

Report to Strategic Priorities & Policy Committee

To: Chair and Members
Strategic Priorities and Policy Committee

From: George Kotsifas P. Eng.,
Deputy City Manager, Planning and Economic Development

Subject: 2022 Growth Management Implementation Strategy (GMIS)
Update

Date: Public Participation Meeting on May 18, 2021

Recommendation

That, on the recommendation of the Deputy City Manager, Planning and Economic Development regarding the implementation of the London Plan growth management policies applicable to the financing of growth-related infrastructure works, the following actions be taken:

- a) the 2022 Growth Management Implementation Strategy Update **BE APPROVED** as attached in Appendix 'B'; it being noted that:
 - a. Sunningdale SWM 8 will be rescheduled from 2022 to 2023;
 - b. Kilally Water Phase 2 will be rescheduled from 2022 to 2023;
 - c. Pincombe SWM P4 - West will be rescheduled from 2022 to 2026;
 - d. North Lambeth SWM P2 – North will be rescheduled from 2025 to 2023;
 - e. North Lambeth SWM P2 – South will be rescheduled from 2023 to 2025; and
 - f. project design work for Kilally Road – Webster to Clarke will commence in 2021.
- b) The Capital Budget **BE ADJUSTED** to reflect the timing changes associated with the projects noted in clause (a) above.

Executive Summary

The Growth Management Implementation Strategy (GMIS) is an important tool for Council to coordinate growth infrastructure with development approvals and correspond with the pace of growth across the city, while maintaining an acceptable financial position. This GMIS report builds upon the financial analysis provided in previous GMIS reports and seeks to ensure the affordability of growth servicing in the City of London.

The GMIS is the tool that allows for the adjustment of Development Charge (DC)-funded project timing between DC background studies and is updated annually to ensure project timing continues to align the pace of development while ensuring financial sustainability. The scope of the 2022 GMIS's analysis focuses on all projects that will directly impact specific subdivision or site plan applications. The attached tables and figures outline the timing of key growth-related infrastructure projects needed to facilitate development.

This report discusses some of the financial considerations (DC reserve fund and debt) which arise from maintaining the City's current plan for investment and the implications of requests for project timing changes. Council's adopted Project Evaluation Framework is used to review future infrastructure project timing with the aim of providing a future 3-year supply of single detached residential lots in each greenfield area.

Through the GMIS review process, it is recommended that one project be accelerated, and four projects be deferred based on aligning the timing of these projects with the timing of expected development. The timing of all remaining GMIS infrastructure is recommended to remain unchanged. Extensive developer and community stakeholder

consultation is a vital part of the GMIS process.

Linkage to the Corporate Strategic Plan

This report supports the 2019-2023 Strategic Plan for the City of London through the Building a Sustainable City strategic area of focus by advancing the growth and development policies of the London Plan through enhanced implementation tools and infrastructure. The annual review of growth infrastructure plans to balance development needs with available funding is a specific action of the strategic plan.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

October 20, 2020 – Strategic Priorities and Policy Committee – 2021 Development Charges Update Covering Report and Proposed By-law.

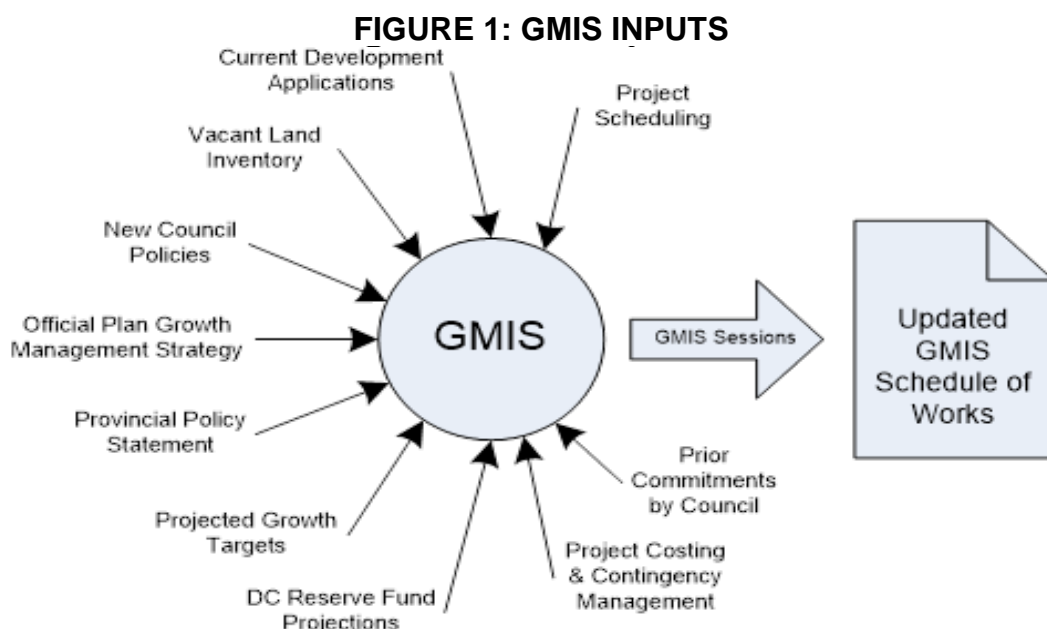
1.2 Background

The London Plan identifies the extent of the City's Urban Growth Boundary and requires that the municipal services needed to accommodate the planned growth be identified. Through servicing strategies, municipal services are identified as growth-related projects that are then incorporated into each Development Charges (DC) Background Study which are prepared every five years. The timing and cost of these projects form the basis for the development charge rate calculation – which once approved becomes the charge for new development over the next five years. The DC-funded projects, their timing and the funding sources are then incorporated in the City's capital budget.

The GMIS is the tool identified by the London Plan that allows for the adjustment of DC-funded project timing between DC studies. The GMIS is updated annually to ensure project timing continues to align with growth while ensuring financial sustainability. The GMIS considers the pace of development, the status of DC reserve funds, and the desires of developers to progress development applications in areas designated by the London Plan for growth. It provides flexibility to respond to changes in market conditions or to make adjustments that reflect the financial status of the DC reserve funds.

1.3 GMIS Inputs and Principles

The GMIS update involves the integration of multiple inputs (Figure 1). Typically, each GMIS update assesses the collected information against the eight Council approved principles of GMIS to make appropriate adjustments to the schedule of works.



As part of drafting the first GMIS in 2008, staff and development 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 annual GMIS updates. The eight core principles set out by Council in 2008 include:

1. Provide direction for timely and cost-efficient extension of municipal services both from an efficiency and municipal affordability perspective.
2. Support growth costs that are affordable within our financial capacity, having regard for both the capital and operating costs of services to support growth.
3. Allocate growth in a manner that optimizes the use of existing services and facilities.
4. Support the development of sufficient land to meet the City's growth needs and economic development objectives.
5. Support the implementation of Official Plan growth management policies.
6. Support the completion of existing development approvals.
7. Maintain lot and land supply that is consistent with provincial policies and conducive to a healthy housing market.
8. Co-ordinate the phasing of development approvals and the scheduling/funding of works through the capital budget.

The initial GMIS document from 2008 provided a schedule for growth infrastructure with estimated costs over the 20-year growth period. This schedule was incorporated into the finalized DC Background Study which came into effect with the passing of the DC By-law in August 2009. Since then, the GMIS has been updated annually, reflecting adjustments to timing for DC-funded projects.

2.0 Discussion and Considerations

2.1 2022 GMIS: Introduction

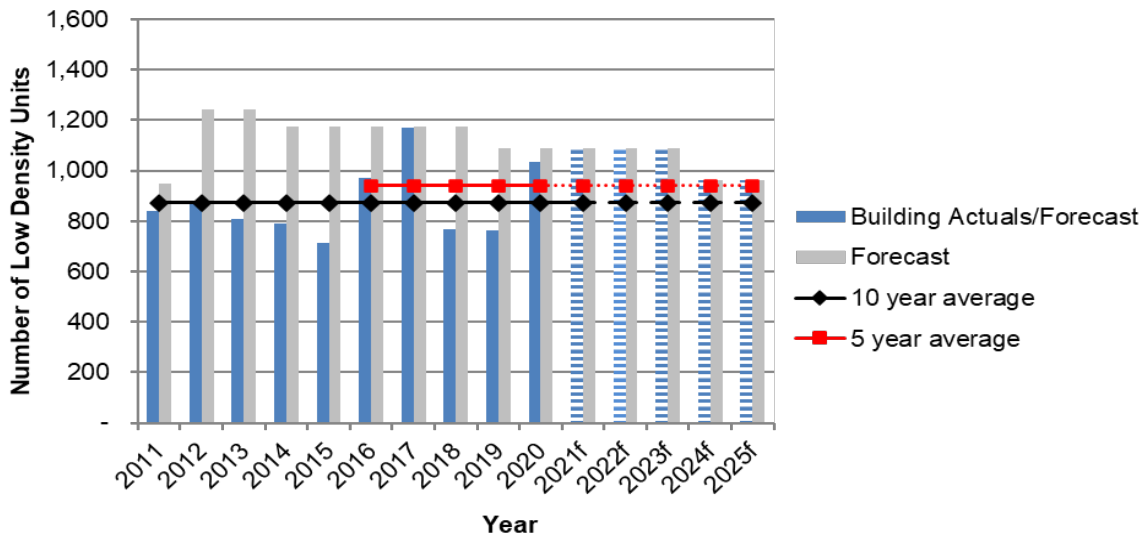
The 2022 GMIS report builds upon information provided in previous GMIS reports and seeks to sustain adequate servicing of growth areas in the City of London and prudent management of Development Charge reserve funds. The scope of the 2022 GMIS analysis includes all projects that directly impact specific subdivision or site plan applications with the goal of creating the most efficient servicing solutions possible.

2.2 2022 GMIS: Growth and Development Observations and Trends

An important relationship exists between the projected amount of residential and non-residential growth and the City's future investments in infrastructure projects. DC rate calculations are based on growth projections that determine servicing needs, which in turn establish DC rates. If actual growth in the form of development and building construction does not consistently meet the growth projections contained in the DC Background Study, then sufficient revenues are not being generated to maintain the original schedule of investments in infrastructure. The two key elements – growth activity and investment in infrastructure – should move in tandem.

For the 2022 GMIS Update, staff reviewed growth levels for all forms of residential and non-residential development. Figure 2 provides a graph of historic and forecasted growth for low density residential development which is particularly important for DC purposes as single detached homes represent almost 50% of calculated DC revenues and are the primary driver for the construction of new infrastructure to support greenfield subdivisions. It should be noted however, that the growth forecasts for all forms of residential and non-residential development are used for determining future DC revenues and for assessing the health of DC reserve funds.

FIGURE 2: LOW DENSITY RESIDENTIAL GROWTH: 2011-2025



Staff notes the following growth observations and trends that impact DC revenues and the 2022 GMIS recommendation:

- Over the previous 5 years (2015-2019), the City experienced an annual average of 876 permits for single detached dwellings. This was exceeded in 2020 when 1,034 single detached permits were issued. Staff is anticipating the trends experienced in 2020 will carry forward over the near- to medium-term; GMIS stakeholders have indicated that they are experiencing elevated interest in single detached dwellings and believe this demand will be sustained into the future. The 2019 Watson forecast anticipates 1,088 single detached dwellings annually from 2021 to 2023 and 961 single detached dwellings annually beyond 2023. Staff are monitoring the potential impacts of Covid-19 on the housing sector and intraprovincial migration associated with increasing work-from-home options available to employees. This may have implications on the housing projections as the current environment was not anticipated when and employment and population growth was modelled by Watson.
- Medium density (townhouse/rowhouse) residential growth decreased in 2020 from previous years to 469 units. It is anticipated that townhouse construction will increase over the coming years due to a rising demand for this housing form from young adults and retirees, and as an affordable alternative to single detached dwellings. The Watson forecast anticipates 517 units annually over the near- to medium-term. Builders have stated that they are experiencing elevated demand for townhouses as single detached home prices have increased substantially.
- Apartment construction continues to be strong in London but has a “peaks and troughs” building cycle. After strong levels in 2018 and 2019, the City experienced a record level of construction in 2020 with permits for 2,210 apartment units being issued. Elevated development interest remains for new apartment buildings, thus the Watson forecast of 704 units is being closely monitored. London’s apartment vacancy rate remains low and there is a high demand for apartments with below market rent.
- New commercial space gradually declined between 2017 and 2019. In 2020, new commercial growth further declined 65% from 2019 levels to less than 30% of the Watson forecast of 31,829m². It is anticipated that the commercial sector will continue to be challenged over the near-term in relation to the pandemic economic recovery.
- After three years of lower than forecasted institutional growth, a significant increase was experienced in 2020 due to permits for new long-term care facilities, an addition to a post-secondary building and elementary school additions. Future institutional construction is difficult to predict as it mainly relies on spending by upper levels of government. The Watson forecast anticipates 42,512m² of new institutional space annually over the near- to medium-term.
- In 2020, Industrial growth returned to historic levels after a significant increase in 2019 due to a permit for a large food processing facility. Longer-term external forecasts for the industrial sector anticipate continued recovery, which coincides with the City’s development of new industrial lands attractive to larger industrial users. The Watson forecast anticipates a demand for 31,894m² of new industrial space annually over the near- to medium-term which is supported by a recent increase in industrial land sales and development application activity.

2.3 2022 GMIS: Development Charges Reserve Fund Analysis

As part of the GMIS process, Staff reviewed the cash flow projections for each DC reserve fund that contained GMIS projects. This analysis revealed a need to closely monitor reserve fund revenues and drawdown activity, especially for the following high-cost service components:

- Stormwater Management; and
- Wastewater.

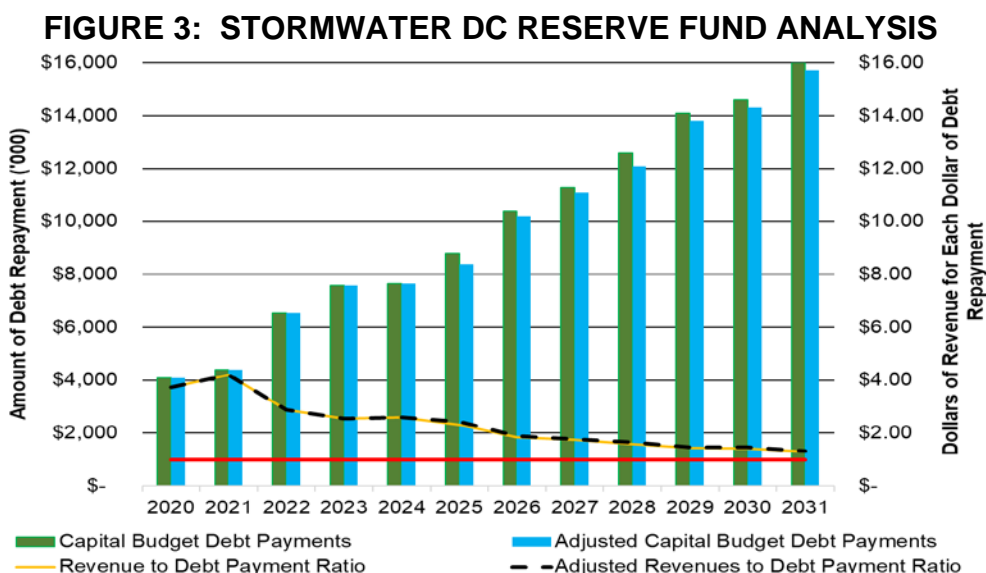
These services rely heavily on debt to facilitate the timing of infrastructure construction given that:

- major expenditures for sanitary sewers and stormwater management precede and facilitate growth in that new investments are required prior to development being possible in a new area; and
- significant amounts of project costs have been identified for future recovery (i.e. post period benefits) in the 2021 DC rate calculations with the objective of achieving a fair allocation of recovery of investment in growth costs. Therefore, the DC reserve funds that finance these services rely on debt to finance the portion of the project costs identified for recovery beyond the 20-year time horizon of the DC Study.

Staff has conducted a detailed cash flow analysis of all DC reserve funds that contain GMIS projects to assess the financial risks and overall affordability of the present GMIS. Additionally, Environment and Infrastructure division managers were interviewed to determine emergent changes to project timing and cost estimates.

As the 2022 GMIS mainly proposes changes in timing that will affect the Stormwater DC reserve fund, Figure 3 provides a graphical representation of this reserve fund following an analysis undertaken by Development Finance staff:

- **Debt payments (vertical bars):** For each year, the bars reflect annual debt payments required by the reserve fund to pay for infrastructure investments. Viewing the graph from left to right, the first bar reflects debt payments based on currently approved capital budgets and forecasts. The second bar reflects an ‘adjusted’ annual debt payment based on revised debt payment changes arising from the recommended project timing adjustments discussed later in this report.
- **Revenues to debt payment ratio (lines):** To provide context for the debt obligations of the Stormwater Reserve Fund, a line depicting a revenue to debt ratio is provided. The declining line in Figure 3 indicates that an increasing share of DC revenues is being used to pay down debt, limiting the amount of cash draws available to fund projects. As shown on the figures below, the ratio dips substantially after 2022 as several projects to be constructed require the use of debt financing. As shown, annual debt payments will consume a substantial portion of projected revenues over the next 10 years and by 2031 approximately 85% of DC revenues will be required to meet debt obligations.



The following provides a summary of the DC reserve fund analysis:

- **DC Revenues:**
 - LDR and MDR revenues generally met DC forecasts in 2020 and elevated HDR revenues were largely offset by slower commercial growth. Overall, revenues met what has been forecasted. Projected revenues are necessary to maintain timing of projected investments (expenditures) in new infrastructure.
 - Staff need to remain vigilant of growth activity to be able to recommend corrective measures should circumstances (e.g. economic condition and reversal of current housing market expansion) reflect changing growth patterns.
- **DC Expenditures:**
 - No significant project cost variances to DC projects since last year's 2021 DC Study Update were identified at the time of the GMIS analysis. Project cost variances are being constantly monitored, and if any variances are experienced for the balance of the year, they will inform next year's GMIS.

The combination of stable DC revenues over the past few years and minimal changes in project cost variances since last year allow the City to maintain project timing as set out in the 2021 DC Study Update.

2.4 2022 GMIS Stakeholder Consultation

Stakeholder engagement is a vital component of the annual GMIS update. Two general stakeholder meetings were held to provide an overview of growth information and reserve fund health, to discuss GMIS timing considerations and to outline draft project changes. In addition to the general meetings, individual one-on-one interviews were held with developers, builders and other community stakeholders that requested an opportunity to discuss development plans or issues with Staff related to GMIS projects.

A total of 15 one-on-one meetings were held with stakeholders, resulting in a wide array of perspectives and infrastructure timing requests for consideration. The interviews provided important information regarding the GMIS Infrastructure Project Evaluation Framework, growth modelling assumptions, development timelines, community benefits, and suggestions for process improvements. The collective knowledge of the stakeholders was vital to producing the recommended 2022 GMIS Update.

On April 13, the draft GMIS was presented to the stakeholders based on feedback received from the first round of interviews, growth and reserve fund analysis and internal discussions with City project managers. Although Staff is not able to accommodate all stakeholder requests, the continued dialogue through the GMIS process has produced an infrastructure strategy that maximizes development opportunities while not increasing concerns about the financial sustainability of DC reserve funds.

2.5 2022 GMIS Stakeholder Review

Through the stakeholder consultations, five requests for project accelerations and three deferral requests were received from development stakeholder to realign projects with their anticipated development timing. The requests were considered in the context of the eight core principles set out by Council in 2008, an analysis of the Development Charge Reserve Funds, and the project timing review tests set out below.

The GMIS process uses a series of questions to inform project timing and consider requests to accelerate projects. Each serves as a "lens" for evaluating whether changes are merited to the timing of infrastructure projects and are applied equally to all projects. Referred to as the GMIS "tests," the questions are as follows:

- ***Is the project needed to provide additional buildable lots to meet demand in the growth area?***
- ***Has a developer sufficiently progressed a development proposal to warrant the construction project next year or the following year?***
- ***Can we afford the project?***

To accelerate a project, all three tests must be met. The first question speaks to the need for infrastructure, in relation to market demand and supply of lots in a geographic area. This criterion is used to match the pace of infrastructure construction with the pace of growth with an aim to provide a future 3-year supply of single detached residential lots in each greenfield area.

This project evaluation framework was endorsed by Council as part of the 2017 GMIS Update and is to be used by subsequent updates such as this exercise. Appendix 'A' provides a summary of the GMIS growth framework and the results of the analysis conducted by Staff, based on feedback received from stakeholder interviews.

The demand inputs used reflect the Council adopted 2019 DC Watson forecasts that were carried forward to the 2021 DC Background Study Update and By-law. These forecasts assume a city-wide single detached dwelling demand of 1,088 units/year between 2021 and 2023, and 961 units/year during the 2024-2029 period.

2.6 2022 GMIS Recommended Project Timing Adjustments

In general, the current timing for projects aligns with the needs of the development community stakeholders and provides for significant new growth opportunities throughout the City. Appendix 'B': (2022 GMIS Project Tables and Figures) proposes a Schedule of Works that identifies the timing of key growth-related infrastructure projects required to facilitate development throughout the City over 0-5 year, 6-10 year and 10+ year horizons. This Schedule of Works maintains timing that is similar to that approved by Council as part of the 2021 DC Study Update.

The recommended project schedule discussed below is the best compromise between:

- maintaining financially sustainable reserve funds;
- the desire of several developers to advance timing on projects that will accelerate development of their land holdings; and
- the feasibility of advancing infrastructure projects given the time needed to construct them in a judicious manner.

From the 2022 GMIS Update analysis, Table 1 below identifies proposed project timing adjustments to the last year's 2021 DC Study Update. One stormwater project is recommended to be accelerated and three stormwater projects are recommended to be deferred. It is also recommended to defer a water project to ensure it is coordinated with an associated road project. All other GMIS projects are recommended to maintain their timing as approved in the 2021 DC Study Update. The final project timing outlined for the 2022 GMIS is subject to the approval of the 2022 Capital Budget Update. ***A more complete discussion of the project timing to be adjusted in the tables above is provided in Appendix 'D'.***

TABLE 1: 2022 GMIS PROJECT TIMING ADJUSTMENTS

Service	Project Description	2021 DC Study Year	Rationale for Timing Change	2022 GMIS Year	Total Gross Cost
Stormwater	Sunningdale SWM 8	2022	Developer deferral request to align with development timing	2023	\$1.9M
Stormwater	Pincombe SWM P4 - West	2022	No application on benefitting lands	2026	\$2.3M
Stormwater	N. Lambeth SWM P2 - North	2025	Support meeting greenfield area lot supply target	2023	\$2.6M
Stormwater	N. Lambeth SWM P2 - South	2023	Developer deferral request to align with development timing	2025	\$2.3M
Water	Kilally Water Phase 2	2022	City deferral request to coordinate project with road design work	2023	\$7.0M

2.7 2022 GMIS Developer Requests Not Recommended

Table 2 identifies requests received through GMIS stakeholder consultations that are not being recommended for acceleration as part of the 2022 GMIS. In general, Staff are not recommending the following infrastructure timing requests due to sufficient lot supply in the greenfield area, technical concerns and/or affordability constraints.

TABLE 2: PROJECT TIMING REQUESTS NOT RECOMMENDED BY STAFF

Service	Project Description	Stakeholder Request	2021 DC Study Timing	Requested 2022 GMIS Timing	Total Gross Cost
Stormwater	N. Lambeth SWM P1 - N	Southside	2033	2026	\$1.9M
Stormwater	N. Lambeth SWM P1 - S	Southside	2033	2026	\$1.9M
Stormwater	Pincombe SWM 3 - W	Foxwood	2025	2022	\$2.9M
Roads	Kilally Road – Webster to Clarke	Drewlo	2030	2022	\$10.1M
Wastewater	South Lambeth Sanitary Servicing	Farhi	n/a	n/a	n/a

A more complete discussion of the requests and Staff rationale is provided in Appendix 'E'.

While not recommended for acceleration in the 2022 GMIS Update, certain requests on Table 2 are beyond the current DC By-law's 2024 expiration date. These are identified on Table below and can be considered comprehensively through the 2025 DC master planning process to begin in 2022. This will ensure that these longer-range requests are considered and coordinated with greenfield area lot supply and demand, any technical issues are resolved, and importantly timing and cost estimates are reviewed in the context of implications on the recalculated 2025 Development Charges rate.

TABLE 3: PROJECT REQUESTS TO BE CONSIDERED DURING 2025 DC MASTER PLANS

Project Description	2021 DC Study Year	Requested 2022 GMIS Timing	2025 DC Master Plan Request
N. Lambeth SWM P1 - North	2033	2026	Advance project timing to align with anticipated development timing
N. Lambeth SWM P1 - South	2033	2026	Advance project timing to align with anticipated development timing
South Lambeth Sanitary Servicing	n/a	n/a	Review sanitary servicing for the Lambeth Area

2.8 2022 GMIS Short-Term Development Opportunities

The proposed Schedule of Works in Appendix B provides infrastructure investment timing that accommodates a wide range of future housing demand scenarios. The City has committed \$20.7 million to GMIS infrastructure projects to be completed over 2021, including three stormwater management facilities, one sanitary trunk project and three watermain projects. Furthermore, the current timing plan assigns an additional \$107.2 million dollars to be spent on projects over the next five years between 2022 and 2026.

At present, external servicing (water, sewer, stormwater) is in place for lands capable of accommodating 5,047 single detached lots; 3,079 of which are in Draft Approved Subdivision plans. GMIS project construction in 2021 and 2022 will result in serviceable lands capable of accommodating an additional 2,585 single detached dwelling lots.

It is important to note that GMIS infrastructure only provides opportunity as serviceable lands are ultimately made available for dwellings through the subdivision approval process. Subdivision applications in all geographic areas of the city are advancing over the next few years that will provide new opportunities for residential and non-residential greenfield development throughout the City.

2.9 GMIS Booklet

Each year, Development Finance produces the “GMIS Booklet” — a comprehensive reference document that contains mapping for new development areas, Vacant Land Inventory information (i.e. residential construction opportunities), infrastructure servicing areas, and up to date GMIS project timing. The booklet provides 0-5 year, 6-10 year and 10+ year project timing tables that is beneficial information to stakeholders for subdivision planning.

A draft version of the 2022 GMIS Booklet has been prepared to reflect the recommendations contained in this report. Subject to Council adoption of the GMIS (with revisions where applicable), a final version of the 2022 GMIS Booklet will be prepared. The document will be broadly circulated to GMIS stakeholders and City staff as well as being made available on the City’s website.

2.10 Next Steps

Pending the adoption of the recommendations of this report, Staff will reflect the GMIS changes in the 2022 Annual Update to the Multi-Year Budget and collectively work towards addressing any implementation challenges so that infrastructure projects are delivered in a timely manner, consistent with the completion of subdivision approvals.

Conclusion

The GMIS is an important tool for Council to coordinate growth infrastructure with development approvals and to manage available financial resources. The combination of overall stable DC revenues in 2020 and minimal changes in project cost variances since last year’s GMIS allow the City to maintain the current GMIS timing for growth infrastructure projects and permit some flexibility to advance projects based on warranted growth needs.

The 2022 GMIS Update recommendations provide for infrastructure investment timing that can accommodate a wide range of future housing demand scenarios. Staff will continue to work with and consult with development and community stakeholders over the coming year to ensure efficient and timely servicing that will provide for a logical and sustainable progression of growth well into the future.

Prepared by: Kevin Edwards, MCIP, RPP
Manager, Long Range Planning, Research and Ecology

Submitted by: Paul Yeoman, RPP, PLE
Director, Capital Assets and Projects

Concurred in by: Kelly Scherr, MBA, P.Eng, FEC
Deputy City Manager, Environment and Infrastructure

Recommended by: George Kotsifas, P.Eng
Deputy City Manager, Planning and Economic Development

cc: Anna Lisa Barbon, Deputy City Manager, Financial Support and City Treasurer
Gregg Barrett, Director, Planning and Development

May 10, 2021
KE\ke

Appendix 'A': GMIS Infrastructure Project Evaluation Framework

Appendix 'B': 2022 GMIS Project Tables and Figures:

- Table B1 - GMIS Annual Update 2022: Detailed List of Works and Costs by Service 5 Year Projects
- Figure B1 - GMIS Annual Update 2022: Works 0-5 Years (2019-2023) Year of Construction
- Table B2 – GMIS Annual Update 2022: Detailed List of Works and Costs by Service 6-10 Year Projects
- Figure B2 – GMIS Annual Update 2022: Works 6-10 Years (2024-2028) Year of Construction
- Table B3 – GMIS Annual Update 2022: Detailed List of Works and Costs by Service 10+ Year Projects
- Figure B3 - GMIS Annual Update 2022: Works 10+ Years (2029-2033) Year of Construction

Appendix 'C': List of GMIS Stakeholders

Appendix 'D': Rationale for 2022 GMIS Project Timing Adjustments

Appendix 'E': Detailed Commentary Regarding Developer Infrastructure Requests

Appendix A – GMIS Infrastructure Evaluation Framework

GMIS “Tests”

The following questions are applied to each project listed in the GMIS in relation to the development contained within the benefitting area. The three questions serve as separate, but related lenses for considering infrastructure timing and all three tests must be met in order to consider acceleration of a project.

- a) **Is the project needed to provide additional buildable lots to meet demand in the growth area?** (If yes, proceed to Test 2; if no, maintain timing/defer project).
- b) **Has a developer sufficiently progressed a development proposal to warrant the construction project next year or the following year?** (If yes, proceed to Test 3; if no, maintain timing/defer project).
- c) **Can we afford the project?** (If yes, consider project acceleration; if no, maintain timing/defer project, or alternatively other projects must be deferred to accommodate the selected project).

GMIS Targets/Growth Modelling

In order to address GMIS Test a) outlined above, growth modelling is required to examine demand for and supply of single detached residential lots for each of the City’s greenfield growth areas (North, Northwest, Northeast, Southeast, Southwest, West). The model is informed by the following targets and assumptions:

- Provide three (3) years of permit ready supply of single detached lots in each greenfield area (where possible);
- Using the adopted Watson forecast for single detached units per year, deduct 5% to account for construction within the Built-Area Boundary and a further 11% to address detached dwellings constructed on medium density designated lands (i.e., Vacant Land Condominiums). This will provide for an “apples-to-apples” comparison of demand for single detached residential lots with available supply;
- Base the model on when building permits can be issued for developable lands, rather than on the timing of the installation of major infrastructure (i.e., “permit-ready” supply of lands versus “serviced” supply of lands);
- Assume the following market capture shares for single detached lots, based on a review of historic trends and stakeholder feedback:
 - North: 20%
 - Northwest: 21%
 - Northeast: 8%
 - Southeast: 15%
 - Southwest: 21%
 - West: 15%
- In establishing the baseline, employ subdivision timing and phasing from information supplied by development proponents in the GMIS interviews and adjust where warranted based on model iterations and professional judgement;
- Select year of registration at the year following the construction of infrastructure to provide a buffer for any process-related issues that may arise; and,
- Provide opportunities in multiple locations and for multiple developers (where possible).

The results of the 2022 GMIS growth modelling are provided in the following tables.

Northwest Demand and Supply Analysis

LDR Units/Year Watson Scenario	1088	1088	1088	961	961	961	961	961	961	961	961	893	893	893
* 95% on greenfield lands	920	920	920	813	813	813	813	813	813	813	813	755	755	755
* 11% of unit construction as VIC	21%	21%	21%	21%	21%	21%	21%	21%	21%	21%	21%	21%	21%	21%

MARCH 2021

	0	1	2	3	4	5	6	7	8	9	10
Opening Supply	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Add: New Supply	252	222	312	272	213	162	65				
Subtotal	163	283	154	111	120	74	0				
Subtract: Demand	415	505	466	383	333	236	65				
Years of Serviced Supply	193	193	193	171	171	171	171				
Remaining	222	312	272	213	162	65	0				

Infrastructure Project Timing Legend	
	2021 DC Study construction timing maintained
X	Proposed 2022 GMIS Timing Adjustment

Subdivisions Legend	
	Infrastructure construction year
	Estimate as no application received to date
	Subdivision build-out date

Subdivisions	Serviced Year	Reg'n Yr	Total	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
39T-03505	Serviced	2021	89	45	44														
39T-03505_3	Serviced	2021	33	33															
39T-04510_3	Serviced	2021	69	35	34														
39T-04510_4	Serviced	2022	85		43	42													
39T-05512	Serviced	2022	152			51	51												
39T-11503	Serviced	2021	100		50		50												
39T-11503_3	Serviced	2022	243			61	61												
FH-100	Serviced	2025	100						50										
FH-101	Serviced	2025	11						11										
HP-100/202	Serviced	2024	10							10									
HP-204/205	Serviced	2025	13								13								
Total			905	163	283	154	111	120	74	0	0	0	0	0	0	0	0	0	0

Note: No application (grey) supply includes vacant DP Designated VIU LDR lands and assumes 25% of VIU MDR lands will develop as LDR in accordance with 2011 Land Needs Study.

Infrastructure Projects	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038
-------------------------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------

Southwest Demand and Supply Analysis

LDR Units/Year Watson Scenario	1088	1088	1088	961	961	961	961	893	893	893
* 95% on greenfield lands	920	920	920	813	813	813	813	755	755	755
* 11% of unit construction as VIC	Capture %	21%	21%	21%	21%	21%	21%	21%	21%	21%

MARCH 2021

	0	1	2	3	4	5	6	7	8	9	10
Opening Supply	380	402	512	721	850	971	1276	1740	2054	2366	2673
Add: New Supply	215	303	402	300	292	476	634	485	471	465	405
Subtotal	595	705	914	1021	1142	1447	1910	2225	2525	2831	3078
Subtract: Demand	193	193	193	171	171	171	171	171	159	159	159
Years of Serviced Supply	3.1	3.6	4.7	6.0	6.7	8.5	11.2	13.0	15.9	17.9	19.4
Remaining	402	512	721	850	971	1276	1740	2054	2366	2673	2919

Subdivisions Legend

- Infrastructure construction year
- Estimate as no application received to date
- Subdivision build-out date

Infrastructure Project Timing Legend

- 2021 DC Study construction timing maintained
- Proposed 2022 GMS Timing Adjustment

Subdivisions	Serviced Year	Reg'n Year	Total	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
39T-12503	Serviced	2021	268	89	89	90	0	0	0	0	0	0	0	0	0	0	0	0	0
39T-12503_3	Serviced	2022	114	57	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39T-14502	Serviced	2024	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39T-14504	Serviced	2022	64	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39T-15501_3	Serviced	2021	187	62	62	63	0	0	0	0	0	0	0	0	0	0	0	0	0
39T-17503	2022	2023	107	54	54	53	0	0	0	0	0	0	0	0	0	0	0	0	0
39T-17503_1	2022	2025	188	42	42	42	0	0	0	0	0	0	0	0	0	0	0	0	0
39T-16509	2021	2022	84	42	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39T-18504	2021	2022	105	53	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BT-100/206	2026	2029	97	97	0	0	0	0	0	0	0	49	48	0	0	0	0	0	0
BT-101/210/211	2026	2027	106	0	0	0	0	0	0	53	53	0	0	0	0	0	0	0	0
BT-200	Serviced	2023	27	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0
BT-204	Serviced	2024	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
BT-212	2025	2027	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BT-213/214	2023	2024	105	0	0	0	0	0	53	52	0	0	0	0	0	0	0	0	0
LB-100/201	2021	2026	121	0	0	0	0	0	30	30	30	31	0	0	0	0	0	0	0
LB-101/217/218	Serviced	2026	28	0	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0
LB-102/202/203	Serviced	2024	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LB-104/219/220	2026	2027	36	0	0	0	0	0	0	36	0	0	0	0	0	0	0	0	0
LB-105/210	2022	2026	67	0	0	0	0	0	34	33	0	0	0	0	0	0	0	0	0
LB-107/114/221	2030	2031	324	0	0	0	0	0	0	0	0	0	0	54	54	54	54	54	54
LB-109	Serviced	2027	24	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0
LB-204	Serviced	2029	20	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0
LB-209	Serviced	2027	34	0	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0
LB-212/213	2030	2031	20	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0
LB-700	2030	2033	27	0	0	0	0	0	0	0	0	0	0	0	0	27	0	0	0
LW-102/206	Serviced	2027	15	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0
LW-107/218 Ph 1	2022	2024	416	0	0	0	52	52	52	52	52	52	52	52	0	0	0	0	0
LW-107/218 Ph 2	2025	2027	208	0	0	0	0	0	0	0	0	52	52	0	0	0	0	0	0
LW-108	2027	2029	196	0	0	0	0	0	0	0	0	49	49	0	0	0	0	0	0
LW-110/700	2027	2033	298	0	0	0	0	0	0	0	0	0	0	50	50	50	50	50	50
LW-111/112/210/215/216	2033	2036	535	0	0	0	0	0	0	0	0	0	0	0	0	54	54	54	54
LW-113	2027	2030	503	0	0	0	0	0	0	0	0	0	0	50	50	50	50	50	50
LW-114	Serviced	2024	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: No application (grey) supply includes vacant OP Designated VLU DRI lands and assumes 25% of VLU MBR lands will develop as LDR in accordance with 2011 Land Needs Study.

Appendix B – 2022 GMIS Project Tables and Figures

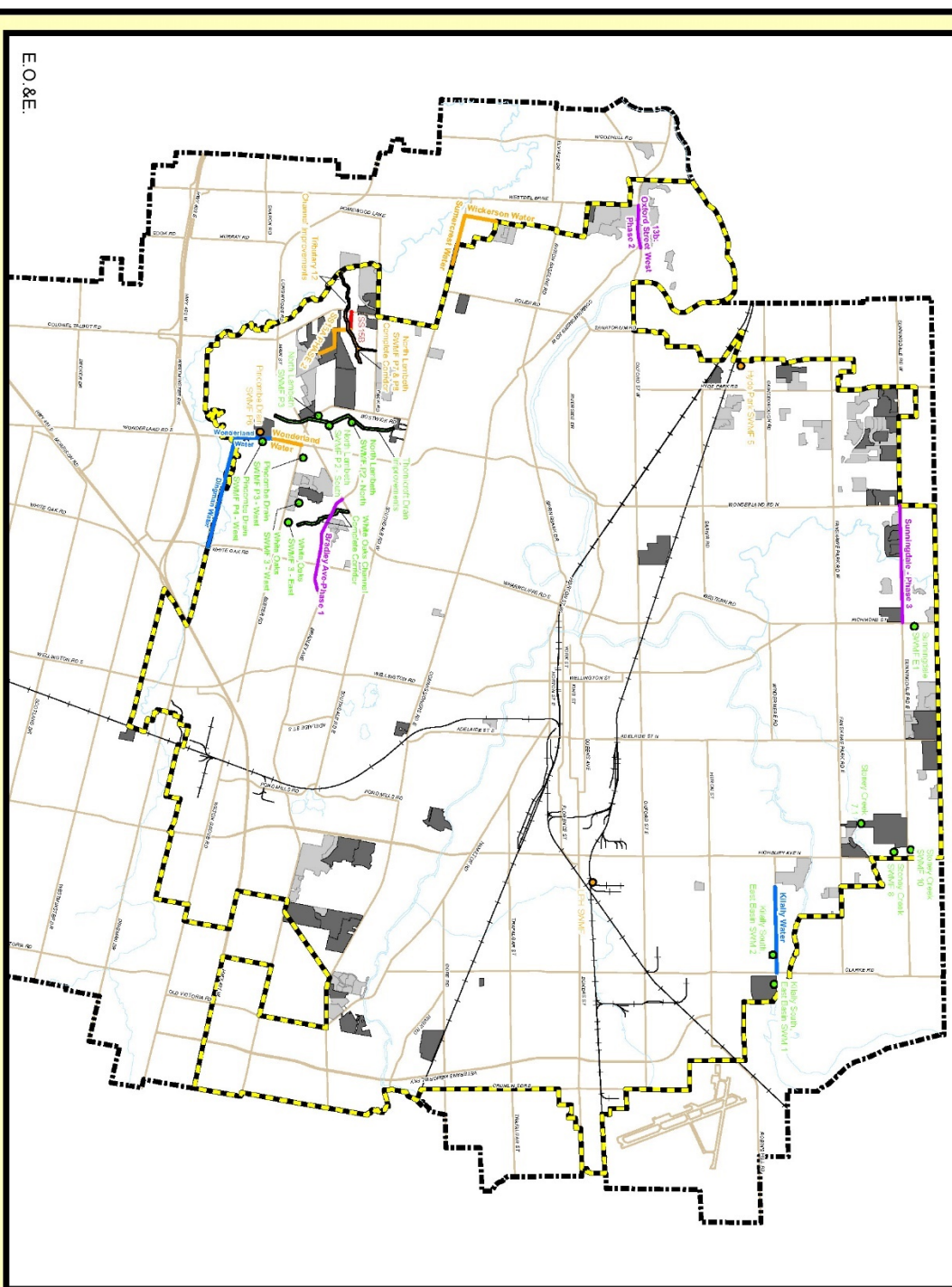
**Table A1: GMIS ANNUAL UPDATE 2022
DETAILED LIST OF WORKS AND COSTS BY AREA
5 YEAR PROJECTS (2022 to 2026)**

(E&O Excepted)

2021 DC STUDY TIMING	GMIS 2022 TIMING	PROJECT DESCRIPTION			TOTAL COST	GROWTH		NON-GROWTH	
		DC ID	GENERAL DESCRIPTION	Service					
BUILT AREA									
2021-2038	2021-2038	DC19MS1002	Storm Sewer - Built Area Works	SWM	\$61,445,800	55.5%	\$34,102,419	44.5%	\$27,343,381
2021-2038	2021-2038	DC19WW1002	Wastewater Servicing - Built Area Works	Wastewater	\$29,521,700	37.6%	\$11,100,159	62.4%	\$18,421,541
2021-2038	2021-2038	DC19WD1002	Watermain - Built Area Works	Water	\$724,000	56.0%	\$405,440	44.0%	\$318,560
TOTAL BUILT AREA PROJECTS					\$91,691,500		\$45,608,018		\$46,083,482
NORTH									
Stoney Creek									
2022	2023	DC14MS0036	Stoney Creek SWMF 8	SWM	\$1,851,200	100.0%	\$1,851,200	0.0%	\$0
2023	2023	DC14MS0033	Stoney Creek SWMF 7.1	SWM	\$1,799,600	100.0%	\$1,799,600	0.0%	\$0
2025	2025	DC14MS0034	Stoney Creek SWMF 10	SWM	\$2,715,400	100.0%	\$2,715,400	0.0%	\$0
TOTAL STONEY CREEK PROJECTS					\$6,366,200		\$6,366,200		\$0
Sunningdale									
2023	2023	DC14RS0017	Sunningdale Road - Wonderland to 150m west of Richmond (2 to 4 through lanes)	Roads	\$21,839,700	92.8%	\$20,267,242	7.2%	\$1,572,458
TOTAL SUNNINGDALE PROJECTS					\$21,839,700		\$20,267,242		\$1,572,458
Uplands									
2022	2022	DC14MS0038	Sunningdale SWMF E1	SWM	\$3,249,400	100.0%	\$3,249,400	0.0%	\$0
TOTAL UPLANDS PROJECTS					\$3,249,400		\$3,249,400		\$0
TOTAL NORTH PROJECTS					\$31,455,300		\$29,882,842		\$1,572,458
NORTHEAST									
Huron Heights									
2022	2022	DC14MS0009	Kilally South, East Basin SWM 1	SWM	\$5,542,000	100.0%	\$5,542,000	0.0%	\$0
2022	2023	DC14WD0040	Kilally (A30) Growth Area - Kilally Road. (Highbury to Clarke) Phase 2	Water	\$7,031,200	100.0%	\$7,031,200	0.0%	\$0
2026	2026	DC21MS0001	Kilally South, East Basin SWM 2	SWM	\$5,628,000	100.0%	\$5,628,000	0.0%	\$0
TOTAL NORTHEAST PROJECTS					\$12,573,200		\$12,573,200		\$0
WEST									
2025	2025	DC14RS0052	13b: Oxford Street West-Phase 2 - Commissioners to Westdel Bourne (2 to 4 through lanes)	Roads	\$8,919,700	92.0%	\$8,206,124	8.0%	\$713,576
TOTAL WEST PROJECTS					\$8,919,700		\$8,206,124		\$713,576
SOUTHWEST									
Bostwick									
2025	2023	DC21MS0010	North Lambeth SWMF P2 - North	SWM	\$2,548,400	100.0%	\$2,548,400	0.0%	\$0
2023	2025	DC14MS0020	North Lambeth SWMF P2 - South	SWM	\$2,385,700	100.0%	\$2,385,700	0.0%	\$0
2026	2026	DC14MS0019	North Lambeth P3 (Dingman Tributary D4)	SWM	\$4,204,400	100.0%	\$4,204,400	0.0%	\$0
2026	2026	DC21MS0012	Thomicroft Drain Natural Channel Improvements	SWM	\$4,272,700	42.0%	\$1,794,534	58.0%	\$2,478,166
TOTAL BOSTWICK PROJECTS					\$13,411,200		\$10,933,034		\$2,478,166
Longwoods									
2023	2023	DC14RS0022	Bradley Avenue Extension Phase 1 - Jalna to Wharnccliffe (New 4 through lanes)	Roads	\$11,720,000	100.0%	\$11,720,000	0.0%	\$0
2022	2026	DC21MS0005	Pincombe Drain SWMF P4 - West	SWM	\$2,315,700	100.0%	\$2,315,700	0.0%	\$0
2022	2022	DC14MS0039	White Oaks SWMF 3 - West	SWM	\$3,006,800	100.0%	\$3,006,800	0.0%	\$0
2025	2025	DC21MS0007	White Oaks SWMF 3 - East	SWM	\$2,193,600	100.0%	\$2,193,600	0.0%	\$0
2025	2025	DC21MS0008	White Oaks Channel Complete Corridor (Wharnccliffe to White Oaks 3E)	SWM	\$7,749,400	68.1%	\$5,277,341	31.9%	\$2,472,059
2025	2025	DC21MS0004	Pincombe Drain SWMF P3 - West	SWM	\$2,918,000	100.0%	\$2,918,000	0.0%	\$0
2026	2026	DC14WD010b	Lambeth Phase 2 (A21b) - Wonderland Rd. (Hamlyn St. to Dingman Dr.)	Water	\$1,045,400	95.0%	\$993,130	5.0%	\$52,270
2026	2026	DC14WD0009	Longwoods (A20) - Dingman Dr. (Wonderland Rd. to White Oak Rd.)	Water	\$6,856,900	100.0%	\$6,856,900	0.0%	\$0
TOTAL LONGWOODS PROJECTS					\$37,805,800		\$35,281,471		\$2,524,329
Talbot									
2025	2025	DC14WW0010	SS15B - North Talbot Growth Area Greenway PCP sewershed	Wastewater	\$3,036,000	100.0%	\$3,036,000	0.0%	\$0
TOTAL TALBOT PROJECTS					\$3,036,000		\$3,036,000		\$0
TOTAL SOUTHWEST PROJECTS					\$54,253,000		\$49,250,505		\$5,002,495
TOTAL 5 YEAR PROJECTS (2022 to 2026)					\$204,520,700		\$151,148,689		\$53,372,011

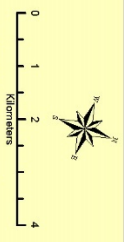
Note: Timing refers to the year of construction.

**NOT THE CITY OF LONDON
BACKGROUND STUDY**



**GMIS 2022
Draft Schedule of Works
0-5 Years (2022 - 2026)
YEAR OF CONSTRUCTION**

- MAJOR ROADS
- RAILWAYS
- RIVERS / STREAMS
- CITY LIMITS
- GROWTH BOUNDARY
- REGISTERED SUBDIVISIONS (2014 - 2020)
- ACTIVE SUBDIVISION APPLICATIONS
- TRANSPORTATION
- SANITARY
- STORM
- WATER
- PCP/SANITARY PUMPING STATIONS
- SMM FACILITIES
- INTERSECTION WORKS
- WATER PUMPING STATIONS
- APPROVED CONSTRUCTION PENDING



PREPARED BY: Development Services
 CREATION: DATE: April 28, 2021
 LOCATION: \\ville1\work\planning\projects_D\BLVD_GMIS
 project_L\imging_m\proj\c\2021_GMIS_schedule_of_works_0-5_years.mxd

EO&E:

**Table A2: GMIS - GMIS ANNUAL UPDATE 2022
 DETAILED LIST OF WORKS AND COSTS BY AREA
 6-10 YEAR PROJECTS (2027 to 2031)**

(E&O Excepted)

2019 DC STUDY TIMING	2021 DC STUDY TIMING	PROJECT DESCRIPTION			TOTAL COST	GROWTH		NON-GROWTH	
		DC ID	GENERAL DESCRIPTION	SERVICE					
		NORTHEAST							
		Huron Heights							
2031	2031	DC21MS0002	Kilally South, East Basin SWM 3	SWM	\$2,587,000	100.0%	\$2,587,000	0.0%	\$0
		TOTAL NORTHEAST PROJECTS			\$2,587,000		\$2,587,000		\$0
		SOUTHWEST							
		Bostwick							
2028	2028	DC14RS0047	Bradley Avenue Extension - Wonderland to Bostwick (New 4 through lanes)	Roads	\$8,283,500	100.0%	\$8,283,500	0.0%	\$0
		TOTAL BOSTWICK PROJECTS			\$8,283,500		\$8,283,500		\$0
		Lambeth							
2030	2030	DC14MS0022	North Lambeth SWMF P6 - South	SWM	\$2,663,700	100.0%	\$2,663,700	0.0%	\$0
2027	2027	DC19WW1003	Wharcliffe Road South - Campbell Street to Bostwick Road	Wastewater	\$1,066,500	90.0%	\$959,850	10.0%	\$106,650
		TOTAL LAMBETH PROJECTS			\$3,730,200		\$3,623,550		\$106,650
		Longwoods							
2027	2027	DC14MS0031	Pincombe Drain SWMF 5	SWM	\$1,945,600	100.0%	\$1,945,600	0.0%	\$0
2027	2027	DC14MS0040	White Oaks SWMF 4 - Phase 1	SWM	\$4,505,600	100.0%	\$4,505,600	0.0%	\$0
2027	2027	DC19MS0005	Old Oak SWM 2	SWM	\$2,982,300	100.0%	\$2,982,300	0.0%	\$0
2029	2029	DC14MS0014	Murray Marr SWMF 1	SWM	\$3,174,400	100.0%	\$3,174,400	0.0%	\$0
		TOTAL LONGWOODS PROJECTS			\$12,607,900		\$12,607,900		\$0
		TOTAL SOUTHWEST PROJECTS			\$24,621,600		\$24,514,950		\$106,650
		TOTAL 6-10 YEAR PROJECTS (2027 to 2031)			\$27,208,600		\$27,101,950		\$106,650

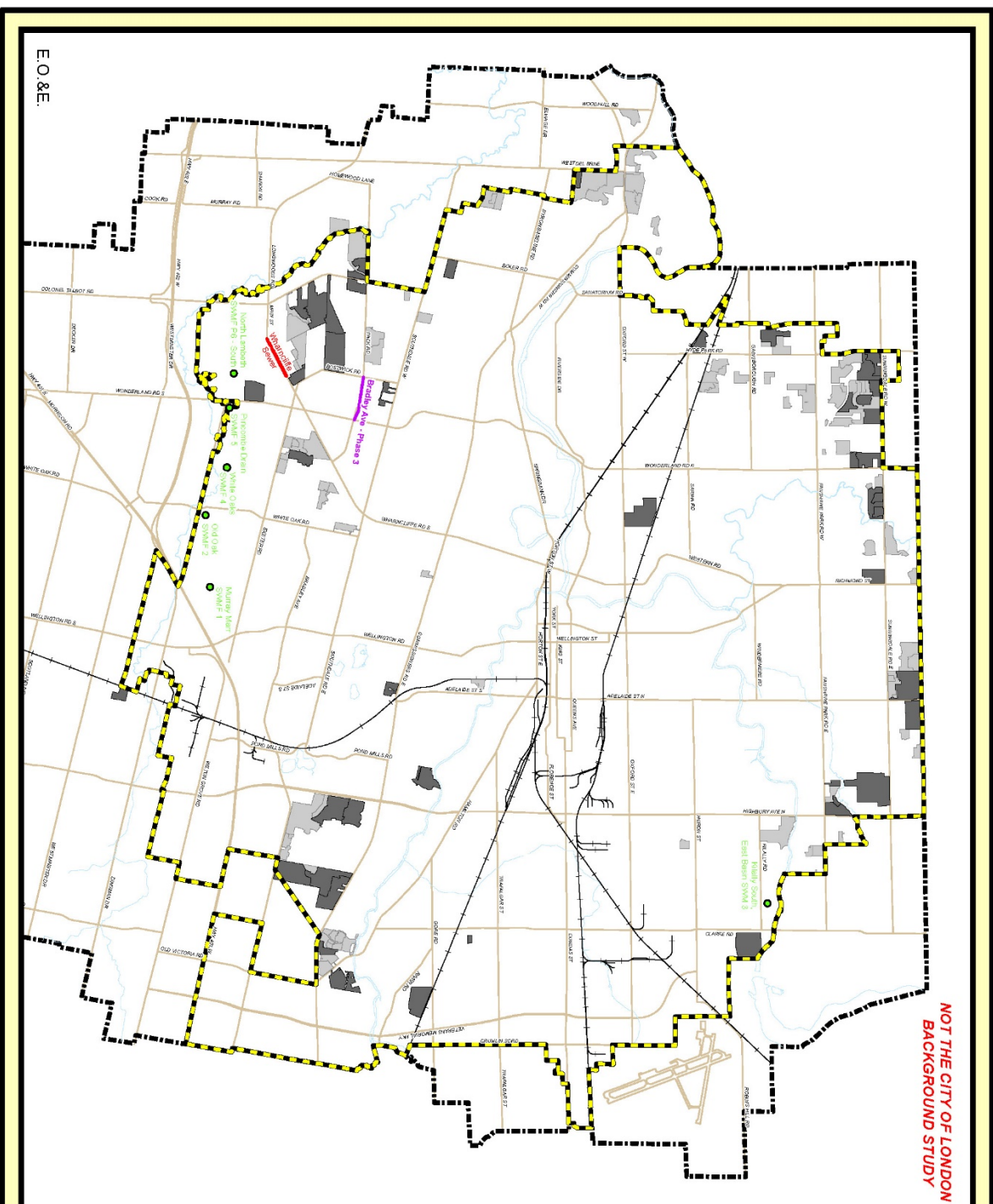
Note: Timing refers to the year of construction.

**Table A3: GMIS ANNUAL UPDATE 2022
 DETAILED LIST OF WORKS AND COSTS BY AREA
 10+ YEAR PROJECTS (2032 and Beyond)**

(E&O Excepted)

2019 DC STUDY TIMING	2021 DC STUDY TIMING	PROJECT DESCRIPTION			TOTAL COST	GROWTH		NON-GROWTH	
		DC ID	GENERAL DESCRIPTION	SERVICE					
		SOUTHWEST							
		Talbot							
2033	2033	DC14MS0017	North Lambeth SWMF P1 - North	SWM	\$2,387,700	100.0%	\$2,387,700	0.0%	\$0
2033	2033	DC21MS0009	North Lambeth SWMF P1 - South	SWM	\$2,387,700	100.0%	\$2,387,700	0.0%	\$0
		TOTAL TALBOT PROJECTS			\$4,775,400		\$4,775,400		\$0
		TOTAL SOUTHWEST PROJECTS			\$4,775,400		\$4,775,400		\$0
		TOTAL 10+ YEAR PROJECTS (2032 and Beyond)			\$4,775,400		\$4,775,400		\$0

Note: Timing refers to the year of construction.

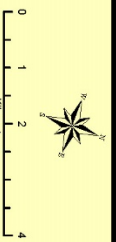


NOT THE CITY OF LONDON
BACKGROUND STUDY



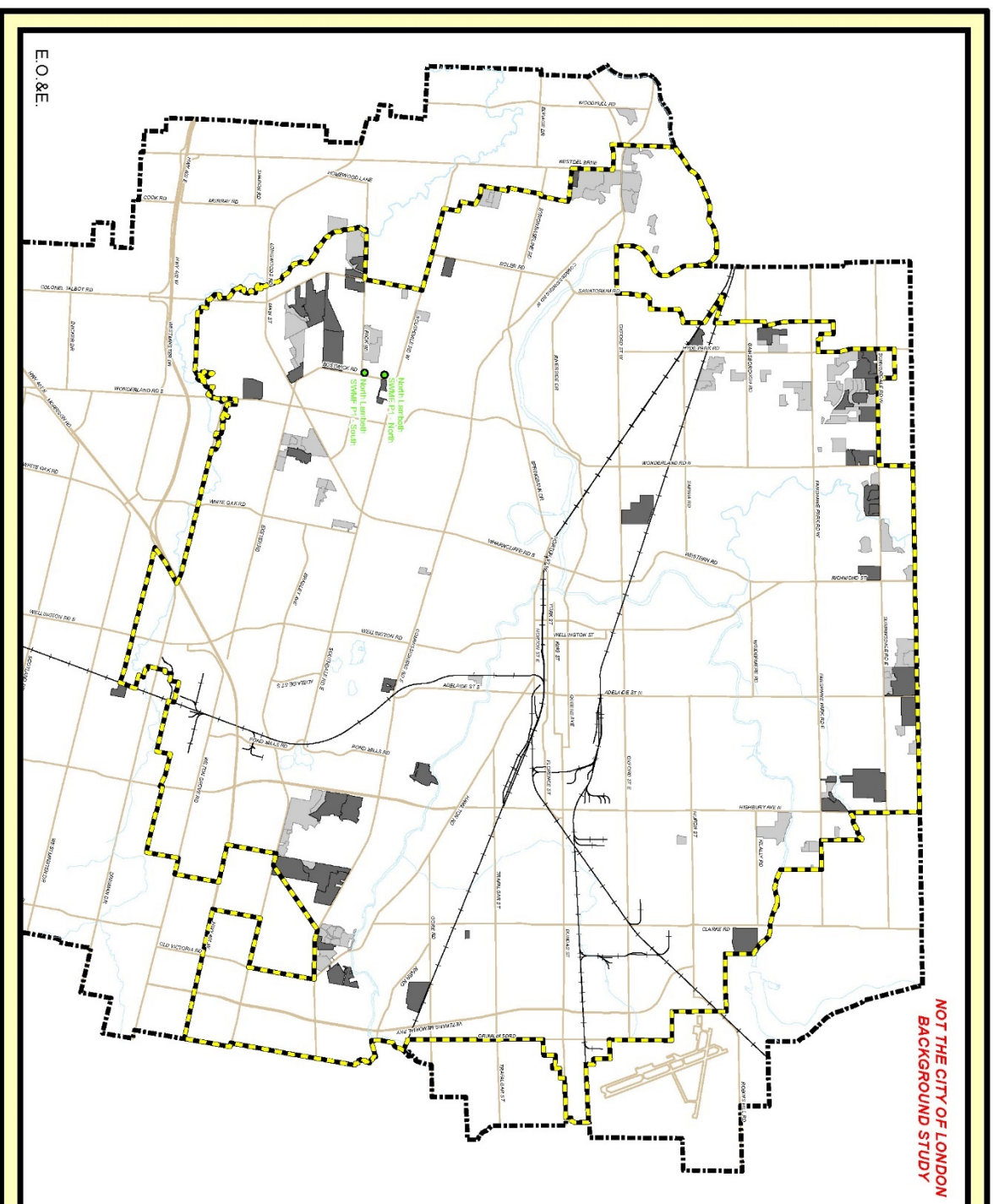
GMIS 2022
Draft Schedule of Works
6-10 Years (2027 to 2031)
YEAR OF CONSTRUCTION

- MAJOR ROADS
- RAILWAYS
- RIVERS / STREAMS
- CITY LIMITS
- GROWTH BOUNDARY
- REGISTERED SUBDIVISIONS (2014 - 2020)
- ACTIVE SUBDIVISION APPLICATIONS
- TRANSPORTATION
- SANITARY
- STORM
- WATER
- PCP/SANITARY PUMPING STATIONS
- SWM FACILITIES
- INTERSECTION WORKS
- WATER PUMPING STATIONS



PREPARED BY: Development Services
 CREATION: DATE: April 26, 2021
 LOCATION: Utilities\GISwork\Planning\projects_DABUD_GMIS
 project_Lining_mips\project2021_GMIS_schedule_of_works_6-10_years.mxd

EO&E.



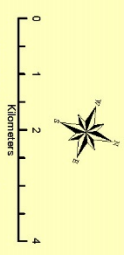
**NOT THE CITY OF LONDON
BACKGROUND STUDY**



**GMIS 2022
Draft Schedule of Works**

**10+ Years (2032 and Beyond)
YEAR OF CONSTRUCTION**

- MAJOR ROADS
- RAILWAYS
- RIVERS / STREAMS
- CITY LIMITS
- GROWTH BOUNDARY
- REGISTERED SUBDIVISIONS (2014 - 2020)
- ACTIVE SUBDIVISION APPLICATIONS
- TRANSPORTATION
- SANITARY
- STORM
- WATER
- PC/SANITARY PUMPING STATIONS
- SWM FACILITIES
- INTERSECTION WORKS
- WATER PUMPING STATIONS



PREPARED BY: Development Services
 CREATION: DATE: April 28, 2021
 LOCATION: \\ville\giswork\kblaming\projects_DAB\LD_GMIS\project_timing_maps\p\p0221*_GMIS_schedule_of_works_10+_Years.mxd

EO&E:

Appendix C – List of GMIS Stakeholders

Adam Carapella	Tricar Group
Alan Drewlo	Drewlo Holdings Inc
Alasdair Beaton	Urban League
Ali Soufan	York Development Group
Allan Churchill	Fusion Homes
Amanda Stratton	Urban League
Andrea & John Ross	Landowner
Andrew L. Scott	CMHC
B. Scott	1173735 Ontario Ltd.
Ben Farhi	Farhi Holdings Corporation
Ben Puzanov	TVDSB
Bernie Bierbaum	BlueStone Properties
Bill Veitch	MTE Consultants Inc.
Blair Doman	Doman Developments, Inc.
Bob Stratford	R. W. Stratford Consulting Inc
Carrie O'Brien	Drewlo Holdings Inc
Chris Bourdeau	Futurestreets Inc.
Chris Doering	DevEng
Chris Hendriksen	Stantec
Christopher Lee	Foxwood Developments
Chris Leigh	Tricar Group
Christine Campbell	Auburn Developments Inc.
Christopher Dunn	SmartCentres
Colin Bierbaum	BlueStone Properties
Corri Marr	Foxwood Developments
Craig Linton	DevelPro Land Services
Dara Honeywood	Z Group
Dave Nuttall	DLN Group Inc.
Dave Schmidt	Corlon Properties Inc.
David Ailles	Consultant
David Tennant Jr.	Dave Tennant Urban Concepts
David Tennant Sr.	Hampton Group Inc
Don de Jong	Tridon Group
Doug Stanlake	Consultant
Eric Saulesleja	GSP Group
Farhad Noory	Royal Premier Homes
George Bikas	Drewlo Holdings Inc
Gloria McGinn-McTeer	Urban League
Gord Thompson	Corlon Properties Inc.
Greg Bierbaum	Old Oak Properties
Jamie Crich	Auburn Developments Inc.
Jeff Paul	Stantec
Jeff Willick	Decade Group Inc.
Jim Bujouves	Farhi Holdings Corporation
Jim Sheffield	Nicholson Sheffield Architects
Joe Pereira	Sutton Realty
Jonathon Aarts	Orange Rock
Josh Smith	DevEng
Julian Novick	Wastell Homes
Laverne Kirkness	London Area Planning Consultants
Lisa Lansink	Realtor
Lois Langdon	London Home Builders Association
Louie Maisano	Homebuilder
Mardi Turgeon	BlueStone Properties
Mark Henderson	Director, Business Liaison
Maureen Zunti	Sifton Properties Limited
Michael Frijia	Southside Group

Mike Howe	Norquay Developments Limited
Mike Johnson	Urban Metrics Inc.
Mike Wallace	London Development Institute
Paul Hinde	Ironstone Building Company
Peter Sergautis	Extra Realty Limited
Phil Masschelein	Sifton Properties Limited
Phillip Abrantes	Kape Developments
Ric Knutson	Kenmore Homes (London) Inc
Richard Sifton	Sifton Properties Limited
Ryan Hern	DevEng
S. Graham	SegwayGroup
Sanjeev Sindwani	Foxwood Developments
Sandy Levin	Urban League
Shmuel Farhi	Farhi Holdings Corporation
Stephen Stapleton	Auburn Developments Inc.
Sue Wastell	Wastell Homes
Tim Stubgen	Stantec
Tony Fediw	AECOM
Tony Marsman	Rembrandt Homes
Vito Frijia	Southside Group
Wes Kinghorn	Urban League

Appendix D – Rationale for 2022 GMIS Project Timing Adjustments

The following sections provide commentary and rationale for project timing adjustments identified in Table 1 of the 2022 GMIS Annual Review & Update report.

Adjustments to Previously Timed 2022 Projects:

Stoney Creek SWM 8: This stormwater management facility in the North GMIS Area services a portion of a subdivision that is currently under review (39T-07502). During the GMIS stakeholder interviews, the landowner/developer identified this project as not being needed in 2022 as the bulk of the proposed subdivision lands have access to external servicing and the lands captured by Stoney Creek SWM 8 would form part of a later phase. Furthermore, the lands where the facility would be sited are not available as they are not currently the subject of a development application. Staff support rescheduling this project to 2023 to avoid premature investment.

Pincombe SWM P4 - West: During the GMIS stakeholder interviews, the landowner/developer of the lands for which this facility would serve identified this project as not being needed in 2022. A deferral of this project was requested to align the project with their planned development timing. As no planning application has been submitted on the benefitting lands, Staff recommend rescheduling this project to 2026 to avoid premature investment. Rescheduling will have the added benefit of improving the financial health of the SWM DC reserve fund.

Kilally Water (A20) Phase 2: This watermain would extend the water system east along Kilally Road from Webster Street to Clarke Road in the Northeast GMIS area. The 2021 DC Study Update identifies a construction date of 2022. The roadway for this portion of Kilally Road is timed to be upgraded in 2030 once it is needed to respond to increased traffic volumes associated with area development. Given the topography, the future road project is expected to require significant grade changes and cut and fill. To ensure that the upcoming watermain project's location and depth is aligned with the future road design, it is proposed to advance components of the road design work, particularly as it relates to determining the ultimate road profile, to 2021.

Water Engineering has requested the Kilally Water project be deferred from 2022 to 2023 so that the watermain design work can be coordinated with the road design work. Staff are recommending advancing the Kilally Road roadwork design to 2021 and rescheduling the Kilally Water project from 2022 to 2023 to ensure that the area's GMIS projects are being efficiently designed and constructed.

Adjustments to Previously Timed 2023 Projects:

North Lambeth SWM P2 - South: As part of the Dingman Phase 1 Environmental Assessment, the former North Lambeth P2 SWM facility was broken into two distinct projects; P2-North and P2-South. Both facilities solely benefit the same developer/landowner. At their request, in the 2021 DC Study Update, P2-South was timed for 2023 and P2-North was timed for 2025. During the 2022 GMIS stakeholder interviews, the landowner/developer indicated that the direction they are intending to develop the lands has changed and they would like to switch the timing between the two projects. They have requested the deferral of North Lambeth SWM P2 – South from 2023 to 2025. Staff support the request to defer the project until 2025.

Adjustments to Previously Timed 2025 Projects:

North Lambeth SWM P2 - North: Further to the above, during the GMIS stakeholder interviews the benefitting developer/landowner requested to switch the timing between North Lambeth P2-North and P2-South and requested that North Lambeth SWM P2 – North be advanced from 2025 to 2023. Staff are recommending that North Lambeth SWM P2 – North be advanced to 2023 as it would be offset by the deferral of North Lambeth SWM P2 – South to 2025.

Appendix E – Detailed Commentary Regarding Developer Infrastructure Requests

Staff are unable at this time to support the project acceleration requests identified in Table 2 of the GMIS report for the following reasons:

Pincombe SWM 3 - West: Foxwood Developments has requested the acceleration of Pincombe SWM 3 - West from 2025 to 2022. Staff do not recommend the requested acceleration of this facility due to the pending availability of additional development lands in the area. In addition, the facility has not been designed and the necessary lands to site the facility are not the subject of an active planning application and thus have not been secured. In discussions with Environment and Infrastructure, securing the lands, gaining the necessary approvals and designing the facility for a 2022 construction date would not be feasible. Until such time as an application is received and the stormwater needs of the proposed development are known, it is premature to consider an acceleration.

Kilally Road – Webster to Clarke: Drewlo Holdings has requested the acceleration of the Kilally Road – Webster to Clarke project from 2030 to 2022. Staff do not recommend the requested acceleration as the need for this growth project is triggered by increased traffic volumes associated with the build-out of the area. As area development has mostly not yet occurred, accelerating this project would be premature. Moreover, DCs are being collected for this project based on receiving funds as growth occurs and then using these funds to construct the project. Advancing and constructing the project well in advance of growth occurring would result in a much shorter DC recovery period and the subsequent need for unplanned debt financing. This request would have negative impacts on the health of the Roads DC Reserve Fund and is not recommended.

However, with the topography in the area it is anticipated that the future road project will require significant grade changes and cut and fill. In advance of the road project, a Kilally Water project is planned that would extend the water system east to Clarke Road. To ensure that this upcoming watermain project's location and depth is coordinated with the future roadwork, Staff are recommending that components of the Kilally Road design work (including determining the ultimate road profile) be advanced to 2021. Advancing portions of the road project may be considered as part of a future GMIS update if the more detailed road design work and assessment determines that the specific work is needed to facilitate the GMIS watermain project.

North Lambeth SWM P1 – North and P1 – South: Southside Group has requested the acceleration of these two stormwater management facilities from 2033 to 2026. Staff do not recommend the requested acceleration of these facilities due to the pending availability of additional development lands in the area. However, as the proposed timings would be beyond the current DC By-law's 2024 expiration date, they can be considered comprehensively through the 2025 DC master planning process set to begin in late 2022. This will ensure that these longer-range requests are considered and coordinated with greenfield area lot supply and demand, any technical issues are resolved, and timing and cost estimates are reviewed in the context of implications on the recalculated 2025 DC rate.

South Lambeth Sanitary Servicing: Farhi Holdings has requested that sanitary servicing be provided to their lands in Lambeth on Colonel Talbot Road south of Main Street. As there are currently no sanitary projects identified for this work in the DC Background Study, no funding is being recovered for through DCs. GMIS is limited to adjusting the timing of projects identified in the DC Background Study thus this request is beyond the scope of GMIS.