

TO:	CHAIR AND MEMBERS PLANNING AND ENVIRONMENT COMMITTEE
FROM:	D. ALLES, P. ENG. MANAGING DIRECTOR – DEVELOPMENT APPROVALS BUSINESS UNIT
SUBJECT:	STORM SEWER TO ACCOMMODATE INTENSIFICATION ON RICHMOND STREET DECEMBER 12, 2011

RECOMMENDATION

That, on the recommendation of the Managing Director, Development Approvals Business Unit, the following actions be taken with respect to a new project estimated at \$1.5 million in value for 2012, for the rehabilitation and expansion of the existing storm sewer on Richmond Street from near Hillside Drive to the Thames River, North Branch:

- (a) the project **BE APPROVED** in 2012 in the Growth Management Implementation Strategy with financing as identified in the attached Appendix 'A'; and
- (b) the project **BE REFERRED** to the 2012 Budget Process;

it being noted that the proposed timing for construction is also 2012 in coordination with infill development.

BACKGROUND

Purpose and Effect of Recommended Action

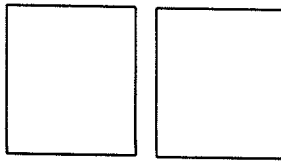
This report recommends a storm sewer upgrade and source of financing for 2012. It is intended as a companion report relating to an application by the City of London for rezoning of property located at 1607 – 1653 Richmond Street from the Director, Land Use Planning and City Planner, dated December 12, 2012.

Background

From 1607 to 1653 Richmond Street, there are currently thirteen single family homes. After considerable consultation with the Old Masonville Ratepayers Association and Farid Metwaly, owner of 1631 – 1639 Richmond Street, a proposal has been agreed to by all to rezone this area to a much higher density with appropriate setbacks from existing development to the west to satisfy the community.

The Developer has spent considerable effort to reach an approved site plan at 1639 Richmond Street, including approval of the plan from the Ontario Municipal Board. A proposal to spend considerable effort and time in meeting with the community and in redesigning the site came with a request from the Developer that staff agree he could not be further delayed by servicing issues. In particular, the conveyance of stormwater from this area was of concern. The Developer requested that for his commitment to reengage with the community and to achieve higher satisfaction for them at the same time that the City achieves much higher density on the Richmond corridor would require a commitment from Council to approve construction of an upgrade in the stormsewer system that was coordinated with his development interests.

The existing stormwater system is deficient today. A 300 mm and 250 mm diameter storm sewer accommodating this section of Richmond Street and the sewer downstream accommodates approximately 200 ha of overall tributary area. The upgrade to accommodate developments, the ultimate cross-section of Richmond Street requires nearly 1.5 km of storm sewer enlargement. The tributary area and stormsewers on Richmond Street are shown in the attached Figure 1.



Discussion

The storm sewer system on Richmond Street is deficient to accommodate any more development and Richmond Street at current design service levels. Although Richmond Street is not currently planned for rehabilitation and upgrade, the storm sewer capacity has become relevant to the current zoning application at 1607 – 1653 Richmond Street.

City staff are supporting rezoning of this corridor to accommodate 480 proposed units over the 13 existing single family residential properties. The stormwater runoff from the 4 ha site will be nearly triple the existing runoff over these properties. The effect requires a significant upgrade. Further the future expansion of the road will require upgrade downstream where bigger pipes already exist.

The Developer already knew there was little capacity and could not accommodate his existing approved development application of 24 units in this sewer. The Developer requested that his agreement to progress a revised application through considerable process would need support for a new storm sewer to accommodate development on a timely basis. Staff supported this approach because the rezoning solved a significant community issue and met objectives to intensify corridor development at arterial nodes. Above increased municipal density this approach also supports public transit. The storm sewer proposal meets objectives of the GMIS in accommodating orderly development.

Storm sewer conveyance capacity is proposed to include both the development and the future roadway needs at one time to avoid duplication of work in the future. The Stormwater Management Unit staff evaluated several different options to accommodate drainage needs and concluded that the capacity upgrade was driven by approximately 40% growth and 60% by rehabilitation. The estimated costs for the total sewer upgrade are in the order of \$1.5 million and a breakdown of the growth and non-growth components is summarized in Table 1 below. Assumptions for the corridor assumes a controlled off-site runoff coefficient of 0.65 and requires that the developers of these properties provide stormwater management quality at their own cost. This sewer, if approved, would be constructed as a City works undertaken by the City.

TABLE 1 – Estimated Storm Sewer Costs

Road Drainage Component (60%)¹		
	Allocation	Cost
Transportation Project TS1347 (DC Timing 2027): Non-Growth Cost	24%	\$ 200,000
Transportation Project TS1347 (DC Timing 2027): Growth Cost	76%	\$ 700,000
Residential Drainage Component (40%)¹		
"Additional Storm Sewer Projects" as outlined in the DC Study: Growth Cost	100%	\$ 600,000
Total		\$ 1,500,000¹

¹Cost estimate and Transportation/Residential drainage flow splits based on information provided Stormwater Management Unit.

This considerable expenditure is offset by the Development Charges that the ultimate build out of 1607 – 1653 Richmond Street provides. The total Development Charges revenue is estimated at \$6.0 Million with the CSRF storm water component of the Development Charges revenue (ie. the funding source for the growth share of the works) estimated at \$906k as shown in Table 2 below.

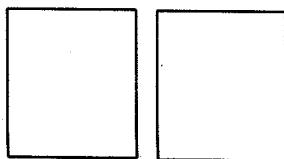


TABLE 2 – Estimated Revenues Base on Proposed Zoning

DC REVENUE PROJECTION BASED ON ASSUMED BUILDOUT SCENARIO							
	#	CSRF Revenue	UWRF Revenue	TOTAL DC Revenue	SWM portion of CSRF Revenue	SWM portion of UWRF Revenue	SWM portion of TOTAL DC Revenue
Townhouses	30	\$ 340,830	\$ 137,310		\$ 71,790	\$ 21,120	
Apartments >=2	339	\$ 3,203,211	\$ 1,288,878		\$ 674,271	\$ 198,315	
Apartments <2	113	\$ 761,620	\$ 306,908		\$ 160,347	\$ 47,234	
	482	\$ 4,305,661	\$ 1,733,096	\$ 6,038,757	\$ 906,408	\$ 266,669	\$ 1,173,077

Note : Above DC Revenue Projection is based on 2011 rates. DC rate increase of 3.8% (due to indexing) anticipated for 2012.

This project is proposed to be funded at the ratio above from Development Charges for the growth portion and the sewer rate for the non-growth portion. The funding source is shown in Appendix 'A'.

Official Plan Policies

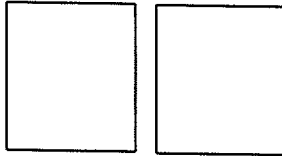
Residential intensification refers to the development of a property, site or area at a higher density than currently exists on the site through:

- redevelopment, including the redevelopment of brownfield sites;
- the development of vacant and/or underutilized lots within previously developed areas;
- infill development, including lot creation;
- the conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and,
- the conversion or expansion of existing residential

A companion Official Plan and Zoning By-law amendment has been submitted for these lands and is being recommended for approval by the Director, Land Use Planning and City Planner. The recommended Official Plan and Zoning By-law amendment will facilitate the redevelopment of the subject lands, which are currently occupied by single detached dwellings, to accommodate an increase of approximately 470 new units. The redevelopment of the subject lands at a higher density than currently exists qualifies as intensification as defined above.

The Official Plan Transportation policies encourage residential intensification adjacent to Transit Nodes and along Transit Corridors. These policies state that Council shall support the long-term development of compact, transit oriented, and pedestrian friendly activity centres at identified nodes and corridors. Furthermore, the policies require the review and evaluation of development proposals located along identified transit nodes and corridors shall discourage site-specific Official Plan Amendments and site-specific Zoning By-law Amendments which propose a *lower* intensity of use where a higher intensity of use has been planned to support compact urban form, discourage sprawl, and provide for efficient infrastructure and transportation. These policies also articulate the importance of establishing a system of nodes and corridors which encourage transit supportive development and that provide the density and land use patterns required to facilitate higher orders of public transit in the future.

Masonville Mall, directly east of the subject lands, has been identified as *node* wherein the Official Plan policies support the long-term development of compact, transit oriented and pedestrian friendly activity centres, such as the uses recommended for the subject lands. Furthermore, the subject lands directly abut Richmond Street which has been identified as a *Transit Corridor* in the Official Plan. The subject lands are also in proximity to the Fanshawe Park Road West corridor and the Western Road corridor which have also been identified as *Transit Corridors*.



The recommended amendment, which seeks to intensify the subject lands by facilitating the development of multi-unit buildings in the form of apartment buildings, cluster stacked townhouses, and cluster townhouses, represents residential intensification adjacent to an identified node in conformity to the policies of the Official Plan.

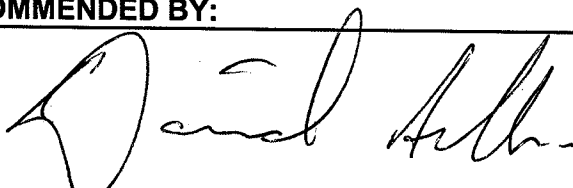

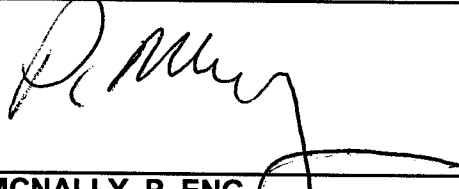
Conclusion

The proposed project supports a significant intensification on a major arterial node. It takes advantage of existing servicing, provides a level of service consistent with arterial roads in the City. In coordination with major zoning changes from 1607 – 1653 Richmond Street, this project meets Official Plan policies and is in keeping with orderly growth in the GMIS.

A new storm sewer is proposed to be added to the GMIS and referred to the 2012 Budget for a significant infill on 1607- 1653 Richmond Street and to provide long term capacity for Richmond Street. Staff are supportive of the infill as it eliminates a long-standing community issue with the current approved site plan and supports significant intensification and has been included as part of negotiations between the City, the community and the Developer.

The Developer has requested that Council approve the project be funded and constructed in alignment with their development in consideration of the current capacity and the significant efforts expended on previous applications.

The storm sewer is estimated to cost \$1.5 million and to be constructed in 2012 in coordination with the first development.

RECOMMENDED BY:	
	
D. AILLES, P. ENG. MANAGING DIRECTOR – DEVELOPMENT APPROVALS BUSINESS UNIT	
CONCURRED IN BY:	CONCURRED IN BY:
	
J. M. FLEMING DIRECTOR – LAND USE PLANNING & CITY PLANNER	P. MCNALLY, P. ENG. EXECUTIVE DIRECTOR PLANNING, ENVIRONMENTAL & ENGINEERING SERVICES

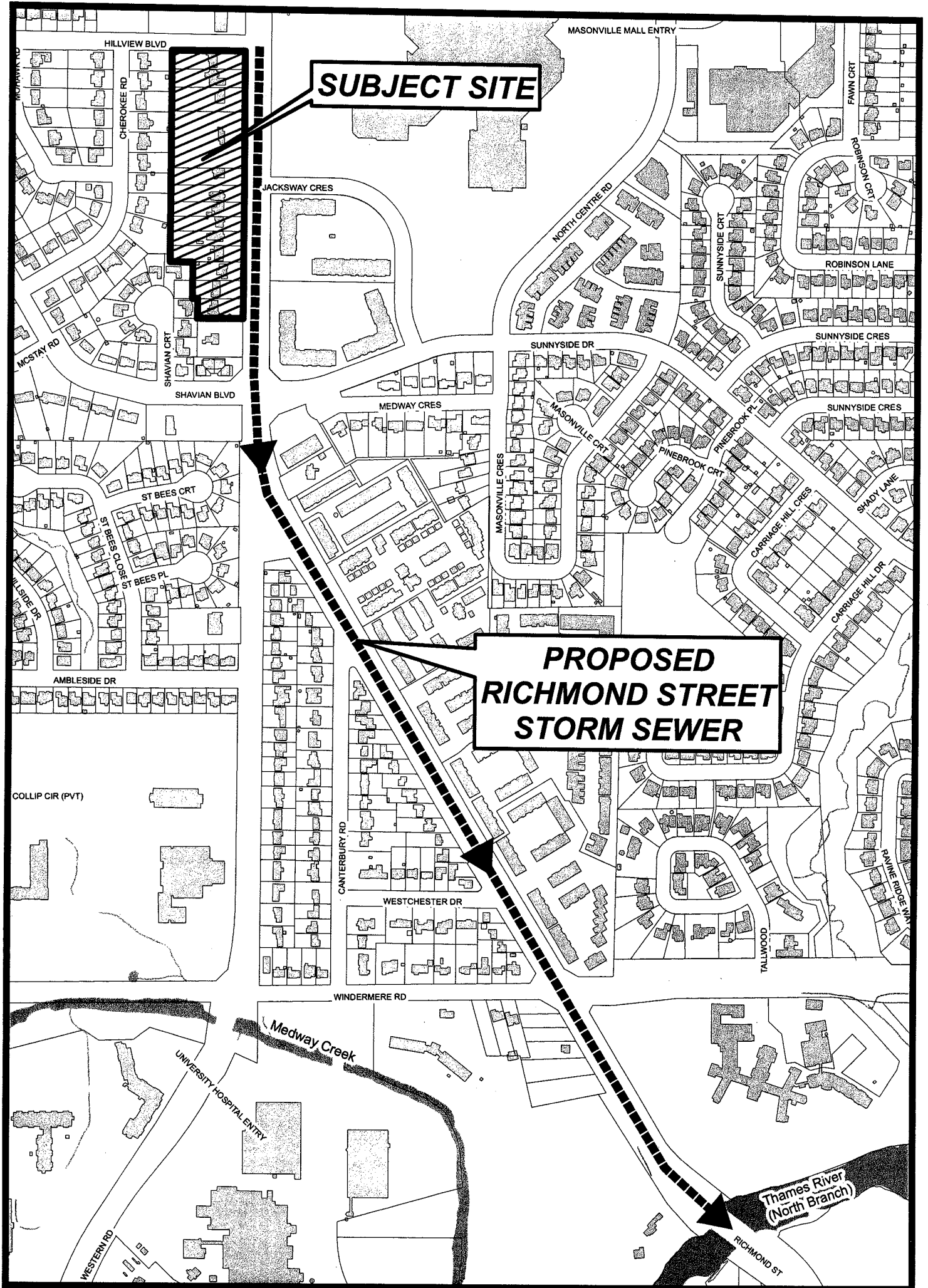
December 2, 2011
DA/lf

Attach.

- cc. J. Braam, City Engineer
- R. Standish, Director, Wastewater and Treatment
- M. Tomazincic, Planner II



FIGURE 1



1:6,000

0 25 50 100 150 200



Meters

