

Strategic Priorities and Policy Committee

Report

9th Meeting of the Strategic Priorities and Policy Committee
March 25, 2019

PRESENT: Mayor E. Holder (Chair), Councillors M. van Holst, S. Lewis, M. Salih, J. Helmer, M. Cassidy, P. Squire, J. Morgan, S. Lehman, A. Hopkins, P. Van Meerbergen, S. Turner, E. Pelozo, A. Kayabaga, S. Hillier

ALSO PRESENT: A.L. Barbon, B. Card, B. Coxhead, S. Datars Bere, M. Davenport, J. Davies, A. Dunbar, K. Edwards, J. Fleming, G. Kotsifas, T. Koza, L. Livingstone, D. MacRae, S. Mathers, J.P. McGonigle, K. Murray, D. O'Brien, A. Ramaloo, J. Ramsay, C. Saunders, M. Schulthess, J. Senese, S. Shiu, C. Smith, N. Smith, S. Spring, S. Stafford, A. Thompson, B. Westlake-Power, R. Wilcox and P. Yeoman.

The meeting is called to order at 4:04 PM.

1. Disclosures of Pecuniary Interest

That it BE NOTED that the following pecuniary interests were disclosed:

- a) Councillor S. Turner discloses a pecuniary interest in Item 4.1, Investing in Canada Infrastructure Program Public Transit Stream Transportation Projects, specific to the Wellington Road Gateway project, by indicating that he owns property within 500 metres of a proposed Rapid Transit stop;
- b) Councillor J. Morgan discloses a pecuniary interest in Item 4.1, Investing in Canada Infrastructure Program Public Transit Stream Transportation Projects, specific to the North Connection, by indicating that the project has a direct financial impact on his employer, Western University; and,
- c) Councillor J. Helmer discloses a pecuniary interest in Item 4.1, Investing in Canada Infrastructure Program Public Transit Stream Transportation Projects, specific to the North Connection, by indicating that the project has a direct financial impact on Western University where he is employed as a graduate teaching assistant.

2. Consent

None.

3. Scheduled Items

- 3.1 Public Participation Meeting - Not to be heard before 4:05 PM - 2019 Development Charges Covering Report and Proposed By-law

Moved by: A. Hopkins
Seconded by: M. van Holst

That, on the recommendation of the Managing Director, Development & Compliance Services and Chief Building Official, with the concurrence of the Managing Director, Corporate Services & City Treasurer, Chief Financial Officer, the 2019 Development Charges Background Study and the proposed 2019 Development Charges By-law, as appended to the staff report dated March 25, 2019, BE RECEIVED;

it being noted that the Strategic Priorities and Policy Committee received the attached presentation from the Director, Development Finance, with respect to this matter;

it being pointed out that at the public participation meeting associated with this matter the individuals indicated on the attached public participation meeting record made submissions regarding this matter.

Yeas: (15): Mayor E. Holder, M. van Holst, S. Lewis, M. Salih, J. Helmer, M. Cassidy, P. Squire, J. Morgan, S. Lehman, A. Hopkins, P. Van Meerbergen, S. Turner, E. Pelozo, A. Kayabaga, and S. Hillier

Motion Passed (15 to 0)

Voting Record:

Moved by: E. Pelozo

Seconded by: P. Van Meerbergen

Motion to Open the Public Participation Meeting related to 2019 Development Charges Proposed By-law.

Yeas: (15): Mayor E. Holder, M. van Holst, S. Lewis, M. Salih, J. Helmer, M. Cassidy, P. Squire, J. Morgan, S. Lehman, A. Hopkins, P. Van Meerbergen, S. Turner, E. Pelozo, A. Kayabaga, and S. Hillier

Motion Passed (15 to 0)

Moved by: A. Kayabaga

Seconded by: M. Cassidy

Motion to Close the Public Participation Meeting related to 2019 Development Charges Proposed By-law.

Yeas: (15): Mayor E. Holder, M. van Holst, S. Lewis, M. Salih, J. Helmer, M. Cassidy, P. Squire, J. Morgan, S. Lehman, A. Hopkins, P. Van Meerbergen, S. Turner, E. Pelozo, A. Kayabaga, and S. Hillier

Motion Passed (15 to 0)

3.2 Council's Strategic Plan 2019-2023: Draft Outcomes, Expected Results, Strategies, Metrics, Targets and Preliminary Cost Estimates

Moved by: S. Lewis

Seconded by: M. Cassidy

That the following actions be taken with respect to the Council's Strategic Plan 2019-2023:

a) the staff report dated March 25, 2019 entitled "Council's Strategic Plan 2019-2023: Draft Outcomes, Expected Results, Strategies, Metrics, Targets and Preliminary Cost Estimates" BE REFERRED to a special meeting of the Strategic Priorities and Policy Committee to be held on Monday, April 1, 2019 commencing at 4:00 PM;

b) the Civic Administration BE DIRECTED to consult and seek input from the broader community and with those individuals and organizations that are working to eliminate gender-based violence in London with respect to the communication received from the London Abused Women's Centre and report back to the April 8, 2019 meeting of Strategic Priorities and Policy Committee with the outcome of the above-noted consultation;

c) the Civic Administration BE DIRECTED to provide a brief history of the Back to the River Project at the April 8, 2019 meeting of the Strategic Priorities and Policy Committee; and,

d) the London Community Foundation BE GRANTED delegation status at the April 8, 2019 meeting of the Strategic Priorities and Policy Committee to speak to the Back to the River Project;

it being noted that the Strategic Priorities and Policy Committee received the following communications regarding this matter:

- a letter from Anova dated March 20, 2019
- a communication from London Abused Women's Centre
- a letter from the London Community Foundation requesting delegation status

Yeas: (15): Mayor E. Holder, M. van Holst, S. Lewis, M. Salih, J. Helmer, M. Cassidy, P. Squire, J. Morgan, S. Lehman, A. Hopkins, P. Van Meerbergen, S. Turner, E. Pelosa, A. Kayabaga, and S. Hillier

Motion Passed (15 to 0)

4. Items for Direction

4.1 Investing in Canada Infrastructure Program Public Transit Stream Transportation Projects for Submission

That the following actions be taken with respect to the Public Transit Stream of the Federal Infrastructure Program:

a) the Managing Director, Environmental & Engineering Services and City Engineer BE REQUESTED to make a funding submission(s) with respect to the \$204 million allocated to London under the Federal Public Transit Infrastructure Stream (PTIS) and the \$170 million Provincial funding that includes the following projects:

- i) Project 1. The Downtown Loop
- ii) Project 2. Wellington Road Gateway
- iii) Project 3. East London Link
- iv) Project 6. Intelligent Traffic Signals (TIMMS)
- v) Project 7. Expansion Buses
- vi) Project 9. Bus Stop Amenities
- vii) Project 12. Adelaide Street Underpass Active Transportation Connections
- viii) Project 14. Dundas Place Thames Valley Parkway Active Transportation Connction
- ix) Project 15. Dundas Street Old East Village Streetscape Improvements and,
- x) Project 16. Oxford Street / Wharncliffe Road Intersection Improvements;

b) the following additional actions be taken with respect to item a) iii), above, the East London Link:

- i) the London Transit Commission BE THANKED for implementing a new express bus service to Argyle Mall, Route 94, to start in Fall 2019; and;
- ii) the London Transit Commission BE REQUESTED to consider the following as priorities in its 5-year service plan:

- A. maintaining a direct, frequent bus connection between Argyle Mall and the Dundas and Highbury transit node;
 - B. implementing an express bus connection between Argyle Mall and Fanshawe College, to coincide with implementation of the East London Link;
 - C. improving the frequency of the Route 36, which serves the airport and industrial employers, to one bus every 15 minutes during peak periods;
 - D. improving the frequency of the Route 94 to one bus every 15 minutes during peak periods; and,
 - E. accelerating implementation of alternative service delivery in the industrial employment zones identified in the London Transit Commission's 5-year service plan, to better connect Londoners to jobs in East and South London;
- c) consideration of the following remaining proposed projects BE REFERRED to a future meeting:
- i) Project 8. On-Board Information Screens
 - ii) Project 10. Pedestrian Street Connectivity Improvements to the Transit Network
 - iii) Project 11. New Sidewalks
 - iv) Project 13. Active Transportation Improvements across Transit Route Bridges
 - v) Project 17. Cycling Routes Connecting to Downtown Transit
 - vi) Project 18. Cycling Routes Connecting to Transit throughout the City, and
 - vii) Project 19. Enhanced Bike Parking; and,
- d) the staff report dated March 25, 2019, and the communications included on the Added Agenda from R. Graham, B. Biro and R. Moretti, with respect to this matter BE RECEIVED;

it being noted that the attached presentation, Benefit/Cost Ratios Information and Source of Financing information was provided to the committee.

Motion Passed

Voting Record:

Moved by: S. Turner

Seconded by: E. Pelosa

That pursuant to section 2.3 of the Council Procedure By-law, section 31.0 of the said By-law be suspended for the purpose of permitting a revised format for debate and conduct at this meeting, generally revised to be as follows:

- statements from each Member, who chooses to do so, in relation to their position on the matter;
- discussion and questions among the Members related to the above-noted statements;
- questions from the Members to Civic Administration;

it being noted that at the conclusion of the above-note discussion the Committee Members will resume debate in accordance with the Council Procedure By-law.

Yeas: (10): Mayor E. Holder, M. van Holst, J. Helmer, M. Cassidy, J. Morgan, S. Lehman, A. Hopkins, S. Turner, E. Pelozza, and A. Kayabaga

Nays: (5): S. Lewis, M. Salih, P. Squire, P. Van Meerbergen, and S. Hillier

Motion Passed (10 to 5)

Moved by: J. Morgan
Seconded by: P. Van Meerbergen

Motion to approve that Committee recess until 7:00 PM.

Yeas: (15): Mayor E. Holder, M. van Holst, S. Lewis, M. Salih, J. Helmer, M. Cassidy, P. Squire, J. Morgan, S. Lehman, A. Hopkins, P. Van Meerbergen, S. Turner, E. Pelozza, A. Kayabaga, and S. Hillier

Motion Passed (15 to 0)

Moved by: P. Van Meerbergen
Seconded by: S. Hillier

That consideration of the following projects BE REFERRED to a future meeting, in order to allow for the preparation of additional business cases for consideration:

1. Project 1. The Downtown Loop
2. Project 3. East London Link
3. Project 5. West Connection
4. Project 6. Intelligent Traffic Signals (TIMMS)
5. Project 7. Expansion Buses
6. Project 8. On-Board Information Screens
7. Project 9. Bus Stop Amenities
8. Project 10. Pedestrian Street Connectivity Improvements to the Transit Network
9. Project 11. New Sidewalks
10. Project 12. Adelaide Street Underpass Active Transportation Connections
11. Project 13. Active Transportation Improvements across Transit Route Bridges
12. Project 14. Dundas Place Thames Valley Parkway Active Transportation Connection
13. Project 15. Dundas Street Old East Village Streetscape Improvements
14. Project 16. Oxford Street / Wharncliffe Road Intersection Improvements
15. Project 17. Cycling Routes Connecting to Downtown Transit
16. Project 18. Cycling Routes Connecting to Transit throughout the City
17. Project 19. Enhanced Bike Parking

Yeas: (3): M. van Holst, P. Van Meerbergen, and S. Hillier

Nays: (12): Mayor E. Holder, S. Lewis, M. Salih, J. Helmer, M. Cassidy, P. Squire, J. Morgan, S. Lehman, A. Hopkins, S. Turner, E. Pelozza, and A. Kayabaga

Motion Failed (3 to 12)

Moved by: M. Cassidy
Seconded by: A. Kayabaga

That the Managing Director, Environmental & Engineering Services and City Engineer BE REQUESTED to make a funding submission with respect to the \$204 million allocated to London under the Federal Public Transit Infrastructure Stream (PTIS) and the \$170 million Provincial funding that includes:

Project 4, North Connection.

Yeas: (5): M. Cassidy, A. Hopkins, S. Turner, E. Pelozza, and A. Kayabaga

Nays: (8): Mayor E. Holder, M. van Holst, S. Lewis, M. Salih, P. Squire, S. Lehman, P. Van Meerbergen, and S. Hillier

Recuse: (1): J. Morgan

Absent: (1): J. Helmer

Motion Failed (5 to 8)

Amendment:

Moved by: A. Kayabaga

Seconded by: A. Hopkins

That the motion to approve the inclusion of Project 4 North Connection, BE AMENDED to revise the proposed design to have mixed traffic, and remove the requirement for designated lanes between Central Avenue and the Western University Gate on Richmond Street.

Yeas: (5): M. Cassidy, A. Hopkins, S. Turner, E. Pelozza, and A. Kayabaga

Nays: (8): Mayor E. Holder, M. van Holst, S. Lewis, M. Salih, P. Squire, S. Lehman, P. Van Meerbergen, and S. Hillier

Absent: (2): J. Helmer, and J. Morgan

Motion Failed (5 to 8)

Moved by: M. Cassidy

Seconded by: E. Pelozza

That the Managing Director, Environmental & Engineering Services and City Engineer BE REQUESTED to make a funding submission with respect to the \$204 million allocated to London under the Federal Public Transit Infrastructure Stream (PTIS) and the \$170 million Provincial funding that includes:

Project 2. Wellington Road Gateway

Yeas: (10): Mayor E. Holder, S. Lewis, M. Salih, J. Helmer, M. Cassidy, J. Morgan, S. Lehman, A. Hopkins, E. Pelozza, and A. Kayabaga

Nays: (4): M. van Holst, P. Squire, P. Van Meerbergen, and S. Hillier

Recuse: (1): S. Turner

Motion Passed (10 to 4)

Amendment:

Moved by: M. van Holst

Seconded by: P. Squire

That the motion to approve Project 2, Wellington Road Gateway, BE AMENDED as follows:

That the application for transit funding shall not use the term “dedicated” bus lanes but rather “priority” transit lanes with the following definition:

“Priority transit lanes may take the form of dedicated lanes or dedicated lanes for posted hours of the day, high occupancy vehicle (HOV) lanes or HOV lanes for posted hours of the day, reversible lanes that can be either dedicated or HOV, or other innovations that, in any appropriate combination, will increase the capacity, quality, safety or accessibility of transit.”

Yeas: (4): M. van Holst, P. Squire, P. Van Meerbergen, and S. Hillier

Nays: (10): Mayor E. Holder, S. Lewis, M. Salih, J. Helmer, M. Cassidy, J. Morgan, S. Lehman, A. Hopkins, E. Pelozza, and A. Kayabaga

Recuse: (1): S. Turner

Motion Failed (4 to 10)

Moved by: J. Helmer

Seconded by: A. Hopkins

a) That the Managing Director, Environmental & Engineering Services and City Engineer BE REQUESTED to make a funding submission with respect to the \$204 million allocated to London under the Federal Public Transit Infrastructure Stream (PTIS) and the \$170 million Provincial funding that includes:

Project 3. East London Link, and;

b) London Transit Commission BE THANKED for implementing a new express bus service to Argyle Mall, Route 94, to start in Fall 2019; and

c) London Transit Commission BE REQUESTED to consider the following as priorities in its 5-year service plan:

i) maintaining a direct, frequent bus connection between Argyle Mall and the Dundas and Highbury transit node;

ii) implementing an express bus connection between Argyle Mall and Fanshawe College, to coincide with implementation of the East London Link.

iii) improving the frequency of the Route 36, which serves the airport and industrial employers, to one bus every 15 minutes during peak periods.

iv) improving the frequency of the Route 94 to one bus every 15 mins during peak periods; and

iv) accelerating implementation of alternative service delivery in the industrial employment zones identified in the London Transit Commission's 5-year service plan, to better connect Londoners to jobs in East and South London.

Yeas: (11): Mayor E. Holder, S. Lewis, M. Salih, J. Helmer, M. Cassidy, J. Morgan, S. Lehman, A. Hopkins, S. Turner, E. Pelozza, and A. Kayabaga

Nays: (4): M. van Holst, P. Squire, P. Van Meerbergen, and S. Hillier

Motion Passed (11 to 4)

Amendment:

Moved by: S. Lewis

Seconded by: S. Lehman

That the motion to approve Project 3. East London Link, BE AMENDED as follows:

b) London Transit Commission BE THANKED for implementing a new express bus service to Argyle Mall, Route 94, to start in Fall 2019; and

c) London Transit Commission BE REQUESTED to consider the following as priorities in its 5-year service plan:

i) maintaining a direct, frequent bus connection between Argyle Mall and the Dundas and Highbury transit node;

ii) implementing an express bus connection between Argyle Mall and Fanshawe College, to coincide with implementation of the East London Link.

iii) improving the frequency of the Route 36, which serves the airport and industrial employers, to one bus every 15 minutes during peak periods.

iv) improving the frequency of the Route 94 to one bus every 15 mins during peak periods; and

iv) accelerating implementation of alternative service delivery in the industrial employment zones identified in the London Transit Commission's 5-year service plan, to better connect Londoners to jobs in East and South London.

Yeas: (14): Mayor E. Holder, M. van Holst, S. Lewis, M. Salih, J. Helmer, M. Cassidy, J. Morgan, S. Lehman, A. Hopkins, P. Van Meerbergen, S. Turner, E. Pelozza, A. Kayabaga, and S. Hillier

Nays: (1): P. Squire

Motion Passed (14 to 1)

Moved by: E. Pelozza

Seconded by: A. Hopkins

That the Managing Director, Environmental & Engineering Services and City Engineer BE REQUESTED to make a funding submission with respect to the \$204 million allocated to London under the Federal Public Transit Infrastructure Stream (PTIS) and the \$170 million Provincial funding that includes:

Project 5. West Connection

Yeas: (7): M. Salih, J. Helmer, M. Cassidy, A. Hopkins, S. Turner, E. Pelozza, and A. Kayabaga

Nays: (8): Mayor E. Holder, M. van Holst, S. Lewis, P. Squire, J. Morgan, S. Lehman, P. Van Meerbergen, and S. Hillier

Motion Failed (7 to 8)

Moved by: S. Turner

Seconded by: A. Kayabaga

That the Managing Director, Environmental & Engineering Services and City Engineer BE REQUESTED to make a funding submission with respect to the \$204 million allocated to London under the Federal Public

Transit Infrastructure Stream (PTIS) and the \$170 million Provincial funding that includes:

Project 1. The Downtown Loop

Yeas: (10): Mayor E. Holder, S. Lewis, M. Salih, J. Helmer, M. Cassidy, J. Morgan, A. Hopkins, S. Turner, E. Pelozza, and A. Kayabaga

Nays: (5): M. van Holst, P. Squire, S. Lehman, P. Van Meerbergen, and S. Hillier

Motion Passed (10 to 5)

Moved by: M. Salih

Seconded by: M. van Holst

That the Managing Director, Environmental & Engineering Services and City Engineer BE REQUESTED to make a funding submission with respect to the \$204 million allocated to London under the Federal Public Transit Infrastructure Stream (PTIS) and the \$170 million Provincial funding that includes:

Project 6. Intelligent Traffic Signals (TIMMS)

Project 7. Expansion Buses

Project 9. Bus Stop Amenities

Project 12. Adelaide Street Underpass Active Transportation Connections

Project 16. Oxford Street / Wharncliffe Road Intersection Improvements

Yeas: (14): Mayor E. Holder, M. van Holst, S. Lewis, M. Salih, J. Helmer, M. Cassidy, P. Squire, J. Morgan, S. Lehman, P. Van Meerbergen, S. Turner, E. Pelozza, A. Kayabaga, and S. Hillier

Nays: (1): A. Hopkins

Motion Passed (14 to 1)

Moved by: M. Salih

Seconded by: J. Helmer

That pursuant to section 2.3 of the Council Procedure By-law, section 11.10 of the said by-law BE SUSPENDED for the purpose of permitting the meeting to proceed beyond 11:00 PM.

Yeas: (13): Mayor E. Holder, M. van Holst, M. Salih, J. Helmer, M. Cassidy, P. Squire, J. Morgan, S. Lehman, P. Van Meerbergen, S. Turner, E. Pelozza, A. Kayabaga, and S. Hillier

Nays: (2): S. Lewis, and A. Hopkins

Motion Passed (13 to 2)

Moved by: S. Turner

Seconded by: S. Lewis

That consideration of the following projects BE REFERRED to a future meeting:

Project 8. On-Board Information Screens

Project 10. Pedestrian Street Connectivity Improvements to the Transit Network

Project 11. New Sidewalks

Project 13. Active Transportation Improvements across Transit Route Bridges

Project 17. Cycling Routes Connecting to Downtown Transit

Project 18. Cycling Routes Connecting to Transit throughout the City

Project 19. Enhanced Bike Parking

Yeas: (14): Mayor E. Holder, M. van Holst, S. Lewis, M. Salih, J. Helmer, M. Cassidy, P. Squire, J. Morgan, S. Lehman, A. Hopkins, S. Turner, E. Pelozza, A. Kayabaga, and S. Hillier

Nays: (1): P. Van Meerbergen

Motion Passed (14 to 1)

Moved by: J. Helmer

Seconded by: A. Kayabaga

That the Managing Director, Environmental & Engineering Services and City Engineer BE REQUESTED to make a funding submission with respect to the \$204 million allocated to London under the Federal Public Transit Infrastructure Stream (PTIS) and the \$170 million Provincial funding that includes:

Project 14. Dundas Place Thames Valley Parkway Active Transportation Connection

Project 15. Dundas Street Old East Village Streetscape Improvements

Yeas: (13): Mayor E. Holder, M. van Holst, S. Lewis, M. Salih, J. Helmer, M. Cassidy, P. Squire, J. Morgan, S. Lehman, A. Hopkins, S. Turner, E. Pelozza, and A. Kayabaga

Nays: (2): P. Van Meerbergen, and S. Hillier

Motion Passed (13 to 2)

Moved by: M. van Holst

Seconded by: S. Lehman

That the staff report and communications with respect to this matter BE RECEIVED.

Yeas: (15): Mayor E. Holder, M. van Holst, S. Lewis, M. Salih, J. Helmer, M. Cassidy, P. Squire, J. Morgan, S. Lehman, A. Hopkins, P. Van Meerbergen, S. Turner, E. Pelozza, A. Kayabaga, and S. Hillier

Motion Passed (15 to 0)

5. Deferred Matters/Additional Business

None.

6. Adjournment

The meeting adjourned at 11:16 PM.

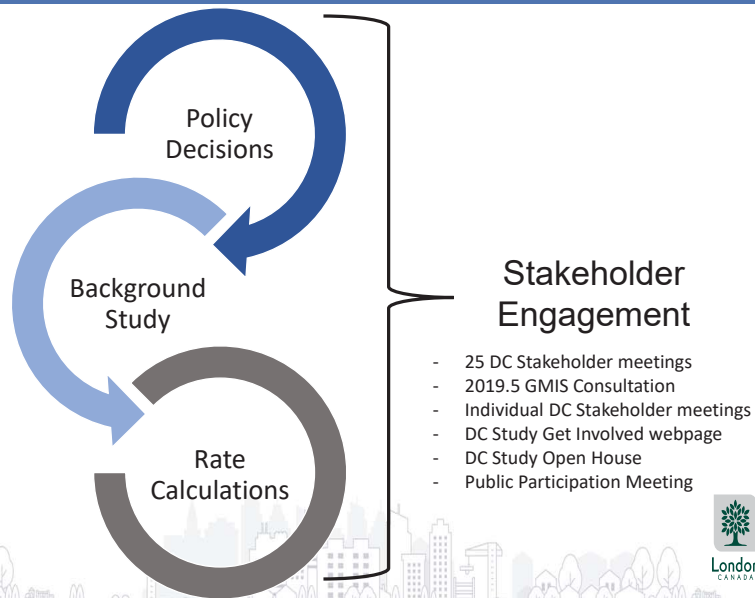


2019 DC By-law and Background Study: Public Participation Meeting

Strategic Priorities and Policy Committee
March 25, 2019



Development Charges Study Process Overview

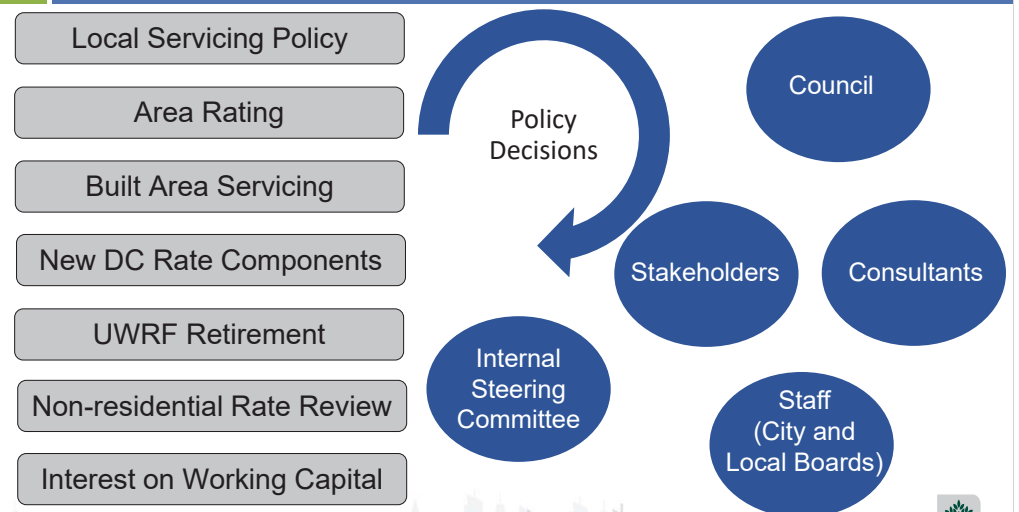


Introduction

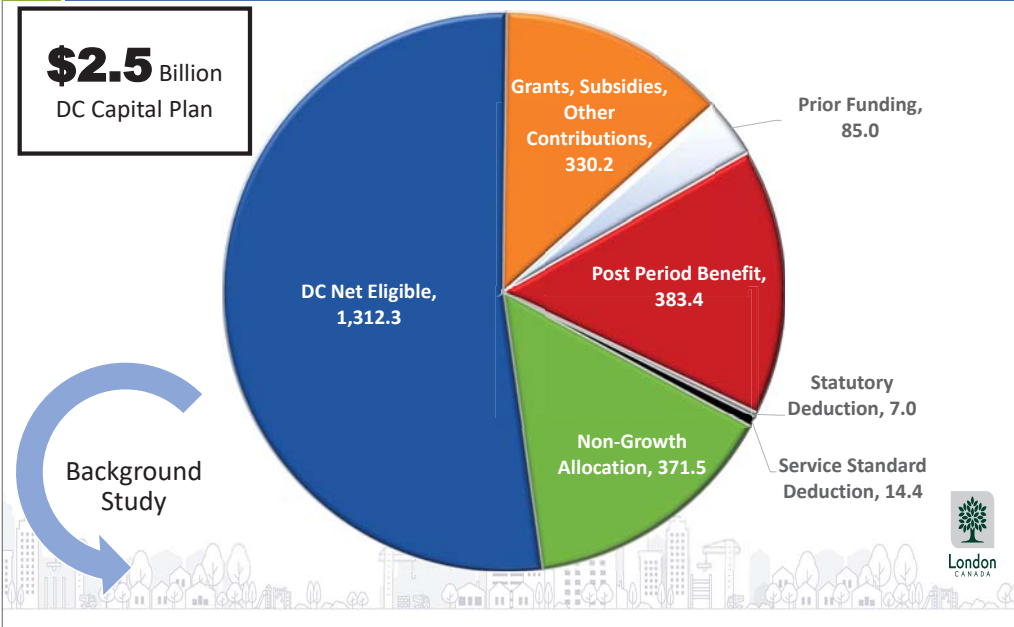
- Recap on DC Study process
- What's changed since December 2018?
- Information regarding DC By-law
- Next Steps



Policy Decisions



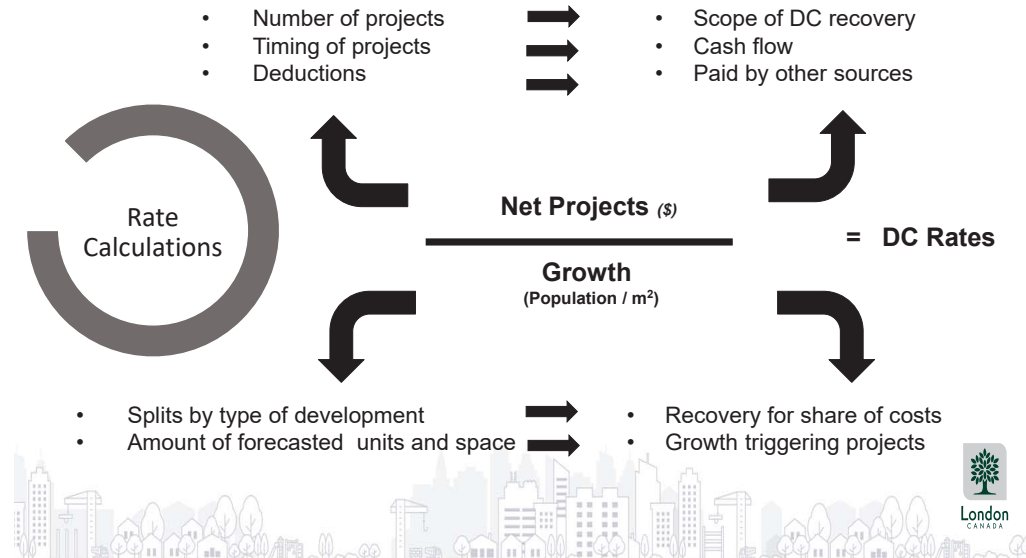
DC Capital Plan Breakdown (\$millions)



Draft 2019 DC Rates (March 25, 2018)

DC Component	Jan 1 2019 Indexed Rate	Draft 2019 DC Study Rate	% Change	Draft DC Rate December 2018
Hard Services	\$25,724	\$27,624		\$27,672
Soft Services	\$3649	\$5013		\$5053
UWRF	\$2638	\$0		\$0
Base Rate	\$32,011	\$32,637	2.0%	\$32,725
Waste Diversion	\$0	\$227		\$227
Operations Centres	\$0	\$272		\$272
Total Rate	\$32,011	\$33,136	3.5%	\$33,230

Rate Calculations



What's changed from December draft DC rates?

- Technical and other adjustments based on stakeholder discussions and peer review
- Adjustments from GMIS requests
- Adjustments arising from further review by Staff

Reduction of \$100 to December 2018 Single Family DC Rate



DC By-law

- DC By-law establishes rules for rates applied, timing of payment and where funds are deposited.
- Changes of note:
 - Timing of payment: shift from calculation of DCs at time of building permit application to building permit issuance
 - Revisions to implement Council-endorsed non-residential conversion policy
 - Clarifications to the Industrial Use DC Act exemption
 - Consolidation of claims rules and Local Service Policy into a single appendix
 - Housekeeping
 - Establishment of reserve funds for Operations Centres and Waste Diversion
 - Removal of Urban Works Reserve Fund items
 - Definitions (colleges and universities and agricultural use)
 - Schedule re: subdivision agreement clauses

- **2014 DC By-law expires August 3, 2019**



Timetable



PUBLIC PARTICIPATION MEETING COMMENTS

3.1 PUBLIC PARTICIPATION MEETING – Development Charges Report and Proposed By-law

- S. Levin and A. Beaton, Urban League – presenting the attached presentation;
- M. Wallace and B. Veitch, London Development Institute – presenting the submission as included on the Added Agenda;
- D. Schmidt, Corlon Properties – presenting the attached submission specific to their development of the “Neighbourhoods of Sunningdale”;
- G. Playford – noting that other municipalities provide for DC exemptions for affordable housing projects, and further noting that most developers of affordable housing are not-for-profits; encouraging that future consideration be given to this matter;
- B. Polhill, representing J. Matthews – providing information related to Mr. Matthews’ intention to continue to build out his property and the impact that the proposed development charges will have on this, as per the attached submission.

Development Charges – Urban League of London

- **The Urban League is an umbrella group whose members include neighbourhood associations, community groups and individuals from across London.**



- We have been at the Development Charges (DC) table since the early 1990s.
- The Stakeholder group works well.
- We thank Council for continuing to have us at the table.
- Staff have spent significant hours with the Stakeholder Group. They spent a lot of time listening and coming up with a report and a study that reflects competing interests and comes down in a place that is in the best interest of Londoners.



- Some London characteristics make it harder to compare our rate to other municipalities



- In preparing the Background Study, \$189 M of road projects have been deferred to keep the DC rate affordable.
- You can certainly move more road projects off into the future to reduce the DC. But it comes with a congestion cost.
- London also includes storm water management in the rate, many other municipalities across the province do not.



- London DCs are higher than say Komoka or Ilderton, because we have a funny thing called traffic caused by having about 400K people living here, including the drivers from outside the city who use the roads without paying for the capital or operating costs.
- This means we have a very large roads component to the DC. In fact over half of the DC.



- We also have a transit system.
- Your discussions later will wrestle with this and your staff have done their best to point out the DC Study implications of changes to the Transportation projects



- Tax money already supports growth.
- About \$5.5 M annually in the budget to pay the Development Charges for residential in the core and Old East and for industrial development.
- You may hear this called an “exemption” which suggests it is not paid at all. This is a subsidy. The DC must be paid by someone. The someone here is the taxpayer. It is Council’s decision if this is good public policy. The League supports the 50% subsidy for institutional as the biggest beneficiary are London’s main economic drivers, the Hospitals and the University and the College.



- Another place where growth does not pay for growth is legislated in the DC Act:
- For certain service categories– Corporate Growth Studies, Library, Parks and Recreation, Waste Diversion and Operations Centres – a 10% deduction from the costs otherwise determined to be eligible for inclusion in DC rate calculations is mandated



- Would also like to point out that the Act allows you to include a calculation for the growth related requirements for forms of affordable housing. It is not included in this study but is on the table for the 2024 study.



- Decisions made on transit projects have impacts on other categories of infrastructure (e.g. water, sanitary, storm). These impacts cannot be forecasted until the final project mix is established and properly studied in context of the entire Transportation Master Plan and Development Charges (DC) Background Study.
- **The more that it diverges from the current capital plan, the more likely it is to increase the amount of tax-supported funding that is required.**
- I would be surprised if much, if any of the pathway or sidewalk projects can be funded through development charges.



- Decisions made by Council to include/exclude individual projects may alter the ultimate growth / non-growth splits that drive the project funding mix in the capital budget.
- These impacts cannot be forecasted until the final project mix is established and properly studied in the context of the entire Transportation Master Plan and DC Background Study, both of which may be required to be re-studied at the conclusion of the transit priority setting process.



Urban League's position on the DC Background Study:

- **ADOPT** it on schedule - If necessary, an updated DC Study can be prepared later.
- If you don't adopt a new DC Background Study and by law on time, then the City cannot collect DCs.

March 25, 2019

Strategic Priorities and Policy Committee

Public Participation meeting – Development Charges Background Report and Proposed By-law

Dave Schmidt, Development Manager, Corlon Properties Inc. 200 Villagewalk Boulevard, London, Ontario N6G 0W8, (519) 660-6200 ext. 2, dschmidt@sunningdalegolf.com

- Corlon Properties and its sister company, Sunningdale Golf & Country Club Ltd. have been proudly developing of the “Neighbourhoods of Sunningdale” in the City’s north end for the last 15+ years
- As you may be aware, on March 30, 2017 Gordon Thompson, the president of Sunningdale Golf & Country Club Ltd. announced that due to changing demographics in the golf industry, Sunningdale would transition from its existing 36-hole facility to an 18-hole layout, north of Sunningdale Road West, no sooner than November 1, 2021
- This land along with our lands already designated “Multi-Family, Medium Density Residential (1989 Official Plan) / “Neighbourhood” (London Plan) which fronts to Wonderland Road north of Sunningdale Road, would then be available for development / redevelopment. These collective lands (“Sunningdale North”) total approximately 57 hectares and are located entirely within the City’s Urban Growth Boundary
- In May of 2017, we commenced discussion with City of London staff, with respect to the various approvals which will be necessary in order to ultimately develop the subject lands
- In September 2018, we commenced discussions with Development Finance about the need to include the following works and services, necessary to develop the subject lands, within the 2019 Development Charges Background Study and associated By-law:
 - two (2) Stormwater Management Facilities (Nos. 6C and 10) and Axford / McCallum Drain Channel Remediation, as identified and approved by Council in the Sunningdale Community Plan and the Sunningdale Area Storm Drainage and Stormwater Management Municipal Class Environment Assessment; and
 - replacement of the Axford / McCallum Drain Culvert - as part of the Sunningdale Road widening project, as per the Sunningdale Road Improvements – Municipal Class Environmental Assessment
- As a result of our various discussions, while we are pleased to learn that Development Finance has included additional funds within the “Sunningdale Road Phase 3 – road widening” estimate, to upgrade the Axford / McCallum Drain Culvert and has also included a Stormwater Management “Contingency Facility”, we are disappointed that the total estimated funds necessary to complete both Stormwater Management Facilities (Nos. 6C and 10) and Axford / McCallum Drain Channel

Remediation are not included and identified as separate projects within the 2019 Development Charge Background Study and associated By-law.

- As you may be aware and as set out in Chapter 4 of the 2019 Development Charges Background Study, the Development Charges Act limits (for the purposes of rate calculations), the planning period for hard services (including Stormwater Management) to a 20 year time horizon. In addition, the 2019 DC By-law with expire in 2024. As such, the works and services necessary to facilitate the development of “Sunningdale North” will be required within the 20 year time horizon contemplated by the DC Act and the majority will be necessary within the 5 year duration of the new By-law.
- As per the DC Background Study, the DC Act requires (under Section 5 (1) 1) that “the anticipated amount, type and location of development for which development charges can be imposed must be estimated”. The anticipated amount and location of development must be estimated which by their nature require assumptions to be employed. Section 2.2.3 of the DC Background Study indicates that these “projections are necessary for prudent planning of municipal services and facilities”. It is our understanding that the City has not assigned any “demand” to our “Sunningdale North” lands despite...
 - the fact that our lands are in the growth boundary;
 - our signalled intentions to develop;
 - part of our lands being designated for “Multi-Family, Medium Density Residential (1989 Official Plan) / “Neighbourhood” (London Plan); and
 - significant past investments (DC related and others) in hard and soft services in north London, which render these lands as some of most attractive lands to develop, from a municipal finance perspective.

The City has advised that “demand” has not been assigned to these lands as a result of the existing “Open Space” land use designation (1989 Official Plan) / “Greenspace” (London Plan).

- Notwithstanding this, we have recently retained Altus Group to review this matter. They have advised that the DC Act does not restrict the City to assign anticipated / estimated development to only lands designated to accommodate residential or non-residential development. The anticipated amount of development included in a DC Study can include anything ranging from designated and approved lands or developments to potential development, anticipated trends or development prospects. This is consistent with past DC Background Studies undertaken in the City of London, which included capital works which were necessary to service lands which had yet to receive their ultimate land use designation, within the Official Plan.
- In addition, the DC Act requires that “the increase in the need for service attributable to the anticipated development must be estimated...only if the council of the municipality has indicated that it intends to ensure that such an increase in need will be met”. “The

determination as to whether a council has indicated such an intention may be governed by the regulations”.

For the purposes of paragraph 3 of subsection 5 (1) of the Act, the council of a municipality has indicated that it intends to ensure that an increase in the need for service will be met if the increase in service forms part of an official plan, capital forecast or similar expression of the intention of the council and the plan, forecast or similar expression of the intention of the council has been approved by the council. O. Reg. 82/98, s. 3. (emphasis added)

As previously mentioned the stormwater management facilities necessary to serve our “Sunningdale North” lands were identified within the approved “Sunningdale Community Plan” and the Sunningdale Are Storm Drainage and Stormwater Management Municipal Class Environment Assessment identified SWM facility No. 6C and 10 as the preferred alternatives, along with channel improvements (Axford / McCallum Drain) to provide stormwater management servicing for the subject lands, in the event that the property develops in the future. As such, **Council has appropriately expressed their intentions, with regards to these works, pursuant to the DC Act.**

- Lastly, page 180 of the 2019 DC Study indicates the:

Any municipally owned or operated Stormwater management works designed to provide capacity to facilitate growth that are identified through the EA process and are considered to satisfy a regional benefit to growth are to be identified as separate projects in the DC Study and are eligible for a claim from the CSRF (emphasis added)

- Considering all of the above, **we would respectfully request that specific separate projects (instead of a single “contingency facility”) be identified in the 2019 DC Background Study - Stormwater Management Services Rate Calculations for “Sunningdale North SWMF 6C”, “Sunningdale North SWMF 10” and “Sunningdale North - Axford / McCallum Drain Channel Remediation Works” with appropriate timing and estimated costs (estimates in the EA were made in 2008).**

This will **enable Colon / Sunningdale to proceed forward confidently with the investments** to complete the background studies / research to support the approvals necessary to development the subject lands, which are **some of the most attractive lands to develop in the City, from a municipal finance perspective.** This would also be **consistent** with how works and services, in other parts of the City, are included within the DC Background Study and ultimately financed.

The Storage Company

300 Marconi Gate

- Layout and site plan approved for the entire site at time of application.
- No notice of fees changing for future development
Site plan is not being changed
Only one entrance to and from the entire site. This entrance is part of existing development. except for emergency route proposed for the next phase.
The units to be completed are non-climate-controlled, slab on grade units with no electricity or heating
No servicing is required for the balance of storage units to be built.
The site boundaries have railway tracks to the west and industrial to the east and south. Multi-family to the north. Self-storage was the optimum use for this site
The site has been professionally landscaped and maintained from the beginning.
- Presently phase 1 is at 92% occupancy.(This has taken 7 years to achieve) With consideration for taxes, mortgages and operating costs the business last year still did not break-even, this is without ownership taking out any fees. It is imperative that phase 2 be built to successfully operate this as a business.
- Phase 2 does not affect any part of new development or future roadworks
- The first two years of taxes were assessed based on completion of all units with no rebates for vacancies. Taxes for the first two years were \$70,000/year. Taken this into consideration, the first three years of operation the vacancy rates were between 25-30%. With a gross rental amount of \$100,000-\$120,000 per year. The occupancy rate did not rise above 50% until year 5.
- Present taxes are currently \$45,000/year without no allowance for any vacancies. Allowing the balance of units to be built will allow the city to collect \$70,000. In taxes per year
- Every city from Woodstock to Windsor and north of London considers self-storage to be industrial zoning. At the same time industrial DC charges for the surrounding areas for industrial are \$0. St Thomas is \$0.25/square foot. Woodstock is \$0.00, Windsor is \$0.00
- The DC charge for London whether it be commercial or industrial does not reasonably fit with cost of operating a business. The average cost for building slab on grade self-storage units is \$50-\$55.00/per square ft. The city of London is requesting a DC charge of \$25/sq.ft. No business model can justify or maintain an operation when DC charges and taxes are taken into consideration.



London
CANADA

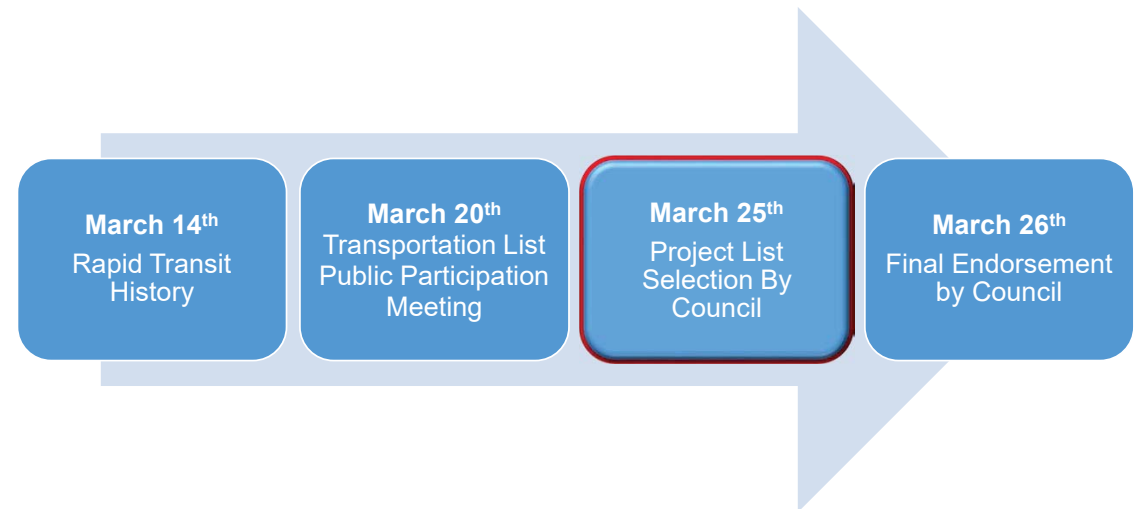
PUBLIC TRANSIT INFRASTRUCTURE STREAM - TRANSPORTATION PROJECTS

Strategic Priorities and Policy Committee
March 25, 2019

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Meeting To Date

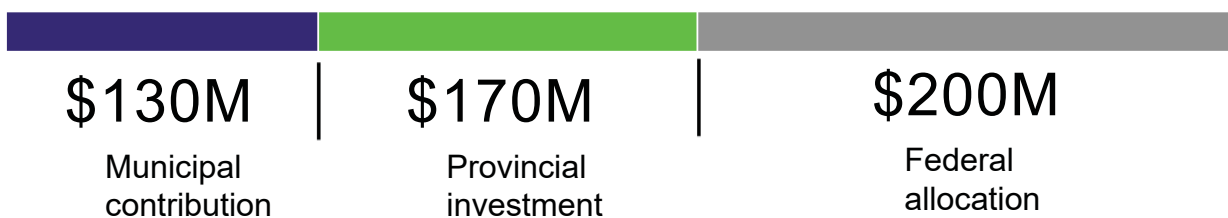


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2



The Funding Opportunity



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3

Funding Eligibility Criteria

- Improved capacity of public transit Infrastructure
- Improved quality and/or safety of transit systems
- Improved access to a public transit system

Ability to Submit

- Sufficient information for a business case
- Must increase the number of user of the transit and active transportation systems
- Part of a land-use or transportation plan or strategy

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Today's Meeting



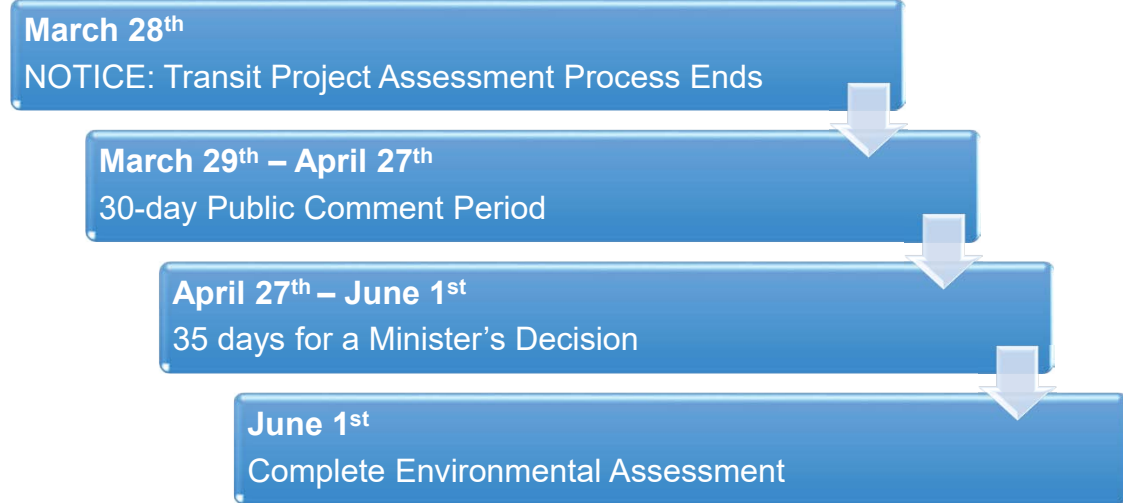
Staff Provide Financial Implications



Staff Prepare Funding Submission for March 31st



Next Steps



Transportation Project List

Transit Projects:	Transit Supportive Projects:
1. Downtown Loop	10. Pedestrian Street Connectivity Improvements to the Transit Network
2. Wellington Road Gateway	11. New Sidewalks
3. East London Link	12. Adelaide Street Underpass Active Transportation Connections
4. North Connection	13. Active Transportation Improvements across Transit Route Bridges
5. West Connection	14. Dundas Place Thames Valley Parkway Active Transportation Connection
6. Intelligent Traffic Signals (TIMMS)	15. Dundas Street Old East Village Streetscape Improvements
7. Expansion buses	16. Oxford Street / Wharnclyffe Road Intersection Improvements
8. On-board Information Screens	17. Cycling Routes Connecting to Downtown Transit
9. Bus Stop Amenities	18. Cycling Routes Connecting to Transit throughout the City
	19. Enhanced Bike Parking

Rapid Transit Decoupled Projects: Benefit/Cost Ratios

On March 12, 2019, the Honourable Jeff Yurek, Minister of Transportation provided a letter to Mayor Holder which outlined his guidance and recommendations for submitting projects to the Province for funding consideration. Specifically, Minister Yurek recommended that the City of London submit “individual projects with standalone business cases in priority sequence.” Given the short timeframe for the review and approval of projects, this would allow the province to review each project in a timely manner while allowing for submissions of projects requiring additional time for development to be reviewed as they are prepared.

Staff have been working diligently with IBI, the Rapid Transit Consultant (who has been working through this weekend) to develop business cases for each of the individual components of the plan. The benefit/cost ratios, which are a critical component of the business case, are now available in draft form. For reference purposes, the benefit/cost ratio for the entire system is 1.18.

The benefit/cost ratios for each of the corridors are individually lower than the system as a whole as there is a decrease in network wide efficiencies. The individual benefit/cost ratios range between 0.5 and 1.0, noting that some of the numbers are not yet finalized. The work on the West and North Connections is still underway and is expected to be completed shortly. Combining any of the legs will result in a comparatively improved benefit/cost ratio due to the increased network efficiencies. The table below summarizes the draft calculations to date:

Table 1 Draft Benefit to Cost Ratios for decoupled Rapid Transit Projects

Project	Benefit/Cost Ratio
Downtown Loop	1.0
East London Link	0.5
Wellington Road Gateway	0.6
North Connection	0.5-0.75
West Connection	0.5-0.75

The work to finalize these calculations is currently underway and is expected to be completed by the submission deadline of March 31, 2019.

Project #	Category	Project Description	IN	OUT	Project Cost (\$ Millions)	Source of Financing		Note if Applicable
						PTIS	Municipal Contribution	
1	Transit	Downtown Loop			\$ 28.5	\$ 21.1	\$ 7.4	Component of original BRT capital budget.
2	Transit	Wellington Road Gateway			\$ 131.8	\$ 97.5	\$ 34.3	Component of original BRT capital budget.
3	Transit	East London Link			\$ 120.2	\$ 88.9	\$ 31.3	Component of original BRT capital budget.
4	Transit	North Connection			\$ 147.3	\$ 109.0	\$ 38.3	Component of original BRT capital budget.
5	Transit	West Connection			\$ 72.2	\$ 53.4	\$ 18.8	Component of original BRT capital budget.
6	Transit	Intelligent Traffic Signals (TIMMS)			\$ 28.0	\$ 20.7	\$ 7.3	Dependent upon projects 1 to 5. No funding approved in capital plan other than \$15M from BRT. Planned for inclusion in 2020 Multi-Year Budget.
7	Transit	Expansion Buses			\$ 25.2	\$ 18.6	\$ 6.6	Dependent upon projects 2 to 5.
8	Transit	On-Board Information System			\$ 5.0	\$ 3.7	\$ 1.3	New, not in current capital plan.
9	Transit	Bus Stop Amenities			\$ 1.1	\$ 0.8	\$ 0.3	New, not in current capital plan.
10	Transit Supportive	Pedestrian Street Connectivity Improvements to the Transit Network.			\$ 21.8	\$ 16.1	\$ 5.7	
11	Transit Supportive	New Sidewalks			\$ 11.1	\$ 8.2	\$ 2.9	
12	Transit Supportive	Adelaide Street Underpass Active Transportation Connection			\$ 18.9	\$ 11.8	\$ 7.1	\$3M of estimated land costs assumed ineligible for PTIS funding.
13	Transit Supportive	Active transportation improvements across transit route bridges			\$ 31.4	\$ 23.3	\$ 8.1	Dependent upon project 5.
14	Transit Supportive	Dundas Place Thames Valley Parkway Active Transportation Connection			\$ 4.0	\$ 3.0	\$ 1.0	
15	Transit Supportive	Dundas Street Old East Village Streetscape Improvements			\$ 8.2	\$ 6.1	\$ 2.1	
16	Transit Supportive	Oxford Street/Wharnclyffe Road Intersection Improvements			\$ 17.8	\$ 6.5	\$ 11.3	\$9M of estimated land costs assumed ineligible for PTIS funding.
17	Transit Supportive	Cycling Routes Connecting to Downtown Transit			\$ 7.7	\$ 5.7	\$ 2.0	
18	Transit Supportive	Cycling Routes Connecting to Transit throughout the City			\$ 38.7	\$ 28.6	\$ 10.1	
19	Transit Supportive	Enhanced Bike Parking			\$ 4.0	\$ 3.0	\$ 1.0	

Amounts Subject to Rounding