Report to Strategic Priorities & Policy Committee

To:	**Chair and Members** **Strategic Priorities and Policy Committee**
From:	**Scott Mathers, MPA, P. Eng.,** **Deputy City Manager, Planning and Economic Development**
Subject:	**2023 Growth Management Implementation Strategy (GMIS) Update**
Date:	**Public Participation Meeting on June 7, 2022**

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 2023 Growth Management Implementation Strategy Update **BE APPROVED** as attached in Appendix 'B'; it being noted that:

   a. Stoney Creek SWM 7.1 will be rescheduled from 2023 to 2025

   b. Stoney Creek SWM 8 will be rescheduled from 2023 to 2025;

   c. Stoney Creek SWM 10 will be rescheduled from 2025 to 2027;

   d. $1.5 million of the Kilally Road project will be rescheduled from 2030 to 2023.

   e. North Lambeth SWM P2 – North will be rescheduled from 2023 to 2025;

   f. Thornicroft Drain Improvements will be rescheduled from 2026 to 2024; and

   g. project design work for North Lambeth SWM P2 – North, North Lambeth SWM P2 – South and Thornicroft Drain Improvements will commence in 2023.

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. It 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 2023 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. 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 two projects 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

May 18, 2021 – Strategic Priorities and Policy Committee – 2022 Growth Management Implementation Strategy (GMIS) Update.

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

1.2 Background

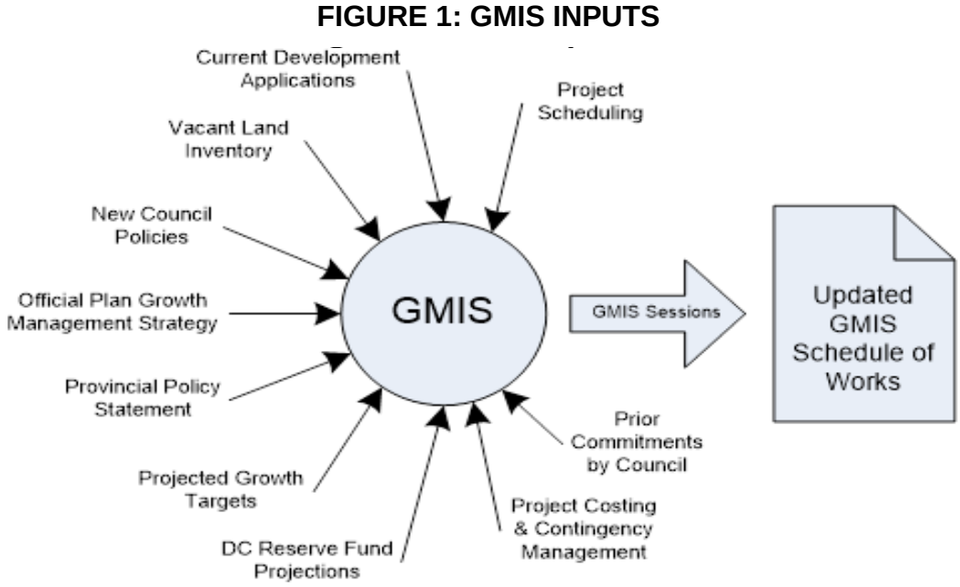
The London Plan identifies the extent of the City's Urban Growth Boundary and requires that the municipal services needed to accommodate the planned growth be identified. Through servicing strategies, municipal services are identified as growth-related projects that are then incorporated into each Development 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 provides flexibility to allow for timing adjustments of DC-funded projects between DC studies. The GMIS is updated annually to ensure project timing continues to align with growth and responds to market conditions 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.

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.

FIGURE 1: GMIS INPUTS



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 2023 GMIS: Introduction

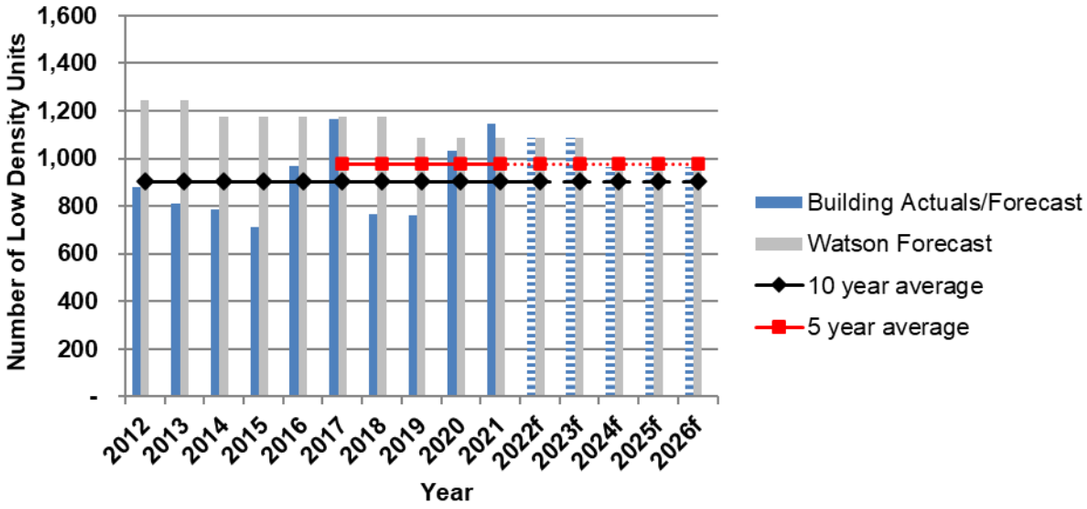
The 2023 GMIS report builds upon information provided in previous GMIS reports and seeks to sustain adequate servicing of growth areas in the City of London while ensuring financial sustainability. The scope of the 2023 GMIS analysis includes all projects that directly impact specific subdivision or site plan applications with the goal of creating the most efficient servicing solutions possible.

2.2 2023 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 2023 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 dwellings 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 growth forecasts for all forms of residential and non-residential development are used for determining future DC revenues.

FIGURE 2: LOW DENSITY RESIDENTIAL GROWTH: 2012-2026



Staff notes the following growth observations and trends that impact DC revenues and the 2023 GMIS recommendation:

- In 2021, for the first time in a decade, single detached actuals exceeded forecasts with permits for 1,148 new dwelling units being issued. The 2019 Watson forecast anticipates an average of 1,088 single detached dwellings annually to 2024 and 961 single detached dwellings annually beyond. Staff is anticipating that recent trends will continue over the near- to medium-term based on proposed single detached lots in active subdivision applications. GMIS stakeholders have indicated that they continue to experience strong interest in detached dwellings and believe that this demand will be sustained into the future. Staff are monitoring recent trends in intra-provincial migration and the potential impacts of the pandemic on the housing sector including increased work-from-home options available to employees. These factors may have implications on the housing projections currently being prepared as the current environment was not fully anticipated when population growth was modelled in 2018.
- Medium density (townhouse/rowhouse) residential growth increased in 2021 to 790 units. 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. Staff are also monitoring a trend of lands anticipated for future single detached uses being repurposed through planning applications for townhouse/rowhouse uses. It is anticipated that townhouse construction will remain elevated over the coming years due to serviceable supply, a rising demand for this housing form from young adults and retirees, and as a more affordable alternative to single detached dwellings.
- Apartment construction continues to be strong in London. After a record level of construction in 2020, permits for new units in 2021 remained strong with 1,924 being issued. While apartment construction has a “peaks and troughs” building cycle, 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.
- In 2021 new commercial space increased from 2020 to 17,809m^2 however this remains well below the Watson forecast of 31,829m^2. Changes to the retail market have been highlighted through the pandemic, and it is anticipated that the commercial sector will continue to be challenged over the near to medium term.
- After a significant increase experienced in 2020, new institutional growth declined in 2021. Future institutional construction is difficult to predict as it is cyclical and generally relies on spending by upper levels of government. The forecast anticipates 42,512m^2 of new institutional space annually over the near- to medium-term.
- In 2021, Industrial growth remained strong and was above forecasted levels. 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 31,894m^2 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 2023 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 14 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 2023 GMIS Update.

On May 5, 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.

2.4 2023 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 the 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 to 2023, and 961 units/year during the 2024-2029 period.

2.5 2023 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' (2023 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 landowners/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 2023 GMIS Update analysis, Table 1 below identifies proposed project timing adjustments to last year's 2022 GMIS Update. One stormwater and a portion of one road project are recommended to be accelerated and four stormwater projects are recommended to be deferred. All other GMIS projects are recommended to maintain their current timing. The final project timing outlined for the 2023 GMIS is subject to the approval of the 2023 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: 2023 GMIS PROJECT TIMING ADJUSTMENTS

Service	Project Description	2021 DC Study Year	Rationale for Timing Change	2023 GMIS Year	Total Gross Cost
Stormwater	Stoney Creek SWM 7.1	2023	No application on benefitting lands	2025	$1.8M
Stormwater	Stoney Creek SWM 8	2023	No application on benefitting lands	2025	$1.9M
Stormwater	Stoney Creek SWM 10	2025	Developer deferral request to align with development timing	2027	$2.7M
Stormwater	N. Lambeth SWM P2 - North	2023	Developer deferral request to align with development timing	2025	$2.6M
Stormwater	Thornicroft Drain Improvements	2026	Align with related stormwater projects	2024	$4.3M
Roads	Portion of Kilally Road – Webster to Clarke	2030	Provide road-related costs for water project	2023	$1.5M

2.6 2023 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 2023 GMIS. In general, Staff are not recommending the following infrastructure timing requests due to affordability constraints or that they are not projects identified in the 2021 Development Charges Background Study Update, thus there is no project or timing to adjust.

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
Wastewater	Wharncliffe Sewer	Magnificent	2027	2023	$1.1M[1]
Wastewater	Creamery Road Sanitary Servicing	Dancor	n/a	n/a	n/a
Wastewater	Wilton Grove Road East Sanitary Servicing	Dancor	n/a	n/a	n/a

Note 1: This figure represents the project cost being recovered for by Development Charges. The project estimate has been revised to $4-5 million.

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

While not recommended for acceleration in the 2023 GMIS Update, the requests on Table 2 will be considered comprehensively through the 2025 DC master planning process to begin later 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. These requests have been consolidated with requests received through previous GMIS updates on the Table below.

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

Project Description	2021 DC Study Year	Requested 2025 DC Study Timing	2025 DC Master Plan Request
Wharncliffe Sewer	2027	2025	Advance project timing to align with anticipated development timing
Creamery Road Sanitary Servicing	n/a	n/a	Review sanitary servicing for the Creamery Road area
Wilton Grove Rd. E. Sanitary Servicing	n/a	n/a	Review sanitary servicing for the Wilton Grove Road East area
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 south Lambeth area

2.7 Financial Impact/Considerations

Staff have conducted detailed financial modeling to assess the financial feasibility of the GMIS project adjustments noted above. The financial modelling has been informed by the outcomes and commentary provided in the Annual Treasurer's Report recently received by Council.

Based on the analysis, the recommended GMIS project timing adjustments can be accommodated without compromising the financial health of the respective City Services Reserve Funds. However, there are three Wastewater projects that are not recommended in part due to financial affordability issues. The Wastewater City Services Reserve Funds relies heavily on debt financing to accommodate the growth infrastructure plan. At this time, the reserve fund cannot accommodate additional debt without compromising the health of the reserve fund and ultimately future growth infrastructure servicing needs. Staff will closely monitor debt servicing trends for this reserve fund and will seek to reduce authorized, but unissued debt in accordance with the Council approved Debt Management Policy.

It should be noted that slower growth negatively impacting DC revenues and rising inflation in the capital budget would impact the City's ability to accommodate future GMIS project advancement requests. Staff will continue to monitor current economic and market conditions and associated impacts to reserve funds.

2.8 2023 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 $33.7 million to GMIS infrastructure projects to be completed in 2022, including five stormwater management facilities, one sanitary trunk project and three watermain projects. Furthermore, the current timing plan assigns an additional $95.3 million dollars to be spent on projects over the next five years between 2023 and 2027.

As of January 1, 2022, external servicing (water, sewer, stormwater) was in place for

lands capable of accommodating 7,767 single detached lots; 3,517 of which are in Registered and Draft Approved Subdivision plans. GMIS project construction in 2022 and 2023 will result in serviceable lands capable of accommodating an additional 2,266 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, a "GMIS Booklet" is produced — 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 2023 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 2023 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 2023 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 2021 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 2023 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.

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May 27, 2022
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Appendix 'A': GMIS Infrastructure Project Evaluation Framework
Appendix 'B': 2023 GMIS Project Tables and Figures:

- Table B1 - GMIS Annual Update 2023: Detailed List of Works and Costs by Service 5 Year Projects
- Figure B1 - GMIS Annual Update 2023: Works 0-5 Years (2023-2027) Year of Construction
- Table B2 – GMIS Annual Update 2023: Detailed List of Works and Costs by Service 6-10 Year Projects
- Figure B2 – GMIS Annual Update 2023: Works 6-10 Years (2028-2032) Year of Construction
- Table B3 – GMIS Annual Update 2023: Detailed List of Works and Costs by Service 10+ Year Projects
- Figure B3 - GMIS Annual Update 2023: Works 10+ Years (2033-) Year of Construction

Appendix 'C': List of GMIS Stakeholders
Appendix 'D': Rationale for 2023 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 2023 GMIS growth modelling are provided in the following tables.

North Demand and Supply Analysis

LDR Units/Year Watson Scenario		1088	1088	961	961	961	961	961	893	893	893	893
* 95% on greenfield lands		920	920	920	813	813	813	813	813	755	755	755
* 11% of unit construction as VLC	Capture %	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%

APRIL 2022

	0	1	2	3	4	5	6	7	8	9	10
	2022	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**
Opening Supply	86	0	0	82	244	413	602	756	807	811	811
Add: New Supply	105	242	266	325	331	352	316	214	155	151	80
Subtotal	191	242	266	407	575	765	918	970	962	962	891
Subtract: Demand	184	184	184	163	163	163	163	163	151	151	151
Years of Serviced Supply	**1.0**	**1.3**	**1.4**	**2.5**	**3.5**	**4.7**	**5.6**	**6.0**	**6.4**	**6.4**	**5.9**
Carry-Over	0	0	82	244	413	602	756	807	811	811	740

Subdivisions Legend

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

Infrastructure Project Timing Legend

- 2022 DC Study construction timing maintained
- X — Proposed 2023 GMIS Timing Adjustment

Subdivisions	Serviced Year	Reg'n Yr	Total	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
39T-09501	Serviced	2022	234	39	39	39	39	39	39	0	0	0	0	0	0	0	0	0	0
39T-16503	Serviced	2023	45		45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39T-18501	Serviced	2022	66	66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39T-18501_1	Serviced	2023	42		42	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39T-07502 Ph 1	Serviced	2022	430		72	72	72	72	72	70	0	0	0	0	0	0	0	0	0
39T-07502 Ph 2	2025	2026	46					23	23	0	0	0	0	0	0	0	0	0	0
39T-11502	Serviced	2024	138			35	35	35	33	0	0	0	0	0	0	0	0	0	0
SC-100/200/201	Serviced	2025	46				23	23	0	0	0	0	0	0	0	0	0	0	0
SC-101/202	2025	2027	32						32	0	0	0	0	0	0	0	0	0	0
SC-102	2027	2028	477							80	80	80	80	80	80	80	0	0	0
SC-103	2025	2028	55							28	27	0	0	0	0	0	0	0	0
SC-203/205	2025	2027	14						14	0	0	0	0	0	0	0	0	0	0
SD-102/203	Serviced	2026	95					32	32	31	0	0	0	0	0	0	0	0	0
SD-200/201	Serviced	2023	44		44	0	0	0	0	0	0	0	0	0	0	0	0	0	0
UP-100 Ph 1/200	Serviced	2024	596			75	75	75	75	75	75	75	71	0	0	0	0	0	0
UP-100 Ph 2/200	2022	2024	192			32	32	32	32	32	32	0	0	0	0	0	0	0	0
UP-101	Serviced	2025	49				49	0	0	0	0	0	0	0	0	0	0	0	0
UP-201	Serviced	2024	13			13	0	0	0	0	0	0	0	0	0	0	0	0	0
Total			2614	105	242	266	325	331	352	316	214	155	151	80	80	80	0	0	0

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

Infrastructure Projects	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
Stoney Creek SWM 8				X														
Stoney Creek 7.1 SWM				X														
Sunningdale Road Phase 3																		
Stoney Creek SWM 10						X												

Northwest Demand and Supply Analysis

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

APRIL 2022

	0	1	2	3	4	5	6	7	8	9	10
	2022	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**
Opening Supply	383	210	233	228	183	143					
Add: New Supply	20	216	189	125	131	0					
Subtotal	403	426	422	353	314	143					
Subtract: Demand	193	193	193	171	171	171					
Years of Serviced Supply	**2.1**	**2.2**	**2.2**	**2.1**	**1.8**	**0.8**					
Remaining	210	233	228	183	143	-28					

Subdivisions Legend

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

Infrastructure Project Timing Legend

	2022 DC Study construction timing maintained
X	Proposed 2023 GMIS Timing Adjustment

Subdivisions	Serviced Year	Reg'n Yr	Total	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
39T-03505	Serviced	2023	89		45	44	0	0	0	0	0	0	0	0	0	0	0	0	0
39T-03505_3	Serviced	2023	33		33	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39T-04510_3	Serviced	2022	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39T-04510_4	Serviced	2023	92		46	46	0	0	0	0	0	0	0	0	0	0	0	0	0
39T-05512	Serviced	2023	83		42	41	0	0	0	0	0	0	0	0	0	0	0	0	0
39T-11503	Serviced	2023	100		50	50	0	0	0	0	0	0	0	0	0	0	0	0	0
39T-21506	2025	2026	130				65	65	0	0	0	0	0	0	0	0	0	0	0
FH-100	Serviced	2025	100				50	50	0	0	0	0	0	0	0	0	0	0	0
FH-101	Serviced	2025	11					11	0	0	0	0	0	0	0	0	0	0	0
HP-100/202	Serviced	2024	10				10	0	0	0	0	0	0	0	0	0	0	0	0
HP-205	Serviced	2025	5					5	0	0	0	0	0	0	0	0	0	0	0
HP-206/208	Serviced	2024	8			8	0	0	0	0	0	0	0	0	0	0	0	0	0
Total			681	20	216	189	125	131	0	0	0	0	0	0	0	0	0	0	0

Note: No application (grey) supply includes vacant OP Designated VLI LDR lands and assumes 25% of VLI 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

Northeast Demand and Supply Analysis

LDR Units/Year Watson Scenario		1088	1088	1088	961	961	961	961	961	893	893	893
* 95% on greenfield lands		920	920	920	813	813	813	813	813	755	755	755
* 11% of unit construction as VLC	Capture %	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%

APRIL 2022

	0	1	2	3	4	5	6	7	8	9	10
	2022	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**
Opening Supply	11	0	0	103	274	445	674	893	1081	1220	1300
Add: New Supply	0	0	177	236	236	294	284	253	199	141	220
Subtotal	11	0	177	339	510	739	958	1146	1280	1361	1520
Subtract: Demand	74	74	74	65	65	65	65	65	60	60	60
Years of Serviced Supply	**0.1**	**0.0**	**2.4**	**5.2**	**7.8**	**11.4**	**14.7**	**17.6**	**21.2**	**22.5**	**25.2**
Remaining	0	0	103	274	445	674	893	1081	1220	1300	1460

Subdivisions Legend

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

Infrastructure Project Timing Legend

- 2022 DC Study construction timing maintained
- X — Proposed 2023 GMIS Timing Adjustment

Subdivisions	Serviced Year	Reg'n Yr	Total	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
39T-20502	2023	2024	231			116	115	0	0	0	0	0	0	0	0	0	0	0	0
HH-100	Serviced	2025	78					39	39	0	0	0	0	0	0	0	0	0	0
HH-101/102	Serviced	2027	3						3	0	0	0	0	0	0	0	0	0	0
HH-103/205	Serviced	2024	358				60	60	60	60	60	58	0	0	0	0	0	0	0
HH-104/204	Serviced	2023	367			61	61	61	61	61	62	0	0	0	0	0	0	0	0
HH-105/206 Ph1	Serviced	2025	233					47	47	47	47	45	0	0	0	0	0	0	0
HH-105 Ph 2/206/701	2027+	2027	839						84	84	84	84	84	84	84	84	84	83	0
HH-106/700	2031	2032	138											35	35	35	33	0	0
HH-202/203	Serviced	2028	8							8	0	0	0	0	0	0	0	0	0
HH-207	2031	2032	44											44	0	0	0	0	0
FS-100	Serviced	2026	29					29	0	0	0	0	0	0	0	0	0	0	0
FS-200/201/202	Serviced	2028	24							24	0	0	0	0	0	0	0	0	0
CM-100/101	Serviced	2031	114										57	57	0	0	0	0	0
AP-701	Serviced	2030	12									12	0	0	0	0	0	0	0
Total			2478	0	0	177	236	236	294	284	253	199	141	220	119	119	117	83	0

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

Infrastructure Projects	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
Kilally South, East Basin, SWMF 1																		
Kilally Road Water																		
Kilally Road Road Improvements		X																
Kilally South, East Basin, SWMF 2																		
Kilally South, East Basin, SWMF 3																		

Southeast Demand and Supply Analysis

LDR Units/Year Watson Scenario		1088	1088	1088	961	961	961	961	961	893	893	893
* 95% on greenfield lands		920	920	920	813	813	813	813	813	755	755	755
* 11% of unit construction as VLC	Capture %	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%

APRIL 2022

Subdivisions Legend

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

Infrastructure Project Timing Legend

	2022 DC Study construction timing maintained
X	Proposed 2023 GMIS Timing Adjustment

	0	1	2	3	4	5	6	7	8	9	10
	2022	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**
Opening Supply	36	132	186	380	495	664	726	725	653	589	522
Add: New Supply	234	192	332	237	291	184	121	50	49	46	0
Subtotal	270	324	518	617	786	848	847	775	702	635	522
Subtract: Demand	138	138	138	122	122	122	122	122	113	113	113
Years of Serviced Supply	**2.0**	**2.3**	**3.8**	**5.1**	**6.4**	**7.0**	**6.9**	**6.4**	**6.2**	**5.6**	**4.6**
Remaining	132	186	380	495	664	726	725	653	589	522	409

Subdivisions	**Serviced Year**	**Reg'n Year**	**Total**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**	**2036**	**2037**
39T-06507	Serviced	2024	300			60	60	60	60	60	0	0	0	0	0	0	0	0	0
39T-06507_1	Serviced	2022	272	93	93	86	0	0	0	0	0	0	0	0	0	0	0	0	0
39T-17502	Serviced	2022	68	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39T-92020_17	Serviced	2022	174	58	58	58	0	0	0	0	0	0	0	0	0	0	0	0	0
39T-92020_18	Serviced	2023	163		41	41	41	40	0	0	0	0	0	0	0	0	0	0	0
39T-92020_19	Serviced	2024	172			43	43	43	43	0	0	0	0	0	0	0	0	0	0
39T-19501	Serviced	2022	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HR-100/109/110/111	Serviced	2028	11							11	0	0	0	0	0	0	0	0	0
HR-201	Serviced	2028	5							5	0	0	0	0	0	0	0	0	0
JC-104	Serviced	2026	28					28	0	0	0	0	0	0	0	0	0	0	0
JC-202	Serviced	2029	5								5	0	0	0	0	0	0	0	0
JC-204/205	Serviced	2030	4									4	0	0	0	0	0	0	0
JC-701	Serviced	2025	77				39	38	0	0	0	0	0	0	0	0	0	0	0
JC-702	Serviced	2026	73					37	36	0	0	0	0	0	0	0	0	0	0
JC-703 Ph 1	Serviced	2026	271					45	45	45	45	45	46	0	0	0	0	0	0
JC-703 Ph 2	Serviced	2025	54				54	0	0	0	0	0	0	0	0	0	0	0	0
JC-704/705	Serviced	2024	44			44	0	0	0	0	0	0	0	0	0	0	0	0	0
JC-706	Serviced	2024	6			6	0	0	0	0	0	0	0	0	0	0	0	0	0
Total			1742	234	192	332	237	291	184	121	50	49	46	0	0	0	0	0	0

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

Infrastructure Projects	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**	**2036**	**2037**	**2038**	**2039**

Southwest Demand and Supply Analysis

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

APRIL 2022

	0	1	2	3	4	5	6	7	8	9	10
	2022	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**
Opening Supply	238	222	267	496	803	1184	1700	1985	2161	2431	2741
Add: New Supply	177	238	422	478	552	687	455	347	429	468	436
Subtotal	415	460	689	974	1355	1871	2155	2332	2590	2899	3177
Subtract: Demand	193	193	193	171	171	171	171	171	159	159	159
Years of Serviced Supply	**2.1**	**2.4**	**3.6**	**5.7**	**7.9**	**11.0**	**12.6**	**13.7**	**16.3**	**18.3**	**20.0**
Remaining	222	267	496	803	1184	1700	1985	2161	2431	2741	3018

Subdivisions Legend

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

Infrastructure Project Timing Legend

	2022 DC Study construction timing maintained
X	Proposed 2023 GMIS Timing Adjustment

Subdivisions	Serviced Year	Reg'n Year	Total	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
39T-12503	Serviced	2022	83	83	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39T-12503_3	Serviced	2023	45	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39T-12503_4	Serviced	2024	97	49	48	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
39T-17503	2022	2024	107		54	53	0	0	0	0	0	0	0	0	0	0	0	0	0
39T-17503_1	2022	2023	188		47	47	47	47	0	0	0	0	0	0	0	0	0	0	0
39T-16509	Serviced	2023	84		42	42	0	0	0	0	0	0	0	0	0	0	0	0	0
39T-18504	2022	2023	93		47	46	0	0	0	0	0	0	0	0	0	0	0	0	0
39T-21502	Serviced	2024	503			63	63	63	63	63	63	63	62	0	0	0	0	0	0
39T-21507	2025	2026	78					39	39	0	0	0	0	0	0	0	0	0	0
BT-100/206	2026	2027	97						49	48	0	0	0	0	0	0	0	0	0
BT-101/210/211	2026	2027	106						53	53	0	0	0	0	0	0	0	0	0
BT-200	Serviced	2024	27			27	0	0	0	0	0	0	0	0	0	0	0	0	0
BT-204	Serviced	2024	12			12	0	0	0	0	0	0	0	0	0	0	0	0	0
BT-212	2025	2026	22			22	0	0	0	0	0	0	0	0	0	0	0	0	0
BT-213/214	2025	2026	105			35	35	35	0	0	0	0	0	0	0	0	0	0	0
LB-100/200/201	2022	2026	121					40	40	41	0	0	0	0	0	0	0	0	0
LB-101/217/218	Serviced	2025	28				28	0	0	0	0	0	0	0	0	0	0	0	0
LB-102/202/203	Serviced	2024	33			33	0	0	0	0	0	0	0	0	0	0	0	0	0
LB-104/219/220	Serviced	2027	36						36	0	0	0	0	0	0	0	0	0	0
LB-105/210	Serviced	2026	67					34	33	0	0	0	0	0	0	0	0	0	0
LB-107/114/221	2030	2031	324										54	54	54	54	54	54	0
LB-109	Serviced	2027	24						24	0	0	0	0	0	0	0	0	0	0
LB-110	2022	2007	14						14	0	0	0	0	0	0	0	0	0	0
LB-204	Serviced	2029	20								20	0	0	0	0	0	0	0	0
LB-209	Serviced	2027	34						34	0	0	0	0	0	0	0	0	0	0
LB-212/213	2030	2031	20										20	0	0	0	0	0	0
LB-700	2030	2033	27												27	0	0	0	0
LW-102/206	Serviced	2027	15						15	0	0	0	0	0	0	0	0	0	0
LW-107/218 Ph 1	Serviced	2025	43				43	0	0	0	0	0	0	0	0	0	0	0	0
LW-107/218 Ph 2	2023	2025	356				89	89	89	89	0	0	0	0	0	0	0	0	0
LW-108	2027	2029	196								49	49	49	49	0	0	0	0	0
LW-110/700	2027	2033	298											50	50	50	50	50	48
LW-111/112/210/215/216	2027	2029	535								54	54	54	54	54	54	54	54	54
LW-113	2023	2030	503									50	50	50	50	50	50	50	50
LW-115/116	Serviced	2024	6			6	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Subdivisions	Serviced Year	Reg'n Year	Total	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
LW-202	2025	2026	46					46	0	0	0	0	0	0	0	0	0	0	0
LW-205	2025	2027	36						36	0	0	0	0	0	0	0	0	0	0
LW-217	2025	2026	17					17	0	0	0	0	0	0	0	0	0	0	0
LW-219	Serviced	2026	14					14	0	0	0	0	0	0	0	0	0	0	0
LW-701/702 (West)	2027	2028	548							55	55	55	55	55	55	55	55	55	53
LW-701 (East)	2027	2030	539									54	54	54	54	54	54	54	54
TB-100/201/202 (West)	Serviced	2024	63			32	31	0	0	0	0	0	0	0	0	0	0	0	0
TB-100/201/203 (East)	2033	2034	278													46	46	46	46
TB-101/211	2026	2027	142						36	36	36	34	0	0	0	0	0	0	0
TB-105/213 Ph 1	Serviced	2025	14				14	0	0	0	0	0	0	0	0	0	0	0	0
TB-105/210/213/214 Ph 2	2022	2025	175				58	58	56	0	0	0	0	0	0	0	0	0	0
TB-106/107/211/214/215	2022	2025	703				70	70	70	70	70	70	70	70	70	73	0	0	0
WO-101/102*	Serviced	2024	5			5	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL			6932	177	238	422	478	552	687	455	347	429	468	436	414	436	363	363	305

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

Infrastructure Projects	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
A21a Lambeth Phase 1 Water																		
Pincombe SWMF 6																		
SS15A Sanitary Trunk Phase 2																		
North Lambeth SWM P7, P8 & Corridor																		
Tributary 12 Channel																		
White Oaks SWM 3 - West																		
Bradley Ave - Jalna to Wharncliffe																		
North Lambeth SWM P2 - North				X														
North Lambeth SWM P2 - South																		
SS15B Trunk Sewer																		
Pincombe SWM 3 - West																		
White Oaks SWM 3 - East																		
White Oaks Channel Complete Corridor																		
Pincombe SWM P4 - West																		
Thornicroft Drain Improvements			X															
North Lambeth SWM P3																		
A21b Lambeth Phase 2 Water																		
A20 Dingman Water																		
Wharncliffe Sewer - Campbell to Bostwick																		
Pincombe SWM P5																		
White Oaks SWM P4 Phase 1																		
Old Oak SWM 2																		
Bradley Ave - Wonderland to Bostwick																		
Murray Marr SWM 1																		
North Lambeth SWM P6 - South																		
North Lambeth SWM P1 - North																		
North Lambeth SWM P1 - South																		

West Demand and Supply Analysis

LDR Units/Year Watson Scenario		1088	1088	1088	961	961	961	961	961	893	893	893
* 95% on greenfield lands		920	920	920	813	813	813	813	813	755	755	755
* 11% of unit construction as VLC	Capture %	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%

APRIL 2022

	0	1	2	3	4	5	6	7	8	9	10
	2022	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**
Opening Supply	234	132	86	40	-6	-19					
Add: New Supply	36	92	92	76	109	67					
Subtotal	270	224	178	116	103	48					
Subtract: Demand	138	138	138	122	122	122					
Years of Serviced Supply	**2.0**	**1.6**	**1.3**	**1.0**	**0.8**	**0.4**					
Remaining	132	86	40	-6	-19	-74					

Subdivisions Legend

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

Infrastructure Project Timing Legend

- 2022 DC Study construction timing maintained
- X — Proposed 2023 GMIS Timing Adjustment

Subdivisions	Serviced Year	Reg'n Year	Total	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
39T-21501	Serviced	2022	36	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BY-106	Serviced	2024	25		13	12	0	0	0	0	0	0	0	0	0	0	0	0	0
WH-100/200	Serviced	2023	116		39	39	38	0	0	0	0	0	0	0	0	0	0	0	0
WH-101	Serviced	2023	61		40	41	0	0	0	0	0	0	0	0	0	0	0	0	0
WM-100/102	Serviced	2026	4					4	0	0	0	0	0	0	0	0	0	0	0
WM-103/107/108/200	Serviced	2025	76				38	38	0	0	0	0	0	0	0	0	0	0	0
WM-700	Serviced	2026	134					67	67	0	0	0	0	0	0	0	0	0	0
Total			452	36	92	92	76	109	67	0	0	0	0	0	0	0	0	0	0

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

Infrastructure Project Timing	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
Summercrest Water																		
Wickerson Water																		
Oxford St - Commissioners Rd to Westdel Brn																		

Appendix B – 2023 GMIS Project Tables and Figures

Table A1: GMIS ANNUAL UPDATE 2023

(E&O Excepted)

DETAILED LIST OF WORKS AND COSTS BY AREA

5 YEAR PROJECTS (2023 to 2027)

2022 GMIS TIMING	GMIS 2023 TIMING	PROJECT DESCRIPTION DC ID	GENERAL DESCRIPTION	Service	TOTAL COST	GROWTH		NON-GROWTH	
		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							
2023	**2025**	DC14MS0036	Stoney Creek SWMF 8	SWM	$1,851,200	100.0%	$1,851,200	0.0%	$0
2023	**2025**	DC14MS0033	Stoney Creek SWMF 7.1	SWM	$1,799,600	100.0%	$1,799,600	0.0%	$0
2025	**2027**	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***
				TOTAL NORTH PROJECTS	***$28,205,900***		***$26,633,442***		***$1,572,458***
		NORTHEAST							
		Huron Heights							
2023	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	***$12,659,200***		***$12,659,200***		***#REF!***
		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							
2023	**2025**	DC21MS0010	North Lambeth SWMF P2 - North	SWM	$2,548,400	100.0%	$2,548,400	0.0%	$0
2025	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	**2024**	DC21MS0012	Thornicroft 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***
		Lambeth							
2027	2027	DC19WW1003	Wharncliffe Road South - Campbell Street to Bostwick Road	Wastewater	$1,066,500	90.0%	$959,850	10.0%	$106,650
				TOTAL LAMBETH PROJECTS	***$1,066,500***		***$959,850***		***$106,650***
		Longwoods							
2023	2023	DC14RS0022	Bradley Avenue Extension Phase 1 - Jalna to Wharncliffe (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
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 (Wharncliffe 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
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
				TOTAL LONGWOODS PROJECTS	***$44,232,500***		***$41,708,171***		***$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	***$61,746,200***		***$56,637,055***		***$5,109,145***
				TOTAL 5 YEAR PROJECTS (2023 to 2027)	***$203,222,500***		***$149,743,839***		***$53,478,661***

Note: Timing refers to the year of construction.

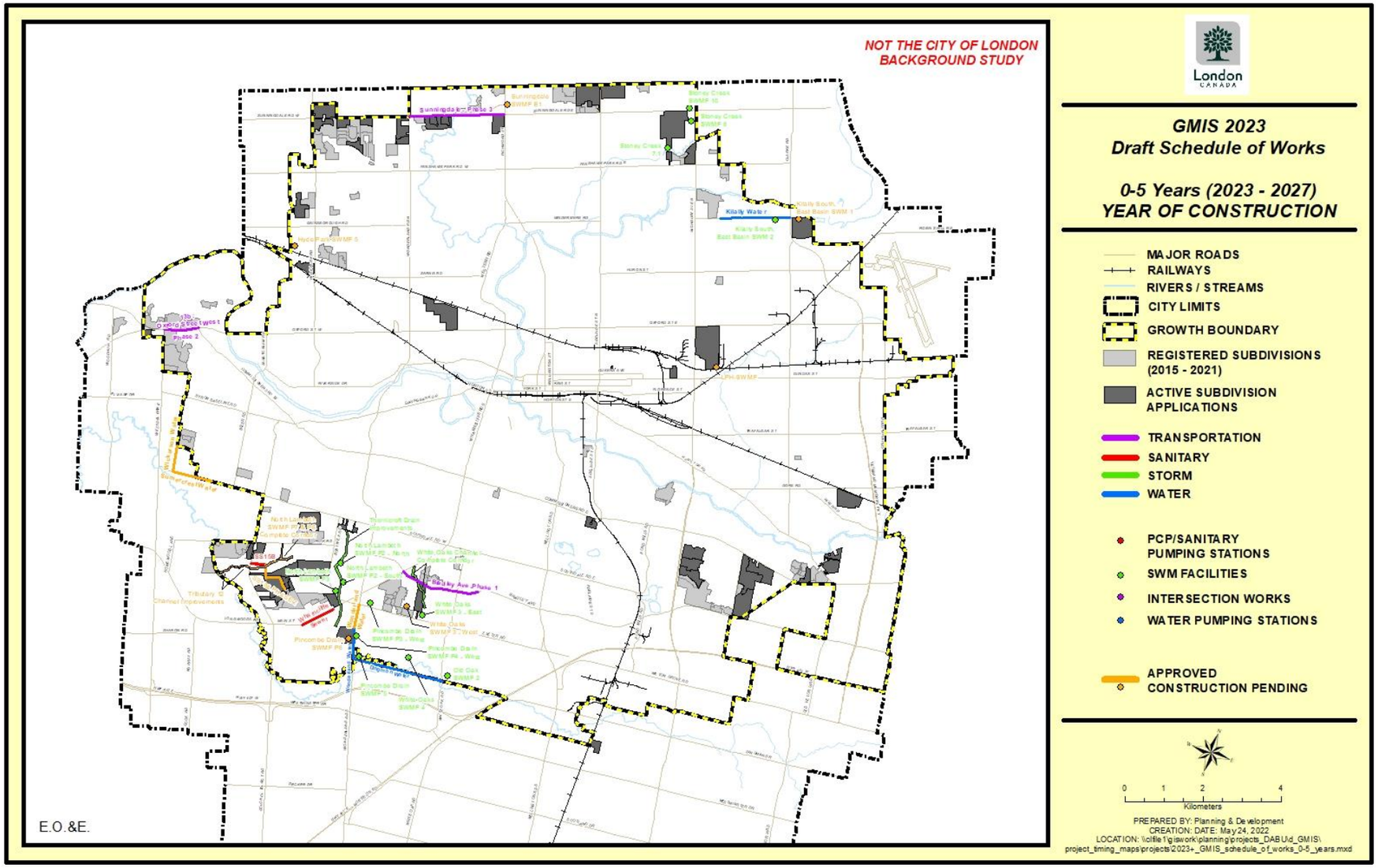

NOT THE CITY OF LONDON
BACKGROUND STUDY
E.O.&E.
London
CANADA
GMIS 2023
Draft Schedule of Works
0-5 Years (2023 - 2027)
YEAR OF CONSTRUCTION
MAJOR ROADS
RAILWAYS
RIVERS / STREAMS
CITY LIMITS
GROWTH BOUNDARY
REGISTERED SUBDIVISIONS (2015 - 2021)
ACTIVE SUBDIVISION APPLICATIONS
TRANSPORTATION
SANITARY
STORM
WATER
PCP/SANITARY PUMPING STATIONS
SWM FACILITIES
INTERSECTION WORKS
WATER PUMPING STATIONS
APPROVED CONSTRUCTION PENDING
0 1 2 4
Kilometers
PREPARED BY: Planning & Development
CREATION: DATE: May 24, 2022
LOCATION: \\cifile1\giswork\planning\projects_DABU\d_GMIS\project_timing_maps\projects\2023+_GMIS_schedule_of_works_0-5_years.mxd

Table A2: GMIS - GMIS ANNUAL UPDATE 2023

(E&O Excepted)

DETAILED LIST OF WORKS AND COSTS BY AREA

6-10 YEAR PROJECTS (2028 to 2032)

2019 DC STUDY TIMING	2021 DC STUDY TIMING	PROJECT DESCRIPTION DC ID	GENERAL DESCRIPTION	SERVICE	TOTAL COST	GROWTH		NON-GROWTH	
		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
			TOTAL LAMBETH PROJECTS		***$2,663,700***		***$2,663,700***		***$0***
		Longwoods							
2029	2029	DC14MS0014	Murray Marr SWMF 1	SWM	$3,174,400	100.0%	$3,174,400	0.0%	$0
			TOTAL LONGWOODS PROJECTS		***$3,174,400***		**$3,174,400**		**$0**
			TOTAL SOUTHWEST PROJECTS		***$14,121,600***		***$14,121,600***		***$0***
			TOTAL 6-10 YEAR PROJECTS (2028 to 2032)		***$16,708,600***		***$16,708,600***		***$0***

Note: Timing refers to the year of construction.

Table A3: GMIS ANNUAL UPDATE 2023

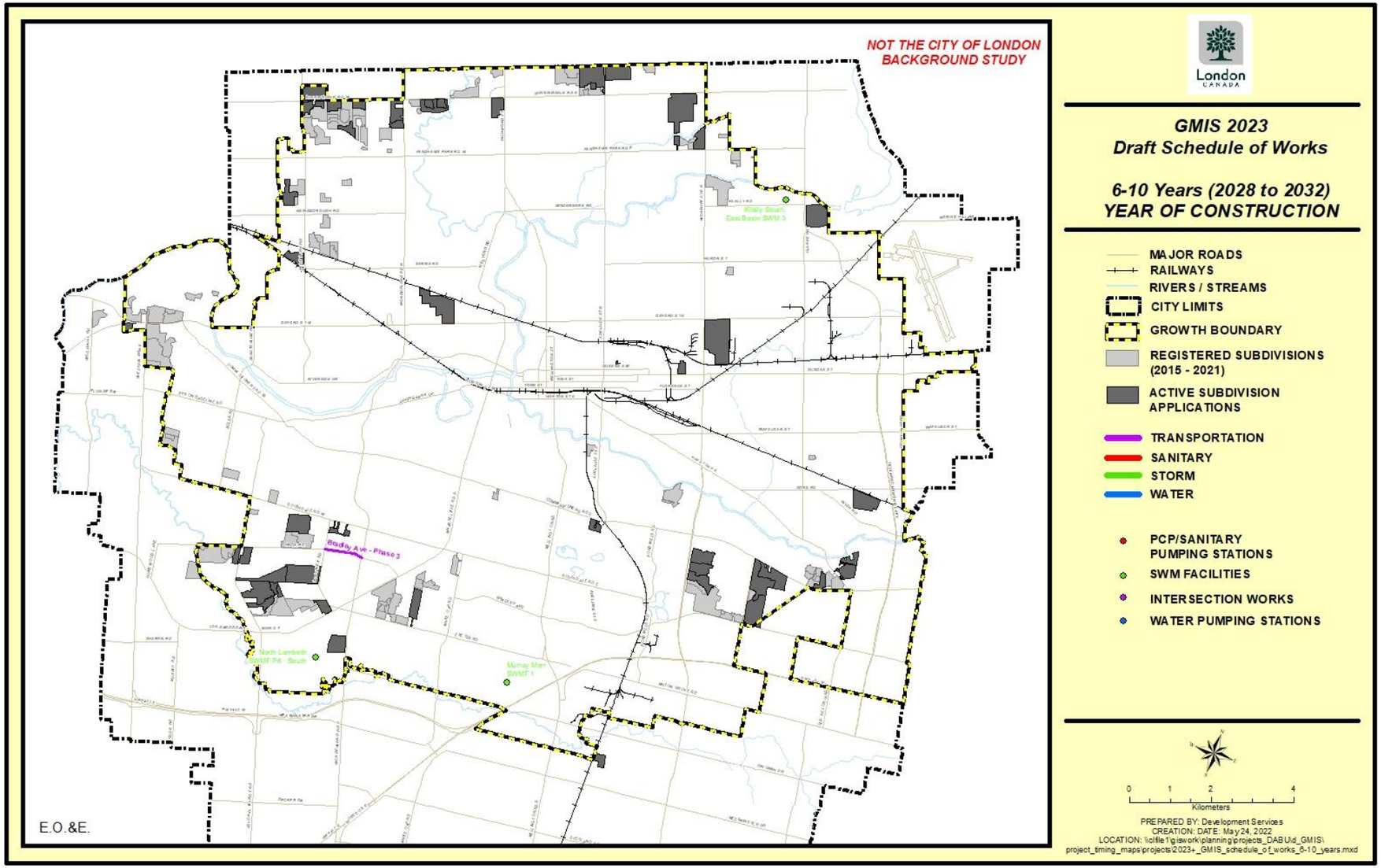
(E&O Excepted)

DETAILED LIST OF WORKS AND COSTS BY AREA

10+ YEAR PROJECTS (2033 and Beyond)

2019 DC STUDY TIMING	2021 DC STUDY TIMING	PROJECT DESCRIPTION DC ID	GENERAL DESCRIPTION	SERVICE	TOTAL COST	GROWTH		NON-GROWTH	
		SOUTHWEST							
		Talbot							
2033	2033	DC14MS0017	North Lambeth SWMF P1 - North	SWM	$2,387,700	#REF!	#REF!	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***		***#REF!***		***$0***
			TOTAL SOUTHWEST PROJECTS		***$4,775,400***		***#REF!***		***$0***
			TOTAL 10+ YEAR PROJECTS (2033 and Beyond)		***$4,775,400***		***#REF!***		***$0***

Note: Timing refers to the year of construction.



London
CANADA

GMIS 2023
Draft Schedule of Works

6-10 Years (2028 to 2032)
YEAR OF CONSTRUCTION

- MAJOR ROADS
- RAILWAYS
- RIVERS / STREAMS
- CITY LIMITS
- GROWTH BOUNDARY
- REGISTERED SUBDIVISIONS (2015 - 2021)
- ACTIVE SUBDIVISION APPLICATIONS
- TRANSPORTATION
- SANITARY
- STORM
- WATER
- PCP/SANITARY PUMPING STATIONS
- SWM FACILITIES
- INTERSECTION WORKS
- WATER PUMPING STATIONS

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Kilometers

PREPARED BY: Development Services
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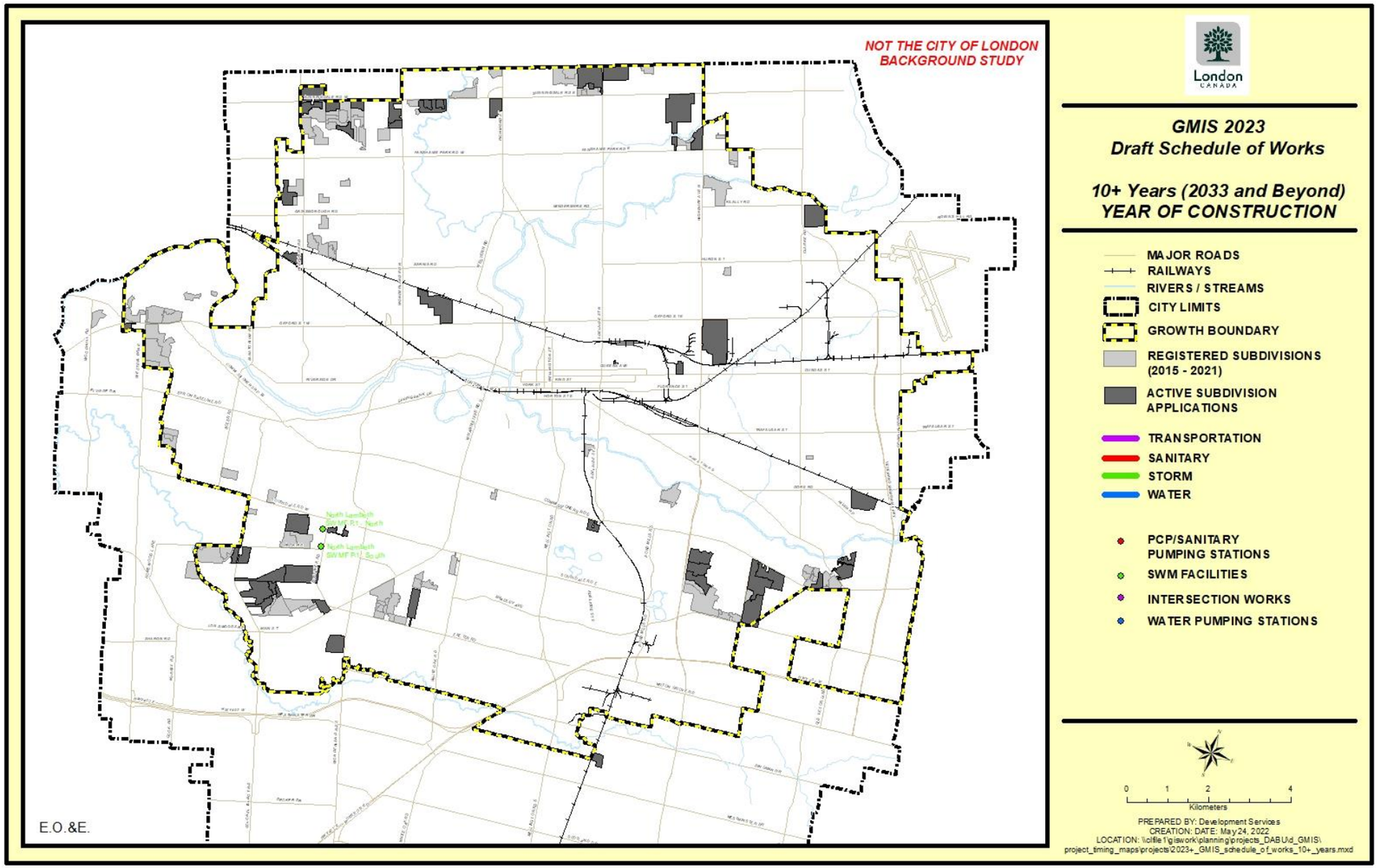

London CANADA

GMIS 2023
Draft Schedule of Works

10+ Years (2033 and Beyond)
YEAR OF CONSTRUCTION

- MAJOR ROADS
- RAILWAYS
- RIVERS / STREAMS
- CITY LIMITS
- GROWTH BOUNDARY
- REGISTERED SUBDIVISIONS (2015 - 2021)
- ACTIVE SUBDIVISION APPLICATIONS
- TRANSPORTATION
- SANITARY
- STORM
- WATER
- PCP/SANITARY PUMPING STATIONS
- SWM FACILITIES
- INTERSECTION WORKS
- WATER PUMPING STATIONS

0 1 2 4
Kilometers

PREPARED BY: Development Services
CREATION: DATE: May 24, 2022
LOCATION: \\cifile1\giswork\planning\projects_DABUd_GMIS\project_timing_maps\projects\2023+_GMIS_schedule_of_works_10+_years.mxd

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 McCauley	Old Oak Properties
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
Gord Thompson	Corlon Properties Inc.
Greg Bierbaum	Old Oak Properties
Jamie Crich	Auburn Developments Inc.
Jared Zaifman	London Home Builders Association
Jeff Paul	Stantec
Jeff Willick	Decade Group Inc.
Jennifer Jones	Sunningdale and Adelaide
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
Louie Maisano	Homebuilder
Mardi Turgeon	BlueStone Properties
Mark Henderson	Director, Business Liaison
Mark Resnick	SmartCentres

Maureen Zunti	Sifton Properties Limited
Michael Frijia	Southside Group
Mike Howe	Norquay Developments Limited
Mike Johnson	Urban Metrics Inc.
Michael Mayo	Individual
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
Sean Eden	Magnificent Homes
Shmuel Farhi	Farhi Holdings Corporation
Skylar Franke	Urban League
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 2023 GMIS Project Timing Adjustments

The following sections provide commentary and rationale for project timing adjustments identified in Table 1 of the 2023 GMIS Annual Review & Update report.

Adjustments to Previously Timed 2023 Projects:

Stoney Creek SWM 7.1: During the GMIS stakeholder interviews, this project was identified as not being needed in 2023 given no planning application has been submitted on the benefitting lands, thus the lands where the project is to be sited will not be available. Staff recommend rescheduling this project to 2025 to avoid premature investment and align with planned development timing.

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 2023 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 2025 to avoid premature investment.

North Lambeth SWM P2 - North: Together with the North Lambeth P2 – South and Thornicroft Drain Improvement GMIS projects, the North Lambeth SWM P2 – North project is required to provide external stormwater servicing for a large development area owned by the same developer/landowner west of Wonderland Road between Southdale Road and Exeter Road in the Southwest GMIS area. During the GMIS stakeholder interviews, the developer/landowner indicated that development applications will be submitted later in 2022 and requested to align these three projects for 2024 so that the projects could be coordinated and constructed at the same time. As such, North Lambeth SWM P2 – North was requested to be rescheduled from 2023 to 2024.

However, there are currently no planning applications for these lands. Furthermore, Stormwater Engineering identified that the Thornicroft Drain Improvements project will need to be completed in advance of the construction of the North Lambeth P2 SWM facilities. As such, it is recommended the N. Lambeth SWM facilities be timed for 2025 to allow for planning applications to be submitted and reviewed, and for the enabling Thornicroft Drain Improvements to be constructed in 2024 as recommended below.

Recognizing their interrelationships and the benefits of coordinating the designs of these projects, Staff are recommending that project design funds for Thornicroft Drain Improvements, North Lambeth P2 – N and P2 – S be aligned in 2023.

Adjustments to Previously Timed 2025 Projects:

Stoney Creek SWM 10: 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 2025. A deferral of this project was requested to align the project with their planned 2027 development timing. As no planning application has been submitted on the benefitting lands, Staff recommend rescheduling this project to 2027 to avoid premature investment. Rescheduling will have the added benefit of improving the financial health of the SWM DC reserve fund.

Adjustments to Previously Timed 2026 Projects:

Thornicroft Drain Improvements: As identified above in the North Lambeth SWM P2 – North commentary, the Thornicroft Drain Improvement project is required to facilitate development west of Wonderland Road South between Southdale Road and Exeter Road in the Southwest GMIS area. The developer/landowner of the benefiting area requested through the GMIS stakeholder interviews that this project be advanced from 2026 to 2024. Staff support advancing this project to 2024, with the design being undertaken in 2023, as the drain improvements are required first before undertaking the construction of the North Lambeth SWM P2 facilities proposed to be timed in 2025.

Adjustments to Previously Timed 2030 Projects:

Portion of Kilally Road – Webster to Clarke Road Project: This project is timed for 2030 as it is only needed when the area is approaching build-out. However, as part of last years GMIS, design funds for this project were advanced to 2021 to ensure the future road design is coordinated with the upcoming Kilally Water project that is timed for 2023. Detailed design has commenced to provide integrated water, stormwater and transportation infrastructure along the Kilally Road corridor, as well as locations for a temporary sanitary force main and ultimate sanitary solution.

While preliminary design findings indicate that road project's ultimate profile will require minimal grade changes to the existing road in relation to the water project, it is recommended that $1.5 million of the road project be advanced to 2023. These advanced funds will ensure a funding source for any ultimate road profile design features to be included in the interim rural road construction for the 2023 Kilally Water project. This will reduce inefficient construction works between the 2023 project and the ultimate two-lane urban upgrade road project planned for 2030.

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:

North Lambeth SWM P2 – South: York Developments has requested the acceleration of this project from 2025 to 2024 as part of their request to align its timing with Thornicroft Drain Improvements and North Lambeth SWM P2 - N in 2024. As identified above, the Thornicroft Drain Improvements are required to be constructed first to enable the construction of the North Lambeth SWM P2 facilities. The Drain Improvement project is being recommended to advance from 2026 to 2024, with the North Lambeth SWM P2 facilities to be timed for the following year in 2025. As North Lambeth SWM P2 – S is already timed for 2025, Staff do not recommend the requested acceleration. It is noted however that the design of this project is recommended to be advanced to 2023 so it can be coordinated with the Drain Improvement.

Wharncliffe Sewer: Magnificent Homes has requested the acceleration of this sewer project from 2027 to 2023 that is planned to service the area along Wharncliffe Road South between Campbell Street and Bostwick Road in Lambeth. Through the review, Staff have identified that the project cost of $1.1 million that is being recovered through Development Charges was incorrectly calculated based on the assumption that this sewer project would be constructed as part of a road project that would cover major costs related to restoration. Unfortunately, there is no identified road project and further review of appropriate cost allocations is required. Given available development opportunities (existing or near-term planned) in the Southwest GMIS Area and the health of the Wastewater DC Reserve Fund, Staff do not recommend the requested acceleration. However, it has been recommended that this project be reviewed through the upcoming 2025 DC Master Plans to calculate the actual cost of the project to the Wastewater DC Reserve Fund and ensure it is being properly recovered for.

Dundas East Sanitary Servicing: Dancor has requested that sanitary servicing be provided to their lands east of Crumlin on Creamery Road north of Dundas Street East. 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.

Wilton Grove East Sanitary Servicing: Dancor has requested that sanitary servicing be provided to their lands east of Cheese Factory Road north of Wilton Grove Road. 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.