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TO:	CHAIR AND MEMBERS BUILT AND NATURAL ENVIRONMENT COMMITTEE PUBLIC PARTICIPATION MEETING OCTOBER 17, 2011
FROM:	PAT MCNALLY, P. ENG. EXECUTIVE DIRECTOR – PLANNING, ENVIRONMENTAL & ENGINEERING SERVICES
SUBJECT:	GROWTH MANAGEMENT IMPLEMENTATION STRATEGY (GMIS): 2012 ANNUAL REVIEW & UPDATE

RECOMMENDATION

That on the recommendation of the Executive Director - Planning, Environmental & Engineering Services 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 "C".

it being noted that:

- a. this strategy will provide direction on future development applications;
- b. the Growth Management Implementation Strategy will be used in setting the final 2012 Capital Program for growth infrastructure and with be reconsidered in 2013, and
- c. the Growth Management Implementation Strategy is identified as a Guideline Document as set out in Section 19.2.2 of the Official Plan.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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September 20, 2011; Verbal Report to the Committee of the Whole - "Growth Management Implementation Strategy Update"

June 21, 2010; Report to Planning Committee – "Growth Management Implementation Strategy (GMIS): 2011 Annual Review"

November 16, 2009; Report to Planning Committee – "Growth Management Implementation Strategy (GMIS): 2010 Annual Review"

May 13, 2009; Report to Board of Control – "2009 Development Charges – Adoption of DC Policies, Background Study and Rate By-law"

June 16, 2008; Report to Planning Committee – "Growth Management Implementation Strategy"

March 12, 2008; Report to Planning Committee – "Development of a Growth Management Implementation Strategy"

June 18, 2007; Report to Planning Committee – "Official Plan Review: Proposed Revisions to Growth Management Policies"

EXECUTIVE SUMMARY

The annual Growth Management Implementation Strategy (GMIS) Update for 2012 has been with considerable information and input from the industry and staff. The resulting program identified at the major project level is an attempt to strike a balance between ongoing market accommodation and prudent fiscal management.

Agenda Item #	Page #

Over the last year, a very active residential development market in concert with softer housing take-up on benchmark single family housing has seen an increase in the lot inventory of over 1,000 lots. Even as the inventory is being established, a few developers are expressing interest in changing portions of their development to meet a different demand. Staff are working with the industry to speed this type of adjustment.

Substantial investment in servicing works over 2009 to 2011 has aligned with development plans. At this time, only one development is delayed due to servicing in staff's knowledge and that project is planned to be started for winter construction in 2012.

Most new servicing work and most development is spread across the north part of the City with some concentrated activity in the southwest. With the robust work in providing servicing, there has been an increase in the debt against the Development Charges reserve Funds, particularly stormwater.

For 2012, a total new budget request of approximately \$25 million (and \$17 million of CSRF funding) is reduced from previous years. Projected revenues for 2012 will actually exceed expenditures by upwards of \$10 million for development charges reserve funds. However, 2012 is a standalone year. From 2013 onwards the current forecast residential building activity is less than the forecast for servicing activity. Staff have left the forecast for the time being in the hopes of improved economic conditions but must qualify that the program will be adjusted for the 2013 GMIS if activity doesn't increase.

BACKGROUND

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

The GMIS was created to guide the orderly progression of London's growth by aligning growth needs with the costs to the municipality of extending major new servicing over the 20-year planning horizon consistent with Official Plan policies. Staff have committed to annually review and update the GMIS schedule of works in order to adjust for the pace of growth and maintain the currency of the document. The GMIS serves as a guideline for setting the capital program for growth infrastructure; however, it is approval of the annual Capital Budget that authorizes the timing and funding for project implementation.

The Growth Management Implementation Strategy Update for 2012-2028, represents this year's update to the City's Growth Management Plan, translated into a schedule of works for growth projects. Subject to Council approval, the updated GMIS schedule of works will be coordinated with the budget process to see that the proposed adjustments are reflected in the Capital Program.

The Growth Management Implementation Strategy Update 2012-2018 document was circulated and will be available on the Development Approvals section of the Planning and Development website (www.london.ca/planning).

DISCUSSION

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 background studies so that it continues to align with growth needs and remain current. 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, provincial policy statement growth targets and the commitment 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. Flexibility is built into the GMIS by scheduling growth infrastructure to generate opportunities for a generous inventory of lots; and annually adjusting the schedule of

Agenda Item #	Page #

works in response to market conditions.

GMIS Inputs and Principles

The GMIS update involves the integration and assessment of multiple inputs as shown in Figure 1. Each GMIS update assesses the collected information against the eight council approved principles of GMIS to make appropriate adjustments to the schedule of works.

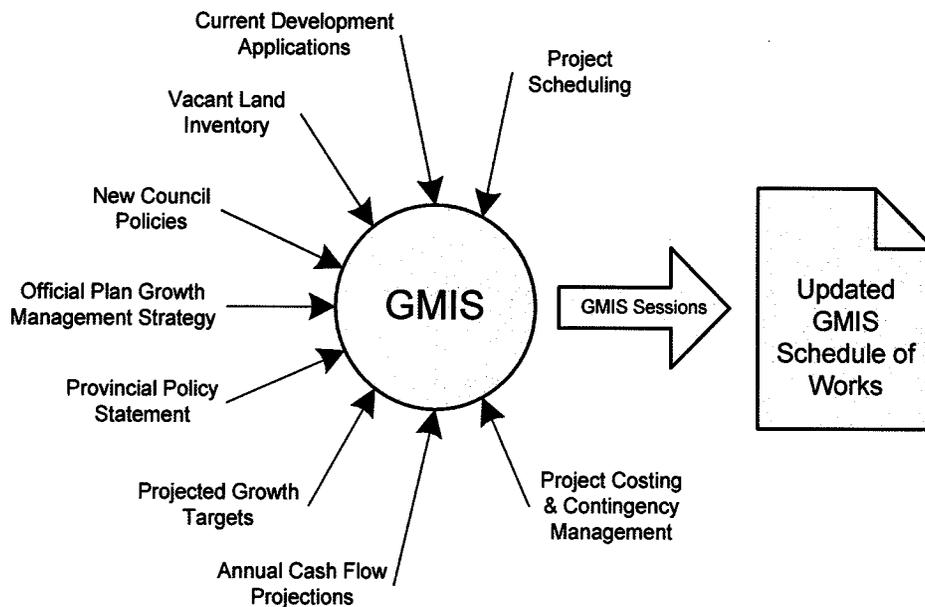


Figure 1: Inputs to the GMIS.

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:

1. Provide direction for timely and cost efficient (both from an efficiency and municipal affordability perspective) extension of municipal services.
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 the 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.

The GMIS update document, circulated with this report, provides an adjusted schedule of works and outlines the assumptions, principles and process of the update plus key considerations going forward.

The GMIS currently provides a comprehensive strategy for servicing growth over the next 5-year period; the capital project requirements outlined in the GMIS for the longer term are not as well

developed. The ongoing major planning studies must be completed in order to continue to have a comprehensive and city-wide GMIS. Notwithstanding the current Urban Growth Boundary has approximately 30 years of residential growth, the following ongoing initiatives have the potential of increasing the future residential lot supply:

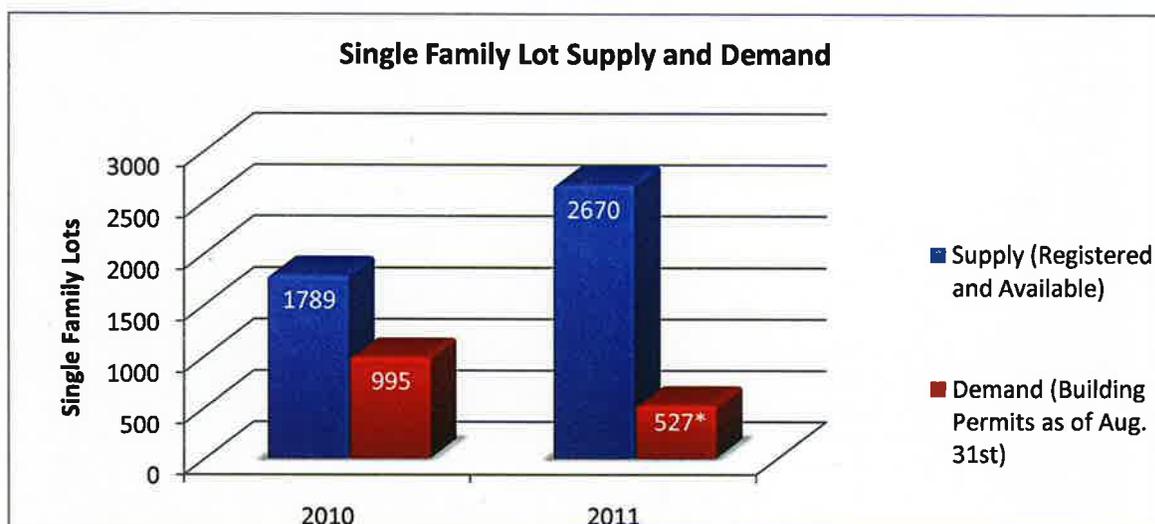
- *Southwest Area Plan (SWAP)*
- *Industrial, Commercial, Institutional Strategy*
- *London Psychiatric Hospital (LPH) Lands Secondary Plan*
- *Transportation Master Plan (TMP)*
- *SoHo Community Improvement Plan*
- *Municipal Servicing and Financing Agreements (MSFA)*

The impacts of Municipal Servicing and Financing Agreements have not been incorporated into the GMIS. MSFA's are a tool being developed and to be used on an exceptional basis for the advancement of servicing.

GMIS 2009 to 2011

In 2008 the DC growth forecast for benchmark single-family residential units was set at 1,270 single family units/year over the first 5 years (2008-2012) based on 1% assessment growth and current land use splits. Single-family residential units represent over 60% of the total housing market. Building permit issuance dropped considerably over 2008 – 2009. Based on current development applications, insight gained from developer interviews, and observed building permit issuance, the total number of estimated single family units anticipated for the 0-5 year period is approximately 5,000 units or 1,000 units per year plus any single infill lots. This 1,000 unit per year value was used as a basis for this GMIS plan. In addition, some supply is provided to the market through infill within the built area boundary. In 2009, market activity was relatively slow leading to a slowdown in capital to defer delivery of some servicing projects until market activity increased. In 2010 development market activity increased and approved servicing projects were commenced. These projects provided servicing to many draft approved plans and, due to the nature of servicing for ultimate conditions, to areas without development approvals.

In 2011 a large number of development applications were processed and a large number of projects for stormwater and sanitary servicing were constructed amounting in over \$37 million for wastewater, stormwater and water alone. The delivery of capital servicing was extremely successful for 2011. The 2011 GMIS servicing plan has allowed for an increase in the lot supply of approximately 900 single family lots. A comparison of the 2010 single family residential lot supply and the demand to date is provided below in Figure 2.



*2011 Building Permits as of August 31st

Figure 2: Single Family Lot Supply and Demand.

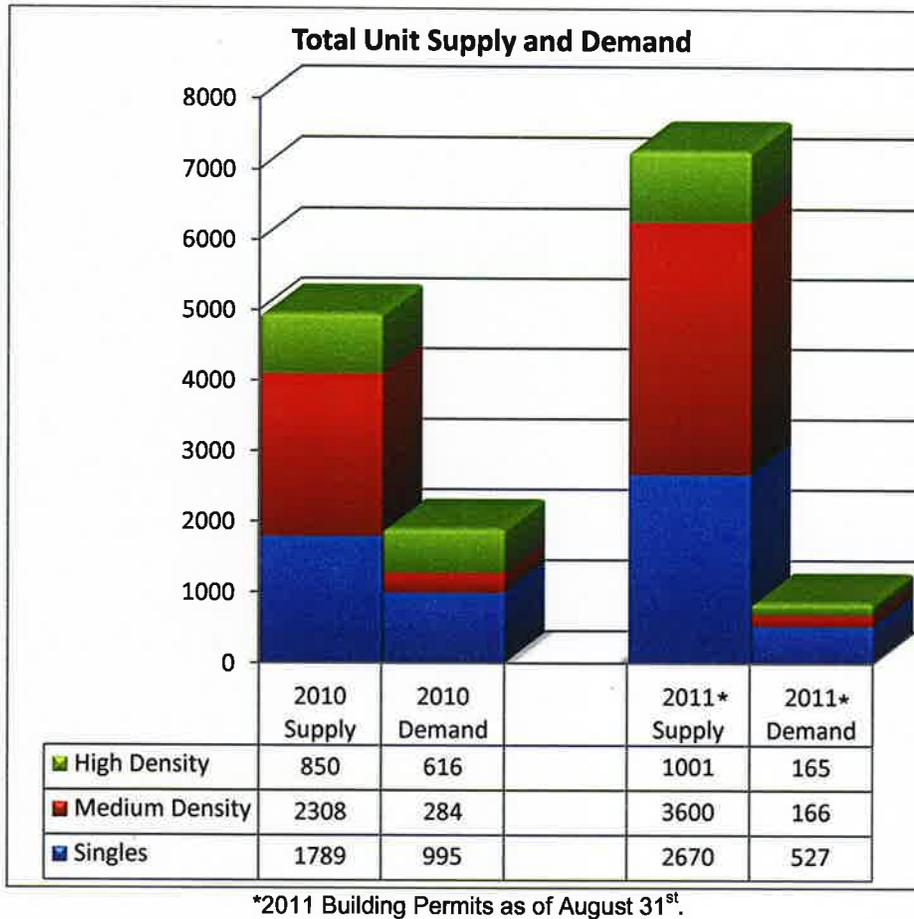


Figure 3: Comparison between 2010 and 2011 total unit supply and demand.

A substantial amount of major servicing has been recommended in the last three GMIS Updates allowing for numerous developments with current planning applications. It should be noted that major water, sewer and stormwater servicing works are generally constructed for the ultimate service area. This provides major servicing to land parcels that have not made planning applications. The following table summarizes the total servicing costs projected in previous GMIS documents.

Table 1: GMIS total servicing investment by year.

GMIS Year	Total Servicing Project Value ¹
2009	\$59,189,005
2010	\$86,493,883
2011	\$68,822,657

¹ Values include growth and non-growth costs.

The following figure displays the location of residential lots in the various quadrants of the City.

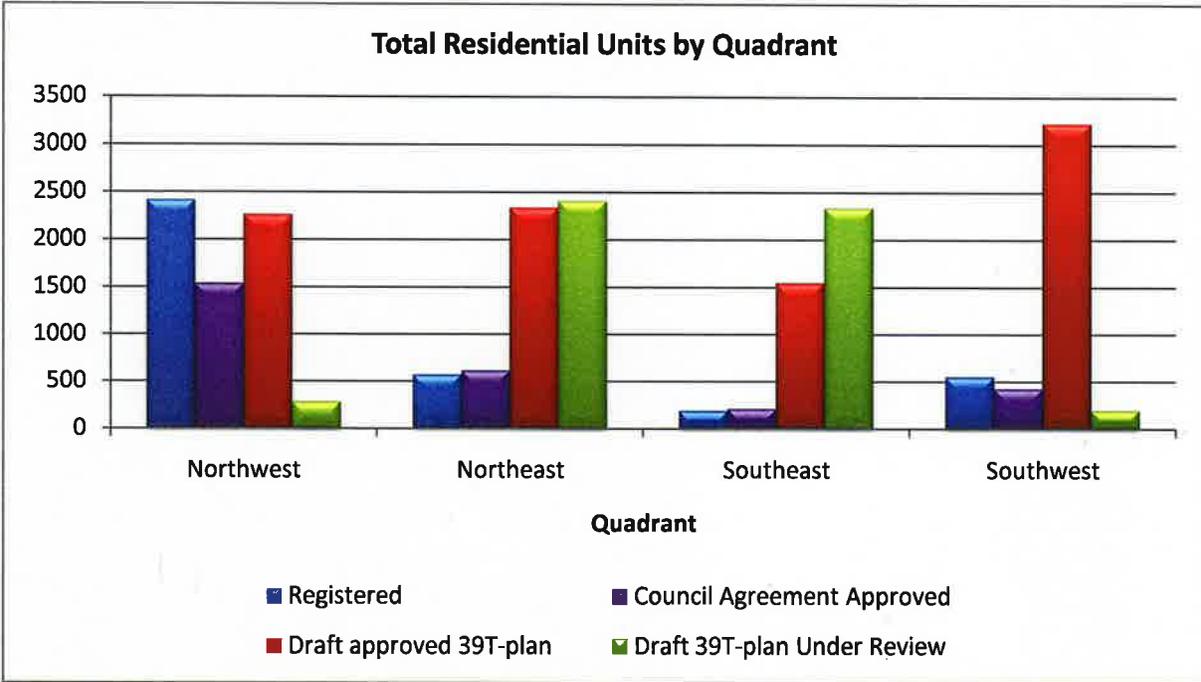


Figure 4: Total residential units by quadrant and approval status.

Building Permits have decreased by 36% in 2011 to date. The supply of lots that have been registered in agreements or approved by Council has increased by 49%. Servicing has provided supply beyond market take up and exceeds the Provincial Policy Statement guideline of a two year supply of residential lots. These lots are owned by various developers and any one developer may not be satisfied with their own current lot supply. It should be noted that the gross figure is not reflective of the number of lots available to any builder wishing to purchase lots. The gross value includes those lots not yet sold by the developer and lots already purchased by builders.

GMIS Financial Analysis

When assessing the affordability of the GMIS schedule of works, Staff considered anticipated cash flows, non-growth commitments and limitations related to debt financing. With anticipated growth below projected DC growth forecasts, it is necessary to find opportunities to push costs to later years where possible. In 2010 and 2011, an unusually high amount of infill development accounted for 37% of the total market take up. Infill development is defined as development within the “built out” areas as of the 1993 annexation. 96% of the infill development was medium or high density units. The remaining 4% were single family residential units. This data indicates that a substantial proportion of development charge revenues came from non-single family lot development activity.

However, if revenues continue to come in below forecasts while spending remains at target levels, debt financing will increase. The following table summarises 2009 to 2011 GMIS related development servicing expenditures:

Table 2: 2009 – July 2011 Total GMIS servicing infrastructure expenditure.

Servicing	Total Reserve Fund Drawdown
Roads Services	\$52,716,000
Sanitary Sewerage	\$22,257,000
Major Stormwater Management	\$9,316,000
Water transmission and facilities	\$12,794,000
Total	\$97,083,000

Table 3: Development Charges (Servicing) Revenue 2009-2011

GMIS Year	Servicing Related Development Charge Revenue (To Reserves)
2009	\$14,954,000
2010	\$26,354,000
2011 ¹	\$22,285,000
Total	\$63,593,000

¹Forecast

This translates to the following (Table 4) current City Services Reserve fund debt levels that include unspent funding from previous capital works budgets:

Table 4: City Services Reserve Fund debt levels as of July 2011.

Servicing	Total Reserve Fund Value
Roads Services ¹	\$14,495,000
Sanitary Sewerage	(\$28,972,000)
Major Stormwater Management	(\$33,785,000)
Water transmission and facilities	\$5,607,000
Total	(\$42,655,000)

¹ Road services has a high reserve level due to projects deferred by Council.

Table 4 reports an anticipated total debt after the expenditure of all currently authorized CSRF debt. The table does not include any corresponding debt for the non-growth contribution.

It should also be noted that these totals do not include, as of August 15th, 2011, the unpaid \$38,760,540 of authorized claims and \$30,251,434 of anticipated claims from the Urban Works Reserve Fund. The following table summarizes the total anticipated and authorized claims to the Urban Works Reserve Fund over the last year:

Table 5: State of the Urban Works Reserve Fund.

2011	Anticipated and Authorized Urban Works Reserve Fund Claims
January	\$80,368,238
May	\$73,131,519
September	\$69,011,974

The reason for the reduction of the UWRF balance over the past year is due to both the new rules implemented in 2009 which has reduced the Urban Works Reserve Fund schedule of works which are eligible for payment and the Ontario Municipal Board (OMB) decision which has substantially increased the reserve fund's revenue as of January 1st, 2011.

The result of all these investments is considerable available inventory. It is a complex calculation to determine the exact value of all investments but the biggest variables between costs and revenues are the influence of the speed of market take up of serviced lands and the differences between anticipated density and built density.

The debt financing required for GMIS related growth infrastructure is an important component of the City's overall debt plan. Debt incurred to service growth areas is part of the City's overall debt envelope and is retired by future development charge collections. The City must be vigilant

Agenda Item #	Page #

that the expenditures related to servicing infrastructure are followed by the timely collection of development charge revenues. This means limiting servicing to align with market activity. As with all debt financed programs the monitoring of existing reserve levels must be undertaken on a regular basis to provide feedback to Staff and Council on the current state of the City Services Reserve Fund. These monitoring reports provide critical information that will drive the timing and affordability of projects reflected in the GMIS.

The balance between expenditure and revenues has an influence on the GMIS and will have an impact on growth patterns. When the economy retracts, the GMIS will adjust capital programs. In an economic expansion, a greater revenue stream creates conditions for more investment in new servicing.

2012 GMIS Options

The following three options have been developed as a framework for considering changes to the overall 2012 GMIS.

Option 1: Keep with the forecast – balance a soft market condition with less servicing activity – taking advantage of the servicing provided.

This option proposes to follow the general schedules proposed in the previous GMIS with several minor changes and alterations. This option builds on the City's previous capital investment in infrastructure and limits the extension of infrastructure in specific areas. This option also considers the phasing of certain stormwater management works in situations where phasing is cost effective. The phasing approach would reduce the size of stormwater management ponds by not building in capacity for areas that are outside the Urban Growth Boundary or areas to be developed in more than 5 years. This strategy allows for a healthy inventory lot supply while attempting to mirror a "just in time" production strategy that strives to improve the City's return on investment by reducing the carrying costs associated with maintaining excess inventory.

Option 2: Slow expenditures – will have no immediate effect on servicing but will delay planned major projects.

This option proposes to take more drastic measures to shift a substantial number of projects into the future in order to manage the debt associated with a soft market condition. Transportation projects have already been delayed by previous decisions of Council. The shift would be focused on water/sewer and facility projects. The goal of this option is to manage the inventory at its current levels and defer a substantial number of projects. The primary advantage related to slowing expenditures is a lower risk of the debt increasing to unsustainable levels. The disadvantage of this option is that the flexibility to accommodate many residential developments will be reduced in the short term and the ability of the City to respond to rapid increase in the demand for development will be reduced.

Option 3: Accelerate expenditures – provide servicing for an advanced residential supply but increases debt

This option allows for the construction of growth related infrastructure and accommodating all requests made by the development community. There are areas within the city that could be brought online where there is current development interest. Several of these areas are not contiguous with current development, would require a large capital investment in infrastructure, and exist in areas of the City where an alternative supply of lots already exists. The advantages related to this option include allowing for the maximum supply of lots and providing the development community with the maximum amount of development flexibility. The disadvantages of allowing for accelerated expenditures include a lack of revenue to offset expenditures (increasing unsustainable debt). The costs associated with investment in an asset that will be underutilized for an extensive period leading to increased maintenance and operational costs, and non-contiguous growth.

Recommended Option

The more measured option “Keep with the forecast” (Option 1) which balances a soft market condition with the need to manage debt is being put forward by staff as a proposed strategy for the short term GMIS. This option balances the need to provide flexibility to respond to increases in demand while maintaining a fiscally responsible approach to managing the City’s increasing debt obligations. This strategy would still allow for adjustment in the short-term if the market demand increases dramatically. The 2012 GMIS document includes table and figures that identify projects in the 2012-2016 time frame.

GMIS 2012 to 2016

Current economic conditions are uncertain and maintaining the current GMIS targets may cause a debt risk to the City or require acceleration.

Anticipated units for the next 5 years are below original a DC growth forecast, which limits the justification for bringing forward projects that would open up new areas. The 2011 CSRF works brought online an additional approximately 900 single family lots in registered or council approved agreements. Prior to opening up new areas for development, staff would prefer that more “ready-to-go” draft approved plans be advanced. Emphasis is placed on utilizing spent infrastructure investments while opening up a limited amount of new development areas. The 2012 GMIS includes several lagging servicing projects with substantial non-growth components and a reduced number of SWM servicing projects. The following table summarises the value of growth expenditures proposed for the 2012 construction year.

Table 6: 2012 GMIS servicing investments by source.

Funding Source	Non-Growth Cost	Growth Cost	Total Servicing Project Value
2012 Capital Budget (New Approval)	\$7,695,492	\$18,112,186	\$25,807,678
Previous Capital Budgets	\$9,701,738	\$38,119,948	\$47,821,687
Total	\$17,397,230	\$56,232,134	\$73,629,365

The 2012 GMIS Update is a light year for infrastructure funding for residential lots. A project list including 2012 projects and all shifted projects has been included as Appendix A. A total of 38 servicing infrastructure projects have been shifted including 12 which were deferred due to an Ontario Municipal Board decision related to an appeal made by the development community of the 2009 DC Bylaw. In the end, the adjustments to the GMIS schedule of works are not significant. Efforts were also made to improve the clarity of project descriptions identified in the GMIS. The justification for adjustments made to the timing of GMIS works differ by project but common examples include:

- Shifting back into the future project timing to align with development applications;
- Adjusting timing to account for upfront project needs and coordination of works;
- Shifting forward of projects to respond to capacity & remediation issues related to general growth;
- Updated cost estimates to reflect recent tender values; and
- Improved descriptions to clarify limits or staging of projects.

Schedule A of this report provides a full *Summary of Project Timing Adjustments* and includes the rationale for the timing adjustment.

Staff have recommended phasing of four SWM facilities in Hyde Park, Fox Hollow, and Riverbend. The initial phases serve considerable land in each development area and second phases have been moved in all cases to 2016. The cumulative value is \$13-5 million. If staff cannot achieve effective phasing in design work; a request will be made for appropriated funding in 2012.

The total gross expenditure from all funding sources proposed by the GMIS over the next 5-years is \$424M. This includes a \$146M investment in Transportation projects, \$59M investment in Sanitary Sewer and Treatment projects, \$86M investment in Stormwater Management projects, \$72M in Water Distribution and Supply projects and \$61M investment in Soft Services projects. One third of the 5-year GMIS servicing program is transportation related project costs. Generally the City has not undertaken necessary projects transportation projects and there is a continued longstanding backlog of required works. London is not alone in this practice. Road upgrades are driven by congestion, safety, and deterioration of the original roadway. The following figure shows the anticipated development charge revenues versus project costs.

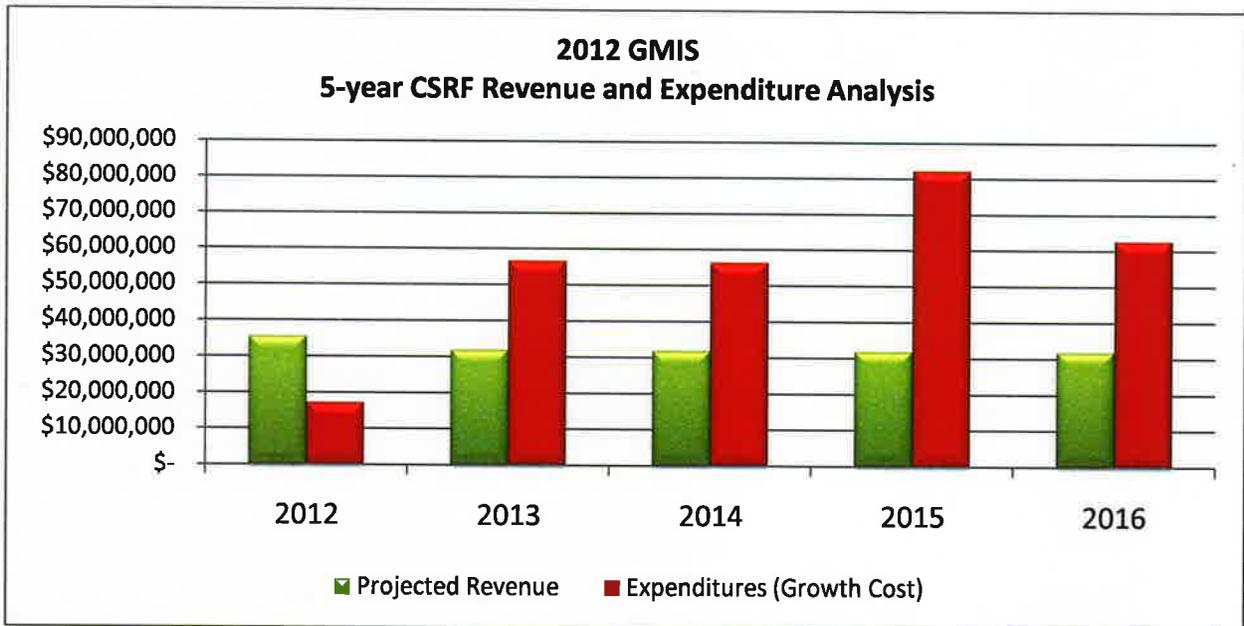


Figure 5: 2012 Revenue versus expenditure comparison.

It should be noted that due the nature of the development process where infrastructure construction (expenditures) precedes the issuance of building permits (revenues) it is not uncommon that in any one year expenditures may be greater than revenues. The important point is that this difference between revenues and expenditures is anticipated and new growth opportunities are managed in line with the demand for residential units. If market conditions do not improve the current forecast will be adjusted for the 2013 GMIS update.

Appendix C to this report includes a figure that shows the areas serviced by the works to be completed in the 5 year GMIS timeframe. As shown on this figure, the location of servicing work proposed in the current GMIS plan is widely distributed throughout the City. The following figure summarises the expenditure over the next 5-years in each quadrant of the City.

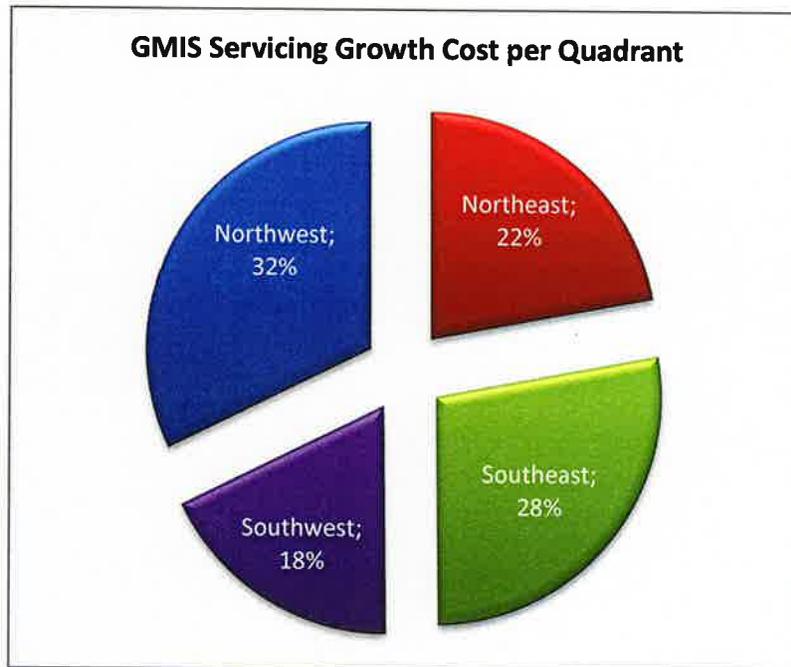


Figure 6: GMIS Growth Cost Per City Quadrant.

When debt levels are exceeding expectations and building activity is low, servicing extensions are prioritized to areas where significant investment has already been made and a small further investment will bring about a large increase in lot supply.

Non-residential Development

The City's industrial strategy is independent from the GMIS. In 2010, major servicing projects were extended into the City's Innovation Park industrial development. In 2011, market pressure emerged to advance several large parcels. The industrial strategy and associated infrastructure continue to be assessed at this time and will be reported to Council and considered in the budget independent of the GMIS.

Site plan activity for commercial and residential sites has been robust in 2011. No major sites that have significant traffic impacts progressed in 2011.

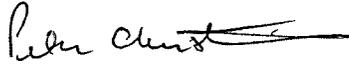
There have been no new large commercial development application progressed; however, it is anticipated that on-going smaller commercial application will proceed to construction in 2012.

Acknowledgements

The 2012 GMIS development undertaken with participation from the engineering divisions of PEES and the assistance of Finance in providing revenue and debt information.

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PREPARED BY:	SUBMITTED BY:
	
SCOTT G. MATHERS MANAGER – DEVELOPMENT FINANCE DEVELOPMENT APPROVALS BUSINESS UNIT	DAVID AILLES MANAGING DIRECTOR, DEVELOPMENT APPROVALS BUSINESS UNIT PLANNING DEPARTMENT
RECOMMENDED BY:	CONCURRED BY:
	
PAT MCNALLY, P. ENG. EXECUTIVE DIRECTOR – PLANNING, ENVIRONMENTAL & ENGINEERING SERVICES	PETER CHRISTIAANS, C.A. DIRECTOR, DEVELOPMENT FINANCE

October 7, 2011

- cc. Martin Hayward, City Treasurer, Chief Financial Officer
 John Braam, Director of Water and City Engineer
 Ron Standish, Director - Wastewater and Treatment
 John Lucas - Acting Director, Roads and Transportation
 John Fleming - Director of Land Use Planning & City Planner

Attach/

- Appendix A:** Summary List of 2012 GMIS Projects, Adjustments, & Additions
Appendix B: GMIS 2012-2016 Growth Servicing Area
Appendix C: GMIS Growth Management Implementation Strategy (GMIS) Update for 2012-2028
Appendix D: Development Community GMIS Comments

BNEC-GMIS 2012 Annual Review Update-Sept20'11.docx

Appendix A:
Summary List of 2012 GMIS
Projects, Adjustments, &
Additions

Appendix A: Table 1 Summary of 2012 GMIS Projects

DC / GMIS ID	CITY PROJECT #	GENERAL DESCRIPTION	TOTAL COST
POLLUTION CONTROL PLANT AND PUMP STATION PROJECTS			
ES2685	ES2685	GREENWAY PCC EXPANSION & UPGRADE Phase 1 (Multi-Year)	\$20,775,000
RB1B	ES5253	River Bend Far west of Westdel Bourne	\$1,712,966
STORMWATER MANAGEMENT PROJECTS			
T19	ES3019	Fox Hollow SWMF 3 Facility Works: Phase 1	\$3,000,000
T71	ES3018	Hyde Park SWMF 4: Phase 1	\$2,039,663
T69	ES3019	Fox Hollow SWMF 1: Phase 1	\$3,000,000
T81	ES2682	Dingman On-line facility (Erosion control) Catchment area = 9500ha	\$9,370,000
		City Wide Distribution	\$239,133
T80	ES3019	River Bend SWMF Tributary C: Phase 1	\$3,486,700
TRANSPORTATION ROAD PROJECTS			
2.4(i)	TS1475	Fanshawe Park Road Phase 1 - Fanshawe to Highbury Intersection	\$8,275,000
2LRA	TS1345	Byron Baseline From Griffith to Grandview	\$1,330,000
	TS1370	Road Class Oversizing - City Share	\$100,000
	TS4160/TS5320 /TS1264	Urban and Rural Intersections	\$724,000
	T1633	Land Acquisition (VMP)	\$400,000
	T1030	Traffic Impact Studies	\$75,000
	TS1650	Traffic Signals, channelization, and Miscellaneous Roadworks	\$1,500,000
TS1360	TS 1360	Wonderland Road N -Limit : 150 to 700 m north of Fanshawe Park Rd	\$2,700,000
SANITARY SEWER PROJECTS			
B5	EW3712	White Oak (B5) Dingman to Exeter Phase 1	\$1,492,358
LHWSS (8)	LH1902	Residue Management Facility (LH-1902)	\$4,167,890

Appendix A: Table 2 Summary of GMIS Adjustments & Additions

2012+GMIS TIMING	Previous GMIS TIMING	DC / GMIS ID	City Project #	Project Description	Rationale for Change/Adjustment
TRANSPORTATION ROAD PROJECTS					
8+	2015 2017 2016 2016 2012 2018 2017 2017 2014 2014 2014	2LRA 3.5 2LRA 4.1(i) 2.7 5.3 3.6(iii) 3.6(vi) 2LRA 2LRA 3.6(v)	TS1411 TS 1476 TS1359 TS 1621-1 TS1484 TS1628 TS1496-3 TS1496-1 TS1406 TS 1625-1 TS1625-2 TS1496-1	Kilally - Webster to Clarke Rd Clarke Side Rd. – Kilally- Fanshawe Park Beaverbrook – Riverside to Oxford VMP Phase 1 – Extension Huron & Clarke Sarnia – Wonder land-Sleigholme Fanshawe Park Rd E from Clarke to Highbury Sunningdale Rd- Richmond to Wonderland Sunningdale Rd – Wonderland to Richmond(PhaseVI) Sunningdale – South Winege-Highbury Sunningdale- Richmond to Adelaide Phase 1 Sunningdale – Richmond to Adelaide Phase 2 Sunningdale – Richmond to Adelaide (Phase V)	Project Deferrals as a result of Development Charge Rate Change (OMB Decision DC 090027)
2015	2012	1.5	TS1470	Commissioners Rd – Wonderland to Viscount	Project Deferral as a result of Development Charge Rate Change (OMB Decision DC 090027)
2013	2014	3.6(ii)	TS1496	Sunningdale Rd – Wonderland/Sunningdale Intersection	Coordination of the various phases of Sunningdale Road project. This is subject to change when the EA is completed.
2013	2011			Old Victoria Road - Hamilton Intersection	
2012	2011	2.4(i)	TS1475	Fanshawe Park Rd – Phase 1 Fanshawe/Highbury Intersection	Deferred to coordinate with EW 3702 and ES4424.
2012	2013	2LRA	TS1345	Byron Baseline From Griffith to Grandview	Originally scheduled in 2012 but subsequently moved to 2013 so not to coincide with a 2012 water project on a road parallel to Byron Baseline (Commissioners Rd). Completing work at the same time on parallel roads is discouraged as there is a large traffic movement impact. The conflicting

					water project was subsequently deferred beyond 2013 so the Byron Baseline project has been returned to its original 2012 DC timing.
2012	NEW	2LRA	TS1360	Wonderland Rd N, North of Fanshawe Park Rd	Project required to accommodate overland flow over Wonderland Road from the Sunningdale Area.
2012+GMIS TIMING	Previous GMIS TIMING	DC / GMIS ID	City Project #	Project Description	Rationale for Change/Adjustment
SANITARY SEWER PROJECTS					
8+	NEW		ES3062	Pottersburg Creek Remediation	New industrial driven project.
8+	2017	KL1B	ES5252	Kilally Edge Valley Phase 2	Deferred in order to align with the development of the Edgevalley Phase 2.
2012	2011	RB1B	ES5253	River Bend Far west of Westdel Bourne	Project delayed while Environmental Assessment is being finalized.
POLLUTION CONTROL PLANT AND PUMP STATION PROJECTS					
2016	2013	ES5132	ES5132	EAST PARK PS UPGRADE	Evaluation completed which allows the first phase upgrade to be managed by upgrading pumps and deferring full upgrade to pump station.
2013	2012	ES5431	ES5431	ADELAIDE PCP – Various minor Works that make up a full expansion	Minor works deferred for a year due to capacity availability.
STORMWATER MANAGEMENT PROJECTS					
8+	2018	T104		Jackson/Parker SWMF Catchment = 115ha	Project deferred due to lack of development activity in the Jackson/Parker catchment area

2012+GMIS TIMING	Previous GMIS TIMING	DC / GMIS ID	City Project #	Project Description	Rationale for Change/Adjustment
STORMWATER MANAGEMENT PROJECTS					
2017	2012	T1	ES3019	White Oaks SWMF 1	Project moved due to a capacity upgrade of White Oak SWMF 2 which will accommodate phase 4 of the Legend Development.
2012	2011		ES3019	Hyde Park SWMF 4: Phase 1	Functional design ongoing.
2012	2011		ES3019	Fox Hollow SWMF 3: Phase 1	Delayed to coincide with proposed development. If build out of the lands serviced by the first phase of the stormwater management facility occurs prior to the scheduled date of phase 2, priority consideration will be made to accelerate Phase 2 of the stormwater management works. Phase 1 to facilitate 80ha of development to be split between Clarke and Kent subdivisions.
2014	2012			Pincombe Drain Remediation	Study work ongoing.
2012	2011	T80	ES3019	River Bend SWMF Tributary C: Phase 1	Project delayed while Environmental Assessment is being finalized. If build out of the lands serviced by the first phase of the stormwater management facility occurs prior to the scheduled date of phase 2, priority consideration will be made to accelerate Phase 2 of the stormwater management works. Phase 1 to facilitate 80ha of development to be split between Clarke and Kent is based on 80 ha split between Sifton and Norquay subdivisions.
2012	2009	T81	ES2682	Dingman on-line facility (Erosion control) Catchment area= 9500 ha	Project deferred by one year to align with the need for servicing

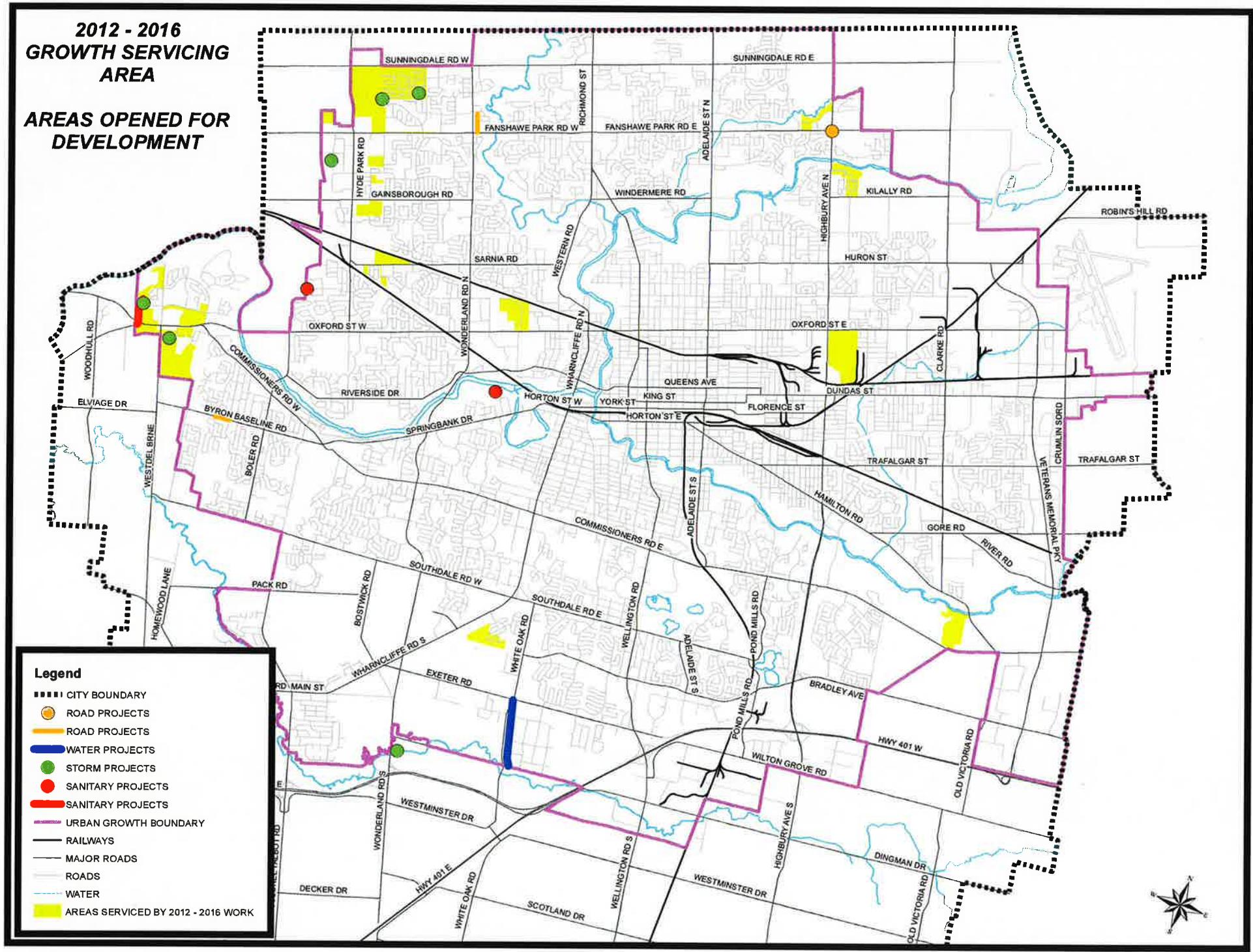
2016	NEW			London Psychiatric Hospital SWMF	Facility to accommodate infill development on the former London Psychiatric Hospital site. Timing recommended by LPH Development Phasing Strategy.
2015	2011	T19	ES3019	Fox Hollow SWMF 3 Facility Works: Phase 2	Stormwater pond project phased in order to reduce capital expenditure in the short term. If build out of the lands serviced by the first phase of the stormwater management facility occurs prior to the scheduled date of phase 2, priority consideration will be made to accelerate Phase 2 of the stormwater management works. Phase 1 to facilitate 80ha of development to be split between Clarke and Kent subdivisions.
2015	2011	T80	ES3019	River Bend SWMF Tributary C: Phase 2	Stormwater pond project phased in order to reduce capital expenditure in the short term. If build out of the lands serviced by the first phase of the stormwater management facility occurs prior to the scheduled date of phase 2, priority consideration will be made to accelerate Phase 2 of the stormwater management works. Phase 1 to facilitate 80ha of development to be split between Clarke and Kent is based on 80 ha split between Sifton and Norquay subdivisions.
2016	2011	T71	ES3019	Hyde Park SWMF 4: Phase 2	Stormwater pond project phased in order to reduce capital expenditure in the short term. Project will proceed once the development that drains to the first phase is built out.
2015	2012	T69	ES3019	Fox Hollow SWMF 1: Phase 2	Stormwater pond project phased in order to reduce capital expenditure in the short term. If build out of the lands serviced by the first phase of the stormwater management facility occurs prior to the scheduled date of phase 2, priority consideration will be made to accelerate Phase 2 of the stormwater management works. Phasing is subject to drainage from the east/west collector southwards.
WATER DISTRIBUTION AND SUPPLY					

2018	2011		EW3712	White Oak Rd Watermain Upsizing Phase 2	2 nd phase of works to construct watermain from Dingman Drive to Exeter Road. Watermain will be part of the new southeast pressure zone. Project timing to coincide with timing of sewer works projected for this area.
2013	2011	EW3653	EW3653	Wickerson PS Minor Upgrade	Project need deferred for two years to align with development need. Design is ongoing at this time to meet this timeframe.
2012	2010	B5	EW3712	White Oak(B5) Dingman to Exeter	Works to be constructed within the future Bluestone Developments Subdivision. Project deferred to coincide with the new industrial development on the northeast corner of White Oak Road and Dingman Drive.

Appendix B:
GMIS 2012-2016
Growth Servicing Area Figure

**2012 - 2016
GROWTH SERVICING
AREA**

**AREAS OPENED FOR
DEVELOPMENT**

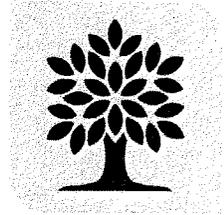


Legend

- CITY BOUNDARY
- ROAD PROJECTS
- ROAD PROJECTS
- WATER PROJECTS
- STORM PROJECTS
- SANITARY PROJECTS
- SANITARY PROJECTS
- URBAN GROWTH BOUNDARY
- RAILWAYS
- MAJOR ROADS
- ROADS
- WATER
- AREAS SERVICED BY 2012 - 2016 WORK

Appendix B
2012 - 2016
GROWTH SERVICING AREA

Appendix C:
**GMIS Growth Management
Implementation Strategy (GMIS)
Update for 2012-2028**



London
CANADA

Growth Management Implementation Strategy (GMIS)

**UPDATE FOR
2012-2028**

Preliminary Draft – For Discussion Purposes Only

October 2011

TABLE OF CONTENTS

1.	INTRODUCTION	1
2.	POLICY CONTEXT	2
3.	BACKGROUND	3
3.1.	<i>Intent of GMIS</i>	3
3.2.	<i>Principles of GMIS</i>	3
3.3.	<i>GMIS Update Approach</i>	4
3.4.	<i>Flexibility in the GMIS</i>	6
4.	GMIS ANALYSIS	7
4.1.	<i>Growth Forecasts versus Anticipated Growth</i>	7
4.2.	<i>Alignment of Growth Infrastructure and Growth Needs</i>	8
4.3.	<i>Affordability</i>	9
4.4.	<i>Other GMIS Influences</i>	11
5.	SUMMARY OF GMIS UPDATE	13
6.	USING THE 2012 GMIS SCHEDULE OF WORKS	14
7.	THE GMIS SCHEDULE OF WORKS.....	14
7.1.	<i>GMIS Cost Summary Table</i>	14
7.2.	<i>0-5 YEAR (2012-2016) Map and Project List</i>	14
7.3.	<i>6-8 YEAR (2017-2018) Map and Project List</i>	14
7.4.	<i>8+ (2019-2028) Map and Project List</i>	14
7.5.	<i>Built and Natural Environment Committee Meeting October 17, 2011- Growth Management Implementation Strategy: 2012 Annual Review & Update Report</i>	14

1. INTRODUCTION

The 2009 DC Background Study and new DC By-law came into effect August 4, 2009. The first GMIS was prepared alongside the DC Background Study to help align identified growth infrastructure with the City's Growth Management policies. Staff have committed to annually review and update the GMIS schedule of works in order to adjust for the pace of growth and provide input towards capital budgets. This report provides an update to the City's growth management plan, translated into schedule of works for growth projects.

The GMIS was created to guide London's growth in an orderly manner by balancing the needs of growth with the costs of extending major new servicing. It acts as a confluence for growth management efforts by combining the overall Growth Management Strategy, developer plans, available and planned servicing, master servicing plans, available lot supply, development revenues and servicing costs. The annual GMIS update allows for adjustments to reflect the pace of growth by considering vacant land inventories, current development activity, developer priorities, recent approvals, the status of upcoming capital projects and affordability.

Going forward, staff will review and update the GMIS each year, in consultation with the major stakeholders and the results will be applied to the next year's capital budget. Significant effort was invested into this first GMIS update to create a process that is clear and repeatable for future updates. Staff are committed to manage the GMIS to a high level to maintain its currency and usefulness to managing London's growth. This document should be read in concert with the related standing committee report attached as section 7.5. This report includes further residential unit inventory and financial analysis not included in the body of this document.

2. POLICY CONTEXT

The Official Plan and the Provincial Policy Statement contain broad principles for determining how the physical growth of London is to be managed. These documents ensure that appropriate goals, objectives and policies are in place to guide these considerations. However, the Official Plan and Provincial Policy Statement recognize that more specific measures are required for policy implementation.

The Official Plan (OP)

The Official Plan (OP) provides a framework for determining how land uses are to be allocated, the environment protected and major services planned.

As part of the recent five year Official Plan update (OPA 438), Council adopted the following additions to the growth management policies in Section 2.6 of the Official Plan. Portions of OPA 438 are currently under appeal to the Ontario Municipal Board. The following growth management policies were added to the City's Official Plan through Amendment 438. These policies are not under appeal and are in force and effect.

1. The growth-related infrastructure costs and the financial implications of required works for the City's capital budget and development funds will be evaluated and reported at an early stage of the area planning and development approval process;
2. That the City may stage the extension of services and approvals of development both within new areas of community growth and between new areas of community growth to maximize the cost effectiveness of its infrastructure investments; and
3. That the City may adopt and annually update a development staging strategy to coordinate the orderly progression of urban area expansion with municipal investment in growth related capital works.

Also, on June 16, 2008, Council resolved that the General Manager of Planning and Development amend the Official Plan to add the Growth Management Implementation Strategy to the list of guideline documents identified in section 19.2.2.

The Provincial Policy Statement (PPS)

The Provincial Policy Statement (PPS) promotes the efficient utilization of land and services, compact urban form and the provision of an adequate supply of land to meet projected housing and employment growth. The PPS (Section 1.1.3.5) requires municipalities "to establish and implement minimum targets for intensification and redevelopment within built-up areas" and (Section 1.1.3.7) "to provide for new development that shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities."

The GMIS is a progressive step towards managed and balanced growth and the principles from the OP, PPS and Council-adopted policy are realized through the GMIS schedule of works. It establishes short, mid and long-term priorities and should provide assurance that the City is pro-actively planning for the construction of new infrastructure to support growth. It also provides a process for the monitoring and discussion of growth-related issues and requirements for land and services so that these matters can be dealt with in a strategic manner.

3. BACKGROUND

3.1. Intent of GMIS

The purpose of the GMIS is to coordinate growth infrastructure with development approvals and guide the pace of growth across the city. The GMIS is aligned with the schedule of works in the Development Charges (DC) By-law, the City's capital budget, Council policies and the Official Plan. The GMIS aims to define an orderly progression for development charge works by considering the cost effectiveness of infrastructure investments, the timeliness and location of development, provincial policy statement growth targets and the commitment of developers to progress applications in areas opened for growth.

The Development Charges Act requires municipalities to undertake a full DC Background Study on a maximum five year cycle. The GMIS allows for adjustments to the schedule of works between background studies to align with growth needs. Major changes to the GMIS may trigger the need for a DC rate impact review.

Having a strategic growth plan, like the GMIS, brings a level of certainty to both the City and development industry. It provides clear direction to City Staff in preparing development approval conditions and acts as a benchmark of timelines for developers to base their business plans. The GMIS also provides Council with a tool for considering development applications in a larger context rather than weighing each application on its individual merits.

3.2. Principles of GMIS

As part of building the first GMIS in 2008, the 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 guide the considerations and analysis of both the original GMIS and its annual updates. Not every core principle applies to each project identified in the GMIS or every adjustment made through annual updates, but they collectively provide the overriding foundation for decisions when setting the schedule for works. The GMIS focuses on needs and efficiency when reviewing the schedule of works rather than focusing on advancing particular lands, regardless of costs. It concentrates on the City's growth needs as a whole.

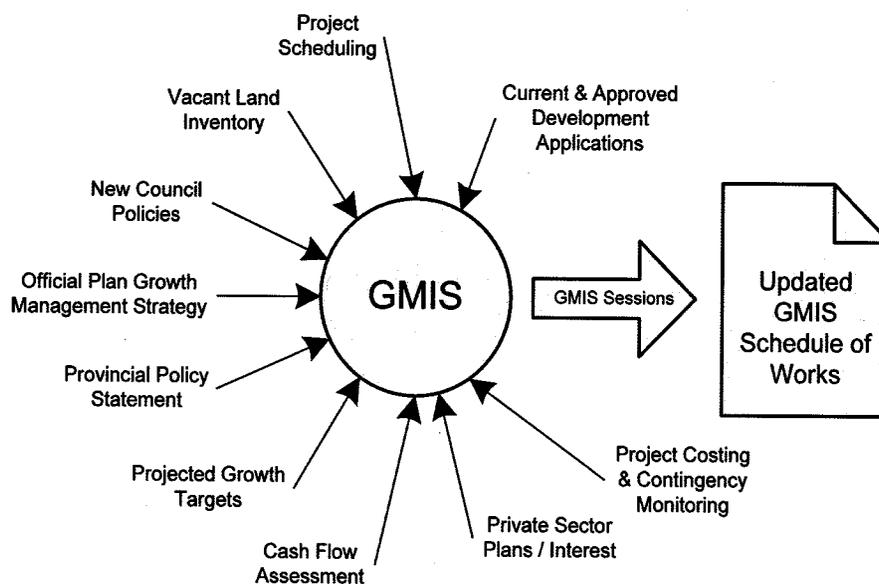
The eight core principles of GMIS are listed below:

1. Provide direction for timely and cost efficient (both from an efficiency and municipal affordability perspective) extension of municipal services.
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 the 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.

3.3. GMIS Update Approach

The GMIS process involves the integration and assessment of multiple streams of information. Each GMIS update reviews this information and the original eight principles of GMIS to make appropriate adjustments.



The approach applied to collecting and assessing some of the central information streams is described below:

Current and Anticipated Development Applications

An important factor in reviewing the GMIS is understanding the status of ongoing and future development applications. For applications currently in the system, the City can track status of files and their potential unit yield but may not know the Owner's timing for registration or plans for phasing. It is also helpful to the GMIS process to have information on upcoming development applications not yet submitted.

DABU staff engaged the development industry early in the GMIS process by offering one-on-one interviews with many local land owners to discuss plans and priorities for the upcoming years. The interviews provided valuable insight into the priorities and timelines for many key

development applications either draft approved, under review or yet to be submitted. The information received in the interviews helped staff anticipate the location, type and intended schedule for progressing units over the 0-5 year range.

With the City leading most major growth infrastructure projects, the intent is to move toward "just-in-time" delivery of growth infrastructure. Having reliable information on the timing of development applications allows the City to adjust the timing of works to match potential shifts in industry priorities. As the GMIS currently identifies more servicing than needed for actual takeup, it is more likely adjustments to project scheduling will shift projects back to later years. Works will not progress until the associated development applications are ready to progress. However, it may be possible to bring projects forward in future GMIS updates if the growth need is there to support moving up the works.

Growth Forecasts and Development vs. Observed and Anticipated Growth

The Planning Department continues to maintain the Vacant Land Inventory (VLI) by tracking all draft approved and registered development applications and then adjusting for the ongoing uptake of building permits. This inventory of available development lands helps to gauge the City's capacity to satisfy Provincial Policy Statement objectives and OP Policies for maintaining an adequate supply of planned and serviced lands for residential growth. The VLI also assists the Wastewater and Treatment Division in monitoring the uptake of treatment plant capacity.

As part of the GMIS review, staff looked at each development area of the city considering the potential amount of units available versus recent observed permit uptake and anticipated units to be registered based on developer discussions. It was possible to roughly project the amount of growth that can be anticipated in each of the considered development areas.

The Development Area Summary Sheets prepared as part of the original GMIS deliberations were updated for use as a GMIS Update resource in projecting anticipated growth and aligning GSRF works on an area by area basis.

CSRF Project Schedules

The next exercise in the GMIS review was to align the CSRF works with anticipated growth projections. Using the Development Area Summary Sheets as a resource, staff reviewed project schedules area by area applying the core principles of GMIS to make adjustments where necessary.

In most cases, the review confirmed project schedules assigned in the previous GMIS. Adjustments mainly focused on projects in the 0-5 yr timeline and only projects with justification for moving were shifted. Future GMIS Updates will have the opportunity to re-examine unmoved identified works with potentially more information available. Some project schedules were adjusted to reflect project scheduling or staging requirements provided by City's engineering project managers.

Works shifted out beyond the 0-5 year range did not result in the bumping of other works in later years off the list, beyond 2028, resulting in extra projects identified in later years. The GMIS adjusts the timing of works within the original 20 year horizon. If works in later years can come off the list, that will be reviewed as part of the next full DC Background Study.

Affordability

When reviewing the affordability of the GMIS schedule of works, three factors were taken into considered:

- Ability to meet commitments for non-growth / DC exempt share of works
- Anticipated cash flow
- Limitations for debt financing of growth works.

As part of managing the affordability of the GMIS schedule, staff worked to time expenditures when needed, not before; to avoid providing servicing in excess of market demand; and to distribute investments as evenly as possible to avoid particularly high or low expenditure years. Where possible, projects intended for construction as staged works, were adjusted in the GMIS to reflect staging essentially distributing significant costs over multiple years.

Consultation

Throughout the GMIS Update, DABU staff have worked to engage both internal staff and the industry for input and feedback. Early sessions were held with both individual developers and the City's engineering project managers. Internal review sessions involved staff from both Planning and Engineering. Finally, an industry consultation session was held to allow owners an opportunity to review a draft copy of the GMIS schedule of works and provide feedback.

3.4. Flexibility in the GMIS

A key benefit of the GMIS is that it is intended to offer some flexibility for the City and industry to respond to changes in market conditions. Flexibility is built into the GMIS through:

- Distributing scheduled works over several growth areas to allow some variety in the housing market;
- Scheduling growth infrastructure to generate opportunities to supply the market with a generous inventory of lots
- Reviewing the GMIS annually to adjust the schedule of works within the context of works identified in the Development Charges Bylaw in response to market conditions
- Providing a policy to provide for the possible advancement of works by developers through Municipal Servicing and Financing Agreements MSFA

The first three points are an inherent part of the GMIS Update process. However, the City still needs to provide a policy framework for the potential use of MSFAs to advance works. The Development Finance group is currently working on a development policy for MSFA. This proposed agreement will set the framework under which an owner may request consideration for an agreement to advance the construction of CSRF infrastructure to construct the works earlier than the current GMIS timetable, subject to Council approval.

4. GMIS ANALYSIS

Upon compiling the various streams of information for consideration, the GMIS internal analysis brought together input from City's engineering project managers, DABU, and the development industry, through circulations for comment and attendance at the group sessions. The key considerations and findings of the GMIS session participants are summarized in the following sections.

4.1. Growth Forecasts versus Anticipated Growth

Each year, the GMIS Update needs to compare anticipated growth projections against the original growth forecasts for which the DC rate was calculated and assess the potential implications for the scheduling of growth works.

Growth Forecasts

The Official Plan and DC Background Study set out forecasts for single family residential growth over the 20-year planning horizon. The development industry tends to focus on the supply of single family residential lots as the demand for this type of unit is more susceptible to savings as economic conditions and mortgage rates change. In early 2008, projected demand for residential units in the identified growth areas was expected to be approximately 1,270 units/year over the first 5 years (2008-2012). Table 4.1 describes the growth forecasts identified in table A-1 of the DC Background Study.

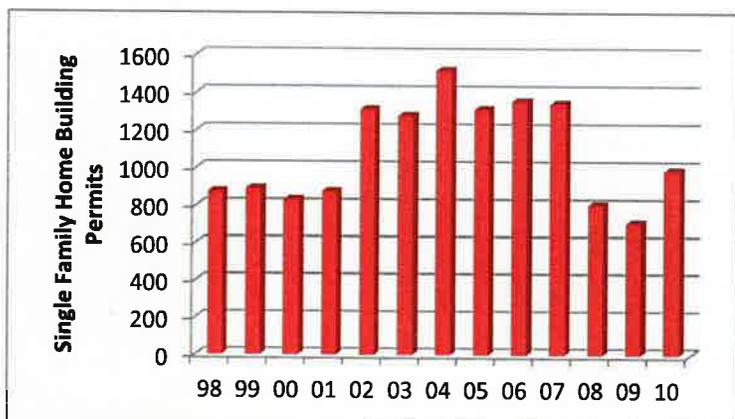
Table 4.1: DC Study Residential Growth Forecasts

YEAR	LOW (singles & semis)	MEDIUM (row)	HIGH (apartments)	
			<2 bdrm	≥2bdrm
2008-2012	1270	410	160	230
2013-2017	1210	370	150	230
2018-2022	1090	340	150	220
2023-2027	920	290	130	200

*Note: these forecasts account for contribution from infill development

Observed Growth

The provided chart illustrates observed total single family residential permits issued annually since 1998. Building permit issuance dropped considerably over 2008 and 2009 and appeared to be returning to levels last seen at the beginning of the decade. In 2010, there was a recovery in single family housing starts. The current number of single family home building permits as of August 31st, 2011 is 527 this compares to 832 at the same time last year.



Anticipated Growth

The GMIS update analysis reviewed each development area individually and considered the potential estimated units that can be anticipated for the next 0-5 year (2012-2016) period. Based on current development applications, insight gained from developer interviews and observed building permit issuance, the total number of estimated single family units anticipated in the GMIS for the 0-5 year period is approximately 5,000 units or 1,000 units per year. Based on observed permit uptake, 1000 units/year may be greater than if economic recovery stalls or interest rates spike but providing for this many units in the GMIS maintains flexibility by continuing to create opportunity to add to the inventory of registered lots.

4.2. Alignment of Growth Infrastructure and Growth Needs

In keeping with the GMIS core principles, there are multiple considerations involved in aligning the schedule for growth infrastructure with the needs of growth to ensure the orderly and economic progression of development. Some of the key considerations for project alignment, as described below are those that have implications for the schedule of works. Appendix A provides a summary of projects with adjusted timing and a brief rationale for each of the proposed shifts.

Aligning with Development Approvals

Developer interviews conducted in January 2010 brought valuable insight into the priorities and timelines for many of the key development applications both ongoing and upcoming. In a few cases, CSRF project timelines were adjusted outward to reflect the expected timing of associated development applications and provide for delivery of servicing when needed. In the case of the Sarnia Road transportation project, the original staging plan was revised and the early stages shifted forward in response to compounded effects of overall growth in the area. As part of this GMIS review, most of the previously identified timelines were confirmed as still appropriate.

Where City led CSRF works are to be constructed internal to an associated development application, discussions will be required on a case by case basis. Special subdivision agreements will be required to deal with issues of land dedication, access and working easements, earthworks, constructor issues, transitional DC claims and more. Going forward, co-ordination between the Owner and the City will be essential for these scenarios to progress smoothly. In certain cases, it may be preferable for the developer to lead the project.

Utilizing Existing Growth Infrastructure Investments

The extension of services in areas such as Stoney Creek, Bostwick E, Riverbend and Sunningdale, which already have significant infrastructure investment, represents a cost effective means of opening up additional lands. The GMIS places higher priority on extending services in these areas to remove development barriers and encourage build out of the balance of these areas.

Of the over 5000 lots currently recorded as draft approved but not registered in the Vacant Land Inventory more than half already have major servicing in place and can be progressed to registration without additional CSRF works. Prior to opening up new areas for development more of these "ready-to-go" draft approved plans should be encouraged to advance. The only way for the City to create that incentive is to pressure the market towards already sunk infrastructure investments.

Project Delivery Timelines

With the passing of the new DC By-law in August 2009, numerous projects were shifted from UWRF to CSRF funding and will now be designed and constructed by the City. There is a commitment on behalf of the City to provide for new infrastructure in a timely manner to support logical progression of outward growth. Delivery of new growth infrastructure on an as needed basis is intended to improve the efficiency of growth infrastructure investments. The onus will be on the City to ensure the timely delivery of sufficient infrastructure to support the orderly progression of development.

The GMIS sets out the intended year of construction for City led CSRF works. City's engineering project managers are responsible for setting the individual budgets to align with the years of construction identified in the GMIS and bring forward the necessary project budget requests to cover any pre-construction project requirements such as studies, design and land acquisition. As a result the GMIS and the Capital budget will not align exactly but the budget will show the main construction expenditure in the year identified in GMIS. As part of setting the 2012 Capital Budget, the DC growth works schedule will be given further consideration in detail to ensure DC Commitments are affordable. If necessary, additional works may be deferred.

The City's engineering project managers are working proactively to manage timelines and meet the identified year of construction for CSRF works in coordination with the GMIS. The engineering project managers also consulted to ensure the GMIS schedule for construction allowed sufficient time for necessary design work and land acquisition where necessary. The GMIS also considered the co-ordination of associated works, (i.e., transportation, sanitary and water). It was important to set achievable timelines for successful project delivery.

4.3. Affordability

Maintaining an affordable Growth Management Strategy means providing for the growth in the city while spending within the means afforded by the DC Revenues. If the rate is appropriate, then it should be possible to provide for servicing at the rate of growth and within the capacity of the DC reserves to fund the growth related share of capital works.

Contingency Monitoring

The DC Background Study incorporated minimal contingency allowances. Contingency draws can result from a number of factors including unanticipated works, projects requiring scope changes and variances in estimated and actual construction costs. The GMIS update reviewed the draw on contingency allowances over the last two years and found one project that was added as a contingency project where the works met the criteria for CSRF works but had been omitted in the Background Study plus a new greenway biofilter upgrade was added to permit deferral of larger upgrade requirements beyond 2028.

As part of the GMIS update, individual cost estimates were updated to reflect project costs based on information provided from the engineering project managers. Since the Background Study there has been some increase in cost estimates. The increase in recent tenders is a suspected result of recent stimulus activity causing massive construction activity in 2010. DC rate indexing is used to adjust the City DC rates for costs fluctuations due to inflation. Staff are continuing to monitor project estimates and tender awards, but at this time the observed increases are not great enough to trigger a review of the DC rate. The Development Finance

group will continue to monitor costs through the year. Should DC monitoring identify that the rate is not covering the costs it may be necessary to trigger a DC rate impact review.

The increases in cost estimates will be re-examined in detail through the 2012 budget process to confirm they are still affordable at the updated estimates. It may be necessary as part of the budget process to make additional adjustments to the GMIS Schedule of works. The updated GMIS schedule of works contained in this document represents the current strategy for growth management.

The Non-Growth Share

The non-growth commitments shown in the updated GMIS have not shifted significantly from the previous GMIS. The administration is satisfied the City will be able to accommodate the revised non-growth commitments in the upcoming budget. Each year both the non-growth and growth expenditures identified in the GMIS will be subject to Council approval through the capital budget.

Revenue Projections

One of the goals of the GMIS is to provide flexibility to respond to deviation from the projected growth forecasts whether higher or lower than projections. With anticipated and observed permit issuance below projected growth forecasts, it is important to find opportunities to shift back cost where possible without limiting development. Some debt financing is expected at the front end of the development cycle. However, if actual revenues continue to be below forecasts with spending remaining consistent, the requirement for debt financing will increase and risk building a structural deficit within the CSRF.

Some of the works in the GMIS were shifted to later years or spread out where possible. Shifting back the construction schedule on certain works to align with actual need will help defer debt financing. Improved information from City's engineering project managers on the staging of several projects assisted in evening out GMIS expenditures.

The 2012 GMIS includes a total of 12 projects that were deferred beyond the 10 year time frame due to an Ontario Municipal Board (OMB) decision related to an appeal made by the development community of the 2009 DC Bylaw. Moving these projects allowed for the reallocation of a portion of the development charge revenue from the City Services Reserve Fund to the Urban Works Reserve Fund.

Limitations on Debt Financing

DC Rates are determined based on estimated costs and revenues accumulated in the reserve funds as they are collected through the issuance of building permits. As revenues continue to build in the CSRF, debt can be issued in the administration of the fund to bridge gaps in financing. Some debt financing is necessary as DC spending typically occurs ahead of the collection of revenues. Accumulation of debt in the CSRF can directly impact GMIS and as the deficit increases so does the risk that DC revenues will not be able to support debt payments. One way of managing debt financing is not providing servicing in excess of market demand.

The GMIS seeks to meet growth needs in the best interests of both the development industry and the City in keeping with the City's responsibility to administer the reserve fund in a prudent manner. The City may decide that adequate servicing exists and slow the pace of further servicing extensions based on DC rate efficiency and consideration of risk. It is not possible to satisfy interests for development in all areas. However, the schedule of works in

the GMIS is considered appropriate to the rate of growth and those still wishing to advance works may consider whether they can meet the forthcoming principles for Municipal Servicing and Financing Agreements.

4.4. Other GMIS Influences

There are a number of studies and initiatives currently underway that were not yet accounted for in this year's GMIS update. However, these studies have the potential to play a major role in upcoming updates. The following is a discussion of some of these ongoing initiatives highlighting their intent and potential impacts for the future:

Environmental Assessments (EA)

Each GMIS update will need to consider the results of new EAs completed during the preceding year. EA's typically include improved cost estimates, triggers for works and preferred staging where applicable. The GMIS should reflect the recommendations of completed EA's.

Southwest Area Plan (SWAP)

In 2009, London City Council approved the initiation of the SWAP. The study was initiated to assess the long-term planning and development of future growth areas in Southwest London. The draft SWAP report was released May 2010 and a report was submitted to Council in September 2010 which included the Southwest Area Plan report and associated background studies.

The preliminary recommendations of SWAP include developing first phase of lands already contemplated for urban uses with currently approved area plans which at this time are consistent with the updated GMIS. The GMIS focuses predominantly on the 0-5 year period of development and allows for changes and adjustments to be implemented annually. Upon completion of the SWAP, the GMIS will be able to fully consider the final SWAP recommendations and will incorporate any necessary adjustments.

Industrial, Commercial, Institutional Strategy

The City's Industrial Strategy will play a major role in driving the City's future economic growth. In order to allow for the servicing required for these development projects it will be necessary to ensure that debt capacity is available to fund industrial related capital works project in the context of the residential servicing projects currently proposed by the GMIS. Including long-term industrial growth projects in the GMIS will ensure that a debt funding strategy is available and the City will be able to balance the need for industrial and residential growth servicing.

London Psychiatric Hospital (LPH) Lands Secondary Plan

The LPH Lands Secondary Plan process was "developer-led" by the Ontario Realty Corporation in cooperation with the City of London and was initiated by City Council in June 2009 and potentially offers 2000 plus units. The phasing plan for LPH lands has not yet been finalized. The phasing plan would provide background information to the GMIS and allow for the provision of servicing for the LPH lands. In lieu of the phasing plan, the 2012 GMIS includes a stormwater management facility in the 5-year time frame as recommend by the LPH lands servicing study to allow for timely development of the LPH lands.

Transportation Master Plan (TMP)

The City of London is currently developing a new TMP that will guide the City's transportation system through to 2030 and is expected to be completed early 2012. The study looks at the existing conditions of the City's transportation system and develops a vision for the future of transportation in London. The TMP did not impact this year's GMIS Update but the findings of the study will need to be considered as part of the 2013 GMIS.

Municipal Servicing and Financing Agreements(MSFA)

The impacts of Municipal Servicing and Financing Agreements have not been incorporated into the GMIS. MSFA's are a tool being developed and to be used on exceptional bases for the advancement of servicing. MSFA's have the potential of having a significant impact on the City's overall growth plan.

It is important to note these areas will influence the GMIS and will have an impact on growth patterns. Also it is important to fit lands into growth plans. As described in the previous sections it is important to note that there is adequate growth to meet required demand for 2012 without LOP or further phases of SWAP.

Former Urban Works Reserve Fund Transition Projects

Upon enacting the DC By-law, only those works contained in agreements prior to the By-law taking effect remained under the "old rules" of the UWRF. However, there are a number of works, some minor, others more substantial, contained in conditions of draft approval as UWRF funded. Since these works were not in an agreement, they are now subject to the new by-law and will be under the "new rules" of UWRF going forward or CSRF works to now be constructed by the City. In some cases, the transition of these works can be handled through the subdivision agreement clauses; other situations may require amendment of Draft Plan conditions. DABU is now compiling a list of all transition works contained in current Draft Plans and will identify a transition plan for each.

5. SUMMARY OF GMIS UPDATE

This year's GMIS review and update considered various factors to assess growth needs and account for the orderly progression of growth infrastructure to support a healthy housing market. Key GMIS considerations included:

- Assessment of projected growth forecasts against observed and anticipated growth and the impacts on DC revenue;
- Priority and status of active and forthcoming development applications to align of delivery of growth infrastructure when needed;
- CSRF project design and pre-construction needs and coordination factors to set achievable project timelines;
- Tracked contingencies and updated cost estimates to monitor the appropriateness of the DC rate; and
- Affordability and cash flow by assessing revenue cash flow, non-growth commitments and limitations on debt financing.

Efforts were also made to improve the clarity of project descriptions identified in the GMIS. Schedule A of the attached Committee Report provides a full *Summary of Project Timing Adjustments* made as part of this year's GMIS Update. Examples of the types of adjustments made to the GMIS include:

- Shifting back project timing to align with development applications;
- Staging larger projects or programs over multiple years to even out annual cash flow;
- Adjusting timing to account for upfront project needs and coordination of works;
- Shifting forward of projects to respond to capacity and remediation issues related to general growth;
- Updated cost estimates to reflect recent tender values; and
- Improved descriptions to clarify limits or staging of projects.

Subject to Council approving the Growth Management Implementation Strategy Update for 2012-2028 and its proposed schedule of works, the GMIS will be used by the engineering project managers to align the 2012 Budget. As part of the detailed budget approval process, it may prove necessary to make some additional adjustments to the GMIS schedule of works. The next update and review of the GMIS is slated to begin in January of 2012 and will follow the same process described in this document.

6. USING THE 2012 GMIS SCHEDULE OF WORKS

The updated GMIS Schedule of Works follows a format similar to the previous GMIS. The table now includes two columns in each of the three project lists showing the previous and proposed GMIS timing for works. Anywhere the timing of a growth work has shifted, the proposed timing is bold and underlined. The range of years has shifted out for the 0-5 Year (2012-2016) works and the 6-7 Year (2017-2018) works have been squeezed down to 6-7 Years. The "8+" Year range has not changed and still represents the final 10 years of the original 20 year horizon (2019-2028). The project timings shown in the GMIS Tables represent the scheduled year of construction.

The GMIS schedule of works includes the following:

- GMIS Financial Summary Table - By Year
- 0-5 Year Growth Works (2012-2016) Map & Project List
- 6-8 Year Growth Works (2017-2018) Map & Project List
- "8+" Year Growth Works (2019-2028) map & Project List

Works already approved in the 2009 - 2011 Budgets are considered past projects and are not shown on the project list, even if actual construction has been deferred to 2012. However, the 0-5 Year Growth Works Map does show 2009 - 2011 approved CSRF works to be constructed in 2012 as orange "deferred" projects.

7. THE GMIS SCHEDULE OF WORKS

- 7.1. GMIS Cost Summary Table**
- 7.2. 0-5 YEAR (2012-2016) Map and Project List**
- 7.3. 6-8 YEAR (2017-2018) Map and Project List**
- 7.4. 8+ (2019-2028) Map and Project List**
- 7.5. Built and Natural Environment Committee Meeting October 17, 2011-Growth Management Implementation Strategy: 2012 Annual Review & Update Report**

7.1 - GMIS FINANCIAL SUMMARY TABLE BY YEAR - AUGUST 2011

SECTOR	TOTAL COSTING ALL AREAS (2012-2028)											
	TOTAL COST	2012 Previously Budgeted	2012	2013	2014	2015	2016	TOTAL 5 YEAR PROJECTS (2012- 2016)	2017	2018	TOTAL 6 to 7 YEAR PROJECTS (2017-2018)	TOTAL 8+ YEAR PROJECTS (2019- 2028)
TRANSPORTATION PROJECTS												
GROWTH	\$442,870,058	\$8,009,764	\$6,829,000	\$28,966,646	\$23,317,483	\$32,066,780	\$35,559,313	\$134,748,986	\$23,275,144	\$5,886,253	\$29,161,397	\$278,959,675
NON-GROWTH	\$45,991,678	\$265,236	\$0	\$1,528,354	\$2,961,517	\$4,364,220	\$2,352,698	\$11,472,025	\$1,533,856	\$1,062,747	\$2,596,603	\$31,923,050
TOTAL TRANSPORTATION	\$488,861,736	\$8,275,000	\$6,829,000	\$30,495,000	\$26,279,000	\$36,431,000	\$37,912,011	\$146,221,011	\$24,809,000	\$6,949,000	\$31,758,000	\$310,882,725
SANITARY SEWER PROJECTS												
GROWTH	\$39,170,666	\$1,712,966	\$0	\$7,905,706	\$3,117,500	\$7,296,000	\$0	\$20,032,172	\$3,603,672	\$6,324,644	\$9,928,315	\$9,210,179
NON-GROWTH	\$3,578,616	\$0	\$0	\$1,682,294	\$507,500	\$304,000	\$0	\$2,493,794	\$320,180	\$426,556	\$746,736	\$338,086
TOTAL SANITARY SEWER	\$42,749,282	\$1,712,966	\$0	\$9,588,000	\$3,625,000	\$7,600,000	\$0	\$22,525,966	\$3,923,852	\$6,751,200	\$10,675,052	\$9,548,265
PCP												
GROWTH	\$64,710,051	\$18,489,750	\$0	\$7,305,450	\$639,163	\$200,000	\$1,646,388	\$28,280,751	\$0	\$3,327,300	\$3,327,300	\$33,102,000
NON-GROWTH	\$15,475,949	\$2,285,250	\$0	\$1,899,550	\$4,201,837	\$0	\$6,612	\$8,393,249	\$0	\$7,082,700	\$7,082,700	\$0
TOTAL PCP	\$80,186,000	\$20,775,000	\$0	\$9,205,000	\$4,841,000	\$200,000	\$1,653,000	\$36,674,000	\$0	\$10,410,000	\$10,410,000	\$33,102,000
STORMWATER MANAGEMENT PROJECTS												
GROWTH	\$108,664,926	\$9,385,143	\$3,504,753	\$4,659,133	\$10,888,483	\$13,706,173	\$21,445,886	\$63,589,571	\$10,477,943	\$239,133	\$10,717,076	\$34,358,280
NON-GROWTH	\$22,929,600	\$6,181,220	\$2,064,380	\$0	\$0	\$0	\$14,684,000	\$22,929,600	\$0	\$0	\$0	\$0
TOTAL SWM	\$131,594,526	\$15,566,363	\$5,569,133	\$4,659,133	\$10,888,483	\$13,706,173	\$36,129,886	\$86,519,171	\$10,477,943	\$239,133	\$10,717,076	\$34,358,280
WATER DISTRIBUTION & SUPPLY												
GROWTH	\$75,288,549	\$522,325	\$2,357,500	\$5,937,774	\$14,330,645	\$17,147,725	\$1,610,000	\$41,905,969	\$1,890,000	\$21,639,150	\$23,529,150	\$9,853,430
NON-GROWTH	\$56,834,039	\$970,033	\$1,810,390	\$8,040,003	\$7,252,686	\$5,775,853	\$5,775,853	\$29,624,819	\$0	\$23,873,850	\$23,873,850	\$3,335,370
TOTAL WATER	\$132,122,588	\$1,492,358	\$4,167,890	\$13,977,777	\$21,583,331	\$22,923,578	\$7,385,853	\$71,530,788	\$1,890,000	\$45,513,000	\$47,403,000	\$13,188,800
SOFT SERVICES												
GROWTH	\$37,800,982	\$0	\$5,420,933	\$1,586,953	\$3,788,309	\$11,489,598	\$2,212,182	\$24,497,974	\$4,553,508	\$8,749,500	\$13,303,008	\$0
NON-GROWTH	\$64,191,754	\$0	\$3,820,722	\$13,563,867	\$1,382,161	\$17,451,185	\$439,922	\$36,657,857	\$1,242,728	\$26,291,168	\$27,533,898	\$0
TOTAL SOFT SERVICES	\$101,992,736	\$0	\$9,241,655	\$15,150,820	\$5,170,470	\$28,940,783	\$2,652,103	\$61,155,831	\$5,796,236	\$35,040,669	\$40,836,905	\$0
TOTAL GROWTH COSTS												
	\$768,505,233	\$38,119,948	\$18,112,186	\$56,361,661	\$56,081,583	\$81,906,276	\$62,473,769	\$313,055,423	\$43,800,267	\$46,165,980	\$89,966,246	\$365,483,563
NON-GROWTH COSTS												
	\$209,001,635	\$9,701,738	\$7,695,492	\$26,714,069	\$16,305,701	\$27,895,259	\$23,259,085	\$111,671,344	\$3,096,764	\$58,737,022	\$61,833,786	\$35,596,506
TOTAL												
	\$977,506,868	\$47,821,687	\$25,807,678	\$83,075,730	\$72,387,284	\$109,801,534	\$85,732,854	\$424,626,767	\$46,897,030	\$104,903,002	\$151,800,032	\$401,080,069
<small>Note 1: Soft Services post period benefit is Beyond 2018 Note 2: Prior years fund is included in 2012 previously budgeted. Note 3: Grants subsidies and other contributions are not included Note 4: Sanitary and water debts are not included</small>												

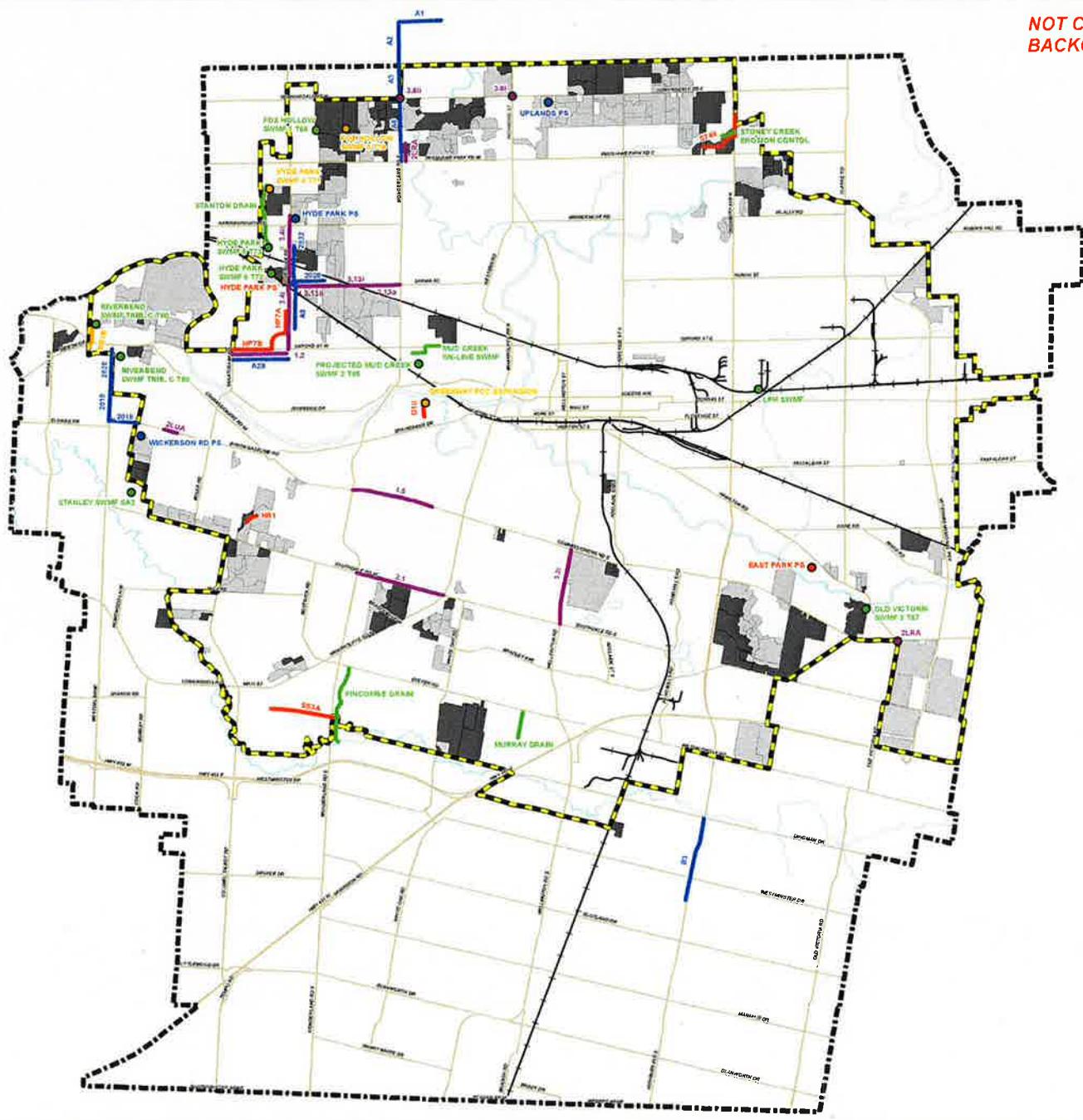
E&O Excepted

NOT CITY OF LONDON
BACKGROUND STUDY

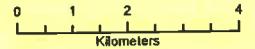


2012+ GMIS UPDATE Schedule of Works

0-5 Years (2012 - 2016) YEAR OF CONSTRUCTION



- MAJOR ROADS
- RAILWAYS
- RIVERS / STREAMS
- CITY LIMITS
- GROWTH BOUNDARY
- REGISTERED SUBDIVISIONS (2000 - 2011)
- ACTIVE SUBDIVISION APPLICATIONS
- TRANSPORTATION
- SANITARY
- STORM
- WATER
- PCP/SANITARY PUMPING STATIONS
- SWM FACILITIES
- INTERSECTION WORKS
- WATER PUMPING STATIONS
- APPROVED PROJECTS DEFERRED TO 2012



E.O.&E.

PREPARED BY: Development Resources & Policy (DABU)
CREATION DATE: September 19, 2011
LOCATION: \\cfile1\giswork\planning\projects_DABU\GMIS\projct_timing_maps\projects\2012+_GMIS_schedule_of_works_0-5_years.mxd

GMIS ANNUAL UPDATE (2012 - 2028)
7.2 - DETAILED LIST OF WORKS AND COSTS
0 TO 5 YEAR PROJECTS (2012 TO 2016)

(E&O Excepted)

Previous 2011+ GMIS TIMING	PROPOSED TIMING	PROJECT DESCRIPTION			UPDATED GMIS COST ESTIMATES (2011 Project Costs)			
		DC / GMIS ID	CITY PROJECT #	GENERAL DESCRIPTION	TOTAL COST	%	GROWTH	NON-GROWTH
TRANSPORTATION ROAD PROJECTS								
Anticipated and Planned Projects								
2013	2013	1.2	TS1493 / EW3685	Oxford Street W Hyde Park Road to Sanatorium	\$13,441,000	95%	\$12,807,777	\$633,223
2012	2015	1.5	TS1470	Commissioners Road Wonderland to Viscount (2 lane rural to 5 lane urban)	\$13,697,000	98%	\$13,365,989	\$331,011
					\$27,138,000		\$26,173,766	\$964,234
Forecasted Projects								
2011	2012	2.4(i)	TS1475	Fanshawe Park Road Phase 1 - Fanshawe to Highbury Intersection	\$9,275,000	97%	\$8,009,784	\$265,236
2013	2013	2.1	TS1486	Southdale Road Wonderland to Wharncliffe Road	\$10,970,000	95%	\$10,420,956	\$549,044
2016	2016	2.4(ii)	TS1475	Fanshawe Park Road Phase 2 - Highbury to Adelaide	\$15,150,000	95%	\$14,374,057	\$775,943
					\$34,395,000		\$32,804,778	\$1,590,222
Other Existing Link Deficiencies (not pending or planned for improvements)								
2014	2013	3.6(ii)	TS1496	Sunningdale Road Stage 1 - Phase 2 - Wonderland/Sunningdale Intersection	\$1,990,000	83%	\$1,643,913	\$346,087
2014	2014	3.4(i)	TS1477/ES2492 /EW3595	Hyde Park Road Oxford to Samia	\$11,050,000	93%	\$10,255,414	\$794,586
2014	2014	3.6(i)	TS1496	Sunningdale Road Stage 1 - Phase 1 - Richmond/Sunningdale Intersection	\$1,990,000	83%	\$1,643,913	\$346,087
2014	2014	3.13(b)	TS1349 / EW3651	Samia Road 2-Lane Urban Upgrade from Bridge West to Hyde Park Rd	\$11,000,000	83%	\$9,179,156	\$1,820,844
2015	2015	3.2(i)	TS1481	Wellington Road Commissioners to Southdale	\$8,700,000	77%	\$6,696,560	\$2,003,440
2015	2015	3.4(ii)	TS1477 / EW2032	Hyde Park Road Samia to north of Gainsborough	\$11,450,000	82%	\$9,420,231	\$2,029,769
2016	2016	3.2(ii)	TS1481	Wellington Road Southdale to Bradley	\$5,550,000	82%	\$4,575,335	\$974,665
2016	2016	3.7(i)	TS1494	Hyde Park Road Phase 1 - Gainsborough to Fanshawe	\$8,972,000	93%	\$8,369,910	\$602,090
					\$60,702,000		\$51,784,432	\$8,917,568
New Additional Projects								
NEW	2012	TS1360	TS 1360	Wonderland Road N - Limit : 150 to 700 m north of Fanshawe Park Rd	\$2,700,000	100%	\$2,700,000	\$0
					\$2,700,000		\$2,700,000	\$0
Future Road Works - 2 Lane Upgrades								
2013	2012	2LRA	TS1345	Byron Baseline From Griffith to Grandview	\$1,330,000	100%	\$1,330,000	\$0
2011	2013	2LRA	TS2171	Old Victoria Road Hamilton Intersection	\$1,750,000	100%	\$1,750,000	\$0
2016	2016	2LRA	TS2171	Old Victoria Road From Hamilton to Bradley	\$4,952,188	100%	\$4,952,188	\$0
					\$8,032,188		\$8,032,188	\$0
Oversizing and Intersections								
2012	2012	0	TS1370	Road Class Oversizing - City Share	\$100,000	100%	\$100,000	\$0
2012	2012	0	TS4160/TS5320 /TS1264	Urban and Rural Intersections	\$724,000	100%	\$724,000	\$0
2013	2013	0	TS1370	Road Class Oversizing - City Share	\$100,000	100%	\$100,000	\$0
2013	2013	0	TS4160/TS5320 /TS1264	Urban and Rural Intersections	\$744,000	100%	\$744,000	\$0
2014	2014	0	TS1370	Road Class Oversizing - City Share	\$100,000	100%	\$100,000	\$0
2014	2014	0	TS4160/TS5320 /TS1264	Urban and Rural Intersections	\$764,000	100%	\$764,000	\$0
2015	2015	0	TS1370	Road Class Oversizing - City Share	\$100,000	100%	\$100,000	\$0
2015	2015	0	TS4160/TS5320 /TS1264	Urban and Rural Intersections	\$784,000	100%	\$784,000	\$0
2016	2016	Secondary to Primary collector	0	Old Victoria Road Oversizing	\$1,058,824	100%	\$1,058,824	\$0
2016	2016	0	TS1370	Road Class Oversizing - City Share	\$100,000	100%	\$100,000	\$0
2016	2016	0	TS4160/TS5320 /TS1264	Urban and Rural Intersections	\$804,000	100%	\$804,000	\$0
					\$5,378,824		\$5,378,824	\$0
Land Acquisition (VMP)								
2012	2012	0	T1633	Land Acquisition (VMP)	\$400,000	100%	\$400,000	\$0
2015	2015	0	T1633	Land Acquisition (VMP)	\$400,000	100%	\$400,000	\$0
					\$800,000		\$800,000	\$0
Transportation Studies								
2012	2012	0	T1030	Traffic Impact Studies	\$75,000	100%	\$75,000	\$0
2014	2014	0	T1030	Traffic Impact Studies	\$75,000	100%	\$75,000	\$0
2014	2014	0	0	EA studies	\$100,000	100%	\$100,000	\$0
2015	2015	0	0	EA studies	\$100,000	100%	\$100,000	\$0
2016	2016	0	T1030	Traffic Impact Studies	\$25,000	100%	\$25,000	\$0
2016	2016	0	0	EA studies	\$100,000	100%	\$100,000	\$0
					\$475,000		\$475,000	\$0
Traffic Signals, channelization, and Miscellaneous Roadworks								
2012	2012	0	TS1650	Traffic Signals, channelization, and Miscellaneous Roadworks	\$1,500,000	100%	\$1,500,000	\$0
2013	2013	0	TS1650	Traffic Signals, channelization, and Miscellaneous Roadworks	\$1,500,000	100%	\$1,500,000	\$0
2014	2014	0	TS1650	Traffic Signals, channelization, and Miscellaneous Roadworks	\$1,200,000	100%	\$1,200,000	\$0
2015	2015	0	TS1650	Traffic Signals, channelization, and Miscellaneous Roadworks	\$1,200,000	100%	\$1,200,000	\$0
2016	2016	0	TS1650	Traffic Signals, channelization, and Miscellaneous Roadworks	\$1,200,000	100%	\$1,200,000	\$0
					\$6,600,000		\$6,600,000	\$0
					\$146,221,011		\$134,748,986	\$11,472,025
SANITARY SEWER PROJECTS								
2013	2013	ST4	ES4402	Stoney Sanitary Trunk (formerly ES 5239) Ph2: Stackhouse to Highbury	\$592,000	90%	\$531,146	\$60,854
2011	2012	RB1B	ES5253	River Bend Far west of Westdel Bourne	\$1,712,966	100%	\$1,712,966	\$0
2013	2013	HP7B	ES2493	Hyde Park Sewer on Oxford - Royal York to Sanatorium	\$7,296,000	86%	\$6,274,560	\$1,021,440
2013	2013	ST4	ES4402	Sanitary Land Program: Stoney Creek (formerly ES5239)	\$600,000	100%	\$600,000	\$0
2013	2013	0	0	Sewer project not discretely mentioned in listed projects. Res/CI based on average splits for San Servicing.	\$500,000	100%	\$500,000	\$0
2013	2013	0	ES2450	Wastewater & Treatment Master Plan - entire City	\$600,000	0%	\$0	\$600,000

Previous 2011+ GMS TIMING	PROPOSED TIMING	PROJECT DESCRIPTION			UPDATED GMS COST ESTIMATES (2011 Project Costs)			
		DC /GMS ID	CITY PROJECT #	GENERAL DESCRIPTION	TOTAL COST	%	GROWTH	NON-GROWTH
2014	2014	HP7A	ES244RTS1477 /EW3595	Hyde Park Salina to Royal York (including sanitary force/main)	\$3,625,000	86%	\$3,117,500	\$507,500
2015	2015	SS3A	ES5280	South land to Wonderland PS Lambeth Connection	\$7,600,000	96%	\$7,296,000	\$304,000
				TOTAL SANITARY SEWER PROJECTS	\$22,525,966		\$20,032,172	\$2,493,794
				STORMWATER MANAGEMENT PROJECTS				
				Ponds in Sensitive Areas (Going Forward in linked Systems)				
2012	2012	T69	ES3019	Fox Hollow SWMF 1; Phase 1	\$3,000,000	100%	\$3,000,000	\$0
2011	2012	T19	ES3019	Fox Hollow SWMF 3 Facility Works: Phase 1	\$3,000,000	100%	\$3,000,000	\$0
2011	2012	T71	ES3018	Hyde Park SWMF 4; Phase 1	\$2,039,663	100%	\$2,039,663	\$0
2012	2014	Stream Remediation	0	Phonobe Drain Remediation	\$2,200,000	100%	\$2,200,000	\$0
2013	2013	T72	ES3019	Hyde Park SWMF 6 Catchment = 55ha	\$2,420,000	100%	\$2,420,000	\$0
2013	2013	Stream Remediation	0	SWM projects not discretely mentioned in listed projects. Res/ICI based on average spills for SWM/DRAINAGE	\$2,000,000	100%	\$2,000,000	\$0
2014	2014	T73	ES3019	Hyde Park SWMF 5 Catchment area = 180ha	\$6,517,690	100%	\$6,517,690	\$0
NEW	2016	T19	ES3019	Fox Hollow SWMF 3 Facility Works: Phase 2	\$2,777,690	100%	\$2,777,690	\$0
NEW	2016	T71	ES3018	Hyde Park SWMF 4; Phase 2	\$4,760,337	100%	\$4,760,337	\$0
NEW	2016	T69	ES3019	Fox Hollow SWMF 1; Phase 2	\$1,170,000	100%	\$1,170,000	\$0
2016	2016	T2	ES3019	White Oak SWMF 3 Catchment = 68ha	\$2,836,660	100%	\$2,836,660	\$0
					\$32,722,040		\$32,722,040	\$0
				Ponds with cut off line at 50ha				
2009	2012	T81	ES2682	Dingman On-line facility (Erosion control) Catchment area = 950ha	\$9,370,000	12%	\$1,124,400	\$6,245,600
2011	2012	T80	ES3019	River Bend SWMF Tributary C; Phase 1	\$3,466,700	100%	\$3,466,700	\$0
2014	2014	T64	ES3019	SWMF SA2	\$1,931,660	100%	\$1,931,660	\$0
2015	2015	T67	ES3019	Old Victoria SWMF 2 (West) Catchment = 55ha	\$2,416,660	100%	\$2,416,660	\$0
2015	2015	T95	ES2681	Protected Mud Creek SWMF 2 (Pn1) Catchment area = 125ha	\$2,712,690	100%	\$2,712,690	\$0
NEW	2015	T80	ES3019	River Bend SWMF Tributary C; Phase 2	\$3,000,000	100%	\$3,000,000	\$0
2016	2016	T94	ES2681	Projected Mud Creek SWMF 1 (Pn1) North of Oxford. Catchment = 100ha	\$2,256,660	100%	\$2,256,660	\$0
2016	2016	T49	ES3019	Dingman Tributary 1 SWMF 6 (Pn1) Catchment area = 125ha	\$2,712,690	100%	\$2,712,690	\$0
NEW	2016	Stream Remediation	0	London Psychiatric Hospital SWMF Catchment area = 580ha	\$2,536,716	100%	\$2,536,716	\$0
2016	2016	Stream Remediation	ES3202	Dingman Creek E. On-line SWMF (Flood control) Catchment area = 580ha	\$6,240,000	10%	\$624,000	\$5,616,000
2016	2016	Stream Remediation	ES3202	Dingman Creek W. On-line SWMF (Flood control) Catchment area = 410ha	\$4,800,000	15%	\$720,000	\$4,080,000
2016	2016	Stream Remediation	ES3202	Dingman Creek Channel Remm. Works Catchment area = (8000 L.m)ha	\$5,800,000	14%	\$812,000	\$4,988,000
					\$47,863,776		\$24,334,176	\$22,929,600
				Storm Sewers				
2012	2012	0	0	City Wide Distribution	\$239,133	100%	\$239,133	\$0
2013	2013	0	0	City Wide Distribution	\$239,133	100%	\$239,133	\$0
2014	2014	0	0	City Wide Distribution	\$239,133	100%	\$239,133	\$0
2015	2015	0	0	City Wide Distribution	\$239,133	100%	\$239,133	\$0
2016	2016	0	0	City Wide Distribution	\$239,133	100%	\$239,133	\$0
					\$1,195,665		\$1,195,665	\$0
				Industrial SWM Facilities				
2015	2015	T32	ES3019	Airport Road SWMF 2 Catchment area = 162ha	\$5,337,690	100%	\$5,337,690	\$0
				TOTAL STORMWATER MANAGEMENT PROJECTS	\$6,519,171		\$63,669,571	\$22,929,600
				POLLUTION CONTROL PLANT AND MAJOR PUMP STATION PROJECTS				
				PCP Facilities				
2010	2012	ES2665	ES2665	GREENWAY PCP EXPANSION & UPGRADE Phase 1 (Multi-Year)	\$20,775,000	89%	\$18,489,750	\$2,285,250
2013	2013	ES2685	ES2685	GREENWAY PCP EXPANSION & UPGRADE Phase 2	\$5,905,000	89%	\$5,255,450	\$649,550
2013	2013	ES5233	ES5233	VAUXHALL PCP	\$2,500,000	50%	\$1,250,000	\$1,250,000
2012	2013	ES5431	ES5431	ADELAIDE PCP - Section 2 Ph.1	\$900,000	100%	\$900,000	\$0
					\$29,880,000		\$25,795,200	\$4,184,800
				Other Facilities				
2014	2014	ES3060	ES3060	GREENWAY INCINERATOR REFURBISHMENT Stage 1	\$4,841,000	13%	\$639,163	\$4,201,837
2015	2015	ES2466	ES2466	HYDE PARK PS UPGRADE	\$200,000	100%	\$200,000	\$0
2013	2016	ES5132	ES5132	EAST PARK PS UPGRADE	\$1,653,000	100%	\$1,646,388	\$6,612
					\$6,694,000		\$2,485,551	\$4,208,449
				TOTAL POLLUTION CONTROL PLANT AND MAJOR PUMP STATION PROJECTS	\$36,674,000		\$28,280,751	\$8,393,249
				WATER DISTRIBUTION AND SUPPLY				
				Low Level Watermains				
2010	2012	B5	EW3712	White Oak (B5) Dingman to Exeter Phase 1	\$1,462,356	35%	\$522,325	\$970,033
2013	2013	A8	EW3666	Wonderland (A8) Sunningdale to Aldersbrook	\$3,045,000	45%	\$1,369,350	\$1,675,650
2013	2013	A28	EW3665 / TS1493	Oxford (A28) Hyde Park to Sambilorum	\$2,362,000	75%	\$1,771,500	\$590,500
2014	2014	A1	EW3662	Medway Road (A1) Area PS to Wonderland	\$2,594,025	100%	\$2,594,025	\$0
2014	2014	A2	EW3662	Wonderland (A2) Medway Road to City Limit	\$2,041,200	100%	\$2,041,200	\$0
2014	2014	A9	EW3565/TS1477 /ES2492	Royal York to Sarnia SE Reservoir to Dingman	\$2,272,090	35%	\$795,218	\$1,476,833
2014	2014	B3	EW3811	Highbury (B3)	\$3,886,400	100%	\$3,886,400	\$0
2015	2015	A3	EW3662	Wonderland (A3) City Limit to Sunningdale	\$2,012,850	100%	\$2,012,850	\$0
					\$19,705,863		\$14,994,667	\$4,711,015
				High Level Watermains				
2014	2014	EW3651	EW3651 / TS1349	Sarnia (2028) From West of Deer Ridge to Hyde Park	\$3,401,803	100%	\$3,401,803	\$0
2015	2015	EW2032	EW2032 / TS1477	Hyde Park From Sarnia to South Carriage	\$1,204,875	100%	\$1,204,875	\$0
					\$4,606,678		\$4,606,678	\$0
				Water Facilities				
2011	2013	EW3653	EW3653	Wickerson PS Minor Upgrade	\$1,186,924	100%	\$1,186,924	\$0
2015	2015	EW3590	EW3590	Uplands PS Minor Upgrade	\$280,000	100%	\$280,000	\$0
2015	2015	EW3591	EW3591	Hyde Park PS Minor Upgrade	\$550,000	100%	\$550,000	\$0
					\$2,016,924		\$2,016,924	\$0
2015	2015	Water Supply System	0	Water Supply System	\$9,313,000	100%	\$9,313,000	\$0

Previous 2011+	PROPOSED	PROJECT DESCRIPTION			UPDATED GMIS COST ESTIMATES (2011 Project Costs)			
					TOTAL COST	%	GROWTH	NON-GROWTH
GMIS TIMING	TIMING	DC / GMIS ID	CITY PROJECT #	GENERAL DESCRIPTION				
2015	2015	0	EW3551	Hyde Park- Sammie Rd High level Watermain	\$2,177,000	100%	\$2,177,000	\$0
2012	2012	LHWSS (8)	LH1902	Residue Management Facility (LH-1902)	\$4,167,890	57%	\$2,367,500	\$1,810,390
2013	2013	LHWSS (8)	LH1305	Transmission Main Twinning Completion (LH-1305)	\$7,385,853	22%	\$1,610,000	\$5,775,853
2014	2014	LHWSS (8)	LH1305	Transmission Main Twinning Completion (LH-1305)	\$7,385,853	22%	\$1,610,000	\$5,775,853
2015	2015	LHWSS (8)	LH1305	Transmission Main Twinning Completion (LH-1305)	\$7,385,853	22%	\$1,610,000	\$5,775,853
2016	2016	LHWSS (8)	LH1305	Transmission Main Twinning Completion (LH-1305)	\$7,385,853	22%	\$1,610,000	\$5,775,853
					\$45,201,304		\$20,287,500	\$24,913,804
				TOTAL WATER DISTRIBUTION AND SUPPLY	\$71,530,788		\$41,905,969	\$29,624,819
				SOFT SERVICES				
2012	2012			Total Soft Service Projects allocated in 2012	\$9,241,655	59%	\$5,420,933	\$3,820,722
2013	2013			Total Soft Service Projects allocated in 2013	\$15,150,820	10%	\$1,586,953	\$13,563,867
2014	2014			Total Soft Service Projects allocated in 2014	\$5,170,470	73%	\$3,786,309	\$1,382,161
2015	2015			Total Soft Service Projects allocated in 2015	\$28,940,783	40%	\$11,489,598	\$17,451,185
2016	2016			Total Soft Service Projects allocated in 2016	\$2,652,103	83%	\$2,212,182	\$439,922
				TOTAL SOFT SERVICES	\$61,155,831		\$24,497,974	\$36,657,857
				TOTAL 0 TO 5 YEAR PROJECTS (2012 TO 2016)	\$424,626,767		\$313,055,423	\$111,571,344

Note: Timing refers to the year of construction, NOT City of London Background Study

¹ If build out of the lands serviced by the first phase of the stormwater management facility occurs prior to the scheduled date of phase 2, priority consideration will be made to accelerate Phase 2 of the stormwater management works. Phasing is subject to drainage from the east/west collector southwards.

² If build out of the lands serviced by the first phase of the stormwater management facility occurs prior to the scheduled date of phase 2, priority consideration will be made to accelerate Phase 2 of the stormwater management works. Phase 1 to facilitate 80ha of development to be split between Clarke and Kent subdivisions.

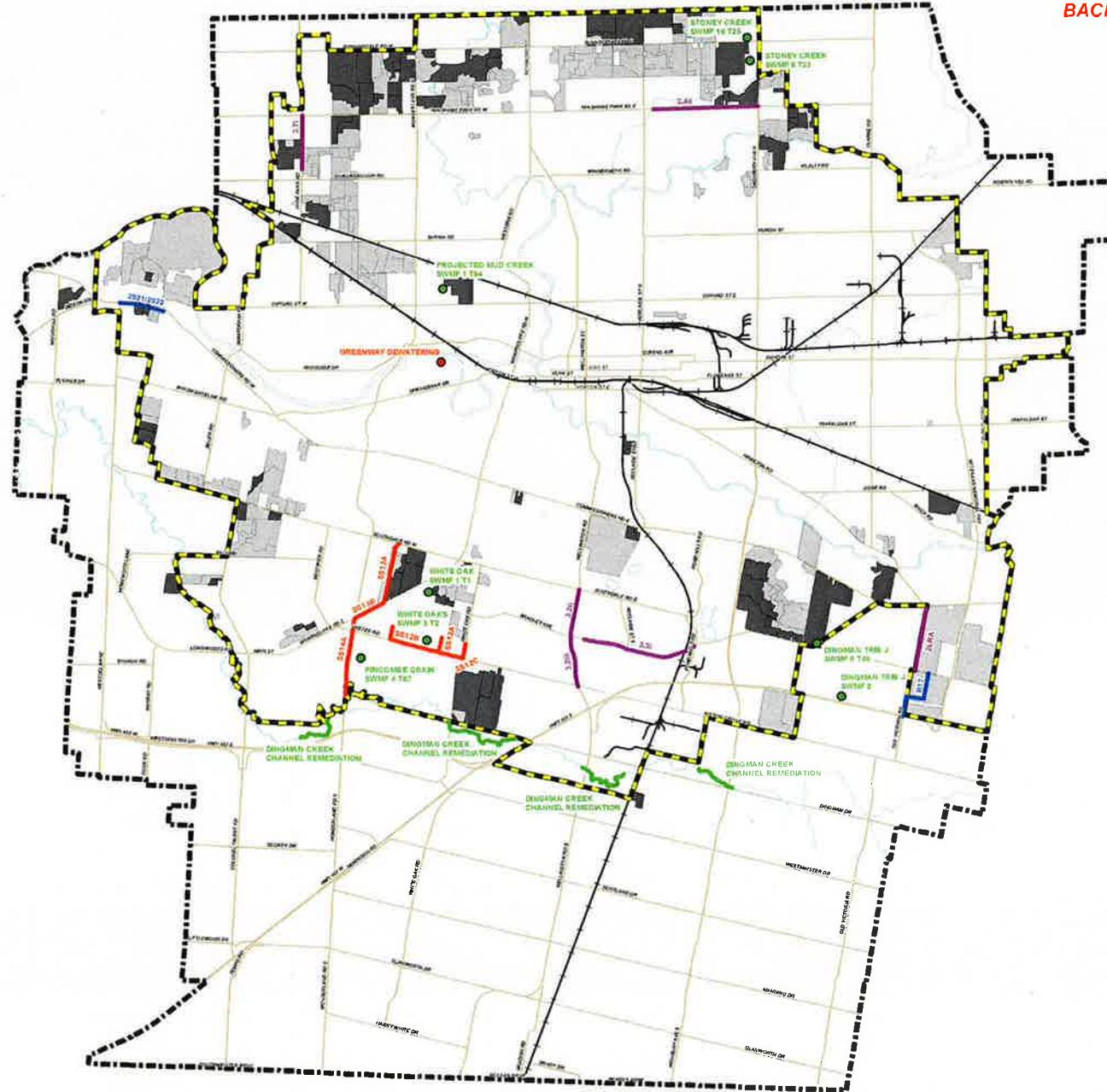
³ If build out of the lands serviced by the first phase of the stormwater management facility occurs prior to the scheduled date of phase 2, priority consideration will be made to accelerate Phase 2 of the stormwater management works. Phase 1 to facilitate 80ha of development to be split between Clarke and Kent is based on 80 ha split between Sifton and Norquay subdivisions.

NOT CITY OF LONDON
BACKGROUND STUDY

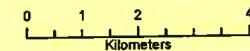


**2012+ GMIS UPDATE
Schedule of Works**

**6-7 Years (2017 - 2018)
YEAR OF CONSTRUCTION**



- MAJOR ROADS
- RAILWAYS
- RIVERS / STREAMS
- CITY LIMITS
- GROWTH BOUNDARY
- REGISTERED SUBDIVISIONS (2000 - 2011)
- ACTIVE SUBDIVISION APPLICATIONS
- TRANSPORTATION
- SANITARY
- STORM
- WATER
- PCP/SANITARY PUMPING STATIONS
- SWM FACILITIES
- INTERSECTION WORKS
- WATER PUMPING STATIONS



PREPARED BY: Development Resources & Policy (DABU)
 CREATION: DATE: September 19, 2011
 LOCATION: \\cfile1\giswork\planning\projects_DABU\GMIS\project_timing_maps\projects\2012+_GMIS_schedule_of_works_6-7_years.mxd

E.O.&E.

GMIS ANNUAL UPDATE (2012 - 2028)
7.3 - DETAILED LIST OF WORKS AND COSTS
6 to 7 YEAR PROJECTS (2017 TO 2018)

(E&O Excepted)

Previous (2009) GMIS TIMING	PROPOSED TIMING	PROJECT DESCRIPTION				UPDATED GMIS COST ESTIMATES (2011 Project Costs)			
		DC / GMIS ID	CITY PROJECT #	GENERAL DESCRIPTION	PROJECT MANAGER	TOTAL COST	%	GROWTH	NON-GROWTH
TRANSPORTATION ROAD PROJECTS									
Other Existing Link Deficiencies ((LOS F) not pending or planned for improvements)									
2017	2017	3.3(i)	TS1479	Bradley Avenue Dearness to Pond Mills		\$19,885,000	95%	\$18,820,709	\$1,064,291
2018	2018	3.2(iii)	TS1481	Wellington Road Bradley to Exeter		\$4,100,000	74%	\$3,037,253	\$1,062,747
						\$23,985,000		\$21,857,962	\$2,127,038
Oversizing and Intersections									
2017	2017	0	TS1370	Road Class Oversizing - City Share		\$100,000	100%	\$100,000	\$0
2017	2017	0	TS4160/TS5320 /TS1264	Urban and Rural Intersections		\$824,000	100%	\$824,000	\$0
2018	2018	0	TS1370	Road Class Oversizing - City Share		\$100,000	100%	\$100,000	\$0
2018	2018	0	TS4160/TS5320 /TS1264	Urban and Rural Intersections		\$824,000	100%	\$824,000	\$0
						\$1,848,000		\$1,848,000	\$0
Land Acquisition (VMP)									
2014	2018	0	T1633	Land Acquisition (VMP)		\$600,000	100%	\$600,000	\$0
						\$600,000		\$600,000	\$0
Transportation Studies									
2017	2017	0	0	EA studies		\$100,000	100%	\$100,000	\$0
2018	2018	0	T1030	Traffic Impact Studies		\$25,000	100%	\$25,000	\$0
2018	2018	0	0	EA studies		\$100,000	100%	\$100,000	\$0
						\$225,000		\$225,000	\$0
Traffic Signals, channelization, and Miscellaneous Roadworks									
2017	2017	0	TS1650	Traffic Signals, channelization, and Miscellaneous Roadworks		\$1,200,000	100%	\$1,200,000	\$0
2018	2018	0	TS1650	Traffic Signals, channelization, and Miscellaneous Roadworks		\$1,200,000	100%	\$1,200,000	\$0
						\$2,400,000		\$2,400,000	\$0
New Additional Projects									
2015	2017	5.1(i)	TS1628	Sunningdale Road Highbury Intersection		\$2,700,000	83%	\$2,230,435	\$469,565
						\$2,700,000		\$2,230,435	\$469,565
						\$31,758,000		\$29,161,397	\$2,596,603
SANITARY SEWER PROJECTS									
2017	2017	SS12C	SS12C	White Oaks Rd. - Local Project Exeter Rd. to the north		\$1,013,124	100%	\$1,013,124	\$0
2017	2017	SS13B	ES5247	Southside Wonderland Rd.		\$2,910,728	89%	\$2,590,548	\$320,180
2018	2018	SS12B	ES5256	Exeter Rd. White Oaks Rd. to the west		\$2,890,000	100%	\$2,890,000	\$0
2018	2018	SS14A	ES5248	Southside Wharmcliffe - Sifton PS		\$3,281,200	87%	\$2,854,644	\$426,556
2018	2018	0	0	Studies: Biosolid Master Plan		\$80,000	100%	\$80,000	\$0
2018	2018	0	0	Sewer project not discretely mentioned in listed projects. Res/CI based on average splits for San Servicing.		\$500,000	100%	\$500,000	\$0
						\$10,675,052		\$9,928,315	\$746,736
POLLUTION CONTROL PLANT AND MAJOR PUMP STATION PROJECTS									
2012	2018	ES3080	ES3080	GREENWAY INCINERATOR REFURBISHMENT Stage 2		\$6,210,000	13%	\$807,300	\$5,402,700
2018	2018	ES3080	ES3080	GREENWAY DEWATERING - Stage 1 (Remaining \$8.4M beyond 2028)		\$4,200,000	60%	\$2,520,000	\$1,680,000
						\$10,410,000		\$3,327,300	\$7,082,700
STORMWATER MANAGEMENT PROJECTS									
Ponds in Sensitive Areas (Going Forward in linked Systems)									
2012	2017	T25	ES3019	Stoney Creek SWMF 10 (Verres) Catchment = 45ha		\$1,961,120	100%	\$1,961,120	\$0
2012	2017	T1	ES3019	White Oaks SWMF 1 (Zed core) Catchment = 77ha		\$3,150,000	100%	\$3,150,000	\$0
2017	2017	T87	ES3019	Pinecomb Drain SWMF 4 (Ph1) Inlet/Outlet pipe diameter = 1800mm. Catchment area = 137ha		\$5,127,690	100%	\$5,127,690	\$0
						\$10,238,810		\$10,238,810	\$0
Storm Sewers									
2017	2017	0	0	City Wide Distribution		\$239,133	100%	\$239,133	\$0
2018	2018	0	0	City Wide Distribution		\$239,133	100%	\$239,133	\$0
						\$478,266		\$478,266	\$0
						\$10,717,076		\$10,717,076	\$0
WATER DISTRIBUTION AND SUPPLY									
Low Level Watermains									
2017	2017	B17	ID2057	Veteran's Memorial (B17) Hwy 401 (Ext) to Bradley		\$1,890,000	100%	\$1,890,000	\$0
NEW	2018	0	EW3712	White Oak Rd Watermain Upsizing Phase 2		\$1,593,000	35%	\$557,550	\$1,035,450
						\$3,483,000		\$2,447,550	\$1,035,450
Water Supply System									
2018	2018	EAWSS/EMWS(7)	EA4020	Low Lift PS (EA-4020)		\$2,160,000	48%	\$1,036,800	\$1,123,200
2018	2018	EAWSS/EMWS(7)	EA4021	Raw Water Transmission Main (EA-4021)		\$2,160,000	48%	\$1,036,800	\$1,123,200
2018	2018	EAWSS/EMWS(7)	EA4022	Water Treatment Plant (EA-4022)		\$39,600,000	48%	\$19,008,000	\$20,592,000
						\$43,920,000		\$21,081,600	\$22,838,400
						\$47,403,000		\$23,529,150	\$23,873,850
SOFT SERVICES									
2017	2017			Total Soft Service Projects allocated in 2017		\$5,796,236	79%	\$4,553,508	\$1,242,728
2018	2018			Total Soft Service Projects allocated in 2018		\$35,040,669	25%	\$8,749,500	\$26,291,168
						\$40,836,905		\$13,303,008	\$27,533,896
TOTAL 6 TO 7 YEAR PROJECTS (2017 TO 2018)						\$151,800,032		\$89,966,246	\$61,833,786

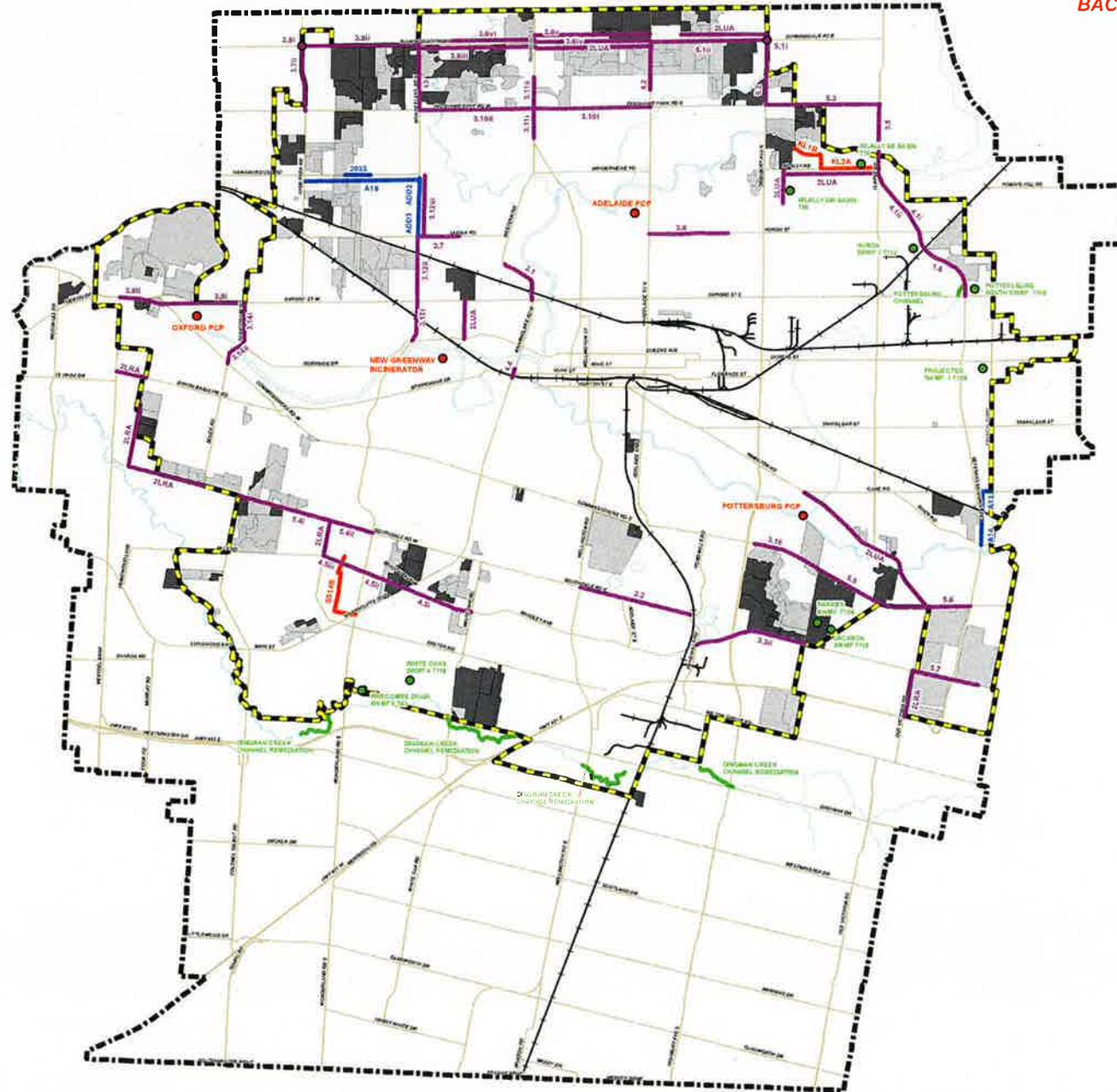
Note: Timing refers to the year of construction, NOT City of London Background Study

NOT CITY OF LONDON
BACKGROUND STUDY



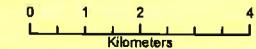
2012+ GMIS UPDATE Schedule of Works

8+ Years (2019 - 2028) YEAR OF CONSTRUCTION



- MAJOR ROADS
- RAILWAYS
- RIVERS / STREAMS
- CITY LIMITS
- GROWTH BOUNDARY
- REGISTERED SUBDIVISIONS (2000 - 2011)
- ACTIVE SUBDIVISION APPLICATIONS
- TRANSPORTATION
- SANITARY
- STORM
- WATER

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



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PREPARED BY: Development Resources & Policy (DABU)
CREATION: DATE: September 18, 2011
LOCATION: \\c:\file1\gis\work\planning\projects_DABU\GMIS\project_timing_maps\projects\2012+_GMIS_schedule_of_works_8+_years.mxd

GMIS ANNUAL UPDATE (2012 - 2028)
7.4 - DETAILED LIST OF WORKS AND COSTS
2019 TO 2028: 8+ PROJECTS

(E&O Excepted)

Previous (2009) GMIS TIMING	PROPOSED TIMING	PROJECT DESCRIPTION			UPDATED GMIS COST ESTIMATES (2011 Project Costs)			
		DC / GMIS ID	CITY PROJECT #	GENERAL DESCRIPTION	TOTAL COST	%	GROWTH	NON-GROWTH
TRANSPORTATION ROAD PROJECTS								
Anticipated and Planned Projects								
10+	10+	1.8	TS1491	Airport Road Oxford to Huron	\$7,965,000	90%	\$7,175,669	\$789,331
					\$7,965,000		\$7,175,669	\$789,331
Forecasted Projects								
10+	10+	2.2	TS1487	Southdale Road Wellington to Pond Mills	\$20,500,000	95%	\$19,512,699	\$987,301
10+	10+	2.6	TS1478	Huron Street Adelaide to Vesta	\$12,796,000	94%	\$12,025,393	\$770,607
2012	10+	2.7	TS1484	Sarnia Road Wonderland to Sleightholme	\$3,655,343	90%	\$3,275,090	\$380,253
					\$36,951,343		\$34,813,182	\$2,138,161
Other Existing Link Deficiencies (not pending or planned for improvements)								
10+	10+	3.1	TS1489	Western Platts Lane to Oxford Street	\$16,200,000	97%	\$15,789,448	\$410,552
10+	10+	3.3(ii)	TS1479	Bradley Avenue - (Design, etc...) Pond Mills to Jackson	\$1,050,919	81%	\$846,556	\$204,363
2017	10+	3.5	TS1476	Clarke Side Road Kilally to Fanshawe Park Road	\$13,481,453	97%	\$13,018,090	\$463,363
2017	10+	3.6(iii)	TS1496	Sunningdale Road Stage 1 - Phase 3 - Richmond to Wonderland	\$16,392,000	82%	\$13,485,198	\$2,906,802
10+	10+	3.6(iv)	TS1496	Sunningdale Road Stage 1 - Phase 4 - Richmond to Adelaide	\$15,700,000	83%	\$12,969,565	\$2,730,435
2014	10+	3.6(v)	TS1496	Sunningdale Road Fill Requirements - Richmond to Adelaide	\$350,000	100%	\$350,000	\$0
2014	10+	3.6(vi)	TS1496	Sunningdale Road Fill Requirements - Richmond to Wonderland	\$1,575,000	100%	\$1,575,000	\$0
10+	10+	3.7(ii)	TS1494	Hyde Park Road - (Design, etc...) Phase 2 - Fanshawe to Sunningdale	\$464,586	93%	\$432,187	\$32,399
10+	10+	3.8(i)	TS1472	Oxford Street West Phase 1 - Sanitorium to Commissioners	\$426,938	91%	\$386,744	\$40,194
10+	10+	3.8(ii)	TS1472	Oxford Street West - (Design, etc...) Phase 2 - Commissioners to Westdel Bourne	\$258,750	91%	\$234,390	\$24,360
10+	10+	3.9(i)	TS1490	Sunningdale Road - (Design, etc...) Stage 1 - Ph 1 - Sunningdale/Hyde Park intersection	\$73,744	83%	\$60,919	\$12,825
10+	10+	3.9(ii)	TS1490	Sunningdale Road - (Design, etc...) Stage 1 - Ph 2 - Wonderland to Hyde Park	\$534,642	83%	\$441,661	\$92,981
10+	10+	3.10(i)	TS1346	Fanshawe Park Road - (Design, etc...) Phase 1 - Adelaide to Richmond	\$1,140,300	79%	\$906,207	\$234,093
10+	10+	3.10(ii)	TS1346	Fanshawe Park Road - (Design, etc...) Phase 2 - Richmond to Wonderland	\$848,770	86%	\$733,534	\$115,236
10+	10+	3.11(i)	TS1347	Richmond Street Phase 1 - Western Road to Fanshawe	\$3,307,969	76%	\$2,509,684	\$798,285
10+	10+	3.11(ii)	TS1347	Richmond Street Phase 2 - Fanshawe to North Centre Road	\$1,447,031	76%	\$1,097,831	\$349,200
10+	10+	3.12(i)	TS1348	Wonderland Road - (Design, etc...) Phase 1 - Riverside to Oxford	\$1,650,063	94%	\$1,554,434	\$95,629
10+	10+	3.12(ii)	TS1348	Wonderland Road - (Design, etc...) Phase 2 - Oxford to Sarnia	\$789,763	80%	\$629,201	\$160,561
10+	10+	3.12(iii)	TS1348	Wonderland Road - (Design, etc...) Phase 3 - Sarnia to Gainsborough	\$770,469	80%	\$615,458	\$155,011
10+	10+	3.14(i)	TS1350	Boiler Road/Sanatorium Phase 1 - Oxford to Riverside	\$5,117,000	92%	\$4,731,385	\$385,615
10+	10+	3.14(ii)	TS1350	Boiler Road/Sanatorium - (Design, etc...) Phase 2 - Riverside to Commissioners	\$637,313	98%	\$623,915	\$13,398
10+	10+	3.16	TS1352	Commissioners Road East Highbury Avenue to Jackson Road	\$6,637,000	90%	\$5,979,274	\$657,726
					\$88,853,708		\$78,970,881	\$9,882,827
Other Future Screenline Capacity Improvements and Connections								
2016	10+	4.1(i)	TS1621	Veterans Memorial Parkway Huron Street to Clarke Road, Ph1=2 through lines	\$11,600,000	93%	\$10,780,048	\$819,952
10+	10+	4.1(ii)	TS1621	Veterans Memorial Parkway - (Design, etc...) Huron Street to Clarke Road, Ph2=4 through lines	\$430,819	90%	\$385,753	\$45,066
10+	10+	4.3	TS1354	Wonderland Road North - (Design, etc...) Sunningdale Road to Fanshawe Park Road	\$941,606	94%	\$883,435	\$58,171
10+	10+	4.4	TS1355	Wharmcliffe Road Becher Street to Springbank Drive	\$10,481,000	83%	\$8,649,135	\$1,831,865
10+	10+	4.5(i)	TS1523	Bradley Avenue - (Design, etc...) Phase 1 - White Oaks to Wharmcliffe	\$1,689,936	91%	\$1,535,356	\$154,580
10+	10+	4.5(ii)	TS1523	Bradley Avenue - (Design, etc...) Phase 2 - Wharmcliffe to Wonderland	\$1,140,038	95%	\$1,078,828	\$61,409
10+	10+	4.5(iii)	TS1523	Bradley Avenue - (Design, etc...) Phase 3 - Wonderland to Bostwick	\$2,966,713	96%	\$2,841,605	\$125,108
					\$29,250,111		\$26,153,959	\$3,096,152
New Additional Projects								
10+	10+	5.6	TS2172	Hamilton Road Old Victoria to Veterans Memorial Parkway	\$3,537,000	94%	\$3,334,186	\$202,814
10+	10+	5.1(ii)	TS1626	Sunningdale Road Highbury to Adelaide (2005 AADT 2000)	\$13,000,000	83%	\$10,739,130	\$2,260,870
10+	10+	5.2	TS1627	Highbury Highbury/Fanshawe to Sunningdale	\$11,248,000	96%	\$10,634,102	\$613,898
2018	10+	5.3	TS1628	Fanshawe Pk Rd East Fanshawe Rd East - Clarke to Highbury	\$12,478,484	83%	\$10,308,313	\$2,170,171
10+	10+	5.4(i)	TS1629	Southdale - (Design, etc...) Phase 1 - Colonel Talbot to Farnham	\$1,169,713	84%	\$983,224	\$186,488
10+	10+	5.4(ii)	TS1629	Southdale Phase 2 - Farnham to Pine Valley	\$4,500,000	85%	\$3,835,705	\$664,295
10+	10+	5.5	TS1630	Commissioners Rd East Commissioners Rd East - Jackson to Old Victoria	\$13,802,250	93%	\$12,787,250	\$1,015,000
10+	10+	5.7	TS2173	Bradley - (Design, etc...) Old Victoria to Innovation Park Phase 4	\$465,319	83%	\$384,394	\$80,925
					\$60,200,765		\$53,006,304	\$7,194,461
Future Road Works - 2 Lane Upgrades								
2014	10+	2LRA	TS1359	Beaverbrook From Riverside to Oxford	\$3,478,000	100%	\$3,478,000	\$0
2015	10+	2LRA	TS1411	Kilally From Webster to Clarke	\$8,660,000	78%	\$6,777,391	\$1,882,609
10+	10+	2LRA	TS1409	Webster From Jensen to Kilally	\$3,260,000	78%	\$2,551,304	\$708,696
10+	10+	2LRA	TS1345	Byron Baseline From Westdel Bourne to Wickerson	\$2,674,000	100%	\$2,674,000	\$0
10+	10+	2LRA	TS1407	Southdale From Wickerson to Bramblewood Place	\$4,345,000	78%	\$3,400,435	\$944,565
2015	10+	2LRA	TS1406	Sunningdale Road From South Wenege to Highbury	\$3,487,000	100%	\$3,487,000	\$0
10+	10+	2LRA	TS1408	Wickerson From Ironwood to Southdale	\$6,100,000	100%	\$6,100,000	\$0
10+	10+	2LRA	TS1405	Hamilton From Gore to Old Victoria	\$11,965,000	78%	\$9,349,386	\$2,615,614
10+	10+	2LRA	TS1357	Bostwick From Pack to Southdale	\$2,624,000	78%	\$2,053,565	\$570,435
2014	10+	2LRA	TS1625	Sunningdale Road From Richmond to Adelaide	\$9,660,000	78%	\$7,560,000	\$2,100,000
2014	10+	2LRA	TS1625	Sunningdale Road From Richmond to Adelaide (FILL)	\$1,100,000	100%	\$1,100,000	\$0
10+	10+	2LRA	TS2170	Bradley From Phase 4 to City Limit	\$1,234,000	100%	\$1,234,000	\$0

Appendix D:
Development Community GMIS
Comments

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Tel.: 519-472-8200

Fax: 519-472-8860

CITY OF LONDON
DEVELOPMENT APPROVALS
BUSINESS UNIT

September 12, 2011

DABU
City of London
300 Dufferin Avenue
London, ON
N6A 4L9

Attn: Mr. Scott Mathers, Manager, Development Finance

Re: 2012+ GMIS Update, Schedule of Works – Specific Projects Related to Drewlo Holdings Developments

Dear Mr. Mathers:

On behalf of Drewlo Holdings Inc, we would like to thank you for your presentation of the revised GMIS Schedule of works on September 2nd, 2011. We would like to bring to your attention our comments below on our specific projects that require to be added to your GMIS Schedule of works.

Transportation Road Projects

- **Kilally Road** from the easterly limits of the Cameron Subdivision to the phase limits of Drewlo's Phase 1 / Phase 2 Edgevalley Subdivision – This stretch of road works is not mentioned in the revised GMIS Schedule of works and should be brought forward to the 0 – 5 years (2012 – 2016) year of construction, since we will be proceeding with our Phase 1 development in 2012. This will allow our subdivision to move forward without a secondary temporary access road and at the same time not withhold any blocks within phase1. Currently, it is shown on the revised GMIS Schedule of works as a 2LRA (2 lane rural arterial) under City project #TS1411 from Webster Street to Clarke Road for the 10+ years for construction. This will need to be revised and described in better detail.

- **Kilally Road and Webster Street** - There will also be a requirement to improve the intersection at Webster Street and Kilally Road and a small portion of Webster Street going south towards Jensen Street, which is currently scheduled as a 2LRA City project #TS1409 for the 10+ years for construction. This schedule will have to be revised and moved to the 0 – 5 years (2012 – 2016) year of construction to coincide with our phase 1 development and the Kilally road works previously mentioned above.

Sanitary Sewer Projects

- **Kilally - Edgevalley Phase 2 - KL1B** City project #ES5252 the mapping needs to be revised to reflect phase 1 of the Edgevalley subdivision and to also move it back to the 0 – 5 years (2012 – 2016) year of construction since Phase 1 will be proceeding in 2012. This portion of sanitary sewer should be constructed up to our phase 2 easterly property limit as shown on the 2012+ GMIS Updated Schedule of Works.
- **Drewlo's Verres Property** (located on the northwest corner of Sunningdale and Highbury) - We would like to see Phase 3 of ST4 City Project #ES4402 be brought into the 6 – 7 years (2017 – 2018) year of construction that would bring this sanitary sewer to the intersection of Highbury Avenue and Sunningdale Road for the Verres property.

Stormwater Management Projects

- **Kilally Edgevalley subdivision phase 1 SWMP** – Currently we have the Kilally Southwest basin (46ha) T9 SWMP that is an UWRF pond. We had previous discussions with the City (David Ailles) and were hoping to move this SWMP to a CSRF and have the City construct this pond for 2012. Please let us know where we stand on this item to date and whether a shift from UWRF to CSRF could be made.

We trust that the enclosed information will be carefully taken into consideration. We greatly appreciate this opportunity to provide our comments on the 2012+ GMIS Update Schedule of Works. Should you have any questions or comments, please do not hesitate to contact the undersigned.

Yours truly,
DREWLO HOLDINGS INC.



George Bikas
Manager, Land Development

London Development Institute

September 12, 2011

City of London
300 Dufferin Avenue
London, ON
N6A 4L9

Attn.: Scott Mathers, Manager, Development Finance

Re: 2012 + GMIS Update, Schedule of Works

Dear Mr. Mathers,

Thank you for your presentation of the revised GMIS Schedule of works on September 2, 2011 and for the extension to Monday September 12, 2011 for our review of the information. The GMIS is an important tool for the City and the development community to be able to coordinate the financing and construction of these works and requires adequate time for review.

This process was initiated in February of 2011 with interviews conducted by the City with developers to review the timing for projects identified in the GMIS. It is inappropriate to ask the development industry to review a document in five days, over a holiday weekend, when the City has had six months to review and revise the schedules.

The following points regarding the revised GMIS Schedule are as we discussed in our meeting on Wednesday September 7, 2011. Individual developers have also been asked to comment directly to you on specific projects that relate to their developments.

These points are referenced to the sections in Appendix A: Summary of GMIS Adjustments & Additions:

Transportation Road Projects

The first section lists the projects that were deferred as a result of the OMB Decision on the Development Charge Rate Appeal.

- TS1406 is shown as a new project but it was listed in the 2011 update.
- TS1626 is listed as being deferred by the OMB but it is not listed in the DC Settlement Agreement. This project is included in the 8+ year project list in a section headed as "New Additional Projects". Further explanation

630 Colborne Street
Suite 203
London, ON N6B 2V2

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Phone: (519) 642-4330
Fax: (519) 642-7203
e-mail: jkennedy@londondev.ca

is required of this section and the table should confirm whether or not the listed projects were included in the 2009 DC Background Studies.

The next sections list the individual transportation projects.

- TS1496 has been advanced by one year for “Project Coordination” purposes. Further explanation is required in the “Rationale for Change” column.
- TS1345 has been advanced one year; further explanation required.
- TS1360 is shown as a “New” project. This project was not identified in the DC Background study and further explanation is required on the source of funding.
- TS2171 Old Vic Rd/Hamilton Intersection has not been shown in Addendum “A”. This project has been moved back from 2011 to 2013.
- TS1024 Development Charges Background Studies has been added for 2012, \$134,000.00. Why have DC Background Studies been added in twice? (see TS1034) The DC study shows TS1024 to be in 2009 at a cost of \$133,500.00.
- TS 1034 Development Charges Background Studies has been added for 2012, \$134,000.00. (see TS1024) There is no TS1034 in the DC Study but another TS1024 was shown to be delivered in 2014 at a value of \$133,500.00.

Sanitary Sewer Projects

- ES3062 Pottersburg Creek Remediation should be in the Stormwater section and the rationale for the work requires further explanation.
- ES5252 Kilally Edge Valley Phase 2, the mapping needs to be revised to reflect Phase 1 of the Edgevalley subdivision.
- ES5253 separate comments submitted by Norquay and Sifton, Schedule needs to be revised.
- ES4402 Stoney Sanitary Trunk Ph 1 has been moved from 2011 to 2012 but it is currently under construction?
- ES2450 Wastewater & Treatment Master Plan has been added for 2013 as a “New” project. However, ES2450 is identified in the 2009 DC

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630 Colborne Street
Suite 203
London, ON N6B 2V2

Phone: (519) 642-4331
Fax: (519) 642-7203
email: jkennedy@londondev.ca

Background Study as a Stormwater Management Master Plan for a total value of \$300,00.00 not \$1,350,000.00 as currently shown and is not related to wastewater treatment.

Pollution Control Plants and Pump Station Projects

- ES2685 Greenway PCC Expansion and Upgrade is noted as deferred one year in the summary table, but is shown as advanced one year in the detailed tables. Works are currently underway and scheduled for next year, further explanation required.

Stormwater Management Projects

- T104 Parker/Jackson, Z Group has provided comments and requested the project to be advanced to 2016.
- ES3019 Stoney Creek 8 (T23) has a catchment area of 17ha and according to the rules for CSRF SWM projects should be a UWRF project. The project has been moved ahead to accommodate "imminent development" and yet the Old Vic pond is required to have a MSFA for a pond within a draft plan. The City should explain this inconsistency or ensure equal application of the rules. Also, this project is not included on 7.2 Detailed List of Works and Costs.
- ES3019 White Oaks SWMF 3 has the same project number as the Stoney Creek 8 pond. Also the DC/GMIS T2 project should be moved to the 0-5 year drawing schedule. This project has been moved forward one year to accommodate imminent development but Old Vic with a draft plan has to be built with a MSFA?
- ES3019 Riverbend Trib "C" has same project number as the last two. Sifton and Norquay have provided comments and the schedule needs to be revised.
- London Psychiatric Hospital SWM is a "New" project with no project number and was not identified in the DC Background Study. How can this project be added at this time as a CSRF project when there are no monies being collected for the construction?

Water Distribution and Supply

The following three "New" projects have been added to the GMIS and an explanation is required on how they are to be funded. These projects are not identified in the DC Background Study and there is no explanation or

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630 Colborne Street
Suite 203
London, ON N6B 2V2

Phone: (519) 642-4331
Fax: (519) 642-7203
email: jkennedy@londondev.ca

discussion of the offsetting effect of previously identified projects being dropped from the GMIS Schedule. Some explanation should be provided.

- EW3712 White Oaks Rd WM Upsizing “New”
- EW3606 Southeast Pressure Zone “New”
- Ew3551 Hyde Park-Sarnia Rd High Level WM “New”

General Comments

- As stated earlier many “New” projects have been added to the revised GMIS schedules that are not included in the 2009 DC Background studies. Some explanation should be given for why projects are being added at this time and how they will be funded.
- The timing for a number of the projects has been advanced by the City for the delivery of the works based on a need due to “imminent development”, but the Old Vic SWM pond which is in a draft approved plan has not been advanced in the schedule as requested by the owner.
- Why is the Old Vic SWM pond included in the GMIS as a CSRF project when the area it serves does not meet the criteria for a CSRF pond? (drainage area less than 50ha)
- Table 7.1, GMIS Financial Summary Table By Year, should have columns added to show the actual dollars spent for the 2009 and 2010 budget years.
- Table 7.1 should include a line at the bottom of the table that shows the projected costs for the DC period as updated in the 2010 GMIS to show the changes in the yearly cost projections due to either rescheduling projects or increase/decreases in the costs of the works.
- The discrepancies for the timing and costs of DC Studies and Sanitary/Storm Master Plans need to be reviewed and explained.
- The GMIS Update should include a report that explains the effects of advancing or deferring projects on the yearly totals, with respect to anticipated debt loads.
- The GMIS Update should be reviewed in conjunction with the DC Monitoring Report and should be tied to the individual projects by the Project Managers through an integrated computer system.

Thank you for the opportunity to comment on the 2012 GMIS Update Schedule of Works for this year. We would urge the City to ensure that a more open,

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630 Colborne Street
Suite 203
London, ON N6B 2V2

Phone: (519) 642-4331
Fax: (519) 642-7203
email: jkennedy@londondev.ca

transparent and timely review process is implemented on the future updates so that an accurate GMIS plan is maintained. We believe our early and continued involvement in updating the GMIS would help to streamline the process.

Sincerely



Jim Kennedy
President, LDI

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630 Colborne Street
Suite 203
London, ON N6B 2V2

Phone: (519) 642-4331
Fax: (519) 642-7203
email: jkennedy@londondev.ca

Mathers, Scott

From: Craig Linton <clinton@norquaydevelopments.ca>
Sent: Tuesday, September 06, 2011 10:49 AM
To: Mathers, Scott
Cc: 'Jim Kennedy'
Subject: GMIS Riverbend

Hey Scott – I know the GMIS information was for 2012+, but still needed to ensure that the RB1B Riverbend Sanitary Trunk Sewer was still budgeted for this year, knowing that it is not going until next year 2012. I see it in the 8 by 11 sheet of adjustments, and see it on the map illustrating 0 – 5 years GMIS (shown as deferred to 2012), but not in the 0 – 5 year detailed list. I assume that since it was a deferred project, it is not showing up on the detailed list.

Also, the Trib 'C' SWM pond (T80, ES3019) is shown as 2013. I just need to confirm that the functional design will commence immediately following the finalization of the EA (hopefully this fall), and detailed design immediately thereafter (early winter). I need to have the functional done so that I can start on the draft plan. Perhaps there should be a note about the actual timing of the construction of this facility since it cannot be constructed until after we are mostly done developing the surrounding lands, and that an "interim" facility is required to be constructed to facilitate our development.

Thanks
Craig

Craig Linton B.Sc., URPT
Land Development Project Manager
Norquay Developments
519-672-4011

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 IBI 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

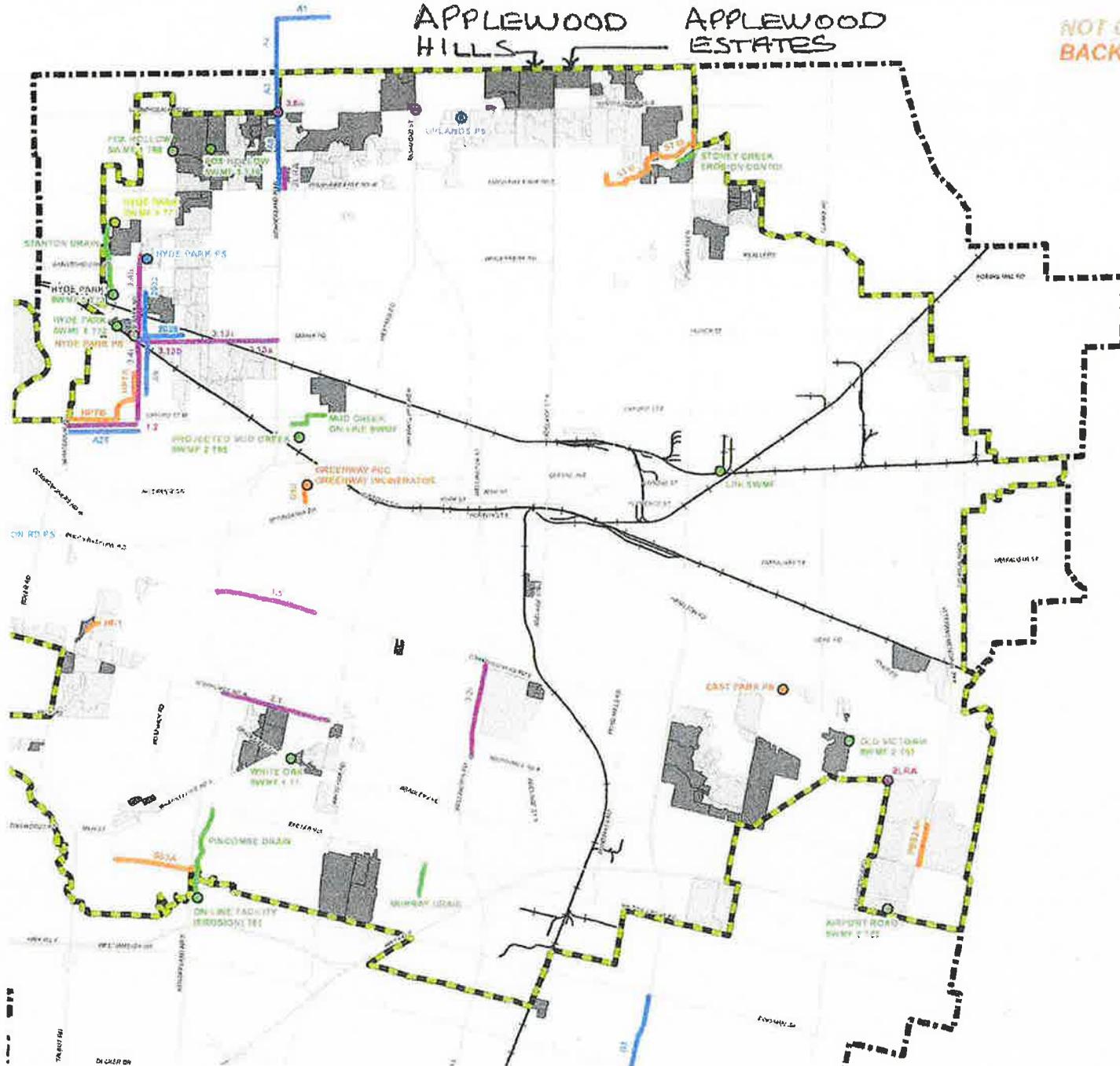


Peter Sergautis
President

c.c. Scott Mathers
David Ailles
Joni Baechler

APPLEWOOD HILLS APPLEWOOD ESTATES

NOT CITY OF LONDON
BACKGROUND STUDY



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September 12, 2011

City of London
Planning and Development Department
300 Dufferin Avenue, 6th Floor
London, ON N6A 4L9

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

Dear Scott:

**Re: GMIS Update, 2012
Suggested Revisions and Requested Clarifications
Sifton Properties Limited**

Please accept this formal reply, with regard to the recently released 2012+ Draft GMIS Update. Our review focused on proposed project timing and costs, as requested. Based on the package received at the meeting on September 2, 2012 we have the following comments:

A. ADDED PROJECTS

The update includes significant new projects totaling approximately \$20.7M. (i.e. Wonderland Road North, Pottersburg Creek, London Psychiatric SWMF, White Oak Road watermain, Southeast Pressure Zone and Sarnia Road watermain).

Is it legitimate to add projects that are not identified in the DC Background Study? These are projects that benefit the city that are not included in the DC Background Study. We can understand the need to correct errors or recognize new requirements. You will recall that we previously advised the City of an error whereby the sanitary trunk sewer Item RB2 from the DC Study and a storm trunk sewer, both in RiverBend were incorrectly included as "UWRF Going Forward" items. We contend that these items, totaling approximately \$773,260.00 should be added as CSRF projects, similar to the additions you currently propose.

B. ADVANCED PROJECTS

1. The proposed update includes advancing approximately \$33.8M of works by one year or more. **Given our experience in attempting to advance the timing of the Old Victoria SWMF2, we expect that all of these works will be paid by the same credit formula that we understand will be imposed on us. Please confirm.**



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195 Dufferin Ave., Suite 800
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Tel. 519.434.1000
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2. Alternatively, we would assume that these adjusted-timing items would be considered amendments without credits being utilized – i.e. the City intends to fully fund these projects in the stated year, using DC funds. Therefore, we would expect that, for consistency, Old Victoria SWMF2 would also be treated the same. Please confirm. Recall that the Old Victoria area was a unique situation in that it went through the planning process before the GMIS plan was developed and then got caught up in the GMIS updated, as of January, 2010.
3. Recall that City staff has steadfastly indicated to Council that the GMIS plan should not be adjusted, due to debt-management issues. We trust you will understand our confusion on this issue and request additional information be provided in support of these advancements. We have a council resolution that facilitates a 2012 construction program for SWMF2. In the Old Victoria Draft Plan approval, a Council resolution exists where policies to allow for a 2012 construction of the SWM facility exist. We would ask staff amend the GMIS plan to include this SWMF2 as a 2012 facility.
4. Some of these projects are noted as advanced due to “imminent development”. We would appreciate more detailed information, prior to your taking the report to the September 20th Committee of the Whole meeting.

We would note that, given all of the above and considering project deferrals also recommended, the 2012 spending projections have increased by approximately \$7.6M. Cumulative spending to 2015 has decreased by approximately \$8.4M. This clearly shows opportunity for the Old Victoria SWMF2 (at our estimate to cost \$1.5 million to construct) give debt management concerns have been reduced in the period by extending out other projects.

C. OTHER COMMENTS

1. The item for the Tributary C SWM facilities should be updated to reflect the soon-approved EA. Added costs and timing adjustments are in order. The timing should be amended to reflect a change from 2011 to 2012. Your report should be held back until this correction is included.
2. The pond catchment area for Old Victoria SWMF2 must be adjusted to 32 hectares. The EA is finalized and the City is proceeding with the functional design. This reduced drainage area does allow the City the opportunity to re-designate the project as and Urban Works Fund claim, in accordance with the established rules.
3. In your summary table of GMIS adjustments, the Greenway PCC Expansion and Upgrade is noted as deferred. It is, in fact, advanced. The detailed tables are correct for this item.

4. The Adjustments Table incorrectly includes the Pottersburg Creek Remediation project (ES3062) under the heading 'Sanitary Sewer Projects'. The detailed tables accurately list the works under SWM.
5. Detailed tables (0 to 5 Year Projects, 6th item in list, Wonderland/Sunningdale intersection): "Previous Timing" should be 2013.

D. ITEMS IN CURRENT GMIS – EDITS REQUIRED

1. **Oxford Street Upgrades** (Major Transportation), Project ID Nos. 3.8ii, (2028)
A Traffic Impact Study was recently prepared by Paradigm Transportation Solutions Inc., in conjunction with the Riverbend Heights and West Kains development applications. That study identified the need to upgrade Oxford Street, east of Westdel Bourne Road in a shorter time frame than anticipated by the current GMIS plan.

These projects should be moved from +10 year category to year 2016 (with design work commencing prior to that).

2. **400 mm Watermain, Oxford Street**, Project ID 2021/2022, (2017 to 2018)
This watermain should be advanced to coincide with the Oxford Street road upgrades noted in item 1 above (i.e. 2016). It is shown on the 2017-2018 map but is not included in any of the tables. The project cost should be added to the detailed tables.
3. **Old Victoria SWMF 2**, Project ID T67, (2012 to 2012)
The pond catchment area is incorrectly identified as 55 hectares. The actual contributing drainage area is approximately 32 hectares. As such, this item (pond catchment less than 50 hectares) should be re-designated as a UWRF project.
4. **Tributary 'C' SWMF**, Project ID T80, (2012 to 2016)
The project cost identified in the GMIS is understated by a significant amount. Estimates from the ongoing EA identify project costs ranging up to \$8M for the options currently under review. In addition, considerable added storm sewer oversizing costs are proposed in the preferred option. These amounts should be reflected in the GMIS Update. We would ask that the timing for these works be advanced to 2012 from the current 2011 GMIS date (not 2013 as currently proposed).

E. ITEMS TO BE ADDED/CLARIFIED IN GMIS UPDATE

1. From Table J-1 of DC Background Study, Project No. ES5253/RB1B, 750 mm diameter sanitary sewer on Kains Road. This item should be added to the GMIS Update, in the amount of \$1,657,400 in the 0 to 5 year category.

2. Riverbend Road between Shore Road and Oxford Street upgrade costs (secondary to primary collector) in the amount of \$70,000. We also ask that sanitary trunk sewer Item RB2 from the DC Study and a storm trunk sewer, both in RiverBend, totaling approximately \$773,260.00 be added as CSRF projects.

We would be pleased to meet with you to discuss the various issues we have noted. Should you have any immediate questions or require any additional information, please do not hesitate to contact the undersigned.

Yours truly,
SIFTON PROPERTIES LIMITED



Phillip R. Masschelein
Vice President
Neighbourhood Developments

cc: R.W. Stratford, P.Eng.



PROPERTY:
DEVELOPMENT
MANAGEMENT
INVESTMENT

1135 Adelaide St. N.,
Third Floor,
London, Ontario
N5Y 5K7

Tel: (519) 673-1730
Fax: (519) 438-7564

zgroup@zgroup.ca
www.zgroup.ca

September 6, 2011

Scott Mathers, MPA, P. Eng.
Manager, Development Finance
Development Approvals Business Unit
City of London
300 Dufferin Avenue
P.O. Box 5035
London, ON N6A 4L9

Dear Mr. Mathers:

Re: 2012 GMIS Update. – Schedule of Works

Thank you for your presentation on September 2, 2011 regarding the update of the Schedule of Works for the Growth Management Implementation Strategy. Z group has noted that the storm water management project (T104) for the Parker Jackson lands east of Jackson Road originally scheduled for 2018 has been pushed back beyond the 2019 time frame.

Just to make you aware we had, via correspondence, to Jenny Ramsey on May 27, 2010 requested that the timing be adjusted to 2016 to better coincide with the timing of development for the subject lands. Originally the pond was slated for 2011 in the original June 4, 2008 GMIS.

In July of 2004, Z Group had submitted a draft plan of Subdivision for what is referred to as the Parker Jackson Lands. Concurrent with the application a Subject Lands Status report by Biologic was submitted which eliminated a large wooded area centrally located in the plan. The city did not accept the finding of the EIS and deemed the woodlot to be significant.

Z Group and the City then entered into a joint placemaking pilot project on the subject lands with the caveat that Z Group was under no obligation to implement any of the findings of the placemaking project. The City retained Micheal Hannay of Zelinka Priamo and the submitted Draft Plan sat idle without being processed for a number of years as the placemaking project proceeded.

Upon the completion of the pilot project a concept plan incorporating numerous placemaking initiatives was presented to City Staff. This revised plan contemplated changes to the storm water management configuration. In April of 2010, Z group then proceeded to establish a terms of reference to update both the EIS and the functional storm water management plan to implement the revised draft concept plan. At that time prior to awarding the contract the City's storm water management group indicated that we were no longer the proponents for such a study and update and that Z Group would need to request the municipality to update the aforementioned studies. Z group



PROPERTY:
DEVELOPMENT
MANAGEMENT
INVESTMENT

1135 Adelaide St. N.,
Third Floor,
London, Ontario
N5Y 5K7

Tel: (519) 673-1730
Fax: (519) 438-7564

zgroup@zgroup.ca
www.zgroup.ca

was also told that this request was premature due to the fact that the works were not contemplated until 2018.

November 10, 2010 I met with staff to try and determine how to proceed. I was told to make a request to council to allow environmental and storm water management updates to proceed even though they were deemed to be premature. We were also warned that any changes in SWM configuration could have significant impacts and potentially result in redoing Environmental Assessments.

On February 10, 2011 at our GMIS meeting with staff I had indicated that due to the lack of control regarding the undertaking of such studies and the complexity of the approved storm water management system it seemed risky revisiting these studies.

At this point it is Z Group's intent to resubmit for Draft Plan approval without revising the approved storm water management plan due to the complexities it presents closer to the date of construction of the pond.

To that end we respectfully request that the original date of 2016 requested to Jenny Ramsey in the attached email be implemented in the revised GMIS update.

If you have any questions or concerns please do not hesitate to contact the undersigned.

Sincerely,

A handwritten signature in blue ink, appearing to read 'John Sennema', written over a horizontal line.

Mr. John Sennema
Manager of Land Planning
Z Group

cc. J. Kennedy LDI
attach.

From: John Sennema <jsennema@zgroup.ca>
Subject: **Re: GMIS Comments**
Date: May 27, 2010 3:17:08 PM EDT
To: "Ramsay, Jennie" <jaramsay@london.ca>
Cc: Dara Honeywood <dhoneywood@zgroup.ca>, Helene Shomair <hshomair@zgroup.ca>, Cecile Zaiifman <cecilez@rogers.com>

Hello Jenn

As per your requests for comments pertaining to the GMIS on behalf of Z Group I would respectfully like to request that consideration be given to advancing the Parker Jackson Pond to the year 2016. As you are probably aware in the original June 4, 2008 GMIS Pond T104 was slotted for 2011. We agree that this date was entirely unrealistic due to the fact that we do not have Draft Plan approval at this juncture. It had subsequently been revised to built in 2018. We are now requesting that is be shifted outside the 0-5 year horizon to the year 2016 as we think that this may better coincide with the timing of the development of the Subject Lands. Please let me know if you have any questions regarding this request.

John Sennema
Z Group