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TO:	CHAIR AND MEMBERS STRATEGIC PRIORITIES & POLICY COMMITTEE JUNE 23, 2014
FROM:	MARTIN HAYWARD MANAGING DIRECTOR, CORPORATE SERVICES AND CITY TREASURER, CHIEF FINANCIAL OFFICER
SUBJECT:	GROWTH MANAGEMENT IMPLEMENTATION STRATEGY (GMIS): 2015 ANNUAL REVIEW & UPDATE

RECOMMENDATION

That on the recommendation of the Managing Director, Corporate Services and City Treasurer, Chief Financial Officer with regard to the implementation of the Official Plan growth management policies applicable to the financing of growth-related infrastructure works the Growth Management Implementation Strategy Update **BE APPROVED** as attached in Appendix 'A', it being noted that:

- a. the Growth Management Implementation Strategy will be used to adjust the 2015 10-year Capital Program for growth infrastructure.
- b. DC reserve funds for hard services will require close monitoring, and project deferrals are possible in the near future.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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February 20, 2014; Report to Strategic Priorities & Policy Committee - Growth Management Implementation Strategy (GMIS): 2014 Annual Review & Update

EXECUTIVE SUMMARY

The Growth Management Implementation Strategy (GMIS) is an important tool for Council to coordinate growth infrastructure with development approvals and guide the pace of growth across the city while maintaining an acceptable financial position. This GMIS report builds upon the financial analysis provided in the previous GMIS reports and seeks to ensure the affordability of growth servicing in the City of London. The scope of the 2015 GMIS's analysis has been focused to include all projects that will directly impact specific subdivision or site plan applications (i.e. projects that would be ultimately included in Draft Plan conditions) with the goal of creating the most efficient process possible. The attached tables and figures outline the timing of key growth related infrastructure projects required to facilitate development throughout the City.

Comments on the proposed program have been requested from the GMIS Stakeholder group (Appendix B: GMIS Stakeholder List) which contains members of both the development industry and community at large. While efforts have been made to accommodate requests, there are several projects discussed in the report that have proposed timing that does not align with the comments and requests provided by the individual developers. These specific projects are discussed in the body of the report.

The 2015 GMIS also includes various infrastructure projects to support development of lands within the Southwest Area Plan. The Southwest area wastewater projects reflect the outputs of the Southwest Area Sanitary Servicing Master Plan. The included Southwest area stormwater management servicing projects will be subject to future Environmental Assessments.

Finally, this report discusses some of the financial considerations (DC reserve fund and debt) which arise from the proposed project timing. It is anticipated that the 2016 GMIS will likely require a substantial number of project deferrals.

The GMIS is an important capital budget scheduling tool to facilitate growth in the City of London and is a step forward in providing a more comprehensive financial picture to Council and the Development Community.

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BACKGROUND

The initial Growth Management Implementation Strategy (GMIS) document, dated June 4, 2008, provided a schedule for City Services Reserve Fund (CSRF) growth infrastructure with estimated costs over the 20-year growth period. Having been endorsed by Council, the project list, timing and cost estimates of the GMIS were incorporated into the finalized Development Charges (DC) Background Study which came into effect with the passing of the DC By-law in August, 2009.

The purpose of the GMIS is to provide Council with a tool to coordinate growth infrastructure with development approvals and guide the pace of growth across the city. It is reviewed and updated annually to allow for adjustment of the schedule of works between DC background studies so that it continues to align with growth needs and DC revenues. The GMIS aims to define an orderly progression for development charge funded works by considering the efficiency of infrastructure investments; the timeliness and location of development; the pace of development and the status of DC reserve funds; the provincial policy statement growth targets; and the desires of developers to progress applications in areas opened for growth. As well, the GMIS is intended to offer some flexibility for the City and industry to respond to changes in market conditions or to make adjustments that reflect the financial status of the DC reserve funds. Flexibility is built into the GMIS by scheduling growth infrastructure to generate opportunities for a sufficient inventory of lots, and annually adjusting the schedule of works in response to financial and market conditions.

The GMIS serves as a guideline for setting the capital program for growth infrastructure; however, it is the approval of the annual Capital Budget that ultimately authorizes the timing and funding for project implementation.

The Growth Management Implementation Strategy Update for 2015, represents this year's update to the City's plan for growth, translated into a schedule of works for growth projects. Subject to Council approval, the updated GMIS schedule of works will be used to adjust the 10-year Capital Program for growth infrastructure and has been informed by the project timing in the 2014 Development Charges Background Study.

GMIS Inputs and Principles

The GMIS update involves the integration and assessment 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.

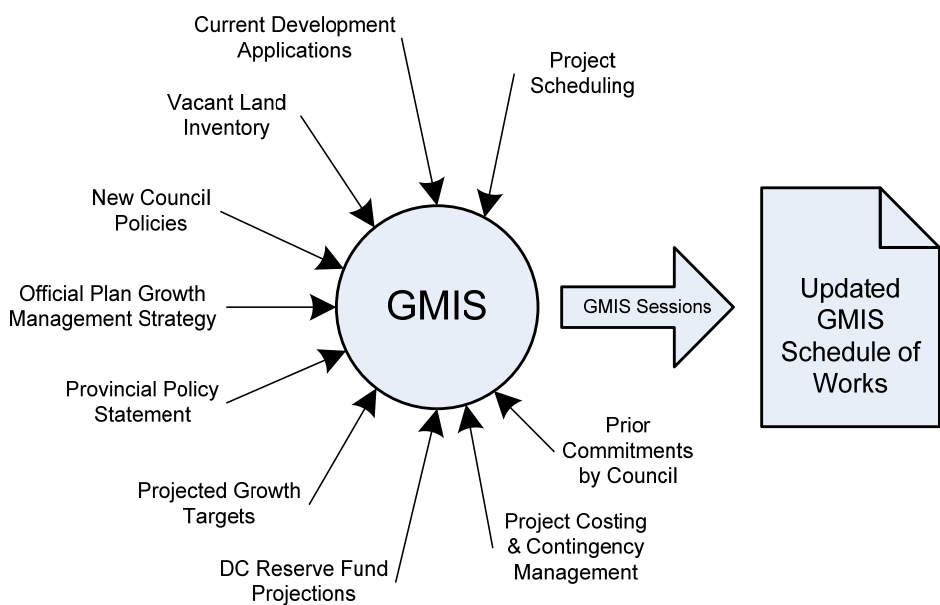


Figure 1: Inputs to the GMIS.

As part of building the first GMIS in 2008, staff and 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 guided the considerations and analysis for the original GMIS as well as future annual updates. The eight core principles set out by Council in 2008 include:

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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 utilization 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.

DISCUSSION

GMIS Update - 2015

The 2015 GMIS report builds upon information provided in the previous GMIS reports and seeks to ensure the affordability of growth servicing in the City of London. The scope of the 2015 GMIS analysis has been focused to include all projects that will directly impact specific subdivision or site plan applications (i.e. projects that would be ultimately included in Draft Plan Conditions) with the goal of creating the most efficient process possible. The attached tables and figures (Appendix A: GMIS Project Tables and Figures) outline the timing of key growth related infrastructure projects required to facilitate development throughout the City.

Southwest Area – Servicing Projects

The 2014 Development Charges Background Study includes various projects to allow for development within the Southwest Area. Several major ongoing studies are establishing the ultimate servicing solution, including the Southwest Area Sanitary Servicing Master Plan and the Wonderland Road South Class Environmental Assessment. As noted in reports to the Civic Works Committee, two stormwater management driven environmental assessments will commence in 2014:

- Dingman Creek No. B-4 SWM Facility Class Environmental Assessment Study, and
- North Lambeth No. P9 SWM Facility Class Environmental Assessment Study

A list of projects servicing the Southwest is provided in Appendix 'A': 2015 GMIS Project Tables and Figures.

Developer Timing Requests

In general, the timing for the proposed projects aligns with the needs of the Development community stakeholders. Throughout the GMIS consultation process Staff consulted the GMIS Stakeholder group which includes members of the development industry and the community at large. The GMIS Stakeholder group is open to anyone to join with information on how to join provided on the City website. Appendix B: GMIS Stakeholder List outlines all of the members of the group. Group members receive correspondence on the GMIS process as well as invitations to GMIS stakeholder meetings.

As a follow-up to the GMIS Stakeholder interviews, correspondence has been received from several developers regarding their timing change requests. This correspondence has been included as Appendix 'C': "Development Community Correspondence".

It should be noted that the final timing outlined for the 2015 GMIS is subject to the approval of the 2014 Development Charges By-law and Background Study and the final 2015 Capital budgets.

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Developer Timing Requests Summary

Service	Project Description	2014 GMIS Year	Owner Request	Developer Timing Request	Total Cost
Roads	12 (2a): Sunningdale Road-Stage 2 - Phase 1 - Adelaide to Bluebell (2 to 4 through lanes)	2022	Sergautis, Z-Group	2017	\$11.0M
Roads	13b: Oxford Street West-Phase 2 - Commissioners to Westdel Bourne (2 to 4 through lanes)	2032	Sifton	2017	\$4.7M
SWM	North Lambeth P7 (east Colonel Talbot south of Pack)	2022	Sifton	2017	\$3.6M
Waste-water	KL1B Sanitary Trunk Sewer-Killaly Growth Area	2017	Drewlo	2016	\$1.2M
Waste-water	SS13B Sanitary Trunk Sewer Wonderland/ Bostwisk E Growth Area	2018	York	2015	\$3.2M
Total					\$38.3M

Of the projects noted above City staff support the changes related to the following projects:

Service	Project Description	Owner Request	Rationale	Total Cost
SWM	North Lambeth P7 (east Colonel Talbot south of Pack)	Sifton	Brings project into alignment with other servicing in the area.	\$3.6M
Waste-water	KL1B Sanitary Trunk Sewer-Killaly Growth Area	Drewlo	Brings project into alignment with other servicing in the area.	\$1.2M
Total				\$4.8M

The following sections discuss the developer requests that have not been accommodated in the 2015 GMIS.

York Developments- SS13B Trunk Sewer– Wonderland Road Sewer (Hamlyn to Wharncliffe Road)

A request to accelerate the construction of a trunk sanitary sewer along Wonderland Road from the year 2018 to 2015 has been made by York Developments. The first phase of the Southwest Area Sanitary Servicing Plan is proposed to begin in 2015. This phase will include over 2.3 kilometres of major sanitary work along Wonderland Road between Dingman Drive and Hamlyn Road and west along Hamlyn Road from Wonderland Road to Campbell Street. This work will allow for the following:

- The first stage of the outlet for Auburn Development’s North Talbot Development (with the second stage scheduled for 2016).
- A sanitary outlet for the York Foxwood Residential Development.
- The decommissioning of the Southland Pollution Control Plant.

The design work related to these construction projects will commence in 2014.

Due to the input provided by York Developments, it has been determined that the design of the additional portion of sewer to service York (Wonderland Road from Hamlyn to Wharncliffe Road) will be included in the same engineering assignment as the works scheduled for 2015-2016. Once further staging of the various sanitary sewer projects along Wonderland Road and along Hamlyn to Lambeth have been established, further consideration of the timing request will be contemplated during the 2016 GMIS process. It should also be noted that a temporary sanitary servicing option is available to service the York Developments commercial site on a short term basis.

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Extra Realty and Z-Group- Sunningdale Road from Adelaide to Bluebell (2 to 4 lanes)

A request has been made to accelerate a portion of the widening of Sunningdale Road between Adelaide and Bluebell. As noted in the Extra Realty letter (Appendix C: Development Community Correspondence) the request is based on concerns regarding safety of the current roadway. It should be noted that the current staging of arterial road widenings has been set out as part of the City’s 2030 Transportation Master Plan. This staging had regard for road needs city-wide including consideration of the relative safety of roadways and traffic congestion capacity problems as determined through a comprehensive road network modeling analysis. The current timing for the Sunningdale Road widening improvements has been established with regard to needs city-wide and therefore Staff do not recommend a change in timing. It should be noted that the widening of Sunningdale Road does not impact the ability to develop the adjacent Z-group and Extra Realty Lands. Localized intersection improvements may be required subject to undertaking a Traffic Impact Study.

Sifton Properties - Oxford Street West Road Widening (2 to 4 lanes) from Commissioners to Westdel Bourne

A request has been made by Sifton Properties to accelerate the widening of Oxford Street West between Commissioners and Westdel Bourne from 2032 to 2017. As noted in the Sifton Properties letter, Appendix ‘C’: “Development Community Correspondence”, the request is made on the basis of creating a gateway to the City from the west. It should be noted that the current staging of citywide road widenings has been set out as part of the City’s 2030 Transportation Master Plan. This plan had regard for road needs city-wide including consideration of the relative safety of roadways and traffic congestion capacity problems as determined through a comprehensive road network modeling analysis. The current timing for the Oxford Street West widening improvements has been established with regard to needs city-wide and therefore Staff do not recommend a change in timing. It should be noted that the widening of Oxford Street does not impact the ability to develop of the Sifton Properties Lands. Localized intersection improvements may be required subject to undertaking a Traffic Impact Study.

GMIS Project Deferrals

During the GMIS Developer interviews several projects were discussed for possible deferral. These projects include the following:

Service	Project Description	2014 GMIS Year	Owner Interest	Proposed Timing Change	Total Cost
SWM	Stoney Creek 7.1	2016	Marsman, Drewlo	2017	\$1.7M
SWM	Sunningdale SWMF 6A	2016	Corlon	2017	\$1.7M
Total					\$3.4M

It was confirmed during the discussions that the principal developers within the related stormwater drainage areas were agreeable to the proposed changes. This minor deferral provides a minor improvement in the SWM DC reserve fund, which will experience considerable cash flow pressure within the next 5 years (see Financial Considerations following).

Financial Considerations

The DC rates include financing costs associated with capital investment in growth infrastructure. Financing costs are determined by completing a cash flow projection of the revenue and expenditure activity in each DC reserve fund. In the recently completed process of determining DC rates, staff have reviewed the cash flow projections for each service component. The cash flow projections for each service component reveal a need to closely monitor reserve fund revenues and drawdown activity, especially for the following high cost service components:

- Stormwater Management Facilities (SWMFs),
- Sanitary Sewerage,
- Roads Services, and
- Water Distribution.

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These service components rely heavily on debt to facilitate the timing of these works. They generally are:

- Expenditures that precede and facilitate growth (in that they occur prior to growth being possible in a new area - eg. SWMFs and Sanitary Sewers)
- Service component costs that have been identified for future recovery (i.e. Post period benefits), and rely on debt to finance the portion of the project costs identified for recovery beyond the 20 year time horizon of the DC study.

Staff are satisfied that the projects in the initial few years of the growth forecasts can be accommodated. Beyond those early years however, debt payments may exceed revenues for a period of time. This is a risky proposition and one to be avoided. Therefore monitoring of DC fund activity in these areas will be critical to determining the ultimate timing of growth projects beyond 2015. The following factors would affect the need to defer project timing:

- Average DC revenue performance that does not exceed current projections in the DC rate calculations or adverse variations from the revenue caused by slower than expected building activity;
- Expenditure timing that does not improve on the timing in the current DC rate model or adverse variations from expenditure timing in the next few years;
- Any acceleration of projects; and/or
- Adverse changes in interest rates affecting financing costs.

On the other hand, the following factors would mitigate the need to amend future timing:

- Significantly favourable revenue variances in comparison to revenue projections (including higher DC rates), or larger than anticipated levels of growth; and/or
- Significant project spending delays (that actually improve the fund cash flows).

In any event, it is apparent that close monitoring of the DC reserve funds will be necessary, and that monitoring will commence within the next couple of months. To assist in that effort, the Chief Building Official will be providing quarterly activity forecasts to facilitate DC revenue projections. It is currently anticipated that substantial deferrals will be required as part of the 2016 GMIS process. The schedule for the 2016 GMIS process has been attached as Appendix 'D' GMIS 2016 Schedule.

Next Steps

Following the adoption of the 2015 Growth Management Implementation Strategy and 2014 Development Charges By-law and Background Study Staff will:

- Finalize the 2015 Water, Wastewater and Tax supported Growth Capital budgets, and
- Monitor DC reserve funds with a view to identifying project timing changes that may be required to avoid excessive debt financing for capital growth works.

CONCLUSION



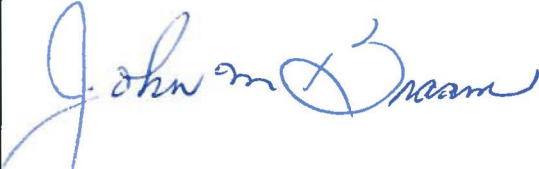

The GMIS is an important tool for Council to coordinate growth infrastructure with development approvals and guide the pace of growth across the city. As the GMIS process strives for continuous improvement, the 2015 GMIS provides minor changes to the timing outlined in freshly approved 2014 Development Charges Background Study.

Staff will continue to work with and consult with the Development Community over the coming year to ensure efficient and timely servicing that will provide for a logical progression of growth well into the future.

Acknowledgements

The 2015 GMIS development was undertaken with participation from Environmental and Engineering Services, Development Services, and Planning.

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PREPARED BY:	REVIEWED AND SUBMITTED BY:
	
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REVIEWED AND CONCURRED BY:	RECOMMENDED BY:
	
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June 12, 2014

- cc. John Fleming, Managing Director, Planning and City Planner
 George Kotsifas, Managing Director, Development & Compliance Services & Chief Building Official
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 Roland Welker, Division Manager, Water Engineering
 Doug MacRae, Division Manager, Transportation Planning and Design
 Alan Dunbar, Manager Financial Planning and Policy

Attach/

Appendix 'A' GMIS Project Tables and Figures:

- Table A1 GMIS Annual Update 2015: Detailed List of Works and Costs by Service 0-5 years
- Figure A1 - GMIS Annual Update 2015: Works 0-5 Years (2015 - 2020) Year of Construction
- Table A2 GMIS Annual Update 2015: Detailed List of Works and Costs by Service 5+ years
- Figure A2 - GMIS Annual Update 2015: Works 5+ Years (2015 - 2020) Year of Construction

Appendix 'B' GMIS Stakeholder List

Appendix 'C' Development Community Correspondence

Appendix 'D' GMIS 2016 Schedule

Agenda Item #

Page #

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APPENDIX 'A'

2015 GMIS Project Tables and Figures

**Table A1: GMIS ANNUAL UPDATE 2015
DRAFT DETAILED LIST OF WORKS AND COSTS BY AREA
5 YEAR PROJECTS (2015 to 2020)**

(E&O Excepted)

PREVIOUS GMIS TIMING	GMIS 2015 TIMING	PROJECT DESCRIPTION			TOTAL COST	GROWTH		NON-GROWTH	
		DC ID	GENERAL DESCRIPTION	Service					
		BUILT OUT CITY							
2015	2015	DC14-MS00012	Mud Creek South Channel Remediation	SWM	\$640,000	100%	\$640,000	0%	\$0
2015	2015	DC14-MS00013	Mud Creek SWMF 1	SWM	\$5,114,000	100%	\$5,114,000	0%	\$0
2019	2019	DC14-MS00011	London Psychiatric Hospital (LPH) SWMF	SWM	\$3,577,358	100%	\$3,577,358	0%	\$0
			TOTAL BUILT OUT CITY PROJECTS		\$9,331,358		\$9,331,358		\$0
		NORTH							
		Stoney Creek							
2016	2017	DC14-MS00033	Stoney Creek 7.1	SWM	\$1,668,185	100%	\$1,668,185	0%	\$0
2018	2018	DC14-MS00034	Stoney Creek SWMF 10	SWM	\$1,961,000	100%	\$1,961,000	0%	\$0
			TOTAL STONEY CREEK PROJECTS		\$3,629,185		\$3,629,185		\$0
		Sunningdale							
2016	2017	DC14-MS00037	Sunningdale SWMF 6A	SWM	\$1,696,409	100%	\$1,696,409	0%	\$0
			TOTAL SUNNINGDALE PROJECTS		\$1,696,409		\$1,696,409		\$0
		Uplands							
2016	2016	DC14-MS00035	Stoney Creek SWMF 2	SWM	\$1,994,242	100%	\$1,994,242	0%	\$0
2017	2017	DC14-MS00038	Sunningdale SWMF E1	SWM	\$1,961,950	100%	\$1,961,950	0%	\$0
			TOTAL UPLANDS PROJECTS		\$3,956,192		\$3,956,192		\$0
			TOTAL NORTH PROJECTS		\$9,281,786		\$9,281,786		\$0
		NORTHWEST							
		Fox Hollow							
2019	2019	DC14-MS00006	Fox Hollow 1 - Phase 2	SWM	\$2,976,893	100%	\$2,976,893	0%	\$0
			TOTAL FOX HOLLOW PROJECTS		\$2,976,893		\$2,976,893		\$0
		Sunningdale							
2019	2020 (1)	DC14-RS00017	12 (2c): Sunningdale Road-Stage 2 - Phase 3 - Richmond to Wonderland (2 to 4 through lanes)	Roads	\$18,757,609	94%	\$17,608,459	6%	\$1,149,150
			TOTAL FOX HOLLOW PROJECTS		\$18,757,609		\$17,608,459		\$1,149,150
		Hyde Park							
2015	2015	DC14-MS00008	Hyde Park SWMF 5 - Phase 1	SWM	\$5,518,000	100%	\$5,518,000	0%	\$0
2016	2017 (1)	DC14-RS00202	Sarnia Road - Stage 2 Phase 2 - Hyde Park to Oakcrossing Gate (2LUA)	Roads	\$5,060,000	89%	\$4,497,650	11%	\$562,350
			TOTAL HYDE PARK PROJECTS		\$10,578,000		\$10,015,650		\$562,350
			TOTAL NORTHWEST PROJECTS		\$32,312,502		\$30,601,002		\$1,711,500
		NORTH EAST							
		Huron Heights							
2016	2016	DC14-RS00215	Kilally Road- Phase 1- 175 m west of Webster to 225m east of Webster (2LRA)	Roads	\$2,695,000	87%	\$2,352,700	13%	\$342,300
2024	2016 (2)	DC14-WD00012	Kilally (A30) Growth Area - Kilally Rd. (Highbury to Clarke) Phase 1	Water	\$1,268,915	100%	\$1,268,915	0%	\$0
2017	2016	DC14-WW00008	KL1B - Kilally Growth Area Adelaide PCP sewershed	Wastewater	\$1,198,598	100%	\$1,198,598	0%	\$0
			TOTAL NORTHEAST PROJECTS		\$5,162,512		\$4,820,212		\$342,300
		WEST							
		River Bend							
2016	2016	DC14-MS00032	River Bend SWMF Trib. C SWMF 'F'	SWM	\$3,300,000	100%	\$3,300,000	0%	\$0
2024	2018 (2)	DC14-WD00021	Summercrest Growth Area - Southdale (Bramblewood to Wickerson)	Water	\$1,257,181	100%	\$1,257,181	0%	\$0
			TOTAL RIVERBEND PROJECTS		\$4,557,181		\$4,557,181		\$0
			TOTAL WEST PROJECTS		\$4,557,181		\$4,557,181		\$0
		SOUTHEAST							
		Jackson							
2015	2015	DC14-MS00026	Old Victoria SWMF 1	SWM	\$1,814,938	100%	\$1,814,938	0%	\$0
2016	2016	DC14-MS00027	Parker SWMF - Phase 1	SWM	\$4,367,000	100%	\$4,367,000	0%	\$0
			TOTAL SOUTHEAST PROJECTS		\$6,181,938		\$6,181,938		\$0
		SOUTHWEST							
		Entire Area							
2014-2019	2014-2019	DC14-GS00005	Southwest Area Environmental Assessments	SWM	\$1,000,000	100%	\$1,000,000	0%	\$0
			TOTAL ENTIRE AREA PROJECTS		\$1,000,000		\$1,000,000		\$0
		Bostwick							
2017	2017	DC14-RS00012	22b: Bradley Avenue Extension-Phase 2 - Wharnccliffe to Wonderland (4 through lanes)	Roads	\$12,264,375	100%	\$12,264,375	0%	\$0
			TOTAL BOSTWICK PROJECTS		\$12,264,375		\$12,264,375		\$0
		Lambeth							
2015	2015	DC14-WW00004	SS3A - Lambeth Growth Area Greenway PCP sewershed	Wastewater	\$7,940,525	96%	\$7,622,904	4%	\$317,621
2016	2016	DC14-WW00005	SS15A - Lambeth Growth Area Greenway PCP sewershed	Wastewater	\$2,765,660	100%	\$2,765,660	0%	\$0
2016	2016	DC14-MS00025	North Lambeth P9	SWM	\$3,795,220	100%	\$3,795,220	0%	\$0
2018	2018	DC14-MS00018	North Lambeth P10 (Dingman Tributary D2) Phase 1	SWM	\$4,079,581	9%	\$367,162	91%	\$3,712,419
2020	2020	DC14-MS00022	North Lambeth P6	SWM	\$2,835,755	100%	\$2,835,755	0%	\$0
			TOTAL LAMBETH PROJECTS		\$21,416,740		\$17,386,700		\$4,030,040
		Longwoods							
2015	2015	DC14-WW00003	SS14A - Wonderland Growth Area Greenway PCP sewershed	Wastewater	\$4,582,260	95%	\$4,357,468	5%	\$224,792
2016	2016	DC14-MS00040	White Oaks SWMF 4 - Phase 1	SWM	\$4,698,000	100%	\$4,698,000	0%	\$0
2016	2016	DC14-WW00007	SS12B - Longwoods Growth Area Greenway PCP sewershed	Wastewater	\$5,442,390	100%	\$5,442,390	0%	\$0
2016	2016	DC14-MS00029	Pincombe Drain SWMF 3	SWM	\$2,448,034	100%	\$2,448,034	0%	\$0
2016	2016	DC14-MS00039	White Oaks SWMF 3	SWM	\$2,837,000	100%	\$2,837,000	0%	\$0
2017	2017	DC14-MS00030	Pincombe Drain SWMF 4 - Phase 1	SWM	\$5,128,000	100%	\$5,128,000	0%	\$0
2018	2018	DC14-WW00009	SS13B - Wonderland/ Bostwick E Growth Area Greenway PCP sewershed	Wastewater	\$3,226,311	100%	\$3,226,311	0%	\$0
			TOTAL LONGWOODS PROJECTS		\$28,361,995		\$28,137,202		\$224,792
		Talbot							
2015	2015	DC14-MS00005	Dingman Tributary SWMF B4	SWM	\$3,638,342	100%	\$3,638,342	0%	\$0
2022	2017	DC14-MS00023	North Lambeth P7	SWM	\$3,605,565	100%	\$3,605,565	0%	\$0
2017	2017	DC14-WW00006	SS15C - North Talbot Growth Area Greenway PCP sewershed	Wastewater	\$4,025,754	100%	\$4,025,754	0%	\$0
2017	2017	DC14-WW01006	Colonel Talbot Pumping Station	Wastewater	\$6,100,000	100%	\$6,100,000	0%	\$0
2020	2020	DC14-MS00024	North Lambeth P8	SWM	\$3,691,206	100%	\$3,691,206	0%	\$0
			TOTAL TALBOT PROJECTS		\$21,060,867		\$21,060,867		\$0
			TOTAL SOUTHWEST PROJECTS		\$84,103,977		\$79,849,145		\$4,254,832
			TOTAL 5 YEAR PROJECTS (2015 to 2020)		\$150,931,254		\$144,622,622		\$6,308,632

Note: Timing refers to the year of construction. Project is subject to inclusion in and the passing of the 2014 Development Charges Background Study.

(1) Timing changed based on Council approved deferral of \$115M in roads works.

(2) Timing changed based on revised engineering master planning study.

**NOT THE CITY OF LONDON
BACKGROUND STUDY**

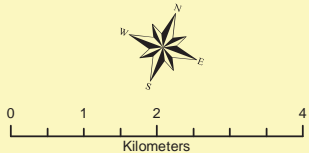


**GMIS 2015
Draft Schedule of Works**

**0-5 Years (2015 - 2020)
YEAR OF CONSTRUCTION**

- MAJOR ROADS
- RAILWAYS
- RIVERS / STREAMS
- CITY LIMITS
- GROWTH BOUNDARY
- REGISTERED SUBDIVISIONS (2000 - 2013)
- ACTIVE SUBDIVISION APPLICATIONS
- TRANSPORTATION
- SANITARY
- STORM
- WATER

- PCP/SANITARY PUMPING STATIONS
- SWM FACILITIES
- INTERSECTION WORKS
- WATER PUMPING STATIONS
- BUDGET APPROVED



PREPARED BY: Development Services
 CREATION: DATE: June 13, 2014
 LOCATION: \\cfile1\giswork\planning\projects_DABU\GMIS\project_timing_maps\projects\2015+_GMIS_schedule_of_works_0-5_years.mxd

E.O.&E.

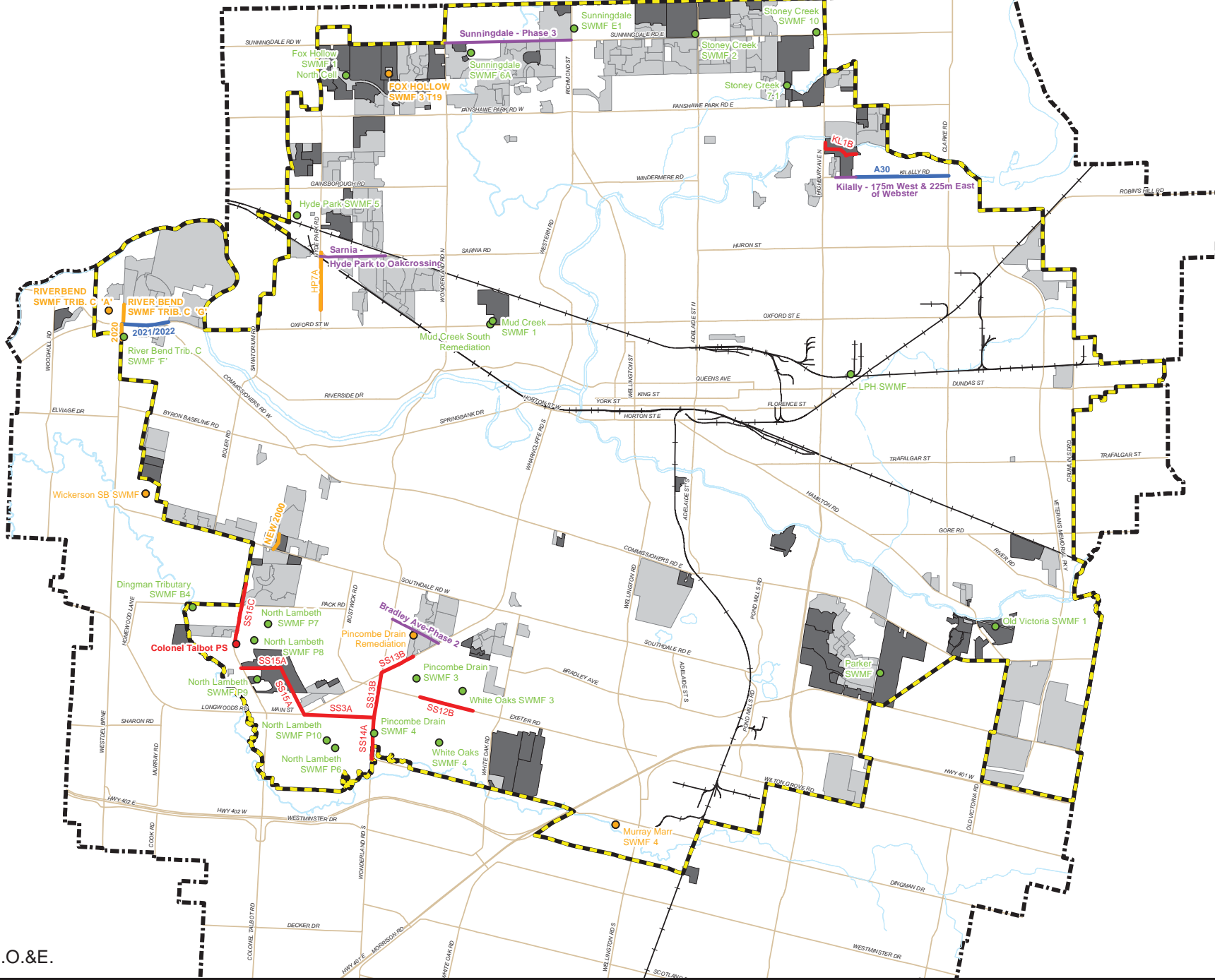


Table A2: GMIS ANNUAL UPDATE 2015

(E&O Excepted)

DRAFT DETAILED LIST OF WORKS AND COSTS BY AREA
5+ YEAR PROJECTS (2021 and Beyond)

PREVIOUS GMIS TIMING	GMIS 2015 TIMING	PROJECT DESCRIPTION			TOTAL COST	GROWTH		NON-GROWTH	
		DC ID	GENERAL DESCRIPTION	SERVICE					
		NORTH							
		Stoney Creek							
2024	2024	DC14-MS00036	Stoney Creek SWMF 8	SWM	\$1,051,000	100%	\$1,051,000	0%	\$0
			TOTAL NORTH PROJECTS		\$1,051,000		\$1,051,000		\$0
		NORTH EAST							
		Huron Heights							
2024	2024	DC14-MS00009	Kilally South, East Basin	SWM	\$3,747,000	100%	\$3,747,000	0%	\$0
			TOTAL NORTHEAST PROJECTS		\$3,747,000		\$3,747,000		\$0
		WEST							
		River Bend							
2030	<u>2032</u> (1)	DC14-RS00052	13b: Oxford Street West-Phase 2 - Commissioners to Westdel Bourne (2 to 4 through lanes)	Roads	\$4,675,000	90%	\$4,186,000	10%	\$489,000
			TOTAL RIVERBEND PROJECTS		\$4,675,000		\$4,186,000		\$489,000
		Byron							
2024	2024	DC14-WD00022	Summercrest Growth Area - Wickerson (Southdale to Wickerson Gate)	Water	\$1,361,030	100%	\$1,361,030	0%	\$0
			TOTAL BYRON PROJECTS		\$1,361,030		\$1,361,030		\$0
			TOTAL WEST PROJECTS		\$6,036,030		\$5,547,030		\$489,000
		SOUTHWEST							
		Bostwick							
2024	2024	DC14-WD00025	Bostwick Growth Area - Southdale (Bostwick to Wonderland)	Water	\$769,703	100%	\$769,703	0%	\$0
2029	<u>2032</u> (1)	DC14-RS00047	22c: Bradley Avenue Extension-Phase 3 - Wonderland to Bostwick (2 through lanes)	Roads	\$6,090,000	100%	\$6,090,000	0%	\$0
2032	2032	DC14-MS00019	North Lambeth P3 (Dingman Tributary D4)	SWM	\$3,529,753	100%	\$3,529,753	0%	\$0
2033	2033	DC14-MS00017	North Lambeth P1	SWM	\$2,871,613	100%	\$2,871,613	0%	\$0
			TOTAL BOSTWICK PROJECTS		\$13,261,069		\$13,261,069		\$0
		Lambeth							
2025	2025	DC14-WW00010	SS15B - North Talbot Growth Area Greenway PCP sewershed	Wastewater	\$2,745,674	100%	\$2,745,674	0%	\$0
2030	2030	DC14-MS00021	North Lambeth P5	SWM	\$1,983,694	100%	\$1,983,694	0%	\$0
			TOTAL LAMBETH PROJECTS		\$4,729,368		\$4,729,368		\$0
		Longwoods							
2022	2022	DC14-MS00031	Pincombe Drain SWMF 5	SWM	\$1,731,000	100%	\$1,731,000	0%	\$0
2020	<u>2022</u> (1)	DC14-RS00022	22a: Bradley Avenue Extension-Phase 1 - Jalna to Wharnclyffe (4 through lanes)	Roads	\$10,755,000	100%	\$10,755,000	0%	\$0
2024	2024	DC14-WD00010	Lambeth (A21) Growth Area - Wonderland (Dingman to Exeter)	Water	\$1,681,128	95%	\$1,597,072	5%	\$84,056
2028	2028	DC14-WD00009	Longwoods (A20) Growth Area - Dingman (Wonderland to White Oak)	Water	\$2,874,778	100%	\$2,874,778	0%	\$0
2029	2029	DC14-MS00020	North Lambeth P4 (Dingman Tributary D3)	SWM	\$2,613,256	100%	\$2,613,256	0%	\$0
			TOTAL LONGWOODS PROJECTS		\$19,655,161		\$19,571,105		\$84,056
		Talbot							
2030	2030	DC14-WW00011	SS14B - Bostwick W Growth Area Greenway PCP sewershed	Wastewater	\$12,807,565	100%	\$12,807,565	0%	\$0
			TOTAL TALBOT PROJECTS		\$12,807,565		\$12,807,565		\$0
			TOTAL SOUTHWEST PROJECTS		\$50,453,163		\$50,369,107		\$84,056
		TOTAL 5+ YEAR PROJECTS (2021 and Beyond)			\$61,287,193		\$60,714,137		\$573,056

Note: Timing refers to the year of construction. Project is subject to inclusion in and the passing of the 2014 Development Charges Background Study.

(1) Timing changed based on Council approved deferral of \$115M in roads works.

**NOT THE CITY OF LONDON
BACKGROUND STUDY**



**GMIS 2015
Draft Schedule of Works**

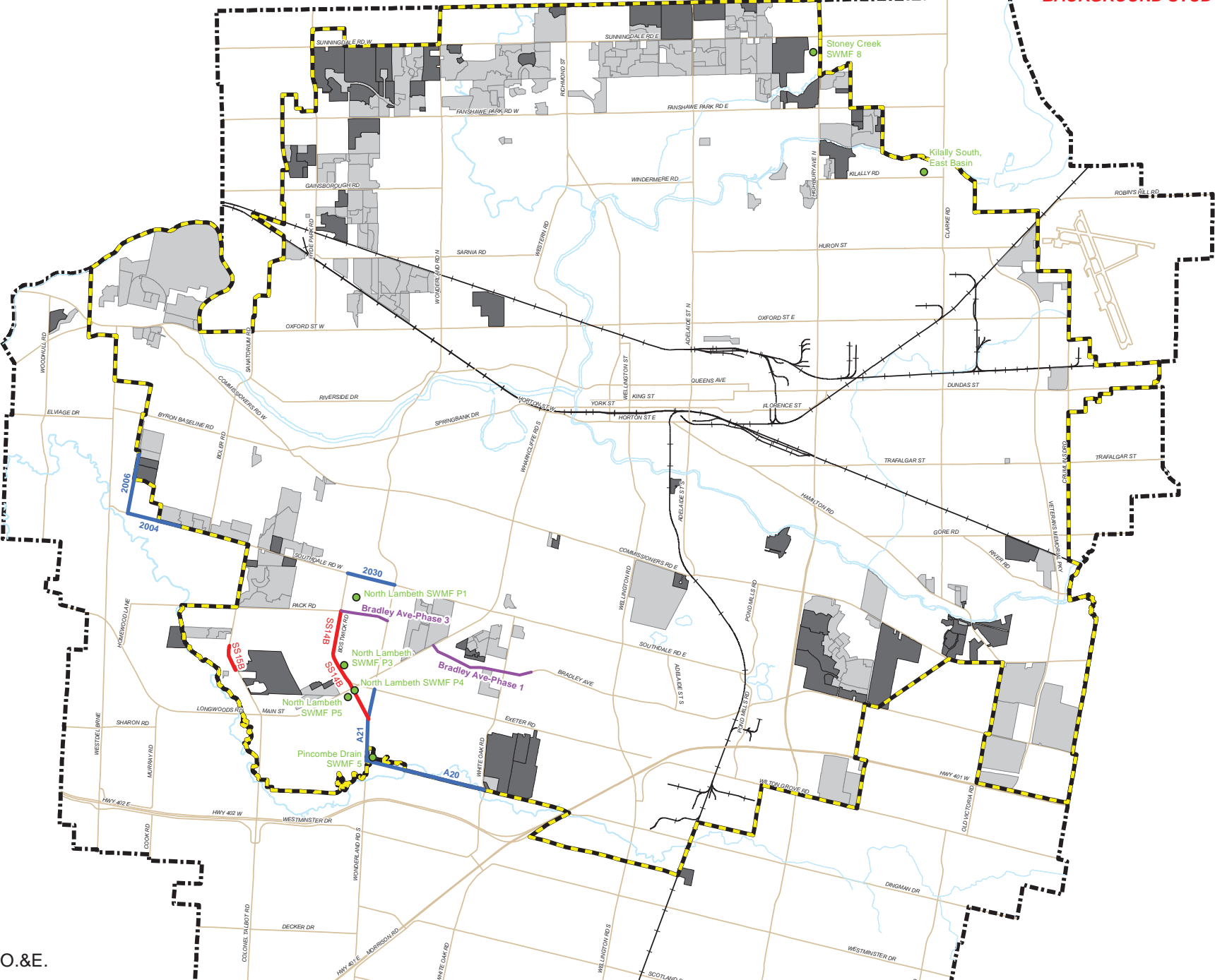
**5+ Years (2021 and Beyond)
YEAR OF CONSTRUCTION**

- MAJOR ROADS
- RAILWAYS
- RIVERS / STREAMS
- CITY LIMITS
- GROWTH BOUNDARY
- REGISTERED SUBDIVISIONS (2000 - 2013)
- ACTIVE SUBDIVISION APPLICATIONS
- TRANSPORTATION
- SANITARY
- STORM
- WATER
- PCP/SANITARY PUMPING STATIONS
- SWM FACILITIES
- INTERSECTION WORKS
- WATER PUMPING STATIONS



PREPARED BY: Development Services
 CREATION: DATE: June 13, 2014
 LOCATION: \\cfile1\giswork\planning\projects_DABU\GMIS\project_timing_maps\projects\2015+_GMIS_schedule_of_works_5+_years.mxd

E.O.&E.



Agenda Item #

Page #

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APPENDIX 'B'

GMIS Stakeholder List

2015 GMIS Stakeholder List

Name	Organization
Adam Carapella	Tricar Group
Ali Soufan	York Development Group
Allan Churchill	Fusion Homes
Allan Drewlo	Drewlo Holdings Inc
Bernie Zaifman	Z Group
Blair Doman	Doman Developments, Inc.
Bob Stratford	R. W. Stratford Consulting Inc
C. McIntyre	Devlon Corporation
Chris Bourdeau	Futurestreets Inc.
Chris Leigh	Tricar Group
Craig Linton	Norquay Developments Limited
Dan Walsh	Sydenham investments
Dara Honeywood	Z Group
Dave Schmidt	Corlon Properties Inc.
David Ailles	Consultant
David Tennant Jr.	Hampton Group Inc
David Tennant Sr.	Hampton Group Inc
Dick Brouwer	Developer
Don de Jong	Tridon Group
Doug Stanlake	Consultant
George Bikas	Drewlo Holdings Inc
Gloria McGinn-McTeer	Urban League
Gord Thompson	Corlon Properties Inc.
Jamie Crich	Auburn Developments Inc.
Jeff Paul	Stantec
Jeff Willick	Decade Group Inc.
Jenny Lee	SmartCentres
Jim Gardner	Monarch Group
Jim Kennedy	London Development Institute
Lois Langdon	London Home Builders Association
Lynda Townsend	WeirFoulds LLP
Mardi Turgeon	BlueStone Properties
Maureen Zunti	Sifton Properties Limited
Mike Howe	Norquay Developments Limited
Ornella Richichi	SmartCentres
Paul Hinde	Tridon Group
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
S. Graham	SegwayGroup
Sandy Levin	Urban League
Shmuel Farhi	Farhi Holdings Corporation
Stephen Stapleton	Auburn Developments Inc.
Tony Fediw	AECOM
Tony Marsman	Rembrandt Homes
Vito Frijia	Southside Group
Tim Stubgen	Stantec
Bernie Bierbaum	BlueStone Properties
Ben Farhi	Farhi Holdings Corporation
Todd Pierce	SmartCentres
Jeff Thomas	Development Engineering

Agenda Item #

Page #

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Appendix 'C'

Development Community Correspondence



9649
RECEIVED BY

APR 14 2014
**CITY OF LONDON
DEVELOPMENT SERVICES**

Box 143
Arva Ontario
N0M 1C0
Telephone: 519/660-6333
Fax: 519/660-0794

Scott Mathers, Manager of Development Finance

6th Floor, City of London

Re: Sunningdale Road improvements, Adelaide /Sunningdale intersection, and access to services to Sergautis lands at 660 Sunningdale Rd East (a proposed lifestyle community)

Further to my previous letters (attached)

This letter is my appeal to the City thru you to consider advancing the GMIS timetable for the above captioned items, that will permit development of the Sergautis lands and also benefit the larger surrounding community.

Situation 1. Access to downstream publicly funded services has been unfairly restricted, and despite our written objections, the City failed to provide a means of extending services for upstream lands at the time of negotiating the City YMCA/Library land purchase, and continues to do so. As a result, upstream lands designated Urban Growth cannot access existing services. Sunningdale Road is scheduled for improvement in the GMIS and the connection to existing and proposed services can be made at that time.

Once the City created barrier to the servicing issue is resolved, (and only the City can do this), the proposed development will add well over 30 million dollars to the City from lot levies alone. Since the downstream services are all in place and paid for and since these lands are at the "end of the pipe", the development of these lands can then proceed (at minimal cost to the City) and put lots of \$ into the City treasure chest, not to mention generating significant economic benefit and growth.

Solution: provide an access route for services from the YMCA/Recreation Center to the Adelaide-Sunningdale intersection, or extend services to the intersection at the time of Sunningdale reconstruction. The Developers engineer has submitted plans showing connections for Sanitary and Storm along the Sunningdale Road corridor for a distance of about 100m. This can be scheduled under Capital Works at the time Sunningdale Road improvements are done.

Situation 2. Sunningdale Road Arterial improvements. The Richmond to Adelaide and Adelaide to Highbury road improvements have been pushed back repeatedly. Uplands N. Area Plan is now considered built out S. of Sunningdale, and proposed and ongoing development N of Sunningdale Rd. fueled by high demand will result in build out sooner than projected. Currently this stretch of Sunningdale Road is like a roller coaster, with the Blackwater-Sunningdale intersection unsafe due to sight lines and grade. Stoney Creek Community Plan is also in the final stages of buildout and the Aecom traffic engineers recommended road widening improvements to serve the rapidly growing populations, in addition to a roundabout at the Adelaide-Sunningdale intersection.

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Mother Teresa and the YMCA-Recreation-Library Center generate considerable additional traffic. Adelaide Street N of Sunningdale is projected to ultimately be 6 lanes.

Solution: Advance the timetable for the Sunningdale Road improvements (Richmond to Adelaide) to the 2015 GMIS schedule. Advance the timetable for the Sunningdale Road improvements (Adelaide to Highbury) to the 2015 GMIS Schedule. Advance the Sunningdale-Adelaide intersection improvements to the 2015 GMIS Schedule. Add Adelaide St. N. Road widening and improvements to the GMIS schedule, as it appears to have been omitted.

Situation 3: Recognition has been given to area drains (Powell, Axford/Mcallum Drain, etc.. There is an existing drain along the west side of Adelaide Street that is designated as an intermittent watercourse. This drain and its channeling has not been addressed in the GMIS, current or long term.

Solution: Add improvements and channeling of the "Adelaide intermittent drain" to the appropriate GMIS timetable.

Situation 4: Aecom Sunningdale Road Study and Environmental Assessment.. This has been in progress for too many years, without a final decision. Aecom recommendation was to complete Sunningdale Road improvements and Roundabout at the intersection of Sunningdale and Adelaide Streets. Uplands Area Plan (S of Sunningdale) can be considered built out with only a few remaining pockets undeveloped and Uplands N community plan completion can quickly proceed. Safety of Sunningdale road is an issue and crosses still mark the location of at least 2 fatalities at the intersection. The existing community is not served well by delays in making the necessary decision to proceed with the roundabout and advance recommended improvements.

The potential exists for creating a tree lined boulevard with median planters that can become a lush and beautiful streetscape along the Sunningdale corridor between Adelaide and Richmond, and improve the awkward and visually unappealing vista that is evolving along the Adelaide Highbury stretch. Significant growth and revenue to the City has, and will be generated by the development in the 4 Uplands and Stoney Creek Planning communities that await the final touches.

Solution: Restrictions imposed by the City should be removed to permit the remaining pockets of land to develop and complete the Uplands and Stoney Creek communities, together with the timely completion of the arterial Roads and remaining infrastructure. It's time to get on with it!

Yours Truly

EXTRA REALTY LIMITED



Peter Sergautis

President



**Extra
Realty
Limited**

8374
RECEIVED BY

APR 04 2013

**CITY OF LONDON
DEVELOPMENT SERVICES**

Box 143

Arva Ontario

N0M 1C0

Telephone (519) 660-6333

Fax (519) 660-0794

Email p.sergautis@sympatico.ca

March 25th, 2013

Mr. Scott Mathers
Manager, Development Finance
6th floor, City of London
300 Dufferin Ave.
London, ON
N6A 4L9

Re: Servicing and Development constraints created by the City of London pertaining to the Sergautis lands (660 Sunningdale Rd. E. being 100 acres) and Comfort Lands (2054 Adelaide St. N. being 50 acres, all within the Urban Growth Boundary)

Dear Sir,

Access to the Sanitary and storm sewer outlet for upstream lands was not provided when the City purchased the YMCA/Rec. Centre (Site) on Sunningdale Rd E. At the time of acquisition and a Committee of Adjustment Application, a request was made to the City to ensure access to the outlet.

This request was ignored and the City obtained the severance of the site by other means. No provision was made to acquire an easement from the Vendor of the Site as would usually be the case, and the upstream lands can now only be serviced by tearing up Sunningdale Road to access the Sanitary and Storm Water Management system that was sized to accommodate all upstream lands.

Currently, development applications are being processed for both parcels, and they are dependent on reasonable access to those services. In addition there is a proposal to create a Round About at the intersection of Adelaide St. and Sunningdale Road E., and in the event underground services are not installed prior to constructing the roundabout, then it will be torn up to install the required services.

Assistance is required from the City to Correct this problem, and the ultimate solution would be for the City to expropriate the required easement, that should have been acquired at the time the YMCA/Rec. Center Site was purchased by the City. There are also proposed major policy changes that may interfere with the developers' ability to connect to external services. I look forward to meeting with you and appropriate staff to get this resolved at the earliest opportunity.

Yours truly,
Extra Realty Limited

Peter Sergautis, Pres.
Cc: Edward Soldo

Real Estate • Development • Mortgages • Property Management



*faxed 11 a.m.
Oct 17/11*

Box 143
Arva Ontario
N0M 1C0
Telephone: 519/660-6333
Fax: 519/660-0794

Built and Natural Environment Committee
City Hall, London Ontario

October 17th, 2011-10-17

Dear Committee members.

Re: Proposed GMIS-Sunningdale Road Improvements (Richmond to Adelaide) currently Scheduled for the 2019 to 2028 timeframe.

From Richmond to Adelaide, virtually all the lands are built out South of Sunningdale, and servicing is currently underway and draft plans in the approval process for all the lands to the North. It is reasonable to expect that build out of those North lands will occur within the next 10 years, creating an additional 4,000 housing units.

Currently, this stretch of Sunningdale is substandard and unsafe, and I submit that correcting the deficiencies prior to the final build out of the Uplands North community makes a lot of sense economically and less disruption and waste. It should be worth noting the following:

-that there are severe "roller coaster" grades that will have to be dealt with together with the fact that some lands may be left "high and dry" if the road is cut and filled in the future. Road connections and intersections are being installed and/or planned for the current configuration.

-Financially, this development North of Sunningdale Road is "money in the bank" for the City, and here's why. Most of the infrastructure, (pipes in the ground) is already installed and paid for.

-The Uplands North Area Plan development is projected to bring the city about 60 million dollars in Lot levies, together with about \$10 million each year in municipal taxes.

In conclusion, I respectfully request that the Committee direct staff to revise the proposed construction of above roadworks on Sunningdale Road to the 2112-2117 timeframe.

Yours truly,
Extra Realty Limited



Peter Sergautis

Real Estate • Development • Mortgages • Property Management



**Extra
Realty
Limited**

Box 143
Arva Ontario
N0M 1C0
Telephone (519) 660-6333
Fax (519) 660-0794
Email p.sergautis@sympatico.ca

SEPT 7 2011

Hon. Joe Fontana, Mayor
And Council Members
City of London
300 Dufferin Ave
London, N6A 4L9

Dear Mayor and Members of Council

Re: Proposed GMIS update-Schedule of works (pertaining to Sunningdale Road between Richmond and Adelaide, and Adelaide Street North of Sunningdale.

Inexplicably, the rapid urbanization of this North portion of London has largely been ignored in terms of transportation planning and timing. Virtually all of the Uplands Planning area South of Sunningdale Road is built out, and North of Sunningdale subdivisions are currently being serviced or draft plans approved or in process to the North City Limits. I am asking Council to revise the GMIS to include the completion of planned Sunningdale and Adelaide Street Roadworks in the 2012-2014 budget, and not in 25 years as proposed.

These quality neighbourhoods will lack little except for safe and complete arterial roads. The City Recreation Center/YMCA/Library, Mother Theresa High School and the huge traffic increases along Sunningdale and Adelaide, with development proposed in the Uplands/Stoney Creek North Area Plans will put increasing pressure on these arterials, already substandard and unsafe. Sunningdale Road is currently an alternative to Fanshawe Park Road and is effectively the future north Ring Road for the City.

Sunningdale Road improvements currently projected in the GMIS (2019-2028)

TS1496 Stage 1-Phase 4-Richmond to Adelaide	\$15,700,000
TS1626 Highbury to Adelaide	\$13,000,000
TS1625 Richmond to Adelaide (2 lane upgrades)	\$ 9,660,000
“ “ “ (Fill)	\$ 1,100,000

The Sunningdale Road Environmental Assessment is being completed, with proposals for a Roundabout at the Sunningdale-Adelaide Intersection, together with treed boulevards on Sunningdale. This is wonderful stuff, yet the consultant indicated that there would be little development North of Sunningdale Road until 2024. Clearly, this is serious misinformation and must be updated to reflect reality. Sunningdale Road Currently is unsafe for pedestrians, cyclists and vehicles. The road allowance has been developed piecemeal with serious sight line and grade issues and gaps in sidewalks, much of it still the same since annexation in 1994.

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Adelaide Street, North of Sunningdale Road.

This section, from Sunningdale to the City Limits, is currently substandard due to sight lines at the current Speed limit of 80 KMH. The construction cost was estimated by IB! Group as \$3,100,000 in the City of London – Master Transportation Plan – 2004 as the Long Term Network Plan for 2024). There were no subdivision applications accepted by the City abutting this section of road then. Now the City has accepted Applewood Hills and Applewood Estates Subdivision applications the timeframe for such improvements should be advanced. –

There are no improvements indicated in the current GMIS Schedule of Works to 2028, although the Current Official Plan indicates an intersection North of Sunningdale on Adelaide St. N. There are accepted draft plan applications on the East and West Side of Adelaide Street, and build out is projected by 2017 and will provide substantial positive revenue from Lot levies.

In conclusion, it is most important that the City include the cost of reconstruction of Adelaide Street from Sunningdale Road to the City Limit within the time frame (2012 – 2014) in one of the City's budgets (Capital Works, City Services Reserve Fund or Capital works Reserve fund).

Yours truly,
Extra Realty Limited



Peter Sergautis
President

c.c. Scott Mathers, ng.
David Ailles



Box 143
Arva Ontario
N0M 1C0

Telephone: 519/660-6333

Fax: 519/660-0794

May 5th, 2014

To: Strategic Priorities and Policy Committee, City of London
Dear Mayor and Committee members,

Re: (a) GMIS scheduled Sunningdale Road improvements, and (b) access to services to upstream lands (from the YMCA on Sunningdale Road to the North West corner of Sunningdale and Adelaide Street (Sergautis-100 ac.) and lands East side of Adelaide, North of Sunningdale (Sherway-50 ac))

(a) Sunningdale Road improvements, Developer Requests Adelaide to Bluebell be moved from 2022 to 2017 These proposed improvements keep on being pushed back further into the future. New growth in the area needs safe arterial roads. The Aecom E/A has been completed some time ago for Sunningdale Road and recommends timely improvements to serve the existing and growing population for this Section of Sunningdale Road. To delay further this work would be a disservice to the area residents and those who rely on Sunningdale Road for cross city travel. Existing dangerous sight lines, a roller coaster road profile, no sidewalks in many sections, poor street lighting, and development constraints all make this roadway a high priority for a timely rebuild. I live on the subject land and my dog was killed when a car could not avoid him due to the poor sight lines at the driveway. There have been two fatalities at the Sunningdale-Adelaide intersection and crosses still bear witness to that tragedy. We just do not need another fatality on this roadway. It just makes sense to complete this section at the same time as the proposed improvements on Sunningdale west of Richmond Street.

We respectfully request that this Committee consider advancing the Sunningdale Road improvements to 2017.

(b) Access to downstream publicly funded services has been unfairly restricted for upstream lands North of Sunningdale and Adelaide Streets (Sergautis and Sherway lands) Despite our objections, the City failed to provide a means of extending services for these upstream lands at the time of negotiating the Community Center land purchase. As a result, these lands designated for development cannot access existing services. Once this relatively inexpensive servicing issue is resolved (*about 100m of pipe is required, and only the City can accomplish this*), Then the proposed developments on the Sergautis, Comfort and other lands can proceed. and generate over 40 million Dollars in Development Charges.

Servicing in this area was to be a systems approach for stormwater management and sanitary servicing; however, this has not been followed by the City acting as a land developer. An E/ A was done which provided direction how the lands upstream of the regional SWM pond were to be serviced. The City did not follow the rules of development they impose on other land developers. The test of fairness and equity has not been met in this case.

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Pg 2.

Background

At the bottom end of the drainage system, the regional SWM pond owner (Monarch Construction) got all their cost of land, design and construction as fully eligible claimable costs. (*see attached reference map for location of the regional facility*) Full payment has been made to Monarch. At the top end of the drainage system, the SWM pond on the Sergautis site is also eligible for full cost recovery; however, the link in between has not been treated in a similar manner.

When the City extended service connections for the Community Center upstream of the regional pond, it did it through a confidential real estate deal. No other party had a chance to appeal the action of the City in not acquiring the needed easement to make the connecting link in the system to Adelaide Street. Although this was technically not an illegal action, it did not follow the rules of transparency and openness expected from other land developers.

The City, through their action gave a competing developer the ability to block all other property owners' access to services needed to develop their lands. This is a practice contrary to demands and conditions the City places on other development or severance applications.

As a Council, when the Blue Ribbon Committee reported on Development Charges and the various funds, and the new approach to funding servicing works through the DC fund rather than via Urban Works, you were advised by Ms. Townsend (the chair of that blue ribbon committee) that as a Council you should put in place practices and policies such that no one developer could lock out any other upstream property owners needing the necessary easements to connect to services. Except for the actions of the City in this situation, all other developers have been forced to convey easements to the City to the limits of their land holdings as a condition of their development to allow upstream property owners to connect to the needed services. As mentioned above, the previous actions of Council put in place a set of circumstances which Ms. Townsend advised you should avoid at all costs.

In this case, I am requesting that Council make this one exception to the new fund rules so that all the related costs to make the necessary connection to the manholes constructed by the City within the link area be eligible and fully claimable DC payments. If Council does not amend the Background study/DC bylaw to permit this one exception to fund all costs of the extension of services through the Crich property, the only means of obtaining access to services will be action by Council to expropriate an easement. Otherwise (a) development ready lands will become undevelopable (b) the City and the development industry will lose out on tens of millions of dollars in development fees and (c) development fees that have paid for a major service facility will now only partially serve its intended purpose. It is unfortunate that the previous Council did not take the necessary steps to initiate a notice of expropriation to acquire the easement when the real estate transaction did not secure the required easement and permit upstream property owners to connect to the services.

Page 3.

We respectfully request that this committee recommend making one rule change to the DC bylaw and grant an exception to the current rules, to allow all costs to make the connecting servicing links as eligible and fully claimable DC payments, and add this work to the 2015 GMIS schedule. In addition, we request that senior Administration be directed to find a logical and timely solution (within 3 months if possible) to this clear and simple problem.

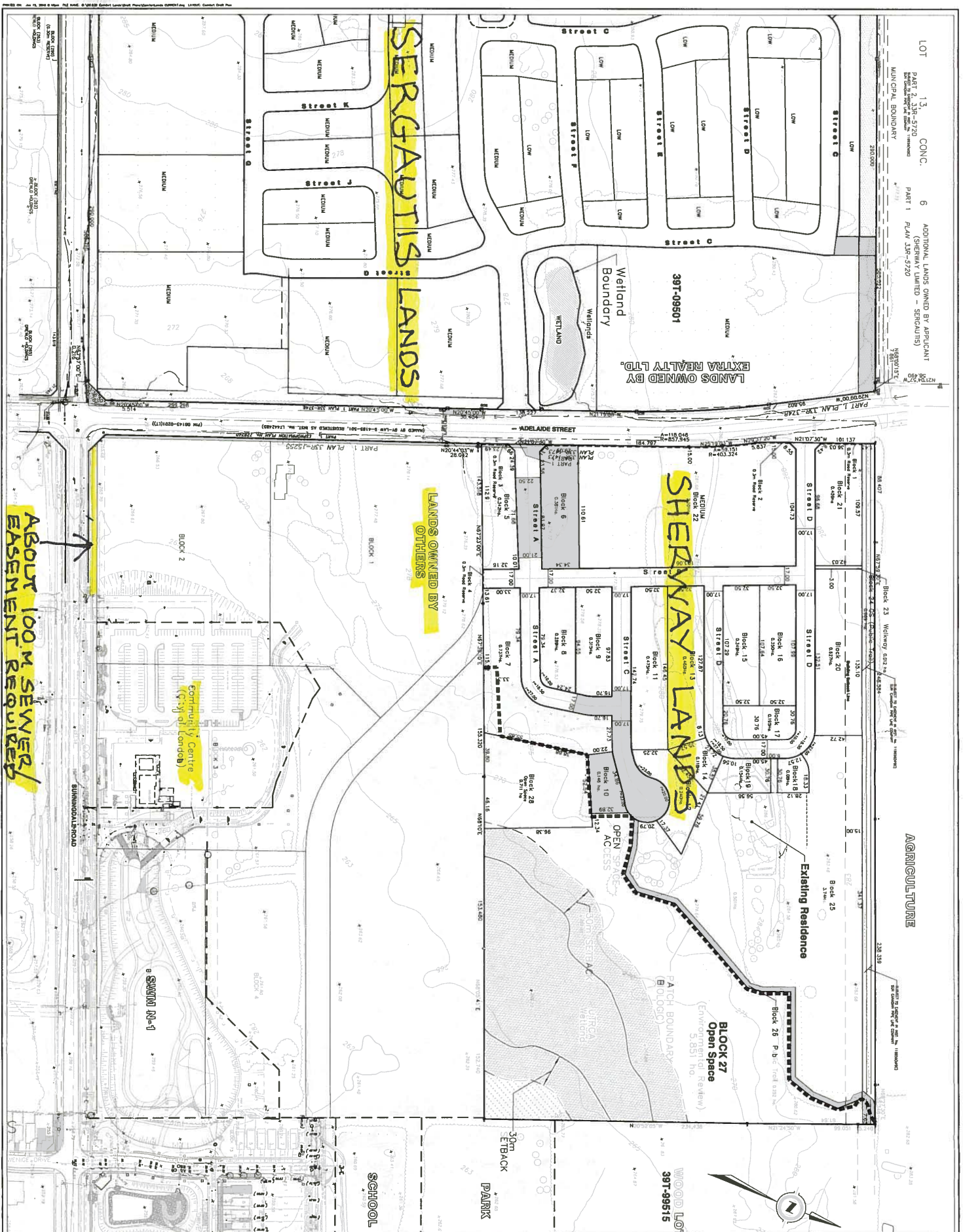
Yours Truly,
EXTRA Realty Limited

A handwritten signature in black ink, appearing to read 'P. Sergautis', with a long horizontal stroke extending to the right.

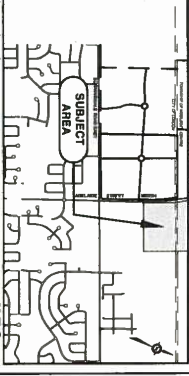
Peter Sergautis
Pres.

Plan attached.

LOT 13 CONC. 6 ADDITIONAL LANDS OWNED BY APPLICANT
 PART 2, 338-5720 (SHERWAY LIMITED - SERGAUTIS)
 PART 1 PLAW 138-5720
 MUNICIPAL BOUNDARY
 LANDS OWNED BY EXTRA REALTY LTD.
 WETLAND Boundary
 WETLAND



DRAFT PLAN
 of
SUBDIVISION
 all of
 THE SOUTH HALF LOT 13
 CON. SESSION 5, TWP. of LONDON
 CITY OF LONDON
 COUNTY OF MIDDLESEX



KEY PLAN
STATISTICAL INFORMATION

USES	BLK No.	UNITS	AREA
0.30 ROAD RESERVE	1-4		0.051 ha
LOW DENSITY RESIDENTIAL	5-21, 25	185	9,276 ha
MEDIUM DENSITY RESIDENTIAL	22	63	21.0 ha
OPEN SPACE	24, 27, 28		7,251 ha
PARK	26		0,252 ha
ROADS + WALKWAY			2,267 ha
T-T/A		248	21,197 ha

OWNER'S CERTIFICATE:
 I hereby certify that this draft plan of subdivision, prepared by the undersigned, is a true and correct copy of the original plan as shown to me by the applicant.

SURVEYOR'S CERTIFICATE:
 I hereby certify that the boundaries of the lands to be subdivided as shown on this plan and their relationship to the adjacent lands are accurately and correctly shown.

ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT:
 (a) As Shown
 (b) As Shown
 (c) As Shown
 (d) As Shown
 (e) As Shown
 (f) As Shown
 (g) As Shown
 (h) As Shown
 (i) As Shown
 (j) As Shown

SUBJECT TO THE CONDITIONS, IF ANY, SET FORTH IN OUR LETTER DATED _____ THIS _____ DAY OF _____ 200____ UNDER SECTION 51 OF THE PLANNING ACT THIS _____ DAY OF _____ 200____.

REVISIONS: 1. DATE: 11.2005
 COMMENTS: 1705825 Ontario Limited APPLEWOOD ESTATES

C of L E.F.E. No. 39T-1

SCALE = 1:1,500

ENG Engineering Architects
PLUS Planning & Surveying



R.W. Stratford Consulting Inc.

March 22, 2014

Project No. 210109

The Corporation of the City of London
300 Dufferin Ave., 6th Flr.
London, Ontario
N6A 4L9

Attention: Mr. S. Mathers, P.Eng.
Manager, Development Finance

**Subject: GMIS – 2015 Update
Comments
Foxwood Developments (London) Inc.**

Dear Scott:

At the IPR/FPR stage of draft plan approval for the Fox Hollow subdivision (39T-11503) shown on the attached figure, the City's Water Division suggested that a pressure reducing valve and chamber may be required to interconnect the high and low level water systems at a location on Sunningdale Road immediately adjacent to the north limit of our plan. The proposed works are extremely expensive (in excess of \$100,000) and serve the entire planning area, as opposed to just our subdivision.

We respectfully request that an item be added in the GMIS (and DC bylaw) to include this item, so that our client is not solely responsible for improvements that serve a much wider community, just because he was 'last in line'.

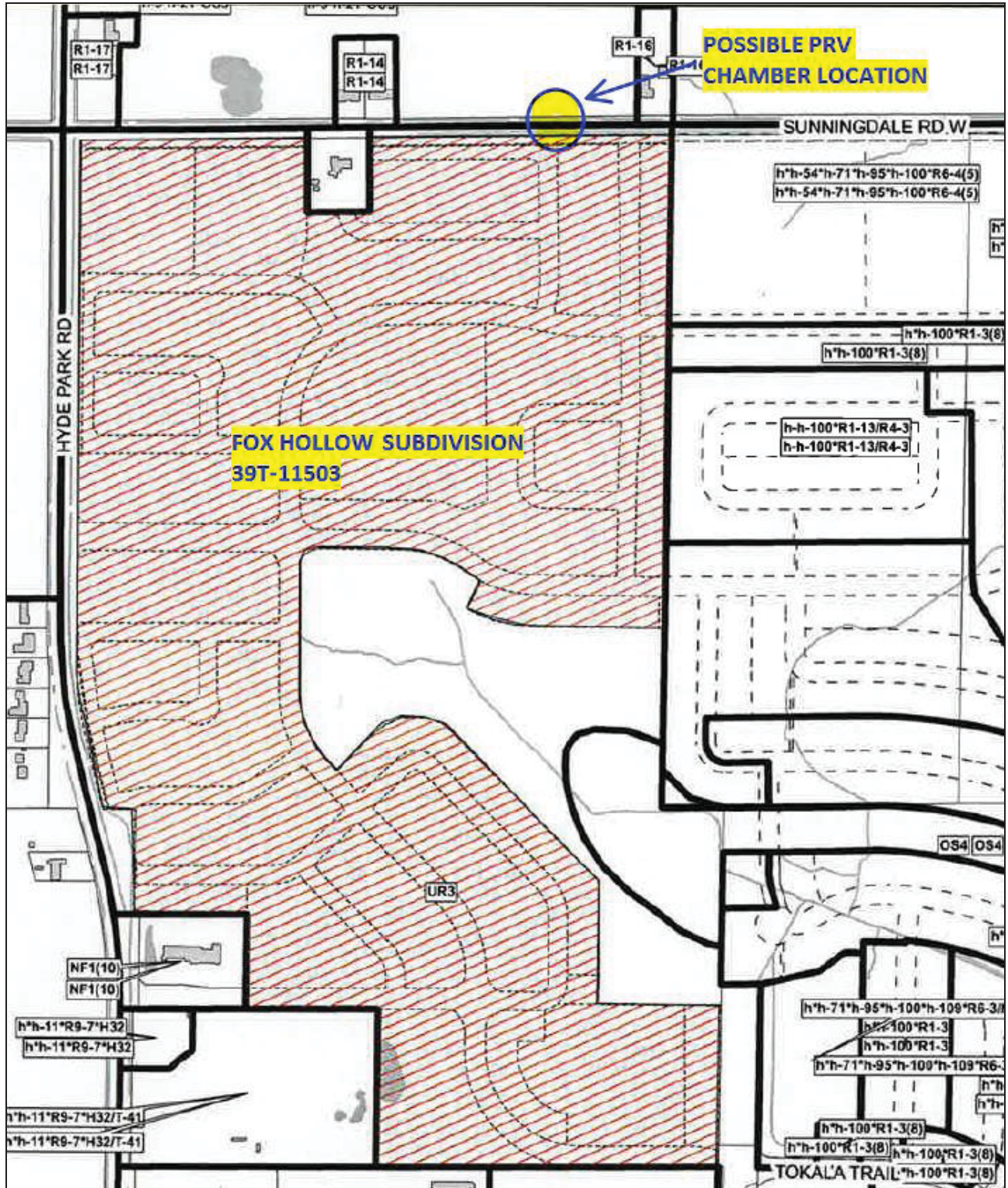
Should you have any immediate questions, please do not hesitate to contact the undersigned.

Very truly yours,

R.W. Stratford Consulting Inc.

R.W. Stratford, P.Eng.

c: Mr. P. Yeoman, City of London





R.W. Stratford Consulting Inc.

May 13, 2014

Project No. 99003

The Corporation of the City of London
300 Dufferin Ave., 6th Flr.
London, Ontario
N6A 4L9

Attention: Mr. S. Mathers, P.Eng.
Manager, Development Finance

**Subject: GMIS – 2015 Update
Comments (REVISED)
Sifton Properties Limited**

Dear Scott:

Further to our meeting on March 18, 2014 to discuss the 2015 GMIS Update and our recent correspondence and discussions, the following provides Sifton Properties formal revised comments.

A. Riverbend Area

1. Oxford Street West – Phase 2

As you are aware, significant development is proposed in the Riverbend Village area. A draft Traffic Impact Study (Paradigm) has been prepared for the Sifton lands and advancing Oxford Street works is critical to the build-out of this \$500M plan. Unfortunately, a detailed phasing implementation section has not yet been developed; we will offer more details when that is available.

We would note that the 2013 Transportation Master Plan identified these works in the 10 to 15 year timeframe (i.e. 2023 to 2028), while the GMIS identifies a date of 2032. We are certain that the project will be required well before 2032/2028 dates noted above.

Oxford Street West	Sanatorium Road to Westdel Bourne Road	2 to 4 through lanes	10-15
	Phase 1 - Sanatorium to Commissioners	2 to 4 through lanes	10-15
	Phase 2 - Commissioners to Westdel Bourne	2 to 4 through lanes	10-15

2. We note that the Tributary 'C' EA works SWMF 'A' and SWMF 'G' are illustrated as "approved projects" on the GMIS 5-year plan. We understand that the Capital Budget includes these works and the plan is to construct them in 2014.

B. Southwest Area

1. We ask that SWMF P7 be moved to 2017, to better align with the timing of the proposed sanitary pumping station on Colonel Talbot Road.
2. We urge the City to undertake SWM EA's for Dingman Tributaries B, C and D as soon as possible. The facility locations shown on the GMIS (and background documents) could, in our view, be better-situated, based on our preliminary review of future expected area grading. In the absence of completed EA's for these tributaries, experience tells us that no development will occur, regardless of the availability of other planned services in the GMIS.

Mr. S. Mathers, P.Eng.
City of London
May 13, 2014

Project No. 99003
Page 2

We trust the above is satisfactory. Should you have any questions or require any additional information, please do not hesitate to contact the undersigned.

Very truly yours,

R.W. Stratford Consulting Inc.



R.W. Stratford, P.Eng.

c: Mr. P. Yeoman, City of London
Mr. P. Masschelein, Sifton Properties Limited

Agenda Item #

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Appendix 'D'

GMIS 2016 Schedule

GMIS 2016 Schedule

<i>Timing</i>	<i>Milestone</i>
February 12, 2015	<p><i>Milestone 1: GMIS Update Kickoff Meeting</i></p> <ul style="list-style-type: none"> • Presentation will be provided by LDI on the “State of the Market”. The presentation will summarize the overall housing trends for the previous year and provide a projection of the trends for the following year. Commentary would be provided on a City-wide basis. • Presentation will be provided by the City on the following subjects: <ul style="list-style-type: none"> ○ Summary and figure displaying land serviced during the previous GMIS year. ○ Vacant Land Inventory Update ○ Summary of Development Charge Cash Flow and Debt position.
February 23, 2015 (All week)	<p><i>Milestone 2: Development Community Rep Interviews</i></p> <ul style="list-style-type: none"> • One on one interviews each developer in the City. The purpose of the interview is to discuss each developer’s plans for bringing forward lands for development in upcoming years.
March 10, 2015	<p><i>Milestone 3: Internal City Development Management Team Meeting</i></p> <ul style="list-style-type: none"> • An internal session to discuss the information provided in the Developer Interviews and with senior managers of the various development related groups. These groups include Engineering, Development Services, and Finance.
March 12, 2015	<p><i>Milestone 4: Internal Divisions Project Managers Meeting</i></p> <ul style="list-style-type: none"> • Discussion with the various engineering division head to provide direction on the timing and need of growth related infrastructure.
April 2, 2015	<p><i>Milestone 5: Development Community Stakeholder Session Meeting</i></p> <ul style="list-style-type: none"> • City Staff presents a draft version of the GMIS Update to the industry stakeholders. The City receives comments from the development community, makes changes as seen appropriate, and brings forward a GMIS update report to Council.
Last SP&P Committee Meeting in May	<p><i>Milestone 6: City Staff GMIS Update Presentation to the Strategic Priorities and Policy Committee Public Meeting</i></p> <ul style="list-style-type: none"> • Presentation of the proposed GMIS update (including all written development stakeholder comments) and a related Public meeting to allow comments from individual development community members.