

Report to Strategic Priorities & Policy Committee

To: Chair and Members
Strategic Priorities and Policy Committee

From: Scott Mathers P. Eng.,
Deputy City Manager, Planning and Economic Development

Subject: 2024 Growth Management Implementation Strategy (GMIS)
Update

Date: Public Participation Meeting on June 20, 2023

Recommendation

That, on the recommendation of the Deputy City Manager, Planning and Economic Development regarding the implementation of the London Plan growth management policies applicable to the financing of growth-related infrastructure works, the following actions be taken:

- a) the 2024 Growth Management Implementation Strategy Update **BE APPROVED** as attached in Appendix 'B'; it being noted that:
 - a. Sunningdale SWMF E1 will be rescheduled from 2022 to 2024;
 - b. White Oaks SWMF 3 – West will be rescheduled from 2022 to 2024;
 - c. Stoney Creek SWM 10 will be rescheduled from 2027 to 2028;
 - d. Kilally (A30) Growth Area – Kilally Water (Phase 2, Webster St. to Clarke Rd.) will be rescheduled from 2023 to 2024; and
 - e. IT BEING FURTHER NOTED that further review with the development industry will take place to address housing supply opportunities in the Northeast GMIS Area/Kilally Road area.
- b) The Capital Budget **BE ADJUSTED** to reflect the timing changes associated with the projects noted in clause (a) above.

Executive Summary

The Growth Management Implementation Strategy (GMIS) is an important tool for Council to coordinate growth infrastructure with development approvals and correspond with the pace of growth across the city, while maintaining an acceptable financial position. It allows for timing adjustments to Development Charge (DC)-funded projects between DC background studies and is updated annually to ensure project timing continues to align the pace of development while ensuring financial sustainability.

The scope of the 2024 GMIS's analysis focuses on all projects that will directly impact specific subdivision or site plan applications. The attached tables and figures outline the timing of key growth-related infrastructure projects needed to facilitate development. Council's adopted Project Evaluation Framework is used to review future infrastructure project timing with the aim of providing a future 3-year supply of single detached residential lots in each greenfield area.

Through the GMIS review process, it is recommended that four projects be deferred to align the timing of these projects with the expected development. The timing of all remaining GMIS infrastructure is recommended to remain unchanged. Extensive developer and community consultation is a vital part of the GMIS process.

Linkage to the Corporate Strategic Plan

This report supports the 2023-2027 Strategic Plan for the City of London through the Housing and Homelessness strategic, and Climate Action and Sustainable Growth areas of focus. These strategies ensure London's growth and development is well-planned, and considers use, intensity, and form, and that infrastructure is built, maintained, and secured to support future growth and protect the environment. The development and enhancement of planning implementation tools that advance the policies of The London Plan is a specific strategy of the Strategic Plan.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

June 7, 2022 – Strategic Priorities and Policy Committee – 2023 Growth Management Implementation Strategy (GMIS) Update.

October 20, 2020 – Strategic Priorities and Policy Committee – 2021 Development Charges Update Covering Report and Proposed By-law.

1.2 Background

The London Plan identifies the extent of the City's Urban Growth Boundary and requires that the municipal services needed to accommodate the planned growth be identified. Through servicing strategies, municipal services are identified as growth-related projects that are then incorporated into each DC Background Study which are prepared at least every ten years. The timing and cost of these projects form the basis for the DC rate calculation – which once approved becomes the charge for new development over the next DC Study period. The DC-funded projects, their timing and the funding sources are then incorporated in the City's capital budget.

The GMIS is the tool identified by The London Plan that provides flexibility to allow for timing adjustments of DC-funded projects between DC studies. The GMIS is updated annually to ensure project timing continues to align with growth and responds to market conditions while ensuring financial sustainability. The GMIS considers the pace of development, the status of DC reserve funds, and the desires of developers to progress development applications in areas designated by The London Plan for growth.

1.3 GMIS Inputs and Principles

The GMIS update involves the integration of multiple inputs (Figure 1). Typically, each GMIS update assesses the collected information against the eight Council approved principles of GMIS to make appropriate adjustments to the schedule of works.

FIGURE 1: GMIS INPUTS



As part of drafting the first GMIS in 2008, staff and development industry representatives participating in the DC Implementation Team helped develop core principles for the implementation of the City's growth management policies. These core principles guide annual GMIS updates. The eight core principles set out by Council in 2008 are:

1. Provide direction for timely and cost-efficient extension of municipal services both from an efficiency and municipal affordability perspective.
2. Support growth costs that are affordable within our financial capacity, having regard for both the capital and operating costs of services to support growth.
3. Allocate growth in a manner that optimizes the use of existing services and facilities.
4. Support the development of sufficient land to meet the City's growth needs and economic development objectives.
5. Support the implementation of Official Plan growth management policies.
6. Support the completion of existing development approvals.
7. Maintain lot and land supply that is consistent with provincial policies and conducive to a healthy housing market.
8. Co-ordinate the phasing of development approvals and the scheduling/funding of works through the capital budget.

2.0 Discussion and Considerations

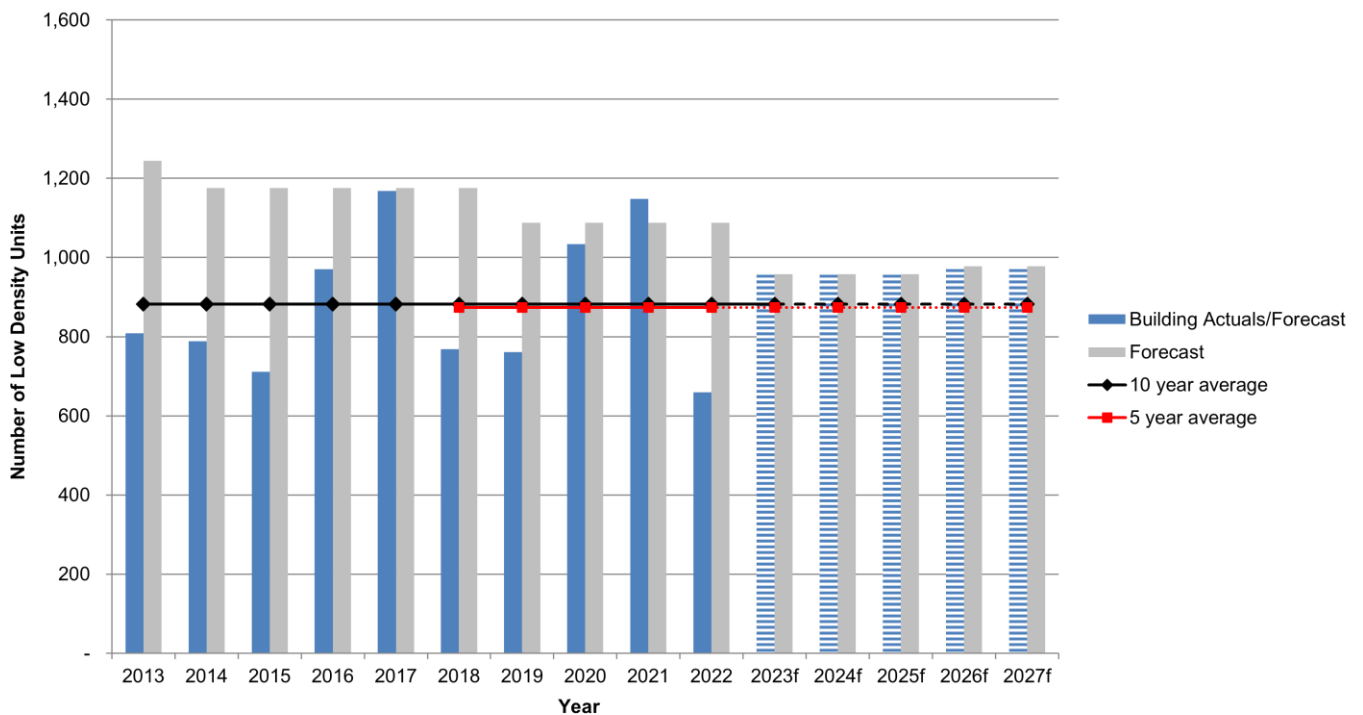
2.1 2024 GMIS: Introduction

The 2024 GMIS report builds upon information provided in previous GMIS reports and seeks to sustain adequate servicing of growth areas in the City of London while ensuring financial sustainability. The scope of the 2024 GMIS analysis includes all projects that directly impact specific subdivision or site plan applications with the goal of creating the most efficient servicing solutions possible.

2.2 2024 GMIS: Growth and Development Observations and Trends

An important relationship exists between the projected amount of residential and non-residential growth and the City's future investments in infrastructure projects. DC rate calculations are based on growth projections that determine servicing needs, which in turn establish DC rates. If actual growth in the form of development and building construction does not consistently meet the growth projections contained in the DC Background Study, then sufficient revenues are not being generated to maintain the original schedule of investments in infrastructure. The two key elements – growth activity and investment in infrastructure – should move in tandem.

**FIGURE 2:
Comparison of Low Density Residential
Projected Growth and Actual Growth: 2013 - 2027**



For the 2024 GMIS Update, staff reviewed growth levels for all forms of residential and non-residential development. Staff note the following growth observations and trends that impact DC revenues and the 2024 GMIS recommendation:

- In 2022, permits for new single-detached units decreased significantly after strong years in 2020 and 2021. There was also a decrease for all housing types in 2022 (single-detached, townhouse/rowhouse, and high-density). Single-detached units represented a smaller share of DC revenues in 2022, reduced from 51% of revenue in 2021 to 39% of revenue in 2022. Single-detached unit construction will require ongoing monitoring, as the projected number of units is higher than the 5- and 10-year historic average. The projections anticipate 958 LDR units per year from 2023 to 2025 and 978 per year forecasted after 2025.
- Medium density (townhouse/rowhouse) residential growth was relatively strong in 2022, meeting the 5-year average of MDR growth and exceeding the projected growth for the year. Medium density units increased as a share of all residential development, from 20% in 2021 to 27% in 2022. New medium density residential is anticipated to remain elevated over the coming years due to serviceable supply, a rising demand for this housing form for young adults and retirees, and as a more affordable alternative to single-detached dwellings.
- High density (apartment) construction was below the 5- and 10-year historic averages in 2022; however, growth exceeded the projected permits for the year. There were permits for 1,052 HDR units in 2022. Apartment construction accounted for 44% of permits in 2022, and along with other multi-unit forms is increasing as a proportion of new unit construction. Apartment construction has a “peaks and troughs” building cycle, and elevated development interest is expected to remain for new apartment buildings. However, the forecast is for more than 1,500 HDR units per year (for years 2023-2025), so ongoing monitoring will be required. London’s apartment vacancy rate also remains low and there is a high demand for apartments with below market rent.
- In total, residential growth in 2022 was for 2,583 new units (including Additional Residential Units). This exceeded the forecasted growth for year 2022, but represents a significant drop from 2020-2021 and is below the 5-year average and 10-year historic averages. The 2022 Watson Projection expects to exceed these historic averages over the near-to-medium term in response to forecasted population growth.
- In 2022 commercial development returned to historic levels (nearing 40,000m²), after the previous 3 years that were below-forecast levels, resulting from COVID-19. Watson’s forecasts over the medium-term are for 51,520m². Monitoring of this activity

will be important, as there is uncertainty regarding the economic outlook over the near-to-medium term.

- After a significant increase experienced in 2020, new institutional growth declined in 2021 and began to rebound in 2022. 2022 saw 18,070 m² of new institutional space. Future institutional construction is difficult to predict as it is cyclical and generally relies on spending by upper levels of government (universities, schools, hospitals). The forecast anticipates 70,853m² of new institutional space annually over the medium-term.
- 2022 saw the highest level of new Industrial gross floor area over the past 10 years (89,653 m²). Longer-term forecasts for the industrial sector anticipate continued recovery, which coincides with the City's development of new industrial lands attractive to larger industrial users. The Watson forecast anticipates a demand for 55,556m² of new industrial space annually over the medium-term, which is supported by a recent increase in industrial land sales and development application activity.

2.3 2024 GMIS Industry and Community Consultation

Development Industry and taxpayer engagement is a vital component of the annual GMIS update. Three general meetings were held to provide an overview of growth information and reserve fund health, to discuss GMIS timing considerations and to outline draft project changes. In addition to the general meetings, individual one-on-one interviews were held with developers, builders and other community members that requested an opportunity to discuss development plans or issues related to GMIS projects.

A total of eleven (11) one-on-one meetings were held with Industry and community members, resulting in a wide array of perspectives and infrastructure timing requests for consideration. The interviews provided important information regarding the GMIS Infrastructure Project Evaluation Framework, growth modelling assumptions, development timelines, community benefits, and suggestions for process improvements.

On May 29, the draft GMIS was presented to the Development Industry, based on feedback received from interviews, growth and reserve fund analysis and internal discussions with City project managers. Although Staff is not able to accommodate all requests, the continued dialogue through the GMIS process has produced an infrastructure strategy that maximizes development opportunities while maintaining long-term financial sustainability.

2.4 2024 GMIS Request Review

Through the consultations, eight (8) requests for project accelerations and four (4) deferral requests were received from developers to realign projects with anticipated development timing. The requests were considered in the context of the eight core principles set out by Council in 2008, an analysis of the DC Reserve Funds, and the project timing review tests set out below.

The GMIS process uses a series of questions to inform project timing and consider requests to accelerate projects. Each serves as a "lens" for evaluating whether changes are merited to the timing of infrastructure projects and are applied equally to all projects. Referred to as the GMIS "tests," the questions are as follows:

- ***Is the project needed to provide additional buildable lots to meet demand in the growth area?***
- ***Has a developer sufficiently progressed a development proposal to warrant the construction project next year or the following year?***
- ***Can we afford the project?***

To accelerate a project, all three tests must be met. The first question speaks to the need for infrastructure, in relation to market demand and the supply of lots in a geographic area. This criterion is used to match the pace of infrastructure construction

with the pace of growth and with an aim to provide a future 3-year supply of single detached residential lots in each greenfield area.

This project evaluation framework was endorsed by Council as part of the 2017 GMIS Update and is to be used by subsequent updates, such as this exercise. Appendix ‘A’ provides a summary of the GMIS growth framework and the results of the analysis conducted by Staff, based on feedback received from developer interviews.

Demand inputs used reflect the 2021-2051 Watson Growth projections, which were adopted by Council in December 2022. These forecasts assume a city-wide single detached dwelling demand of 958 units/year to 2025, and then 978 units/year during the 2026-2030 period.

2.5 2024 GMIS Recommended Project Timing Adjustments

In general, the current timing for projects aligns with the needs of the development community and provides for significant new growth opportunities throughout the City. Appendix ‘B’ (2024 GMIS Project Tables and Figures) proposes a Schedule of Works that identifies the timing of key growth-related infrastructure projects required to facilitate development throughout the City over 0-5 year and 6-10 year horizons. This Schedule of Works maintains timing that is similar to that approved by Council as part of the 2021 DC Study Update.

From the 2024 GMIS Update analysis, Table 1 below identifies proposed project timing adjustments to last year’s 2023 GMIS Update. Three stormwater projects and one water project are recommended to be deferred. All other GMIS projects are recommended to maintain their current timing. The final project timing outlined for the 2024 GMIS is subject to the approval of the 2024 Capital Budget Update. ***A more complete discussion of the project timing to be adjusted in the tables above is provided in Appendix ‘D’.***

TABLE 1: 2024 GMIS PROJECT TIMING ADJUSTMENTS

Service	Project Description	Current GMIS Timing	Rationale for Timing Change	Recommended Timing	Total Gross Cost
Stormwater	Sunningdale SWM E1	2022	No application on benefitting lands	2024	\$3.3M
Stormwater	White Oaks SWMF 3 - West	2022	Developer deferral requested to align with development timing	2024	\$3.0M
Stormwater	Stoney Creek SWM 10	2027	Developer deferral request to align with development timing	2028	\$3.0M
Water	Kilally (A30) Growth Area – Phase 2 (Webster to Clarke)	2023	Deferral to permit ongoing discussion on advancing housing supply in broader Kilally area.	2024	\$6.3M

2.6 2024 GMIS Developer Requests Not Recommended

Table 2 identifies requests received through GMIS interviews that are not being recommended for acceleration as part of the 2024 GMIS. In general, Staff are not recommending the following infrastructure timing requests because they are not projects meeting the GMIS “tests”, and are not identified in the 2021 Development Charges Background Study Update, thus no project to adjust, nor for affordability constraints.

TABLE 2: PROJECT TIMING REQUESTS NOT RECOMMENDED BY STAFF

Service	Project Description	Developer's Request	2021 DC Study Timing	Current GMIS Timing	Total Gross Cost
Road, Stormwater, Water	Sunningdale Road West – Hyde Park to Wonderland	Advance all to 2025	2025	n/a	\$13.4M (Road only)
Stormwater	North Lambeth SWMF P1 – North	2028	2033	2033	\$4.0M
Stormwater	North Lambeth SWMF P1- South	2028	2033	2033	\$3.0M
Road	Sunningdale Road East – South Wenige to Highbury	2025	2028	n/a	\$5.0M
Stormwater	Commissioners Rd East (north side) – Jackson Rd to Sheffield Blvd	Add/Review SWM and Sanitary	n/a	n/a	n/a
Road	Pack Road – Colonel Talbot to Bostwick	2028	2033	n/a	\$14.0M
Road	Bradley Avenue Extension – Wonderland to Bostwick	Advance	2028	n/a	\$9.7M
Road	Southdale Rd West – Bostwick to Colonel Talbot	Advance	2031	n/a	\$14.9M

Note: “n/a” in the Current GMIS Timing column indicates a non-GMIS project

A more complete discussion of the requests and Staff rationale is provided in Appendix ‘E’.

Although not recommended for acceleration in the 2024 GMIS, the requests on Table 2 will be considered comprehensively in the next DC master planning process, as part of the 2028 DC Background Study and By-law. This will ensure that longer-range requests are considered and coordinated with greenfield area lot supply and demand, any technical issues are resolved, and importantly timing and cost estimates are reviewed in the context of implications on the 2028 DC Background Study and By-law. These requests have been consolidated with requests received through previous GMIS updates on the Table below. Note that in the table below the “n/a” indicates that there is currently no GMIS project identified in the DC Background Study, or it indicates a request to review timing and/or add a project rather than specific project timing being requested.

TABLE 3: PROJECT REQUESTS TO BE CONSIDERED AS PART OF THE SERVICE AREA MASTER PLANS

Project Description	Current Timing	Requested Timing	Future DC Master Plans Request
Wharncliffe Sewer	2027	2025	Advance timing through Strategic Links program, in conjunction with other infrastructure project.
Creamery Road Sanitary Servicing	n/a	n/a	Review sanitary servicing for the Creamery Road area
Wilton Grove Rd. E. Sanitary Servicing	n/a	n/a	Review sanitary servicing for the Wilton Grove Road East area
N. Lambeth SWM P1 - North	2033	2026	Advance project timing to align with anticipated development timing
N. Lambeth SWM P1 - South	2033	2026	Advance project timing to align with anticipated development timing
South Lambeth Sanitary Servicing	n/a	n/a	Review sanitary servicing for the south Lambeth area
Sunningdale Road West – Hyde Park to Wonderland	2025 (Road)	2025 (All)	Add SWM and Water Servicing and coordinate timing with 2025 timing for Roadwork project.

Sunningdale Road East – South Wenige to Highbury	2028	2025	Advance project timing to align with anticipated development timing.
Commissioners Rd East (north side) – Jackson Rd to Sheffield Blvd	n/a	n/a	Review SWM and sanitary servicing strategy for Commissioners Rd. E. area. Consider advancing through Strategic Link.
Pack Road – Colonel Talbot to Bostwick	2032	Advance	Review as part of Mobility Master Plan. Advance project timing to align with anticipated development.
Bradley Avenue Extension – Wonderland to Bostwick	2028	Advance	Requested review/advancement of timing to align with anticipated development timing.
Southdale Rd W. – Bostwick to Colonel Talbot	2031	Advance	Review as part of Mobility Master Plan. Advance project timing based on anticipated timing of developments.

2.7 Financial Impact/Considerations

Staff have conducted detailed financial modeling to assess the financial feasibility of the GMIS project adjustments noted above.

Based on the analysis, the recommended GMIS project timing adjustments can be accommodated without compromising the financial health of the respective City Services Reserve Funds.

It should be noted that slower growth negatively impacting DC revenues and rising inflation in the capital budget would impact the City's ability to accommodate future GMIS project advancement requests. Staff will continue to monitor current economic and market conditions and associated impacts to reserve funds.

2.8 2024 GMIS Short-Term Development Opportunities

The proposed Schedule of Works in Appendix B provides infrastructure investment timing that accommodates a wide range of future housing demand scenarios. The City has assigned \$86 million dollars to be spent on GMIS projects over the next five years, between 2024 and 2028.

As of January 1, 2023, across all Greenfield areas there was external servicing (water, sewer, stormwater) capable of accommodating 8,193 new single-detached units (9.9 years of serviced land supply). 3,153 of these units are in Registered and Draft Approved Subdivision plans, which represents 3.3 years of supply.

It is important to note that GMIS infrastructure only provides the opportunity, because serviceable lands are ultimately made available for dwellings through the subdivision approval process. Subdivision applications in all geographic areas of the city are advancing over the next few years that will provide new opportunities for residential and non-residential greenfield development throughout the City.

2.9 Kilally Area Housing Supply Opportunity

As noted below in Appendix 'D', the Kilally Road area east of Webster Street is largely undeveloped, but has a subdivision application east of Clarke Road. Currently, servicing of the subdivision site requires a temporary sanitary pumping station until a gravity-fed sewer can be constructed. The current servicing strategy is over-sizing across lands from the west, and is therefore contingent on the development of lands to the west before the gravity-fed sewer can be constructed.

Civic Administration is open to exploring alternative servicing solutions. However, an oversized sewer connection across private land is required between the location of the current sewer and the Kilally Road right-of-way.

The recommended Kilally Water project deferral (2023 to 2024) is to permit time for additional actions to be taken to advance development of lands in the Kilally area. It is a principle of the GMIS that housing supply be made available in all planned urban areas across the city. Through ongoing collaboration with the development industry, this represents investment to open up the opportunity to accommodate needed housing supply in the northeast.

The estimated new housing supply in the Kilally Road area could range from 4,500 units to up to 8,000 new units.

2.10 GMIS Booklet

Each year, a “GMIS Booklet” is produced — a comprehensive reference document that contains mapping for new development areas, Vacant Land Inventory information (i.e. residential construction opportunities), infrastructure servicing areas, and up to date GMIS project timing. The booklet provides 0-5 year, 6-10 year and 10+ year project timing tables that is beneficial information to developers for subdivision planning.

A draft version of the 2024 GMIS Booklet has been prepared to reflect the recommendations contained in this report. Subject to Council adoption of the GMIS (with revisions where applicable), a final version of the 2024 GMIS Booklet will be prepared. The document will be broadly circulated to developers and City staff as well as being made available on the City’s website.

2.11 Next Steps

Pending the adoption of the recommendations of this report, Staff will reflect the GMIS changes in the capital budget and collectively work towards addressing any implementation challenges so that infrastructure projects are delivered in a timely manner, consistent with the completion of subdivision approvals.

Conclusion

The GMIS is an important tool for Council to coordinate growth infrastructure with development approvals and to manage available financial resources. The ability to provide flexibility and address warranted growth needs is maintained. The 2024 GMIS Update includes requested deferrals of growth infrastructure project timing, consistent with economic conditions and level of development activity. In addition, projects not directly impacting specific subdivisions ability to provide additional buildable lots, such as many Roads projects, will be reviewed through forthcoming master servicing studies (Mobility Master Plan) rather than accelerated in advance of the MMP timelines.

The 2024 GMIS Update recommendations provide for infrastructure investment timing that can accommodate a wide range of future housing demand scenarios. Staff will continue to work with and consult with developers and community members over the coming year to ensure efficient and timely servicing that will provide for a logical and sustainable progression of growth well into the future.

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June 8, 2023
TM/tm

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Kyle Chambers – Division Manager, Sewer Engineering
Shawna Chambers – Division Manager, Stormwater Engineering

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Appendix 'A': GMIS Infrastructure Project Evaluation Framework
Appendix 'B': 2023 GMIS Project Tables and Figures:

- Table B1 - GMIS Annual Update 2024: Detailed List of Works and Costs by Service 5 Year Projects
- Figure B1 - GMIS Annual Update 2024: Works 0-5 Years (2024-2028) Year of Construction
- Table B2 – GMIS Annual Update 2024: Detailed List of Works and Costs by Service 6-10 Year Projects
- Figure B2 – GMIS Annual Update 2024: Works 6-10 Years (2029-2033) Year of Construction

Appendix 'C': GMIS Contacts: Development Industry and Community
Appendix 'D': Rationale for 2024 GMIS Project Timing Adjustments
Appendix 'E': Detailed Commentary Regarding Developer Infrastructure Requests

Appendix A – GMIS Infrastructure Evaluation Framework

GMIS “Tests”

The following questions are applied to each project listed in the GMIS in relation to the development contained within the benefitting area. The three questions serve as separate, but related lenses for considering infrastructure timing and all three tests must be met in order to consider acceleration of a project.

- a) **Is the project needed to provide additional buildable lots to meet demand in the growth area?** (If yes, proceed to Test 2; if no, maintain timing/defer project).
- b) **Has a developer sufficiently progressed a development proposal to warrant the construction project next year or the following year?** (If yes, proceed to Test 3; if no, maintain timing/defer project).
- c) **Can we afford the project?** (If yes, consider project acceleration; if no, maintain timing/defer project, or alternatively other projects must be deferred to accommodate the selected project).

GMIS Targets/Growth Modelling

In order to address GMIS Test a) outlined above, growth modelling is required to examine demand for and supply of single detached residential lots for each of the City’s greenfield growth areas (North, Northwest, Northeast, Southeast, Southwest, West). The model is informed by the following targets and assumptions:

- Provide three (3) years of permit ready supply of single detached lots in each greenfield area (where possible);
- Using the adopted Watson forecast for single detached units per year, deduct 9% to account for construction within the Built-Area Boundary and a further 11% to address detached dwellings constructed on medium density designated lands (i.e., Vacant Land Condominiums). This will provide for an “apples-to-apples” comparison of demand for single detached residential lots with available supply;
- Base the model on when building permits can be issued for developable lands, rather than on the timing of the installation of major infrastructure (i.e., “permit-ready” supply of lands versus “serviced” supply of lands);
- Assume the following market capture shares for single detached lots, based on a review of historic trends and stakeholder feedback:
 - North: 15%
 - Northwest: 20%
 - Northeast: 10%
 - Southeast: 15%
 - Southwest: 25%
 - West: 15%
- In establishing the baseline, employ subdivision timing and phasing from information supplied by development proponents in the GMIS interviews and adjust where warranted based on model iterations and professional judgement;
- Select year of registration at the year following the construction of infrastructure to provide a buffer for any process-related issues that may arise; and,
- Provide opportunities in multiple locations and for multiple developers (where possible).

The results of the 2024 GMIS growth modelling are provided in the following tables.

Southeast Demand and Supply Analysis

LDR Units/Year Watson Scenario	958	958	958	978	978	978	978	978	978	978	938	938	938
* 91% on greenfield lands	776	776	776	792	792	792	792	792	792	792	760	760	760
* 11% of unit construction as VLC	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	17%	17%	17%

May 2023

	0	1	2	3	4	5	6	7	8	9	10
Opening Supply	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Add: New Supply	480	420	493	615	789	856	858	790	720	637	507
Subtotal	56	190	238	293	186	121	50	49	46	0	0
Subtract: Demand	536	610	731	908	975	977	908	839	766	637	507
	116	116	116	119	119	119	119	119	129	129	129
Years of Serviced Supply	4.6	5.2	6.3	7.6	8.2	8.2	7.6	7.1	5.9	4.9	3.9
Remaining	420	493	615	789	856	858	790	720	637	507	378

Subdivisions Legend	
 	Infrastructure construction year
 	Estimate as no application received to date
 	Subdivision build-out date

Infrastructure Project Timing Legend	
 	2021 DC Study construction timing maintained
 	Proposed 2024 GMIS Timing Adjustment

Subdivisions	Serviced Year	Reg'n Year	Total	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038
39T-06507	Serviced	2024	300																
39T-92020_18	Serviced	2023	163																
39T-92020_19	Serviced	2024	172																
39T-19501	Serviced	2023	15																
HR-100/109/110/111	Serviced	2028	11																
HR-201	Serviced	2028	5																
JC-104	Serviced	2026	28																
JC-202	Serviced	2029	5																
JC-204/205	Serviced	2030	4																
JC-701	Serviced	2025	79																
JC-702	Serviced	2026	76																
JC-703 Ph 1	Serviced	2026	271																
JC-703 Ph 2	Serviced	2025	54																
JC-704/705	Serviced	2024	42																
JC-706	Serviced	2024	4																
Total			1229																

Note: No application (grey) supply includes vacant OP Designated VLI LDR lands and assumes 25% of VLI MDR lands will develop as LDR in accordance with 2011 Land Needs Study.

Infrastructure Projects	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
				56		238	293	186	121	50	49	46						

Appendix B – 2024 GMIS Project Tables and Figures

**Table A1: GMIS ANNUAL UPDATE 2024
DETAILED LIST OF WORKS AND COSTS BY AREA
5 YEAR PROJECTS (2024 to 2028)**

(E&O Excepted)

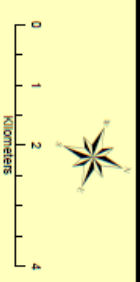
2023 GMIS TIMING	GMIS 2024 TIMING	PROJECT DESCRIPTION			TOTAL COST	GROWTH		NON-GROWTH	
		DC ID	GENERAL DESCRIPTION	Service					
BUILT AREA									
2021-2038	2021-2038	DC19MS1002	Storm Sewer - Built Area Works	SWM	\$61,445,800	55.5%	\$34,102,419	44.5%	\$27,343,381
2021-2038	2021-2038	DC19WW1002	Wastewater Servicing - Built Area Works	Wastewater	\$29,521,700	37.6%	\$11,100,159	62.4%	\$18,421,541
2021-2038	2021-2038	DC19WD1002	Watermain - Built Area Works	Water	\$724,000	56.0%	\$405,440	44.0%	\$318,560
TOTAL BUILT AREA PROJECTS					\$91,691,500		\$45,608,018		\$46,083,482
NORTH Stoney Creek									
2025	2025	DC14MS0036	Stoney Creek SWMF 8	SWM	\$1,851,200	100.0%	\$1,851,200	0.0%	\$0
2025	2025	DC14MS0033	Stoney Creek SWMF 7.1	SWM	\$1,799,600	100.0%	\$1,799,600	0.0%	\$0
2027	2028	DC14MS0034	Stoney Creek SWMF 10	SWM	\$2,975,100	100.0%	\$2,975,100	0.0%	\$0
TOTAL STONEY CREEK PROJECTS					\$6,625,900		\$6,625,900		\$0
Uplands									
2022	2024	DC14MS0038	Sunningdale SWMF E1	SWM	\$3,317,300	100.0%	\$3,146,000	0.0%	\$0
TOTAL UPLANDS PROJECTS					\$3,317,300		\$3,146,000		\$0
TOTAL NORTH PROJECTS					\$6,625,900		\$9,771,900		\$0
NORTHEAST Huron Heights									
2023	2024	DC14WD0040	Kilally (A30) Growth Area - Kilally Road. (Highbury to Clarke) Phase 2	Water	\$6,294,800	100.0%	\$6,294,800	0.0%	\$0
2026	2026	DC21MS0001	Kilally South, East Basin SWM 2	SWM	\$5,628,000	100.0%	\$5,628,000	0.0%	\$0
TOTAL NORTHEAST PROJECTS					\$11,922,800		\$11,922,800		\$0
WEST									
2025	2025	DC14RS0052	13b: Oxford Street West-Phase 2 - Commissioners to Westdel Bourne (2 to 4 through lanes)	Roads	\$8,919,700	92.0%	\$8,206,124	8.0%	\$713,576
TOTAL WEST PROJECTS					\$8,919,700		\$8,206,124		\$713,576
SOUTHWEST Bostwick									
2025	2025	DC21MS0010	North Lambeth SWMF P2 - North	SWM	\$2,548,400	100.0%	\$2,548,400	0.0%	\$0
2025	2025	DC14MS0020	North Lambeth SWMF P2 - South	SWM	\$2,385,700	100.0%	\$2,385,700	0.0%	\$0
2026	2026	DC14MS0019	North Lambeth P3 (Dingman Tributary D4)	SWM	\$4,204,400	100.0%	\$4,204,400	0.0%	\$0
2024	2024	DC21MS0012	Thorncroft Drain Natural Channel Improvements	SWM	\$4,272,700	42.0%	\$1,794,534	58.0%	\$2,478,166
2028	2028	DC14RS0047	Bradley Avenue Extension - Wonderland to Bostwick (New 4 through lanes)	Roads	\$8,283,500	100.0%	\$8,283,500	0.0%	\$0
TOTAL BOSTWICK PROJECTS					\$13,411,200		\$10,933,034		\$2,478,166
Lambeth									
2027	2027	DC19WW1003	Wharnccliffe Road South - Campbell Street to Bostwick Road	Wastewater	\$1,066,500	90.0%	\$959,850	10.0%	\$106,650
TOTAL LAMBETH PROJECTS					\$1,066,500		\$959,850		\$106,650
Longwoods									
2026	2026	DC21MS0005	Pincombe Drain SWMF P4 - West	SWM	\$2,315,700	100.0%	\$2,315,700	0.0%	\$0
2022	2024	DC14MS0039	White Oaks SWMF 3 - West	SWM	\$3,068,800	100.0%	\$3,068,800	0.0%	\$0
2025	2025	DC21MS0007	White Oaks SWMF 3 - East	SWM	\$2,193,600	100.0%	\$2,193,600	0.0%	\$0
2025	2025	DC21MS0008	White Oaks Channel Complete Corridor (Wharnccliffe to White Oaks 3E)	SWM	\$7,749,400	68.1%	\$5,277,341	31.9%	\$2,472,059
2025	2025	DC21MS0004	Pincombe Drain SWMF P3 - West	SWM	\$2,918,000	100.0%	\$2,918,000	0.0%	\$0
2026	2026	DC14WD010b	Lambeth Phase 2 (A21b) - Wonderland Rd. (Hamlyn St. to Dingman Dr.)	Water	\$1,045,400	95.0%	\$993,130	5.0%	\$52,270
2026	2026	DC14WD0009	Longwoods (A20) - Dingman Dr. (Wonderland Rd. to White Oak Rd.)	Water	\$6,856,900	100.0%	\$6,856,900	0.0%	\$0
2027	2027	DC14MS0031	Pincombe Drain SWMF 5	SWM	\$1,945,600	100.0%	\$1,945,600	0.0%	\$0
2027	2027	DC14MS0040	White Oaks SWMF 4 - Phase 1	SWM	\$4,505,600	100.0%	\$4,505,600	0.0%	\$0
2027	2027	DC19MS0005	Old Oak SWM 2	SWM	\$2,982,300	100.0%	\$2,982,300	0.0%	\$0
TOTAL LONGWOODS PROJECTS					\$35,581,300		\$33,056,971		\$2,524,329
Talbot									
2025	2025	DC14WW0010	SS15B - North Talbot Growth Area Greenway PCP sewershed	Wastewater	\$3,036,000	100.0%	\$3,036,000	0.0%	\$0
TOTAL TALBOT PROJECTS					\$3,036,000		\$3,036,000		\$0
TOTAL SOUTHWEST PROJECTS					\$61,378,500		\$56,269,355		\$5,109,145
TOTAL 5 YEAR PROJECTS (2024 to 2028)					\$183,855,700		\$131,778,198		\$51,906,202

Note: Timing refers to the year of construction.



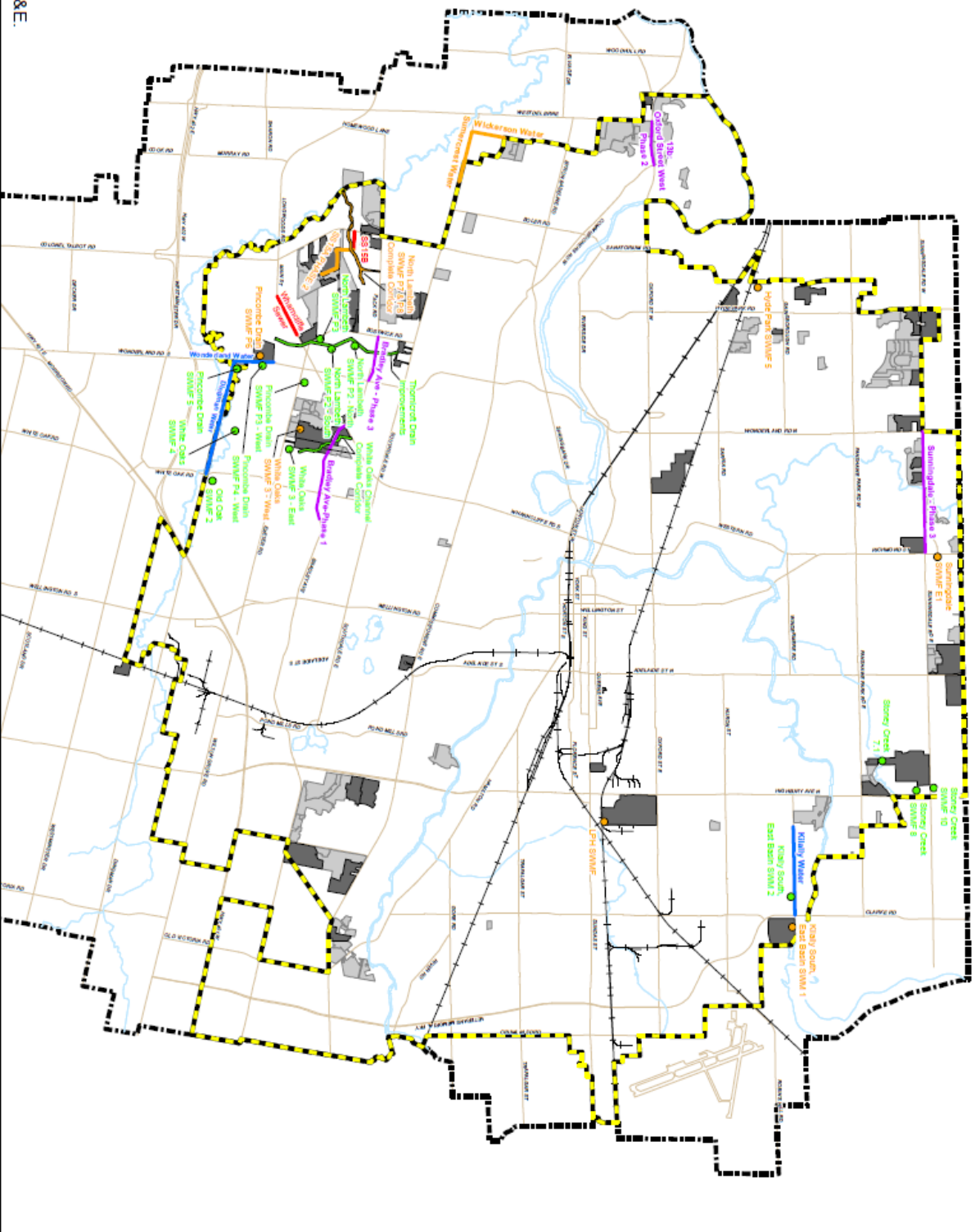
GMIS 2024
Draft Schedule of Works
0-5 Years (2024 - 2028)
YEAR OF CONSTRUCTION

- MAJOR ROADS
- RAILWAYS
- RIVERS / STREAMS
- CITY LIMITS
- GROWTH BOUNDARY
- REGISTERED SUBDIVISIONS (2016 - 2022)
- ACTIVE SUBDIVISION APPLICATIONS
- TRANSPORTATION
- SANITARY
- STORM
- WATER
- PCP/SANITARY PUMPING STATIONS
- SWM FACILITIES
- INTERSECTION WORKS
- WATER PUMPING STATIONS
- APPROVED CONSTRUCTION PENDING



PREPARED BY: Planning & Development
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E.O.&E.



**NOT THE CITY OF LONDON
 BACKGROUND STUDY**

Table A2: GMIS - GMIS ANNUAL UPDATE 2024
DETAILED LIST OF WORKS AND COSTS BY AREA
6-10 YEAR PROJECTS (2029 to 2033)

(E&O Excepted)

2023 GMIS TIMING	2024 GMIS TIMING	PROJECT DESCRIPTION			TOTAL COST	GROWTH		NON-GROWTH	
		DC ID	GENERAL DESCRIPTION	SERVICE					
		NORTHEAST							
		Huron Heights							
2031	2031	DC21MS0002	Kilally South, East Basin SWM 3	SWM	\$2,587,000	100.0%	\$2,587,000	0.0%	\$0
		TOTAL NORTHEAST PROJECTS			\$2,587,000		\$2,587,000		\$0
		SOUTHWEST							
		Lambeth							
2030	2030	DC14MS0022	North Lambeth SWMF P6 - South	SWM	\$2,663,700	100.0%	\$2,663,700	0.0%	\$0
		TOTAL LAMBETH PROJECTS			\$2,663,700		\$2,663,700		\$0
		Longwoods							
2029	2029	DC14MS0014	Murray Marr SWMF 1	SWM	\$3,174,400	100.0%	\$3,174,400	0.0%	\$0
		Talbot							
2033	2033	DC14MS0017	North Lambeth SWMF P1 - North	SWM	\$4,064,200	100.0%	\$4,064,200	0.0%	\$0
2033	2033	DC21MS0009	North Lambeth SWMF P1 - South	SWM	\$3,095,400	100.0%	\$3,095,400	0.0%	\$0
		TOTAL LONGWOODS PROJECTS			\$3,174,400		\$3,174,400		\$0
		TOTAL SOUTHWEST PROJECTS			\$12,997,700		\$12,997,700		\$0
		TOTAL 6-10 YEAR PROJECTS (2029 to 2033)			\$15,584,700		\$15,584,700		\$0

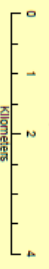
Note: Timing refers to the year of construction.



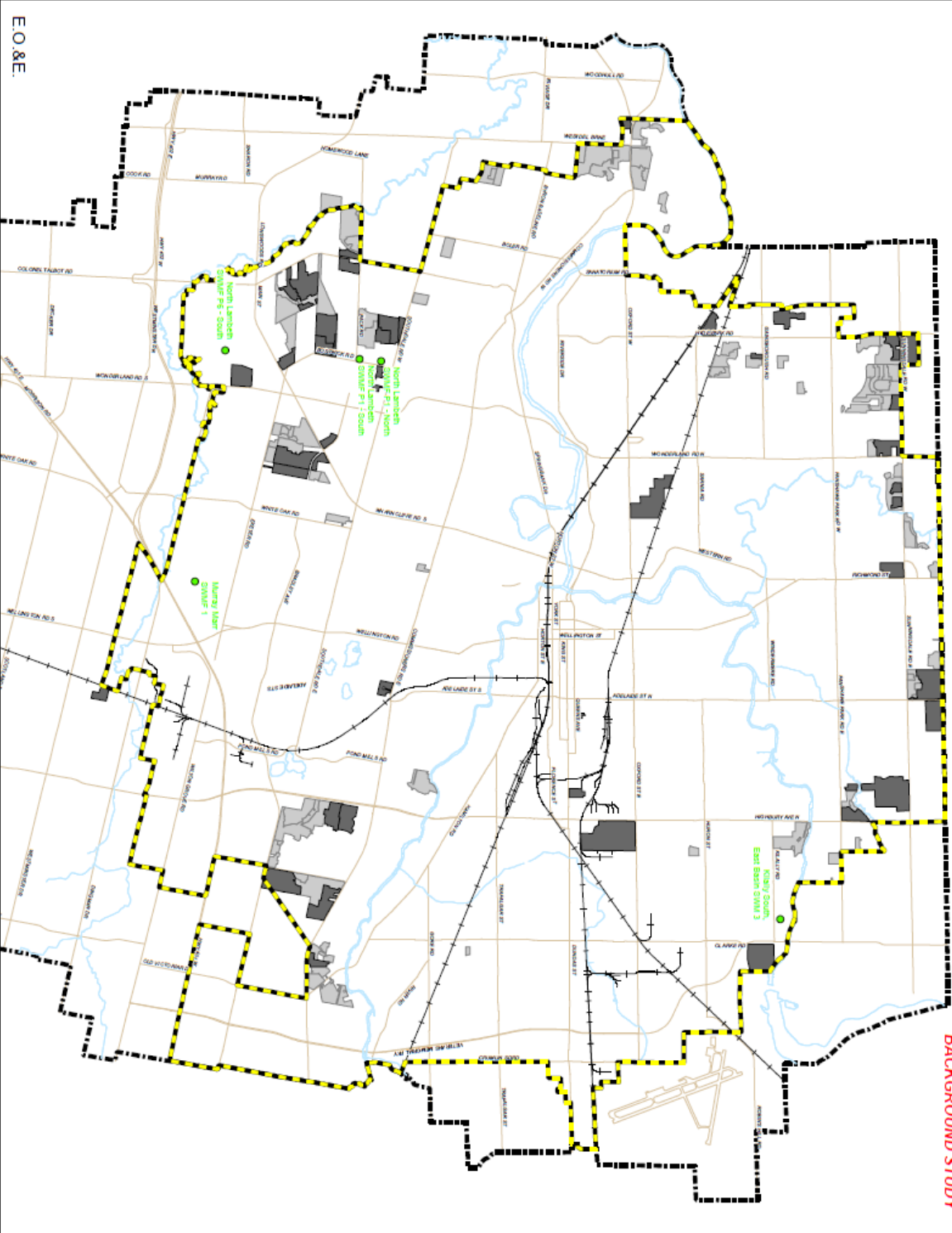
GMIS 2024
Draft Schedule of Works

6-10 Years (2029 to 2033)
YEAR OF CONSTRUCTION

- MAJOR ROADS
- RAILWAYS
- RIVERS / STREAMS
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- TRANSPORTATION
- SANITARY
- STORM
- WATER
- PCP/SANITARY PUMPING STATIONS
- SWM FACILITIES
- INTERSECTION WORKS
- WATER PUMPING STATIONS



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Appendix C – GMIS Contacts: Development Industry and Community

Adam Carapella	Tricar Group
Alan Drewlo	Drewlo Holdings Inc
Alasdair Beaton	Urban League
Ali Soufan	York Development Group
Allan Churchill	Fusion Homes
Amanda Stratton	Urban League
Andrea & John Ross	Landowner
Andrew L. Scott	CMHC
B. Scott	1173735 Ontario Ltd.
Ben Farhi	Farhi Holdings Corporation
Ben McCauley	Old Oak Properties
Ben Puzanov	TVDSB
Bernie Bierbaum	BlueStone Properties
Bill Veitch	MTE Consultants Inc.
Blair Doman	Doman Developments, Inc.
Bob Stratford	R. W. Stratford Consulting Inc
Brian Horvath	Stantec
Carrie O'Brien	Drewlo Holdings Inc
Charles Spina	Individual
Chris Bourdeau	Futurestreets Inc.
Chris Doering	DevEng
Chris Hendriksen	Stantec
Christopher Lee	Foxwood Developments
Chris Leigh	Tricar Group
Christine Campbell	Auburn Developments Inc.
Colin Bierbaum	BlueStone Properties
Corri Marr	Foxwood Developments
Craig Linton	DevelPro Land Services
Dan Vucetic	Stantec
Dara Honeywood	Z Group
Darryl Hern	Stantec
Dave Schmidt	Corlon Properties Inc.
David Ailles	York Development Group
David Tennant Jr.	Dave Tennant Urban Concepts
David Tennant Sr.	Hampton Group Inc
Don de Jong	Tridon Group
Doug Stanlake	Consultant
Eric Saulesleja	GSP Group
Farhad Noory	Royal Premier Homes
George Bikas	Drewlo Holdings Inc
Gord Thompson	Corlon Properties Inc.
Greg Bierbaum	Old Oak Properties
Jamie Crich	Auburn Developments Inc.
Jared Zaifman	London Home Builders Association
Jeff Paul	Stantec
Jeff Willick	Decade Group Inc.
Jennifer Jones	Sunningdale and Adelaide
Jim Bujouves	Farhi Holdings Corporation
Jim Sheffield	Nicholson Sheffield Architects
Joe Pereira	Sutton Realty
Jonathan Aarts	Orange Rock Developments
Josh Smith	DevEng
Justin Diotte	Sifton Properties Limited
Julian Novick	Wastell Homes
Laverne Kirkness	London Area Planning Consultants
Lisa Lansink	Realtor
Louie Maisano	Homebuilder

Mardi Turgeon	BlueStone Properties
Mark Resnick	SmartCentres
Maureen Zunti	Sifton Properties Limited
Michael Frijia	Southside Group
Mike Howe	Norquay Developments Limited
Mike Johnson	Urban Metrics Inc.
Mike Wallace	London Development Institute
Paul Hinde	Ironstone Building Company
Peter Sergautis	Extra Realty Limited
Phil Masschelein	Sifton Properties Limited
Phillip Abrantes	Kape Developments
Ric Knutson	Kenmore Homes (London) Inc
Richard Sifton	Sifton Properties Limited
Ryan Chantler	Stantec
Ryan Hern	DevEng
S. Graham	SegwayGroup
Sanjeev Sindwani	Foxwood Developments
Sandy Levin	Urban League
Sean Eden	Magnificent Homes
Shmuel Farhi	Farhi Holdings Corporation
Stephen Stapleton	Auburn Developments Inc.
Sue Wastell	Wastell Homes
Tim Stubgen	Stantec
Tony Fediw	AECOM
Tony Marsman	Rembrandt Homes
Vito Frijia	Southside Group

Appendix D – Rationale for 2024 GMIS Project Timing Adjustments

The following sections provide commentary and rationale for project timing adjustments identified in Table 1 of the 2024 GMIS Annual Review & Update report.

Adjustments to Previously Timed 2022 Projects:

Sunningdale SWMF E1: During the GMIS stakeholder interviews, this project was identified as not being needed in 2022 given no planning application has been submitted on the benefitting lands, thus the lands where the project is to be sited will not be available. The Landowner/developer identified that an application is anticipated in 2023, and that the facility design would need to be completed in 2024 in order for the subdivision phasing to be designed around the facility outlet. Staff recommend rescheduling this project to 2024 to avoid premature investment and align with planned development timing.

White Oaks SWM 3 – West: This stormwater management facility in the Southwest GMIS Area services a portion of a subdivision that is currently under review (39T-22502). The landowner/developer identified via email that this project as not being needed in 2023. A deferral of this project was requested to align the project with their planned 2024 development timing. Staff support rescheduling this project to 2024 to align construction with planned development timing.

Adjustments to Previously Timed 2023 Projects:

Kilally (A30) Growth Area – Phase 2 (Webster to Clarke), Water Project: This project is to extend a watermain from Webster Street to Clarke Road, along Kilally Road. The watermain project is in support of development along the Kilally Road corridor. Through the GMIS Interviews, multiple landowners identified the need to revisit the sanitary servicing approach along Kilally Road. The request made was to coordinate the watermain project and a sanitary sewer project. The request by landowners was to either defer the watermain project until the sanitary sewer approach was confirmed or to advance the sanitary sewer project. The current sanitary sewer servicing solution is oversizing across private lands from developed lands in the west towards the east. Civic administration is open to considering sanitary servicing options for the Kilally area. Additional actions and collaboration with the development industry will be required to open this housing supply opportunity area, including extending the oversizing sanitary sewer to the Kilally right-of-way. Staff support rescheduling the Kilally Water project from 2023 to 2024 to allow the opportunity for those actions necessary to advance the overall servicing solution for the Kilally area.

Adjustments to Previously Timed 2027 Projects:

Stoney Creek SWM 10: During the GMIS interviews, the landowner/ developer of the lands for which this facility would serve identified this project as not anticipated to be needed by 2027. A deferral of this project was requested to align the project with planned 2028 development timing. As no planning application has been submitted on the benefitting lands, Staff recommend rescheduling this project to 2028 to avoid premature investment.

Appendix E – Detailed Commentary Regarding Developer Infrastructure Requests

Staff are unable at this time to support the project acceleration requests identified in Table 2 of the GMIS report for the following reasons:

Sunningdale Road West – Hyde Park to Wonderland: Auburn Developments requested the acceleration of Stormwater and Water projects to align with the 2025 road project identified in the 2021 DC Background Study. This is to service 1521 Sunningdale Road West. This property was not designated for residential development at the time of the DC Background study and the projects are not identified as GMIS infrastructure projects. Staff recommend that the servicing of this site be considered during the master servicing plans review in 2025.

North Lambeth SWMF P1 – North: Consistent with the previous year's interview, Southside Construction requested the acceleration of this Stormwater from 2033 to 2028, identifying that timing of development is expected within five years time. The benefiting lands do not have a current development application on site. It is premature to advance the project. Staff do not recommend the requested acceleration, but that the request be considered during the master servicing plans review.

North Lambeth SWMF P1 – South: Consistent with previous interviews, Southside Construction requested the acceleration of this Stormwater from 2033 to 2028, identifying that timing of development is expected within five years time. The benefiting lands do not have a current development application on site. It is premature to advance the project. Staff do not recommend the requested acceleration, but that the request be considered during the master servicing plans review.

Sunningdale Road East – South Wenige Drive to Highbury Ave North, Road: Auburn Developments requested the acceleration of the Roads project from 2028 to 2025 to align with planned project timing. There is no current development application on the site. The road project is not a GMIS project, as identified in Appendix B to this report. Staff recommend that the request be considered through the Mobility Master Plan process.

Pack Road – Colonel Talbot Rd to Bostwick Rd: Southside Construction requested the timing of the road project on Pack Road be reviewed. The road project is not a GMIS project, as identified in Appendix B to this report. Staff recommend that the request be considered through the Mobility Master Plan process.

Bradley Avenue Extension – Wonderland Road South to Bostwick Rd (Phase 3): Sifton Properties requested the timing of the road project be reviewed and considered for advancement. The extension of Phase 3 extension of Bradley Avenue will be contingent on the timing of subdivision application processes, and Staff recommend that the request be considered through the Mobility Master Plan process.

Commissioners Road East (north side) – Jackson Rd to Sheffield Blvd, SWM and Sanitary: Multiple landowners/developers identified that there is no trunk sewer along the section of Commissioners Road East, and that a sewer to the rear of the properties would be abutting the Meadowlily ESA Natural Heritage System feature. A SWM facility was also identified as an anticipated requirement for development. There is no development application on the subject sites. No GMIS projects are identified for the subject sites, as identified in Appendix B to this report. Staff recommend that the requests be considered through the master servicing plans review.

Southdale Road West – Bostwick Rd to Colonel Talbot Rd: York Developments requested the timing of the road project be reviewed and considered for advancement. This road project is not a GMIS project, as identified in Appendix B to this report. Staff recommend that the request be considered through the Mobility Master Plan process.