



December 5, 2013

Corporation of the City of London  
300 Dufferin Ave.  
PO BOX 5035  
London, ON N6A 4L9

**Attention:** Chairman Pohill and Members of Planning & Environment Committee

**Re: Kempinski/Tridon Lands**

**1217 Gainsborough Road  
Hyde Park Urban Growth Boundary (UGA) Expansion  
Request for Consideration of Official Plan Amendment**

Please find enclosed an engineering, planning, and financial justification analysis for the above noted property.

This report was originally prepared respecting the July 23<sup>rd</sup> Committee direction requesting a Infrastructure Costs and DC Revenue analysis be undertaken for each property. Planning staff established a deadline of September 12, 2013 for such a submission which was restricted to a table/spreadsheet submission as prepared by the City for such evaluation and comparison purposes. As we fully expected the position of staff as it relates to the need to include additional lands within the urban growth boundary (UGB) has not be supported.

Notwithstanding this position, compelling arguments outlining the economic justification and benefits to include lands which could be easily serviced but presently outside the UGB were made. We are concerned this information has not been provided to Committee members for their consideration.

In that regard, we are respectfully submitting the attached report which not only provides the requisite financial consideration but other social, economic and land use planning considerations which should be taken into consideration as significant factors in the decision making process.

Thank you in advance for your careful review of this submission and comparison to other landowner submissions around the City. We will be attending the December 10<sup>th</sup> committee meeting to present our submission in the hopes this information will be considered by Municipal Council prior to final determination of potential UGA adjustments.

A handwritten signature in black ink that reads "Paul V. Hinde".

Paul V. Hinde  
Manager, Land Development



SEPTEMBER 12, 2013

PREPARED FOR:

**TRIDON MANAGEMENT LTD.**

CONTACT AND LOCATION:

Paul V. Hinde  
Manager, Land Development  
598 Upper Queen Street  
London, Ontario N6C 3T9

**Tridon Properties - Hyde Park**  
MUGB Expansion Proposal - Kempinski Land  
Rationale & Justification for Official Plan Amendment



**MANAGEMENT** Engineering

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## 1.0 INTRODUCTION

### 1.1 BACKGROUND

This report was prepared to provide the necessary planning, engineering, financial, and economic justification for expanding the existing modified urban growth boundary (MUGB) in the northwest corner of the City of London. Hyde Park has been a significant financial and employment success for the City and its ratepayers since the annexation of the subject area in 1993. This was followed by the installation of a new sanitary pumping station (SPS) and trunk sewer to service the area which was necessitated by the requirement to decommission existing septic tanks which is still ongoing and could use additional financial assistance.

Tridon has have been working for a number of years with key property owners in the Hyde Park area to optimize development opportunities in the City's best economic and environmental interests. This proposal and corresponding financial analysis will assist the Hyde Park area in achieving its full economic development and employment potential. Indeed, the Hyde Park area continues to grow successfully, as carefully planned and promoted by our consultants. This includes previous reliable financial analysis work completed for the City and other landowners in the area over the years to finance the trunk sewer and the vastly improved drainage system as well as widen Fanshawe Park Road.

The Kempinski property, municipally referred to as 1217 Gainsborough Road, is approximately 34.4 ha (85 ac.) in size. Situated on the north side of Gainsborough Road, the subject lands are located immediately west of the former CNR spur line which has recently been redeveloped as a pedestrian passive trail corridor. The subject lands are across the road to the north of Belemere. Containing one single detached residential dwelling, the remainder of the subject lands with the exception of the immediate Kelly Drain corridor and a small area (2.3 ha) of unevaluated woodlot (ER) is currently used for corn production.

The subject lands are immediately adjacent to the existing the MUGB on Gainsborough Road to



the west of the former CNR railway lands in Hyde Park. The area was annexed in 1993, and the land remains deficient in many aspects of full municipal services which this submission will help to provide. Too many successful businesses in the area are still on individual private water wells and septic tanks which this proposal will help to alleviate as planned in 1993.

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Preparation of this report and the accompanying supporting documentation was assisted by senior planning and engineering staff who were involved in the completion of the 1999 Hyde Park Community Plan as well as the Fox Hollow and Sunningdale Area Plans. This also includes local planning, engineering, and municipal servicing projects in the Hyde Park area over the last 15 years as well as additional City-wide experience in land development financial analysis and return on infrastructure investment (ROI) in other areas of London.

## **1.2 HYDE PARK LOCAL IMPROVEMENT PLANS**

We are aware of the details of the City's planned local improvement water and sanitary project to bring sewers to existing properties on septic and reduce the use of private wells. The ongoing sanitary and SWM design work by the City is essential to complete the full economical and environmentally successful servicing of the area. This proposal is entirely complementary to the City's current servicing plans for the area. Furthermore, this application promotes that the proposed new growth in the area can be easily and cost-effectively serviced and financed compared to other areas of the City by utilizing existing 'paid for' services.

## **1.3 LAND NEEDS BACKGROUND STUDY**

Work completed to date by City staff has concluded that sufficient lands are available to accommodate residential growth within the City for the next 20 year planning horizon. It is respectfully suggested that this conclusion might be incorrect as some of the information and assumptions used to formulate this position are inaccurate. In other words, there might not be enough land available for low density residential development; particularly in the north and west areas of the City which are quickly utilizing existing zoned and serviced land. Insufficient land for future growth in London means greater potential for sprawl and growth in the satellite towns in the region. The work by the City of London also does not include sufficient financial analysis of the optimum development areas inside or outside the existing modified urban growth boundary (MUGB) for maximizing net revenues going forward. This is the very point made by Municipal Council of the day in 2007 and again this year.

## **1.4 FINANCIAL IMPACT**

Over the past few years, the City of London has however increasingly relied upon more detailed financial analysis and corresponding development justification beyond a simple comparison of estimated development charge (DC) costs and revenues. This has led to an improved understanding by City staff and developers of lands that are more or less feasible to develop respecting all of London's community and financial/economic interests. In that regard, there are existing lands within and outside the MUGB that are more or less feasible to develop based on net DC revenues, new temporary and permanent employment, cash flow, and return on investment (ROI).

## **1.5 WHY HYDE PARK?**

The Hyde Park Community Plan (1999) as approved by Council showed impressive forecasts of significant new net DC and assessment revenues to the City of London., Accordingly, the first servicing and development phases of Hyde Park were allowed to proceed.

The initial commercial catalyst in the area required only the replacement and upgrading of an existing sanitary pumping station (SPS) that was installed to address previous septic tank failures in the former Township of London. The growing major commercial development in the area subsequently promoted and carried the responsibility of financing the road widening reconstruction of Fanshawe Park Road from Wonderland Road to Hyde Park Road.

The resulting new net DC and assessment revenues from these commercial development projects were used to establish the first ever front-ending agreement with the City to finance the widening of Fanshawe Park Road as well as the required local and regional, temporary and permanent water, storm, and sanitary sewer infrastructure. This new municipal servicing infrastructure, mostly financed by developers under development agreements with the City, brought on additional new net revenues from highly successful residential development which is ongoing in the area and quickly using up available zoned and serviced land.

## **1.6 HYDE PARK ROAD WIDENING & OTHER BENEFITS**

This proposal for a relatively small but valuable MUGB expansion will now help to finance the needed widening of Hyde Park Road. Water, storm, and sanitary servicing of the pre-existing industrial development in the area can now also finally take place assisted by the estimated new net DC revenues as anticipated and essentially promised with the 1993 annexation.

As additional growth continues to take place contributing further new gross and net DC and new assessment revenues, most of the necessary primary municipal servicing will be in place to service other new potential development land which is immediately adjacent to the west of the existing MUGB. The resulting new net revenues and new temporary and permanent employment estimates are discussed in greater detail later in this report.

These estimates should be compared to other areas of similar development potential inside as well as outside the existing MUGB. That analysis will confirm that the Hyde Park area is expected to continue to be one of the best and most cost-effective and valuable infrastructure investments available to the City anywhere in London.

Other positive attributes associated with this proposed growth boundary adjustment include a number of additional benefits as outlined below. This includes that no significant additional arterial road widening, trunk watermain, sanitary trunk sewer, or SPS facilities will be required.

All internal municipal servicing costs will be borne by the developers at no cost to the City; only revenues from other streams such as building permits and water and sewer rates from consumption. A limited amount of claimable water, road, and sanitary work will be required

but will be more than covered by the new net DC revenues to the City and the indirect revenues from the estimated new employment also as outlined below.

Some of the potentially significant economic development and net revenue generating lands in Hyde Park are already included in the hydraulic calculations for the City's new storm & sanitary drainage works in this northwest corner of London. Even more of the subject growth land has been included in the sanitary trunk sewer design.

The above all gives rise to this request for inclusion of the land identified herein into the MUGB along with the demonstration of low servicing costs and higher net revenues. Equally important, as part of this proposed development, advanced environmental protection and enhancement will also be afforded to the existing natural areas and drainage features that are expected to remain within the requested MUGB expansion and adjacent lands.

## 2.0 LAND USE PLANNING

London is quickly building out of residential development across the northern part of the City and in particular west London. In addition to the economic, financial and environmental benefits associated with bringing these Hyde Park lands into the MUGB, this proposal will provide additional residential development opportunities to satisfy London's current and future land needs requirements.

As stated previously, the Kempinski property, municipally referred to as 1217 Gainsborough Road, is approximately 34.4 ha (85 ac.) in size. Situated on the north side of Gainsborough Road, the subject lands are located immediately west of the former CNR spur line which has recently been redeveloped as a pedestrian passive trail corridor. The subject lands are across the road to the north of the Belemere. Containing one single detached residential dwelling, the remainder of the subject lands with the exception of the immediate Kelly Drain corridor and a small area (2.3 ha) of unevaluated woodlot (ER) is currently used for corn production.

From a land use planning perspective, "residential" development is the "highest and best use" of this property. There is already an abundance of commercial opportunities with other lands currently designated "New Format Regional Commercial Node", "Auto Oriented Commercial Node" or the "Main Street Commercial Node" within the Hyde Park area. Additional designated commercial land along Gainsborough Road would weaken the already well established retail and other land uses in this area.

Residential land use designations provide for housing and other land uses that are integral to, and supportive of, a residential environment. The population resulting from residential

development will increase the customer base for the local commercial merchants. The subject lands are ideally suited to provide low-density and multi-family, medium density residential development opportunities. This form of development can provide for a broad range of residential uses that will satisfy housing requirements in this corner of the City.

It is noted that within the relevant policies of the City's current Official Plan, there is a general objective of the City to direct the expansion of residential development into appropriate areas according to availability of municipal services, soil conditions, topographic features, environmental constraints; and in a form which can be integrated with established land-use patterns. The Kempinski lands certainly achieve this objective as residential development within this area of the City will contribute to the overall commercial success currently enjoyed in the Hyde Park area.

Preliminary subdivision design concepts have been prepared to determine the extent of development that might occur on the subject lands. For the purpose of this cost-benefit analysis we believe the lands should be developed for an array of low, medium and high density residential uses.

Assuming a yield of 16/30/125 uph, this area of land could provide between 450-550 residential units. This translates into approximately 13-16 uph over the entire subject land area.

### **3.0 PROPOSED GROWTH AREA**

The proposed urban growth boundary expansion area includes approximately 87 acres in three (3) land parcels immediately to the west of the former CNR spur line to the north of Gainsborough Road. All of the subject land, as well as significant additional land in the area, were included in the design of the Hyde Park sanitary sewer system.

### **4.0 GEOLOGY & HYDROGEOLOGY**

Significant subsurface soils and groundwater information is available for the area based on historical records and mapping, and information gathered during the community plan as well as construction of the various developments. This proposal will also take advantage of the groundwater recharge area in the south part of the proposed development to service the land and contribute to the watercourse protection and enhancement objectives of both the Stanton and Kelly drains.

### **5.0 NATURAL ENVIRONMENT**

With this growth area adjustment, there are number of environmental protection and enhancement opportunities that will not take place without additional development in the area and the extra revenues to the City. This includes protection and enhancement of existing environmental review (ER) areas as well as a number of terrestrial and aquatic features of both the Stanton Drain and the Kelly Drain.



## 6.0 SANITARY SERVICING

All of the requested growth boundary adjustment land has already been allowed in the design of the existing Hyde Park trunk sanitary sewer system. This was the right decision by the City and their consultants in the design of gravity sewer servicing plans for the area and the use of watershed topography rather than property boundaries to determine the sewershed limits and the size of the trunk sewer. The Hyde Park SPS was an upgrade to the existing facility that was installed to replace the septic tanks in Canterbury Estates.

The new Hyde Park sanitary system, originally proposed by the consultants for SmartCentres for Walmart in 2000, was also designed for significant vacant development lands and future growth areas within the city limits to the north of Fanshawe Park Road and west of Hyde Park Road. This includes the approximately 85 acres herein requested for growth designation such that the existing sewer has considerable unused development servicing capacity which represents significant potential new net revenues to the City.

Sanitary sewer servicing is one of the most expensive and single limiting factors to the growth and successful economic development of land in London and throughout Ontario including DCs, taxes, and water rates. Within the Hyde Park area there is in excess of 450 hectares (1100 acres) of land within or adjacent to the existing MUGB that has been allowed for in the design of the Hyde Park trunk sanitary sewer. Development of these lands will only require periodic upgrades to the existing SPS which was structurally designed to service a much larger service area. As well, a new trunk sanitary sewer is also being installed along Oxford Street West of Hyde Park Road anticipating significant new development in Hyde Park, including the large land areas noted above, outside but immediately adjacent to the existing MUGB.

## 7.0 WATER SUPPLY & DISTRIBUTION

Water is available by extending the existing main on Gainsborough Road to the west; only a short length. This watermain has already been extended to the West beyond the MUGB to service existing important residential and commercial developments on the north side of Gainsborough Road. With this proposed investment, additional potential important residential and commercial properties along Gainsborough could also be serviced for extra financing revenues to the City and lower insurance costs for better fire protection for the existing and potential future land and property owners.

Water servicing of this expansion land can be looped through the north end of proposed subdivision through an easement through the new SWM facility to the south of the south end of Woodcock Place. To support this application we would note that the City has recognized the significant development potential of this application by identifying a road and utility servicing easement through a redline draft plan revision to the valuable Doman industrial campus road plan. By notice dated January, 2013 the central domain campus East West Road now includes a

block for future road connection from the campus to the CNR walkway to the South of the existing SWM facility which will facilitate this development for transportation and servicing.

Next year, in 2014, the City will be installing storm and sanitary services to the existing industrial buildings and probable expansions in the Copps/Doman subdivision which are in desperate need of proper water and sanitary servicing; which was promised in the 1993 annexation. These industrial land uses are currently on private wells and septic tanks and additional growth in the area will help to subsidize that important remedial work; at least on an area rating basis.

Looping of the watermain through the proposed subdivision in the recommended growth boundary expansion area will add to the robustness to the existing and future water system in northwest London. This will provide increased pressure reliability, fire flow for necessary insurance for the existing properties noted, as well as add supply to security all the City's customers in the area overall.

## **8.0 DRAINAGE & STORMWATER MANAGEMENT**

The subject land is relatively flat with the east side of the site sloping to the Stanton Drain, and the Northwest corner of the site is tributary to the Kelly Drain which crosses the property in this location. Therefore, only moderate rating will be required for road and lock reading to satisfy city of London design standards.

Some of the area in the requested growth boundary expansion has therefore already been allowed for in the recent design and reconstruction of the Stanton Drain; including SWM 4 to which some of the proposed lands are tributary. The remainder of the proposed new development lands can be storm serviced with on-site controls and/or other temporary or permanent SWM measures to protect and enhance both the Stanton Drain and the Kelly Drain.

The South end of the site is also situated on a groundwater recharge area which will reduce runoff and improve groundwater flow to the Kelly Drain. The rest of the subject expansion land can be easily filled and/or graded to drain to the Stanton (or Kelly if necessary) with at source controls added if necessary i.e. no net new DC servicing costs and overall environmental benefits, including habitat and revenues. New development in the area could easily use existing oversized storm and sanitary facilities as well as develop their own lands temporary and/or permit SWM local or regional facilities to facilitate the net environmental benefits to the Kelly drain as well the Stanton as well as the net development revenues.

## **9.0 TRAFFIC & TRANSPORTATION**

Development traffic increase in the area will be handled easy with the proposed widening of Hyde Park Road. Previous developments in this area financed the widening of Fanshawe Park Road which has significant additional capacity to service additional growth in the area. Additional financial and net revenue justification for these investments can be provided by the

development contemplated with this proposal as well as buildout of the existing vacant land in the area. This has recently again been recognized by the City which has recently (January 8, 2013) revised an existing draft approved subdivision to establish a block for a future road connection of these lands to the existing Doman industrial campus on the west side of Hyde Park Road. This will provide for improved road and water servicing of both areas.

Gainsborough Road and the roads to be upgraded by the City in the existing Cops/Doman industrial subdivision will easily service this proposed development with sunk costs and City budgets already established for 2014. Internally, the roads will be standard, and minimum emergency access, fire protection, and our service connection routes will be easily provided with an appropriate subdivision design; connected to the existing lands to the east of the former CNR railway. This pattern will be more than compatible with developing recreational bicycle and walking plans on the converted CNR corridor; as originally proposed by one of our planners for the similarly highly successful Hyde Park Community Plan.

## **10.0 FINANCIAL IMPACT ASSESSMENT**

### **10.1 INTRODUCTION**

This growth area adjustment will be financially successful for the City of London, the developer, area landowners, and London's ratepayers. This has already been proven by the previous and existing SPS, trunk sanitary, high-pressure water, and new SWM facilities servicing the new and expanding commercial and residential development in the area.

### **10.2 POTENTIAL DEVELOPMENT YIELD & REVENUES TO THE CITY**

The table was completed in accordance with City of London requirements for this submission. The table was modified by our consulting engineer to provide additional information that should be helpful to the City in understanding the infrastructure financing and cost-sharing requirements for this proposal as well as to show the good servicing fit and net DC contribution to the existing successful development in the Hyde Park area.

In our view, all gross and net DC revenues should be examined for MUGB expansion consideration; especially in this case where limited UWRF work and reduced City soft services will be required per unit of development and/or municipal servicing infrastructure investment. As well, this area will contribute significantly to new growth DC revenues required for the Oxford PCP and other sewage treatment plant upgrades such as Greenway which we are aware requires significant upgrading work and therefore growth revenues. Otherwise those costs will be on the sewer and water rates which are already increasing beyond inflation and therefore unsustainable. In this regard, our estimated net DC revenue to London on the City DC analysis template is only approximately \$2.9 million. However, if all new DC revenues are considered, the net contribution of this proposal could be as high as \$5.7 million and therefore potentially much higher than other larger developments being examined. The non-growth share of City of

London DC capital budget requirements should perhaps also be considered in comparing other potential growth boundary adjustments; again for improved financial examination.

### **10.3 FINANCIAL & EMPLOYMENT MODELING**

The new assessment revenues and employment model of the London Economic Development Corporation (LEDC) was used to prepare some of the important financial/economic numbers presented in this report. Notably, this includes indirect permanent employment and assessment revenues. The overall revenue and employment numbers presented in this report were prepared based on significant experience in financing the development of this area, other areas of north London, and many of the residential and industrial developments in other areas of London as well.

### **10.4 INFRASTRUCTURE CAPITAL REQUIREMENTS**

The estimated claimable DC work have been summarized on the first table i.e. the requisite City DC costs and revenues sheet; as modified as noted above. These estimates should be considered preliminary without the benefit of even functional design or additional time to prepare the submission. Notwithstanding, we expect all of these numbers to be reliable plus or minus 15% and therefore hopefully sufficiently accurate for direct reliable comparison to other MUGB boundary adjustment proposals.

## **11.0 CONCLUSIONS & RECOMMENDATIONS**

The Hyde Park area of London is again poised for new infrastructure investment to continue its successful growth and great contributions to the City of London. The established businesses in northwest London are in increasing need of full-services, and this proposal will help provide the necessary revenues, employment, and improved environmental protection plan.

This MUGB expansion in Hyde Park will be successful. It will again prove itself as a valuable example and template for other business case analysis work that is being completed respecting other similar development opportunities in London. This will further help to improve our understanding of sustainable development.

September 12, 2013

**Tridon Properties  
Hyde Park Kempinski Lands  
Proposed NW London MUGB Expansion  
SUMMARY OF ESTIMATED CONSTRUCTION COSTS, REVENUES & JOBS<sup>1</sup>**

Units	Commercial	Residential	
	ft. <sup>2</sup>	Single Family	30 u/ha
<b>Total Units</b>	N/A	350	100
Total ft. <sup>2</sup>		525,000	100,000
DC CSRF Rates	\$	17,009	\$ 12,200
DC CSRF MUGB Rates (from City)	\$	12,775	\$ 9,165
DC UWRF Rate	\$	6,614	\$ 4,745
Total DC Rate	\$	23,623	\$ 16,945
<b>Total Est. DC Const<sup>n</sup> Rate (MUGB/CSRF+UWRF)</b> (hard services revenues only)	\$	19,389	\$ 13,910
<b>Total New Residential DC Revenues to City of London =</b>		<b>\$ 9,962,550</b>	
New MUGB CSRF DC (City staff spreadsheet) Revenues to City of London =		\$ 5,387,750	
New UWRF & CSRF DC Const <sup>n</sup> (hard services only) Revenues to City of London =		\$ 8,177,150	
<b>Total Estimated DC Claims (CSRF &amp; UWRF) =</b>		<b>\$ 1,100,000</b>	
<b>Total Estimated DC Net Infrastructure Revenues =</b>		<b>\$ 7,077,150</b>	
New MUGB CSRF DC (City staff spreadsheet) Net Revenues to City of London =		<b>\$ 4,287,750</b>	
Total Estimated Building Construction Cost <sup>2</sup> =		\$ 75,000,000	
Est. Internal Servicing Const. Cost (\$25,000/lot or unit) =		\$ 11,250,000	
Est. UWRF & CSRF DC Const. Revenues =		\$ 8,177,150	
<b>Total Estimated Const. Cost/Economic Input =</b>		<b>\$ 94,427,150</b>	
Total estimated const. (temporary) jobs <sup>3</sup> =		616	
Estimated indirect permanent jobs <sup>4</sup> =		293	
<b>Total Estimated New Jobs =</b>		<b>909</b>	
Total Estimated New Direct Annual Assessment Revenues =		\$ 1,700,000	
Total Estimated New Annual Indirect Net Assessment Revenues =		\$ 272,591	
<b>Total Estimated New Annual Assessment Revenues =</b>		<b>\$ 1,972,591</b>	

1. Direct & indirect temporary (const.) and permanent jobs based on LEDC industrial development model.
2. New residential construction value = \$120/ft<sup>2</sup> including approvals, design, and landscaping (excl. land).
3. Temporary jobs based on 87% (excl. HST) of all const. costs including all DC hard services revenues @ 50% labour cost @ 9 month construction period [75%] @ \$50,000 annual income.
4. New permanent jobs: Commercial = 7/10,000 ft<sup>2</sup> + Residential = 0.25/unit + indirect jobs for both.  
= permanent jobs\*1.9 (LEDC Model); 60% London resident for new taxes @\$3,000/yr./unit; indirect net = \$500/yr.



**2011 Land Needs Study: Urban Growth Boundary Inclusion Request  
Infrastructure Costs & DC Revenue Estimate Worksheet**



Proposed Development:	Kempinski Lands - Adam and Janis
Address:	1217 Gainsborough Road, London, ON
Geographic Area (e.g., NW, SE, etc.):	West of Hyde Village, London, ON
Applicant:	Janis Kempinski
Prepared By:	Narinder P. Sharma, P. Eng.
Date Prepared:	9/15/2013 (Revised)

**Summary of Existing Infrastructure Servicing Subject Lands**

Provide a general listing of any existing infrastructure that serves the proposed development.

Previously Constructed/Existing Infrastructure	
Infrastructure Component	Describe the location of existing services/outlets.
Major Roadworks (Arterial Roads Nearby)	Gainsborough Road will provide the required two (2) access to proposed development on this site
Major Storm Sewers	Stanton Drain and Kelly Drain run through this site and will provide storm outlet for this site.
Major Sanitary Sewers	A recently constructed 900mm Sanitary Sewer (along the abandoned railway track) abuts the east limit of the plan. It will provide sanitary outlet for this site.
Watermains	10" Watermain is located at the west limit of the abandoned railroad tracks about 450 m from the west limit of the site. It will be extended westerly to service the site.
SWM Facility	On-site SWM ponds may be required to control run-off to meet the Subwatershed Study requirements for the recently improved Stanton Drain. Flows to the un-improved Kelly Drain will have to be controlled to pre-development conditions.
Other (specify)	

**Infrastructure Requirements for Proposed Development**

Provide a general listing of any development charge-eligible capital expenditures (either identified in the 2009 Development Charges Study or infrastructure outside of the scope of the DC Study) required prior to the proposed development. Include additional information in the provided Notes field.

Infrastructure for Development Identified in the 2009 Development Charges Study		
Infrastructure Component	DC Background Estimate(s)	Updated Estimate
Major Roadworks		
Major Storm sewers		
Major Sanitary sewers		
Watermains		
SWM Facility		
Other (specify)		
<b>Total</b>		

In our opinion, no major improvements are necessary to the City's existing or proposed infrastructure to support the subject development. Please refer to our attached letter to Mr. Mark Johnson, dated September 12, 2013 for further explanation.

**Additional Infrastructure Required for Development Not Identified in the 2009 Development Charges Study**

Infrastructure Component	Estimated Servicing Costs for Subject Lands
Road works on Gainsborough Road	\$400,000
Sidewalk and Streetlights on Gainsborough Road	\$75,000
SWM Facility Upgrade	\$800,000
Storm and Sanitary Sewer Oversizing	\$75,000
Specify	
Specify	
Specify	
Specify	
Specify	
<b>Total</b>	<b>\$1,350,000</b>

Road improvements /channelization work will be required on Gainsborough Road at the entrance(s) to the site, which will be claimable from the City and has been included on the attached sheet as \$400,000. We have also included cost of constructing sidewalk and street lights on Gainsborough Road abutting this site on the sheet as \$75,000. An estimated amount of \$75,000 has been assigned to the possible oversizing of the internal sewer to allow for the external lands. These costs will be claimed from the City's Urban works Reserve Fund for Minor Works. An estimated amount of \$800,000 has also been allocated for constructing / upgrading SWM Facility to service these lands. Please refer to our attached letter to Mr. Mark Johnson, dated September 12, 2013 for further explanation.

**Estimated Revenue**

Provide a summary of proposed housing units/floor space to calculate estimated revenue. Use typical unit/ha densities for a block parcel and actual lot counts where available.

Land Use	Hectares	Units/Ha.	Actual Units/sqm	DC Rate <sup>1</sup>	DC Revenue <sup>2</sup>
Low Density	16.5	16	264	\$12,775	\$3,372,600
Medium Density	4.4	30	132	\$9,165	\$1,209,780
High Density	1.1	125	160	\$7,618	\$1,218,880
Commercial				\$95.67	
Institutional				\$65.18	
<b>Total</b>					<b>\$5,801,260</b>

Notes:  
 1. Development Charges Rates represent 2013 DC rates, with UWRF, soft service and PCP Upgrade components removed.  
 2. DC Revenue represents the gross revenue for the proposed development. The funds collected are used to recover city-wide infrastructure costs, not those specifically associated with the subject lands. Revenues collected are funding previously constructed infrastructure, in addition to infrastructure that will be built in the future. As a result, revenues associated with this worksheet cannot be directly compared to identified infrastructure costs to determine a net benefit or cost from the proposed development.