the City, at no cost to the City Engineer.



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## ROADWORKS

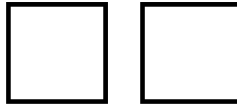
### Add the following to the Special Provisions

- (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:
  - (i) a fully serviced road connection where Paulpeel Avenue in this plan joins with Paulpeel Avenue in Plan 33M-674, including all underground services and all related works as per the accepted engineering drawings;
  - (ii) a fully serviced road connection where Georgeheriot Lane in this plan joins with Georgeheriot Lane in Plan 33M-518, including all underground services and all related works as per the accepted engineering drawings;
  - (iii) a fully serviced road connection where Lismer Way in this plan joins with Lismer Way in Plan 33M-518, including all underground services and all related works as per the accepted engineering drawings;
  - (iv) a storm sewer connection to the 1705mm x 2690mm storm sewer in Block 84 of Plan 33M-518; and
  - (v) all private drain connections, maintenance hole adjustments and any other works consistent with the servicing of this Plan for the purpose of the ultimate sanitary sewer design in conjunction with works completed by Plan 33M-518 and Plan 33M-674.

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 Paulpeel Avenue, Georgeheriot Lane and Lismer Way 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.



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**Amend Clause (c) as follows:**

- (c) No construction traffic contracted by the Owner for the construction of services for this subdivision which are to be assumed by the City, shall utilize existing streets adjacent to this Plan, except as approved otherwise by the City. The Owner shall restrict the construction traffic to and from this subdivision to the accepted construction access route except as otherwise approved by the City. The Owner shall direct all construction traffic associated with this Plan to utilize Wharncliffe Road South via Legendary Drive or other routes as designated by the City Engineer.

Barricades which may be used to restrict construction traffic during the construction of the underground services associated with the issuance of a Certificate of Conditional Approval, may be removed with the issuance of the Certificate of Conditional Approval, unless otherwise directed by the City. Should the subdivision develop in stages as allowed by other conditions of this Subdivision Agreement, the Owner will reinstate the necessary construction traffic restrictions with development of each stage as each stage develops, to the satisfaction of the City.

**Add the following new Special Provisions after Clause (p)**

- (New) The Owner shall install traffic calming measures on Paulpeel Avenue in this Plan, consistent with a parking bays, as directed by and to the satisfaction of the City Engineer at no cost to the City.

**Remove Clause (q)(iv) and replace with the following**

- (iv) The Owner shall register against the title of all Lots and Blocks on Paulpeel Avenue 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 street, to the satisfaction of the City Engineer.

**Add the following new Special Provisions:**

- r) The Owner shall construct the driveways for each Lot in compliance with the approved on street parking plan for this subdivision, attached as Schedule "G" to this Agreement and in compliance with the City's Zoning By-law. Prior to assumption of the subdivision by the City, the Owner shall have its Professional Engineer/Surveyor certify for each Lot to the satisfaction of the City that the location and width of the as built driveways complies with the approved parking plan and is in compliance with the City's Zoning By-law. Further, the Owner shall rectify any deficiencies identified by the Professional Engineer/Surveyor at no costs to the City.
- (s) In the event that the Owner undertakes relotting of Block 86, the Owner shall relocate all private services as are necessary for the relotting of the future lots to the specifications of the City and at the Owner's entire expense. The City may require additional inspections by the Owner's professional engineer and the City of London of relocated private services, including video inspections as a result of the relotting of blocks in this Plan prior to the issuance of a Certificate of Conditional Approval for works serving the relotted lots. Should the amount of security held by the City at the time the blocks in this Plan are to be relotted be insufficient to cover the cost of relocation of any private services and associated works for the said relotting, then prior to the issuance of the Certificate of Conditional Approval for works serving the said relotting, the Owner shall deposit an additional amount of security with the City for the said works as determined by the City Engineer in accordance with the City's security requirements.

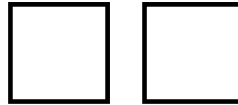




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- (t) Prior to the issuance of a Certificate of Conditional Approval the Owner shall provide temporary easements over lots 6 to 7, 9 to 12, 16,17, and 25 to 27, the South limit of Georgeheriot Lane, and West boulevard of Paulpeel Avenue to allow for re-grading by adjacent landowner at the time of redevelopment.
- (u) The Owner shall make minor boulevard improvements, if required, on Georgeheriot Lane and on Lismer Way in Plan 33M-518 where this plan abuts the said lands, consisting of clean-up, grading and sodding as necessary to the specifications of the City and at no cost to the City.
- (v) Prior to the issuance of any Certificate of Conditional Approval for this Plan, all temporary measures constructed with the sanitary sewer within this Plan, (i.e. maintenance access pathway) for the servicing of Plans 33M-518 and 33M-674 shall be removed by the Owner when no longer required as approved by the City; provided that the maintenance assesses are operational and accessible until an adequate road with a minimum of Granular B is constructed within this Plan of subdivision to access the said sewer all to the satisfaction of the City and at no cost to the City.
- (w) At the time this Plan is registered, the Owner shall make all necessary arrangements with the City to quit claim the existing easement over Part 6 of Plan 33R-16063 INST. ER956565 to the satisfaction of the City and at no cost to the City.
- (x) Within one (1) year of registration of the Plan, the Owner shall construct a 1.5m high chain link fencing without gates in accordance with current City standards (SPO 4.8) or approved alternate, along all property lines abutting parkland (Lots 27 thru 45) in accordance with approved engineering plans. Fencing shall be completed to the satisfaction of the Manager of Environmental and Parks Planning.
- (y) The Owner shall not grade into any open space lands. In instances where this is not practical or desirable, any grading into the open space lands shall be to the satisfaction of the Manager of Environmental and Parks Planning.
- (z) The Owner shall include in all offers of purchase and sale a clause which advises purchasers and any subsequent Owners the following Noise Warning Clause:

"Purchasers/tenants are advised that sound levels due to nearby commercial operations may on occasions interfere with some activities of the dwelling occupants as the sound levels may exceed the Municipality's and the Ministry of Environment's noise criteria."



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**SCHEDULE 'C'**

This is Schedule 'C' to the Subdivision Agreement dated \_\_\_\_\_, 2015 between The Corporation of the City of London and Banman Developments (Legendary) Inc. to which it is attached and forms a part.

**SPECIAL WORKS AND SERVICES****Roadways**

- Paulpeel Avenue shall have a minimum road pavement width (excluding gutters) of 9.5 metres with a minimum road allowance of 21.5 metres.
  
- Georgeheriot Lane from Plan 33M-518 to the south limit of this Plan shall have a minimum road pavement width (excluding gutters) of 8.0 metres with a minimum road allowance of 20.0 metres.
  
- Lismer Way shall have a minimum road pavement width (excluding gutters) of 6.0 metres with a minimum road allowance of 18 metres.
  
- Lismer Lane, between Paulpeel Avenue and Lismer Way, shall have a minimum road pavement width (excluding gutters) of 8.0 metres with a minimum road allowance of 20 metres.
  
- Lismer Lane, east of Lismer Way, shall have a minimum road pavement width (excluding gutters) of 6.0 metres with a minimum road allowance of 18 metres.

**Sidewalks**

A 1.5 metre (5 foot) sidewalk shall be constructed on both sides of Paulpeel Avenue

A 1.5 metre (5 foot) sidewalk shall be constructed on one side of

- (i) Georgeheriot Lane east side to the south limit of this Plan;
- (ii) Lismer Way, east side; and
- (iii) Lismer Lane, north side, between Paulpeel Avenue and Lismer Way.

**Pedestrian Walkways**

There are no pedestrian walkways proposed with this Plan.



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**SCHEDULE 'D'**

This is Schedule 'D' to the Subdivision Agreement dated this \_\_\_\_\_, 2015, between the Corporation of the City of London and Banman Developments (Legendary) Inc. 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: Block 88 and 89;

Block 87 (is to be conveyed to the City in addition to being divided into two (2) 0.3 meter reserves where Lismer Lane meet the west boundary of this Plan); and

Georgeheriot Lane shall have a 0.3 meter reserve at the south limit of south boundary of this Plan.

Road Widening (Dedicated on the face of the plan): **NIL**

Walkways: **NIL**

5% Parkland Dedication: **NIL**

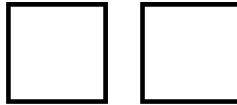
Dedication of land for Parks in excess of 5%: **NIL**

Stormwater Management: **NIL**

Block 90: shall be reserved as a access block as per Draft Plan Condition 26

**LANDS TO BE SET ASIDE FOR SCHOOL SITE:**

School Site: **NIL**



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**SCHEDULE 'E'**

This is Schedule "E" to the Subdivision Agreement dated this \_\_\_\_\_ day of \_\_\_\_\_, 2014, between The Corporation of the City of London and Banman Developments 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:	\$ 304,667
BALANCE PORTION:	<u>\$1,469,164</u>
TOTAL SECURITY REQUIRED	\$1,773,830

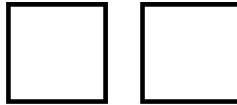
The Cash Portion shall be deposited with the City Treasurer prior to the execution of this agreement.

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 of Part 1 – General Provisions, 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 \_\_\_\_\_, 2015 between The Corporation of the City of London and Banman Developments (Legendary) Inc. to which it is attached and forms a part.

**Multi-Purpose Easements**

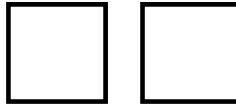
- (a) Multi-purpose easements for servicing including an easement for storm sewers shall be deeded to the City in conjunction with this Plan, within this Plan, on an alignment and of sufficient width acceptable to the City Engineer over Lot 31 and 32 in this Plan.



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**SCHEDULE G**

Parking Plan



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**Schedule B**

**Related Estimated Costs and Revenues**

<b>Estimated Costs – This Agreement</b>	
Claims from CSRF - Storm sewer oversizing subsidy – elliptical 1950mm circular equivalent	<b>\$1,106,880</b>
Capital Expense	<b>Nil</b>
Other	<b>Nil</b>
<b>Total</b>	<b>\$1,106,880</b>
<b>Estimated Revenues - This Agreement (2015 rates)</b>	
CSRF	<b>\$2,193,340</b>
UWRF	<b>\$197,115</b>
<b>Total</b>	<b>\$2,390,455</b>

1. The above storm sewer claim amount reflects a subsidy amount of \$979,540 plus HST.
2. Estimated Costs are based on approximations provided by the applicant. Final claims will be determined based on actual costs in conjunction with the terms of the subdivision agreement and the applicable By-law.
3. Estimated Revenues are calculated using January 2015 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.
4. The revenues and costs in the table above are not directly comparable. This phase of the subdivision, like other subdivisions in the area, relies on recently constructed roadwork, trunk sanitary sewers, watermains and SWM facilities, the cost of which is not reported above. Other growth related costs (like wastewater treatment plant and road capacity expansion) incurred to serve this subdivision and surrounding areas are not reported above, though the revenue for those service components is included in the "Estimated Revenues – This Agreement" section above. As a result, the revenues and costs reported 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.
5. The City commits funds for oversized pipe subsidy as final subdivision agreements are processed. Where budget approval cannot be granted due to budget restrictions in relation to previous approved claims, a subsequent approval will be sought in the next following budget year.

Reviewed By:

  
*per* Peter Christiaans  
 Director, Development Finance



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**Schedule C**

Chair and Members  
 Planning and Environment Committee

#15111  
 July 8, 2015

**RE: Banman Developments Inc**  
**White Oaks Subdivision (Phase 4) - 39T-02502**  
**Capital Project ES5429 - Storm Sewer Internal Oversizing Subsidy**

**FINANCE REPORT ON THE SOURCES OF FINANCING:**

Finance 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:

	<u>Approved Budget</u>	<u>Committed To Date</u>	<u>This Submission</u>	<u>Balance for Future Work</u>
<b><u>ESTIMATED EXPENDITURES</u></b>				
<b><u>ES5429-Storm Sewer Internal O/S Subsidy</u></b>				
Construction	\$2,298,820	\$709,161	\$1,106,880	\$482,779
<b>NET ESTIMATED EXPENDITURES</b>	<b><u>\$2,298,820</u></b>	<b><u>\$709,161</u></b>	<b><u>\$1,106,880</u></b> 1)	<b><u>\$482,779</u></b>
<b><u>SOURCE OF FINANCING:</u></b>				
<b><u>ES5429-Storm Sewer Internal O/S Subsidy</u></b>				
Drawdown from Sewage Works R.F.	\$25,300	\$25,300		\$0
Drawdown from City Services - Mjr. SWM Reserve Fund (Development Charges) 2)	2,273,520	683,861	1,106,880	482,779
<b>TOTAL FINANCING</b>	<b><u>\$2,298,820</u></b>	<b><u>\$709,161</u></b>	<b><u>\$1,106,880</u></b>	<b><u>\$482,779</u></b>

**Financial Note:**

1) Contract Price	<b><u>TOTAL</u></b>
Add: HST @13%	\$1,087,736
Total Contract Price Including Taxes	141,406
Less: HST Rebate	1,229,142
Net Contract Price	<b><u>\$1,106,880</u></b>

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

AD

  
 Alan Dunbar  
 Manager of Financial Planning & Policy