

# Agenda

## Integrated Transportation Community Advisory Committee

The 2nd Meeting of the Integrated Transportation Community Advisory Committee

February 19, 2025, 3:00 PM

Committee Room #3

The City of London is situated on the traditional lands of the Anishinaabek (AUh-nish-in-ah-bek), Haudenosaunee (Ho-den-no-show-nee), Lūnaapéewak (Len-ah-pay-wuk) and Attawandaron (Add-a-won-da-run).

We honour and respect the history, languages and culture of the diverse Indigenous people who call this territory home. The City of London is currently home to many First Nations, Métis and Inuit today.

As representatives of the people of the City of London, we are grateful to have the opportunity to work and live in this territory.

The City of London is committed to making every effort to provide alternate formats and communication supports for meetings upon request. To make a request specific to this meeting, please contact [advisorycommittee@london.ca](mailto:advisorycommittee@london.ca).

Pages

### 1. Call to Order

1.1 Disclosures of Pecuniary Interest

### 2. Scheduled Items

2.1 3:00 PM - J. van Lanen, Transportation Design Engineer, Transportation Planning and Design - Sunningdale Road and Richmond Street Intersection Improvements 2

### 3. Consent

3.1 1st Report of the Integrated Transportation Community Advisory Committee 21

3.2 Resignation - A. Santiago 23

3.3 Resignation - D. Foster 24

3.4 Notice of Planning Application and Public Participation Meeting - Official Plan Amendment - City-Wide: Transit Oriented Development CIP 25

### 4. Sub-Committees and Working Groups

### 5. Items for Direction

### 6. Adjournment



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# Sunningdale Road and Richmond Street Intersection Improvements



## ITCAC Meeting

February 19, 2025



# Agenda

- Sunningdale Road Corridor Improvement Goals
- Sunningdale Road Improvement Phasing
- Intersection Design Progression
- Intersection Overview
- Key Improvements and Impacts
- Proposed Construction Staging
- Ongoing Activities Before Construction

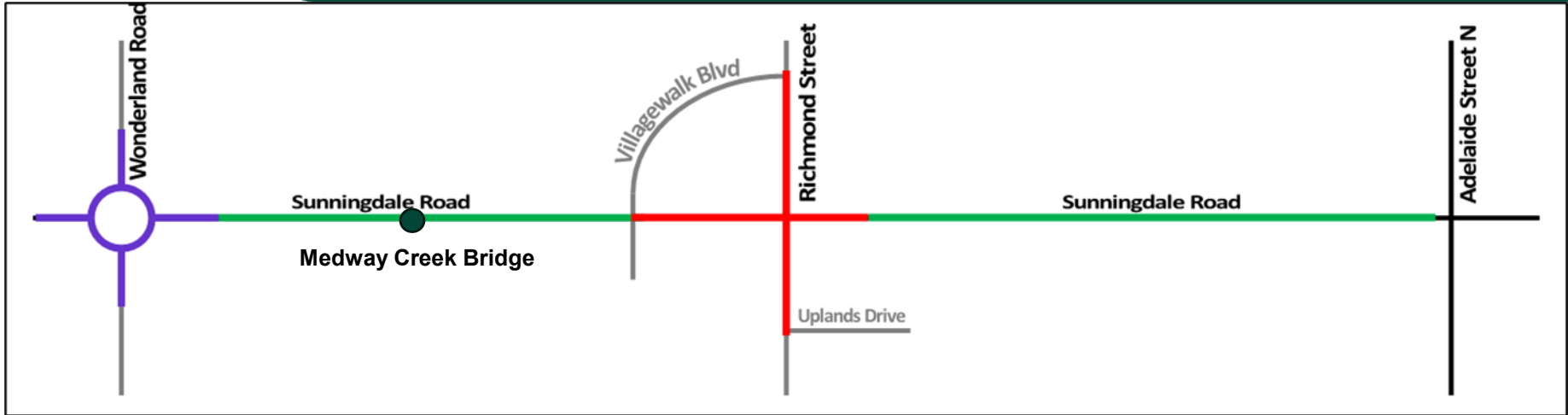


# Sunningdale Corridor Improvements Goals

Through the Environmental Study Report (2012), a number of improvements were recommended for Sunningdale Road, including:

- Improve Sunningdale Road from two to four lanes
- Sidewalk and Cycling infrastructure throughout
- Intersection improvements at Wonderland Road, and Richmond Street
- Replacement of the Medway Creek Bridge, including a pathway underneath to allow for a future connection

# Sunningdale Improvement Phasing



**Phase 1 - Wonderland and Sunningdale Roundabout (Completed in 2015)**

**Phase 2 - Sunningdale and Richmond Intersection (Construction start 2025)**

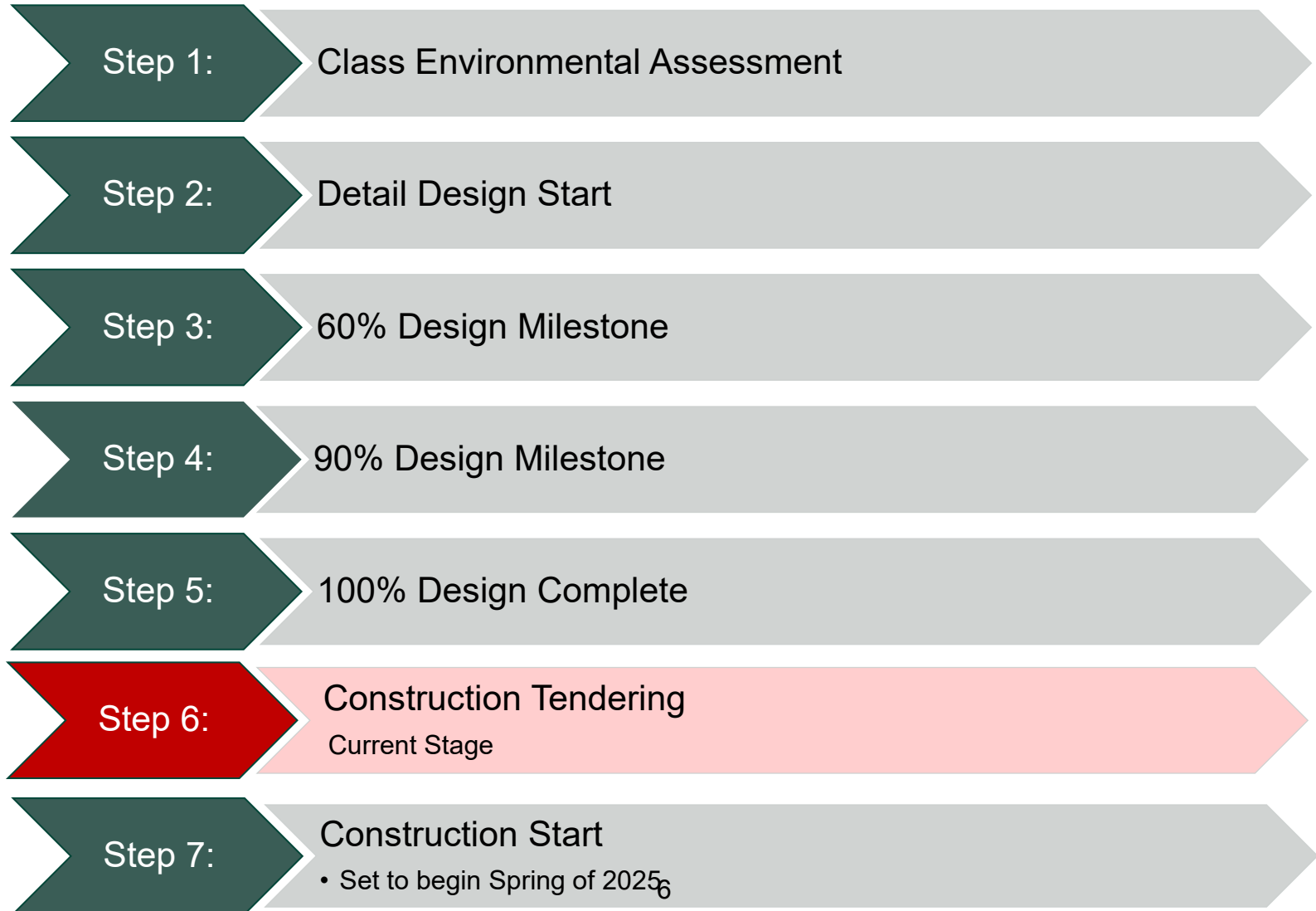
- IPS at Meadowlands Way
- Sidewalk extension to 1985 Richmond Street

**The Future Phases**

- Wonderland to Medway Creek Bridge - 2026
- Medway Creek Bridge Replacement - 2026
- Medway Creek Bridge to Richmond - 2026
- Richmond to Blackwater Road – 2027
- The scheduling of each future phase will be dependent on securing all necessary external approvals



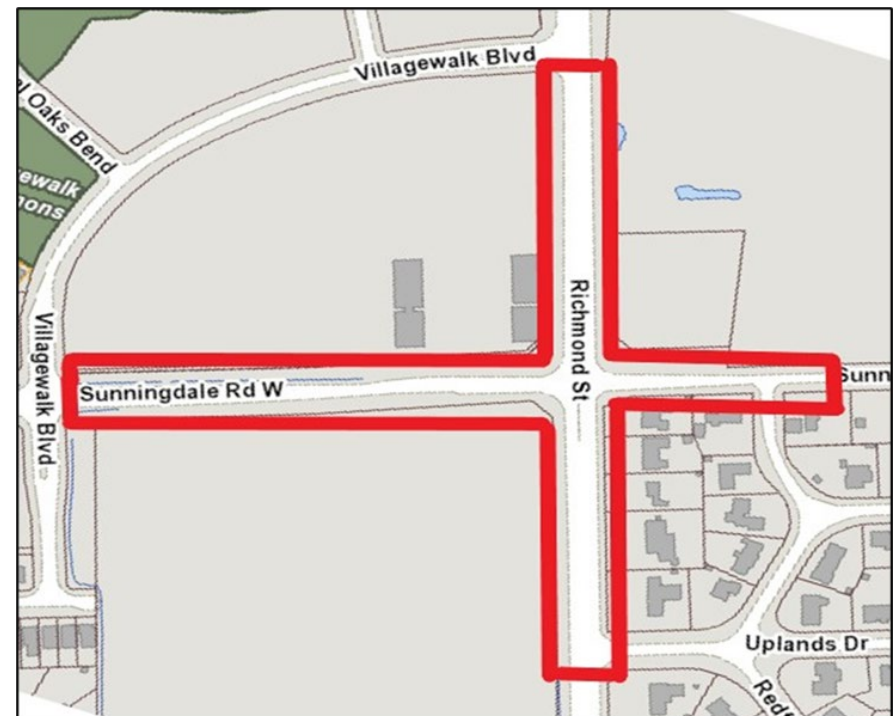
# Sunningdale and Richmond Intersection – Design Progression



# Sunningdale and Richmond Intersection – Design Feature Overview

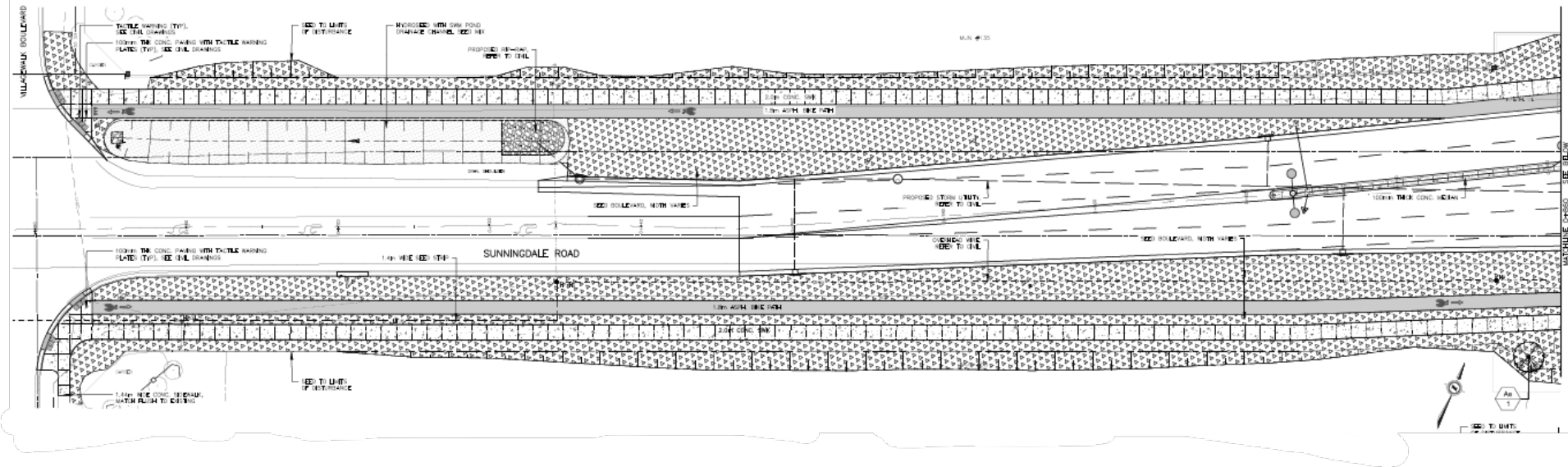
The project Key Design Features include:

- Improving Sunningdale Road from 2 to 4 lanes, between Villagewalk Boulevard to Redford Road
- Construction of new in-boulevard bike paths and pedestrian sidewalks.
- Reconstruction of Richmond Street between Villagewalk Boulevard to Uplands Drive
- Construction of left/right turn lanes at the intersection
- Upgrade to underground infrastructure (storm sewers, and watermains)
- New Street Lighting and Traffic Signals
- New Median Islands and drainage
- IPS at Meadowlands Way





# Sunningdale and Richmond Intersection – Key Improvements and Impacts



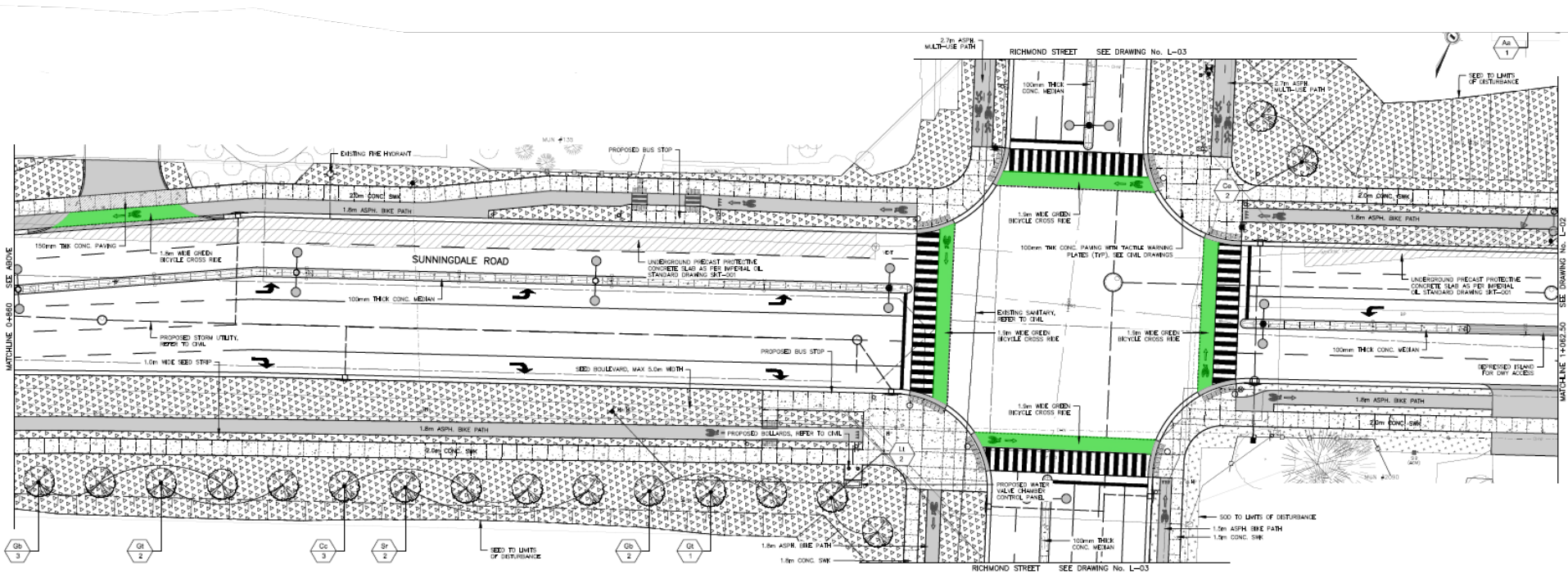
## Sunningdale – at Village Walk





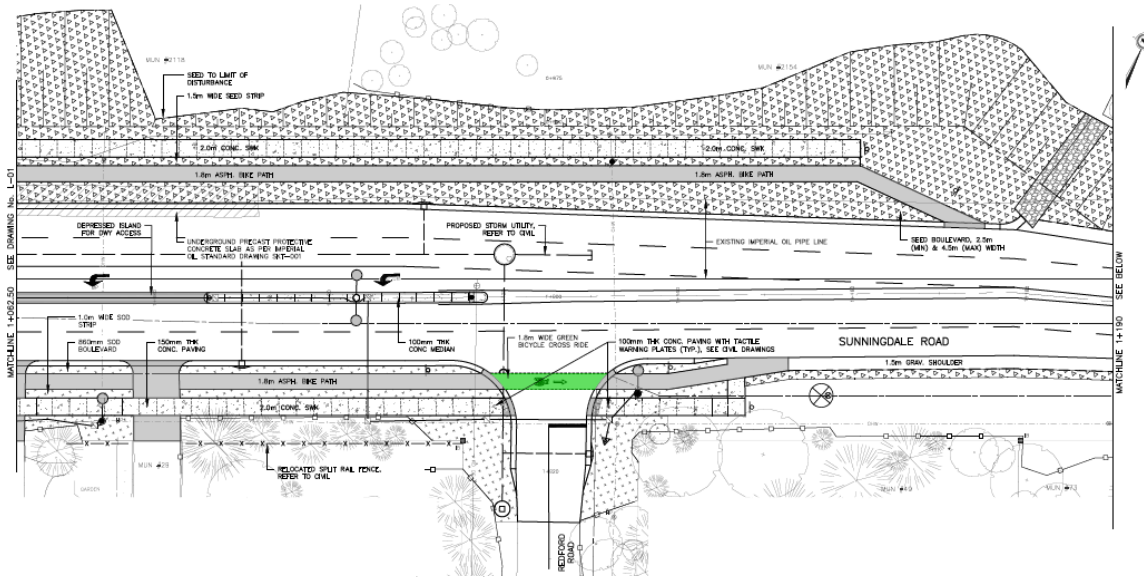
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# Sunningdale and Richmond Intersection – Key Improvements and Impacts

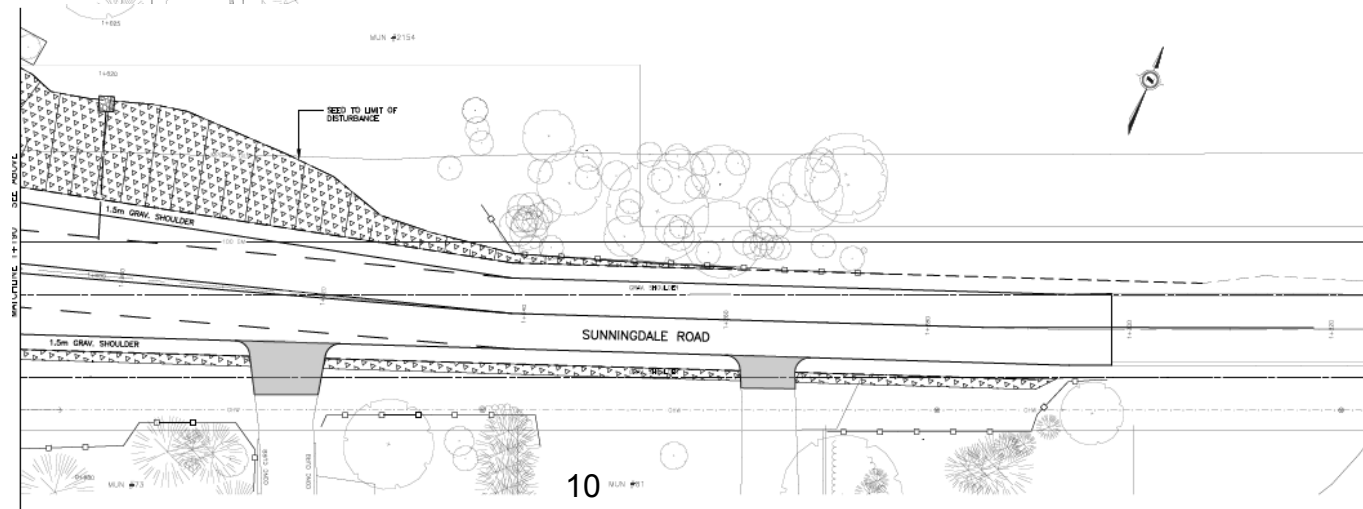




# Sunningdale and Richmond Intersection – Key Improvements and Impacts



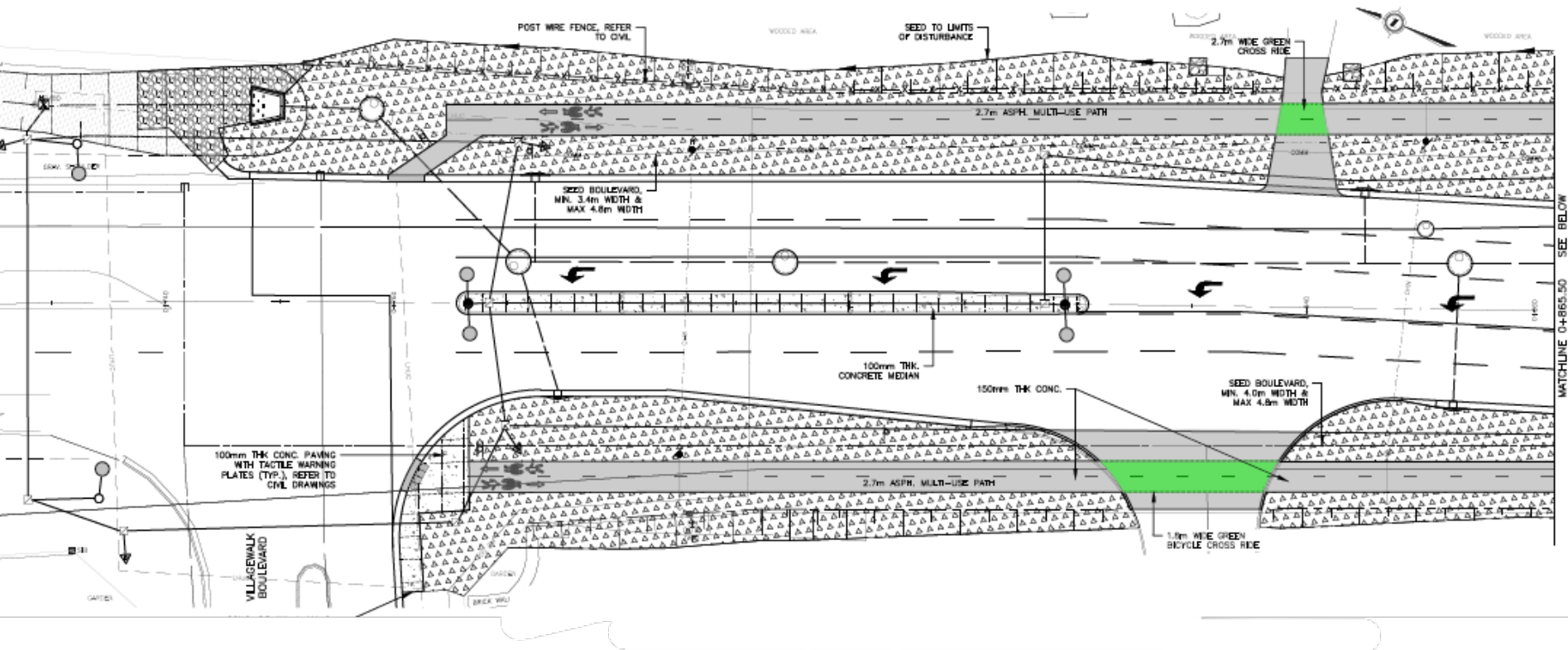
Sunningdale – East of Richmond





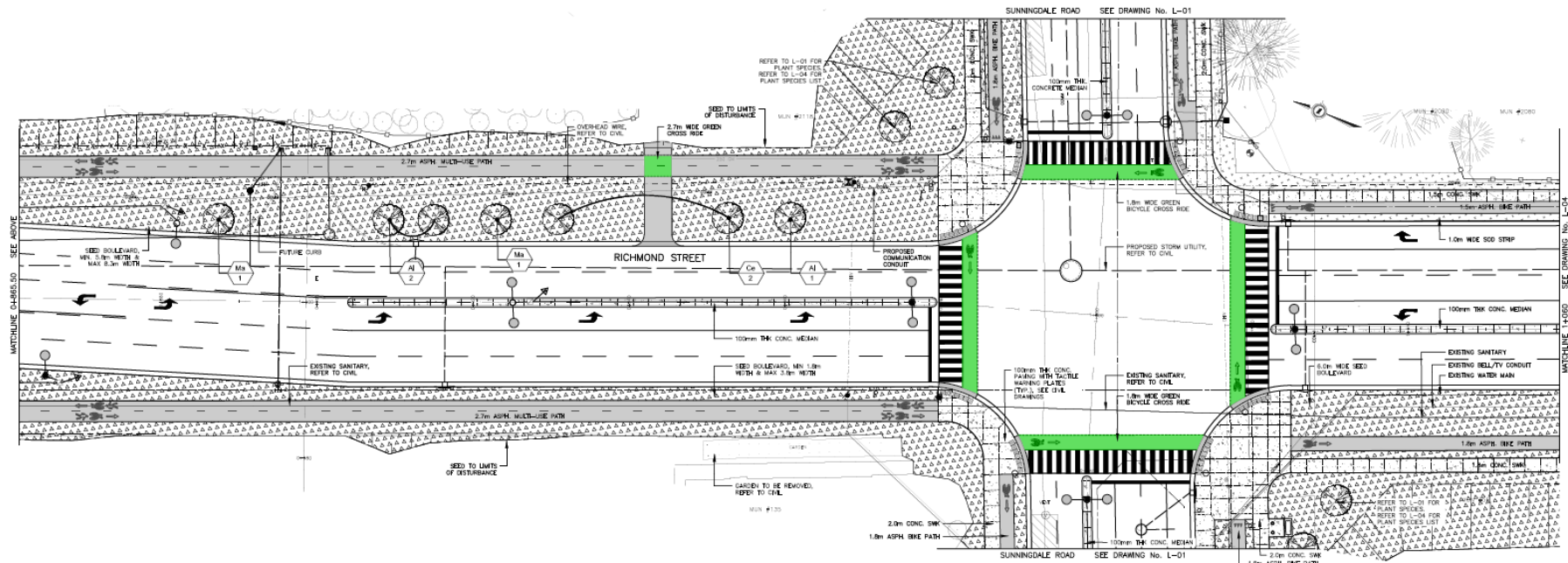
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# Sunningdale and Richmond Intersection – Key Improvements and Impacts



Richmond – at Villagewalk Boulevard

# Sunningdale and Richmond Intersection – Key Improvements and Impacts

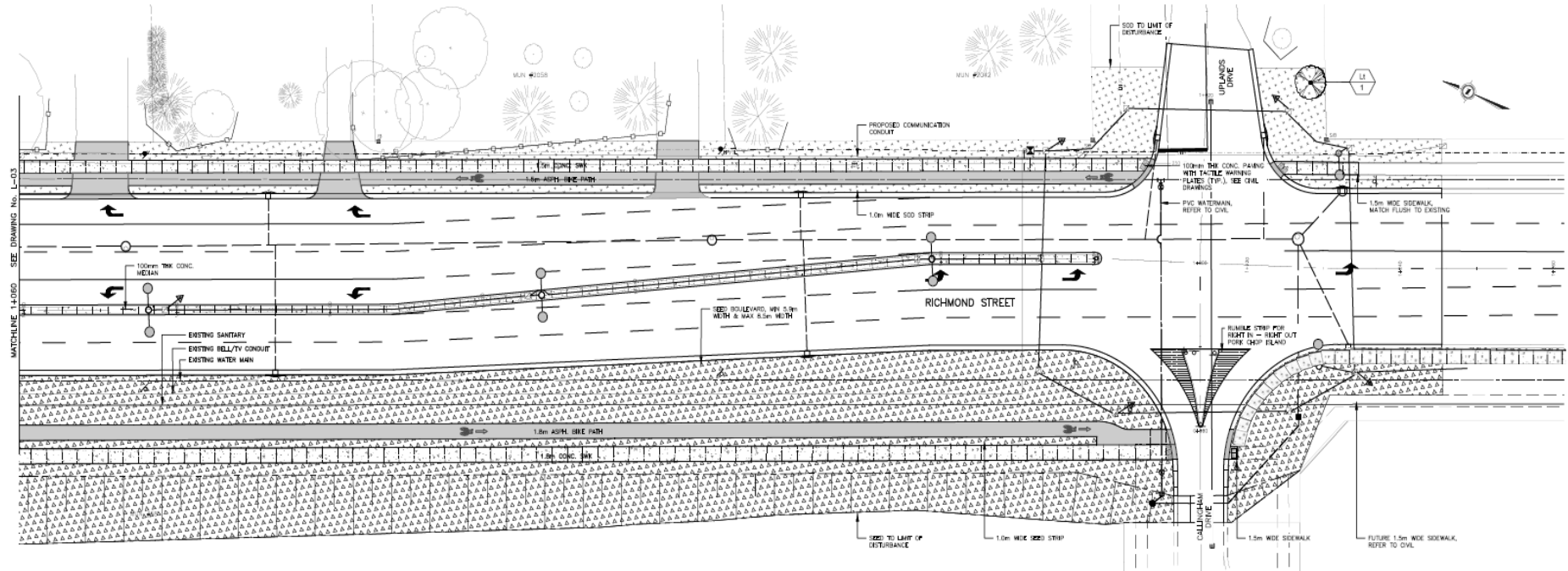






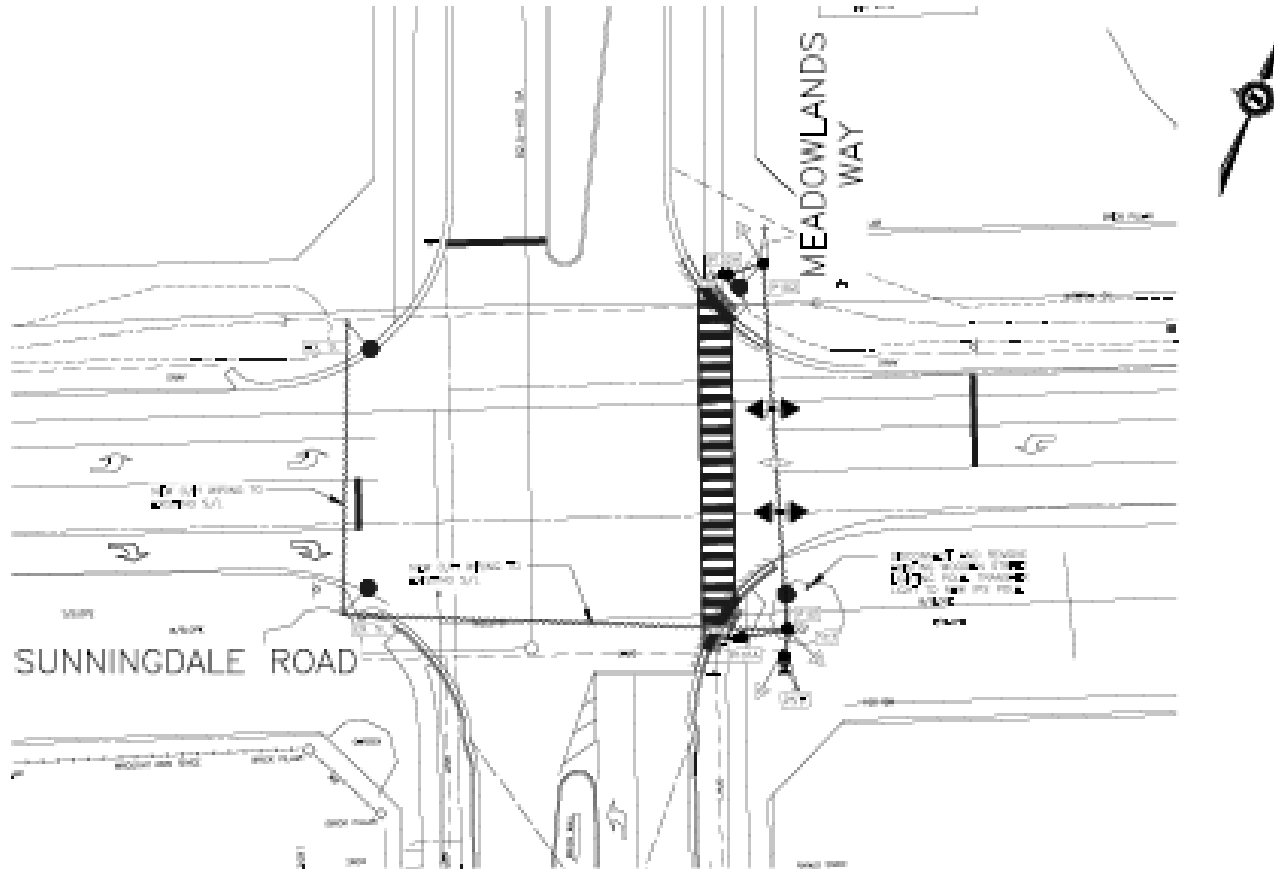
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# Sunningdale and Richmond Intersection – Key Improvements and Impacts



Richmond – at Uplands

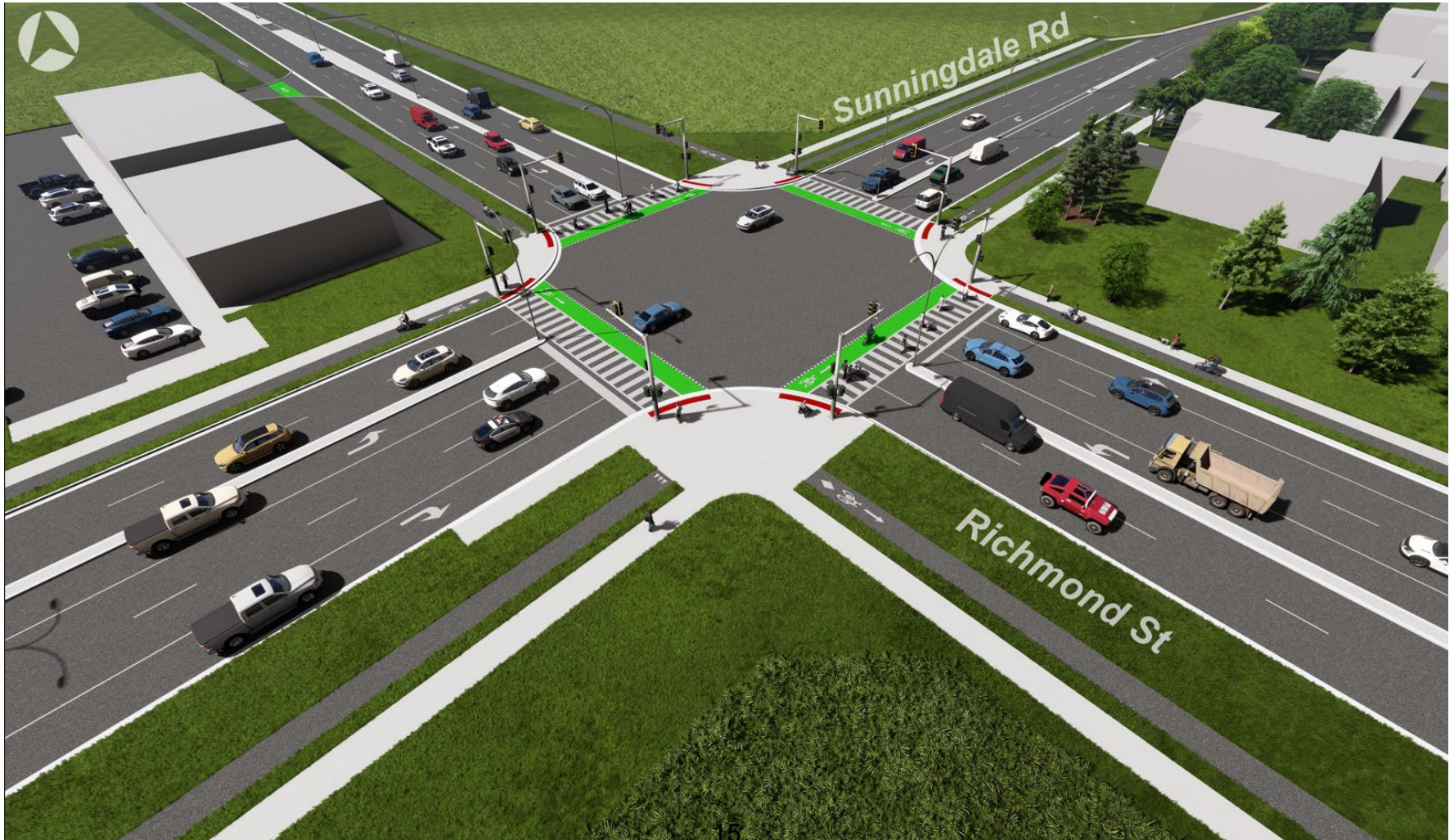
# Sunningdale and Richmond Intersection – Key Improvements and Impacts





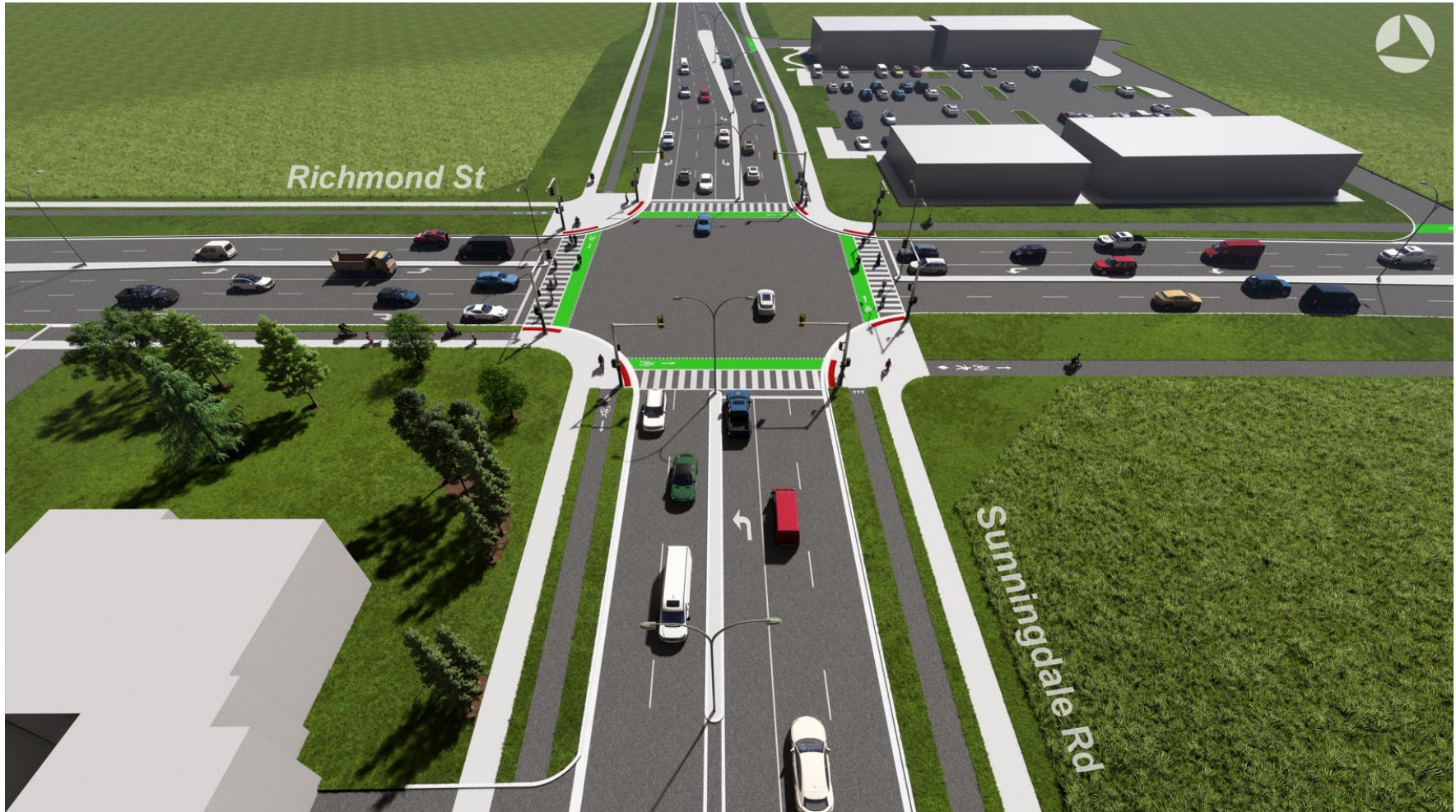


# Sunningdale and Richmond Intersection – Renderings

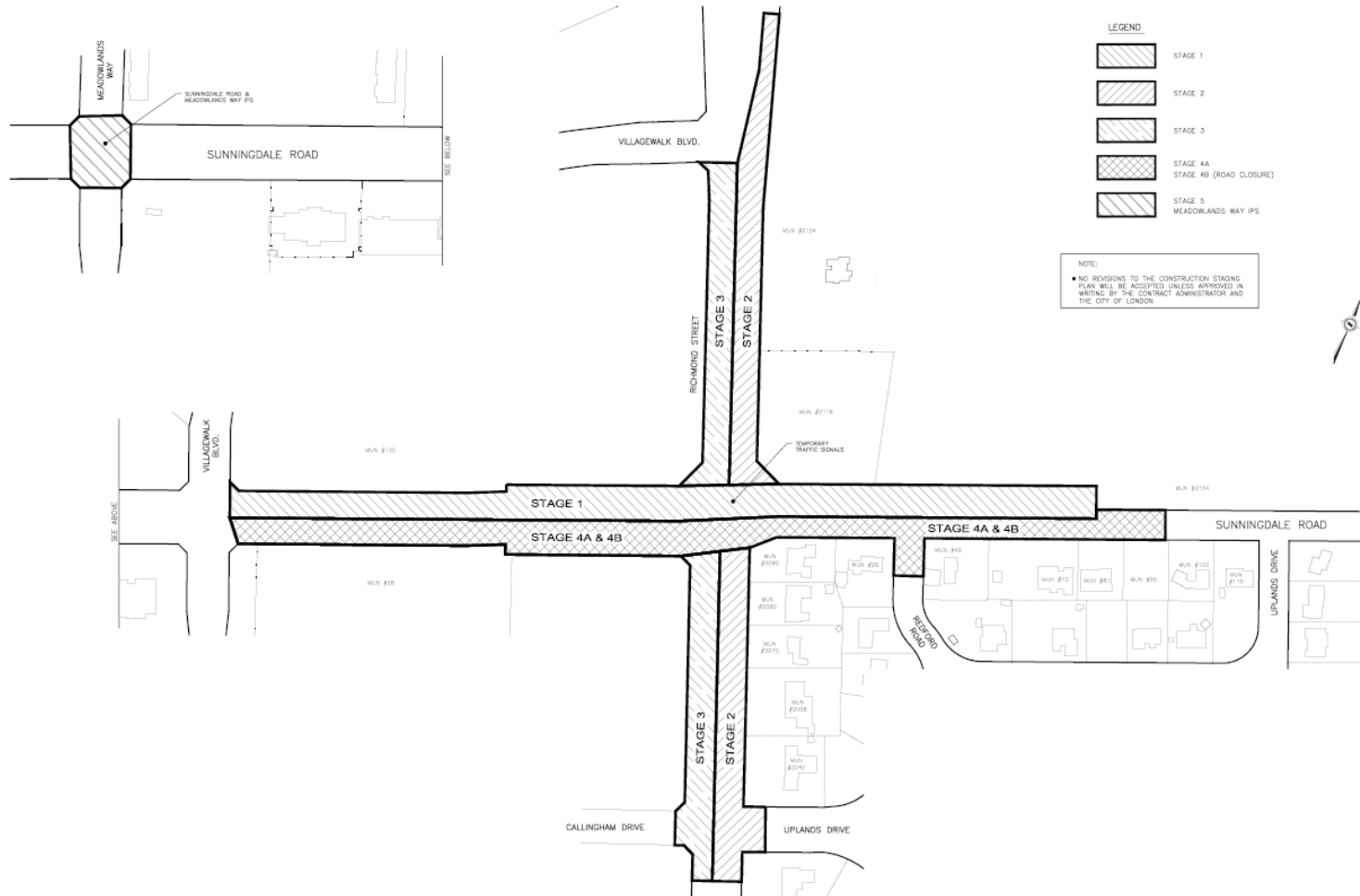




# Sunningdale and Richmond Intersection - Renderings



# Proposed Construction Staging



# Traffic Management

- Access to private properties will be maintained at all times
- Emergency Services access will be maintained at all times
- Advance notification of road closures will be provided
- Communication will be maintained with LTC to provide advanced notice, coordinate continued service and detours where applicable
- Alternative route signing, and temporary traffic calming measures may be implemented where possible



# Ongoing Activities Before Construction

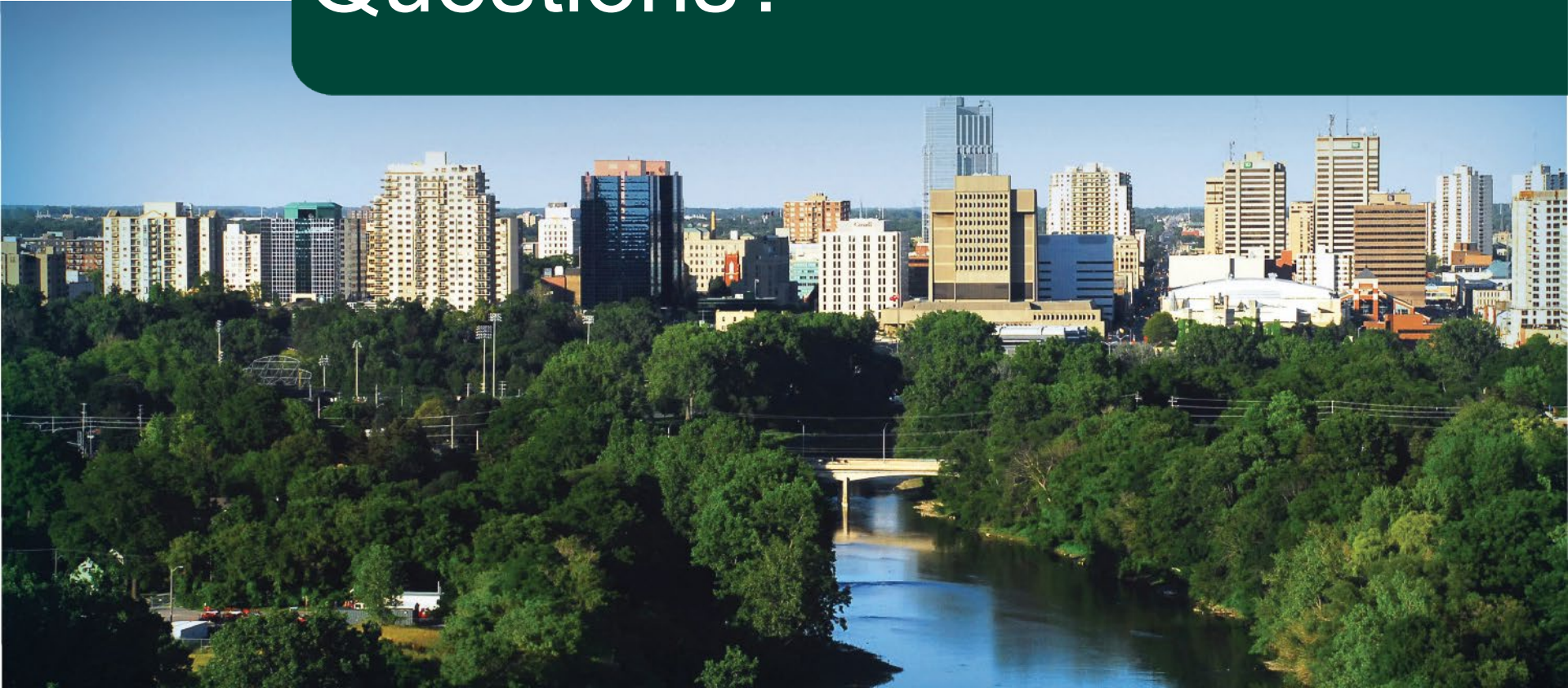


- London Hydro Pole relocation anticipated completion late February



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# Questions?





# Integrated Transportation Community Advisory Committee Report

1st Meeting of the Integrated Transportation Community Advisory Committee  
December 18, 2024

Attendance T. Khan (Chair), R. Buchal, E. Eady, D. Foster, A. Husain, T. Kerr, V. Lubrano, D. Luthra, A. Pfeffer, A. Santiago, K. Mason (Committee Clerk)

ABSENT: L. Thomas-Gray, S. Leitch, E. Poirier, J. Vanek

ALSO PRESENT: Councillor J. Pribil; S. Grady, D. Hall, D. MacRae, A. Miller, N. Moffatt

The meeting was called to order at 3:00 PM, it being noted that R. Buchal, E. Eady, D. Foster, A. Husain, T. Kerr, and D. Luthra were in remote attendance.

## 1. Call to Order

### 1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

## 2. Scheduled Items

### 2.1 Mobility Master Plan

That the Municipal Council BE REQUESTED to direct the Mobility Master Plan (MMP) Project Team to put the current phase of Public Consultations on hold, pending a review and formal response to the Integrated Transportation Community Advisory Committee related to their attached MMP Feedback and Recommendations;

it being noted that the presentation from S. Grady, Traffic and Transportation Engineer and D. MacRae, Director, Transportation and Mobility with respect to this matter, was received;

it being further noted that the feedback and recommendations related to the Mobility Master Plan, was received.

## 3. Consent

### 3.1 12th Report of the Integrated Transportation Community Advisory Committee

That the 12th Report of the Integrated Transportation Community Advisory Committee, from its meeting held on November 20, 2024, was received.

### 3.2 Municipal Council Resolution - Community Advisory Committees

That the Municipal Council BE REQUESTED:

a) to appoint the Integrated Transportation Community Advisory Committee's (ITCAC) current remaining members as part of a Working Group with the sole mandate to continue providing advice to Council and the Mobility Master Plan Project Team on Transportation and Mobility issues until such time as the Mobility Master Plan is approved in its entirety by Council;

- b) that the "ITCAC Working Group" be dissolved in conjunction with the activation of the Mobility and Transportation Working Group; and,
- c) to grant delegation status to the Chair of the Integrated Transportation Community Advisory Committee at the January 14, 2025, Strategic Planning and Policy Committee Meeting to speak on this.

3.3 Notice of Planning Application - Intent to Remove Holding Provision - 1770-1820 Evans Boulevard

That it BE NOTED that the Notice of Planning Application, dated December 19, 2024, from B. Begovic, Planner, related to the Intent to Remove Holding Provisions at 1770-1820 Evans Boulevard, was received.

3.4 Notice of Planning Application and Public Meeting - Official Plan and Zoning By-law Amendment and Draft Plan of Subdivision - 1782 Kilally Road (Edgevalley Phase 2)

That it BE NOTED that the Notice of Planning Application and Public Meeting, dated December 2, 2024, from M. Clark, Planner, related to the Official Plan and Zoning By-law Amendment and Draft Plan of Subdivision at 1782 Kilally Road, was received.

3.5 (ADDED) Resignation - V. Lubrano

That it BE NOTED that the attached resignation from V. Lubrano was received with regret.

**4. Sub-Committees and Working Groups**

None.

**5. Items for Direction**

None.

**6. Adjournment**

That the meeting BE ADJOURNED.

The meeting adjourned at 5:52 PM.

January 28, 2025

The Clerk of the City of London  
London, Ontario

I am hereby tendering my formal resignation from the Integrated Transportation Community Advisory Committee (ITCAC) effective immediately. This is in direct protest to City Council's cavalier treatment of ITCAC's advice and guidance – that incidentally is ITCAC's mandate based on its Term of Reference (TOR) – on Transportation matters, and the dissolution of ITCAC, which came without warning or prior consultation.

The sudden dissolution of ITCAC displays an utter lack of respect for the time, effort, and expense of us members who serve on a voluntary basis. We sacrifice our personal and family time to attend monthly and public meetings, sub-committee meetings, and do research and investigations on issues regarding transportation and public safety.

Furthermore, it is not as if ITCAC lacks expertise and experience. There are two (2) Professional Engineers – one of whom is a retired professor in Mechanical Engineering at Western, and the other a retired Mechanical Engineer with many years of experience in transportation, logistics, corporate governance, defense and food manufacturing- a Project Management professional retired from Canada Post after many years of service, a former director of the London Transit Commission, a doctoral student of transportation and traffic at Western, and a former traffic specialist at the London Police Service. This is a formidable team with experience and expertise that apparently was not good enough to serve as a Community Advisory Committee on Transportation for the City of London and is being dissolved by the Council without so much as an acknowledgment or appreciation for the hundreds of personal-hours we have expended gratis et amore.

One would think that something as important and as vital as the MMP would be open to all. Nevertheless, the public, including ITCAC, is frequently reminded that while they are open to the public, and ITCAC's, inputs, the MMP Team, and the Council, make the final decision on what MMP should look like.

I find it pointless and a waste of time to continue serving in a community advisory committee that has been castrated for all intents and purposes, and a lame duck advisory group, so it is best that I step down before the end of my term.

Antonio D. Santiago  
[REDACTED]  
London, ON [REDACTED]

January 22, 2025

To the Clerk of the City of London Ontario,

I am writing to formally resign from my position on the Integrated Transportation Community Advisory Committee (ITCAC). This resignation is in direct protest of the City Council's decision to dissolve the ITCAC at the end of its current term.

I am deeply troubled by the process used to eliminate an Advisory Committee, whose primary Term of Reference is to provide advice and guidance on Transportation & Mobility issues and policies in this city at a time when the most crucial public mobility policy, the Master Mobility Plan, is still in development and far from complete.

The manner in which it was handled reflects a stunning lack of respect for the significant personal time and effort that ITCAC members invest attending public meetings, subcommittee meetings, and preparing for these meetings which is in the many hundreds of person-hours. For ITCAC members, these are unpaid volunteer hours, and yet our contributions were unceremoniously dismissed without acknowledgment or appreciation.

Furthermore, the debate at SPPC around the effectiveness of Community Advisory Committees is particularly disheartening given the fact that our feedback on various issues, most notably on the MMP, has been consistently ignored. It has been clear to me for some time now that Council views this Advisory Committee as a road block to be removed as opposed to a valued resource to be consulted and that we no longer have the confidence of the Council (if we ever did).

And so It is with regret that I take this step to leave before the end of my term, whist at the same time feeling it to be necessary to uphold the honour of my colleagues past and present and the principles of genuine public engagement and accountability.

Dan Foster

[REDACTED]

London ON [REDACTED]



# NOTICE OF PLANNING APPLICATION & PUBLIC MEETING

## Official Plan Amendment

### City-Wide: Transit Oriented Development Community Improvement Plan

**File: O-25003**

**Applicant: The Corporation of the City of London**

#### What is Proposed?

Official Plan amendment to:

- Add a new city-wide community improvement project area to The London Plan Map 8 – Community Improvement Project Areas

The passing of by-laws to:

- Designate the new community improvement project area
- Adopt the Community Improvement Plan
- Approve the financial incentive program guidelines

Further information regarding this application can be found at [london.ca/planapps](http://london.ca/planapps) and <https://getinvolved.london.ca/cip-residential-development-near-transit>

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## LEARN MORE & PROVIDE INPUT

You are invited to provide comments for consideration by Council, and/or attend a public meeting of the Planning and Environment Committee at which Council will consider this application, to be held:

**Meeting Date and Time:** Tuesday, March 18, 2025, no earlier than 1:00 p.m.

Please monitor the City's website closer to the meeting date to find a more precise meeting start time: <https://london.ca/government/council-civic-administration/council-committee-meetings>

**Meeting Location:** The Planning and Environment Committee Meetings are hosted in City Hall, Council Chambers; virtual participation is also available, please see City of London website for details or contact [pec@london.ca](mailto:pec@london.ca).

For consideration by Council, comments must be provided by **February 13, 2025**

For more information and/or to provide comments:

Graham Bailey  
[gbailey@london.ca](mailto:gbailey@london.ca)  
519-661-CITY (2489) ext. 7567  
Planning & Development, City of London  
London ON PO Box 5035 N6A 4L9  
File: O-25003

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**If you are a landlord, please post a copy of this notice where your tenants can see it.  
We want to make sure they have a chance to take part.**

# Application Details

## Requested Amendment to The London Plan

To add the recommended city-wide community improvement project area to Map 8 – Community Improvement Project Areas

The London Plan and the Zoning By-law are available for review at [london.ca](http://london.ca).

## Requested New By-laws

New By-laws are required to:

- Designate the recommended city-wide community improvement project area.
- Adopt the recommended Community Improvement Plan.
- Approve financial incentive program(s) within the designated community improvement project area, noting the area eligible for the program(s) will be further delineated through the program guidelines. Funding for any program(s) has been approved through the City of London's Housing Accelerator Fund application.

All the above is pursuant to the provisions of Section 28 of the Planning Act and the Community Improvement Plan section of the Our Tools part of The London Plan.

## Notification of Council Decision

If you wish to be notified of the decision of the City of London on the proposed official plan amendment you must make a written request to the City Clerk, 300 Dufferin Ave., P.O. Box 5035, London, ON, N6A 4L9, or at [docservices@london.ca](mailto:docservices@london.ca).

## Right to Appeal to the Ontario Land Tribunal\*

If a person or public body would otherwise have an ability to appeal the decision of the Council of the Corporation of the City of London to the Ontario Land Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the City of London before the proposed official plan amendment is adopted the person or public body is not entitled to appeal the decision.

If a person or public body does not make oral submissions at a public meeting or make written submissions to the City of London before the proposed official plan amendment is adopted, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Land Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to add the person or public body as a party.

\*Please see the *Planning Act* for updated appeal requirements.

## Notice of Collection of Personal Information

Personal information collected and recorded at the Public Participation Meeting, or through written submissions on this subject, is collected under the authority of the Municipal Act, 2001, as amended, and the Planning Act, 1990 R.S.O. 1990, c.P.13 and will be used by Members of Council and City of London staff in their consideration of this matter. The written submissions, including names and contact information and the associated reports arising from the public participation process, will be made available to the public, including publishing on the City's website. Video recordings of the Public Participation Meeting may also be posted to the City of London's website. Questions about this collection should be referred to the Manager, Records and Information Services 519-661-CITY(2489) ext. 5590.

## Accessibility

The City of London is committed to providing accessible programs and services for supportive and accessible meetings. We can provide you with American Sign Language (ASL) interpretation, live captioning, magnifiers and/or hearing assistive (t coil) technology. Please contact us at [plandev@london.ca](mailto:plandev@london.ca) by March 11, 2025, to request any of these services.



# City of London: Transit Oriented Development CIP

January 2025

Prepared for:  
The City of London

Prepared by:  
N. Barry Lyon Consultants Limited

**nblc**  
Trusted advisors since 1976.

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# 1.0 Introduction

In September 2023, the City of London (City) was announced as the first successful recipient of funding from the federal government’s Housing Accelerator Fund (HAF) program. This program was initiated in April 2023 to increase housing supply, encourage affordable housing, and support local government initiatives to remove barriers and increase certainty in the development process. The \$74 million in funding must be used to support the actions proposed in the City’s HAF application, with all funding spent by September 8, 2027.

Through the City’s HAF application, the following objectives were identified:

- Help the City of London achieve its target of 2,187 additional residential units by 2027.
- Support the City of London RoadMap to 3,000 Affordable Units by 2026.
- Help develop affordable housing units for families, students, and seniors.
- Support the Climate Emergency Action Plan’s “Transforming Buildings and Development” Area of Focus through the reuse of underused properties.
- Reduce car dependency by creating more housing around rapid transit stations.

To help accomplish the above objectives, the City has identified a number of initiatives and funding proposals. One of these initiatives is the creation of a Community Improvement Plan (CIP) to accelerate residential development within the City’s Protected Major Transit Station Areas (PMTSA) as delineated on **Map 10** of *The London Plan*. As defined in the City’s Official Plan:

*Protected Major Transit Station Area means the area surrounding and including an existing and planned higher order transit (e.g. rapid transit) station or stop. The Downtown, Transit Village, and Rapid Transit Corridor Place Types are focused around rapid transit routes and are identified as Protected Major Transit Station Areas.*

PMTSAs are further defined by the 2024 Provincial Policy Statement (PPS) as follows, with additional policy direction provided in Section 2.4.2. of the policy document:

*Major transit station area: means the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800-metre radius of a transit station.*

High-density development within the City’s PMTSAs has been modest for a variety of factors identified through the CIP background analysis (e.g., higher development and land costs, land holdings and developer interest in other areas of the City, parking accommodation, demand for transit-oriented living, and others). In addition to these PMTSA specific challenges, broader macroeconomic impacts related to rising construction costs and interest rates, consumer confidence, and other interrelated factors have negatively impacted development feasibility. These impacts have been experienced in London, but also broadly across the Ontario market.

As a result, housing construction across the province has slowed considerably as developers struggle to advance feasible projects.

This CIP is therefore intended to encourage greater intensification within the City's PMTSA while also accelerating development that is currently proposed but not advancing due to current market challenges affecting development feasibility.

## 1.1 What is a Community Improvement Plan?

A CIP is a tool that enables municipalities to achieve broad land use planning and economic policy objectives by offering financial incentives to attract private investment. Through Section 28 of the *Planning Act*, municipalities must adopt policies within the Official Plan and approve an implementing by-law to designate a Community Improvement Project Area, which can be restricted to a specific location(s) or be municipality wide.

Common objectives of a CIP can include downtown / neighbourhood renewal and intensification, affordable housing, office development, transit-oriented development, brownfield remediation, building retrofits and improvements, and many others.

## 1.2 CIP Purpose

The purpose of this CIP is to accelerate high-density development within the City's PMTSAs. Considering the current market and economic conditions, as well as the short timeline of the HAF, the available incentives are provided as up-front, per-unit capital grants and will be stackable with incentives provided by the City's other CIPs and other government programs.

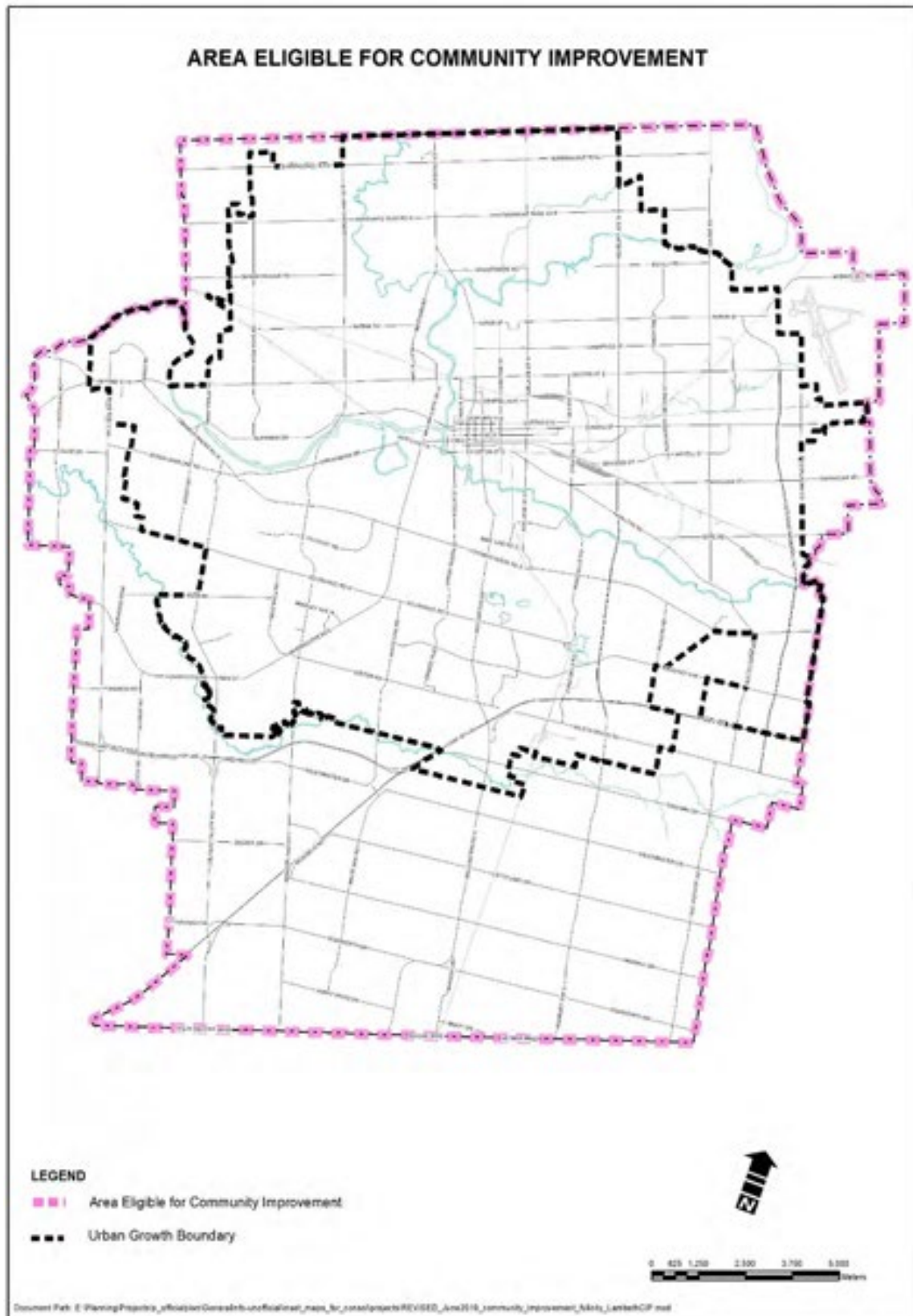
## 1.3 Community Improvement Project Area

Section 28(2) of the *Planning Act* states:

*Where there is an official plan in effect in a local municipality or in a prescribed upper-tier municipality that contains provisions relating to community improvement in the municipality, the council may, by by-law, designate the whole or any part of an area covered by such an official plan as a community improvement project area.*

The Community Improvement Project Area (CIPA) is the entire municipality as illustrated by **Figure 1**. The CIP's Financial Incentive Program Guidelines will identify the eligible locations for the proposed financial incentive program, which will be concentrated within and around the City's PMTSAs.

Figure 1



## 2.0 Incentive Program Overview

### 2.1 Mandatory Eligibility Criteria

To be eligible for funding under the CIP, the following Criteria must be met by the project / applicant:

- **Applicant:** Applicants may be private or non-profit organizations. Partnerships between private and non-profit organizations are also permitted and encouraged.
- **Typology:** The development must be residential or mixed-use apartment buildings. The available incentive is only applicable to the residential component of mixed-use buildings.
- **Tenure:** The development must be rental.
- **Minimum Project Size:** New apartment buildings with a minimum of 20 units or an office-to-residential conversion with no minimum project size.
- **Project Status:** Any development that has not yet begun construction is eligible to apply. For clarity, this includes development that has already secured a building permit but has not yet begun below or above grade construction.
- **Project Timeline:** A development must have already secured a building permit or will receive a building permit no later than December 31, 2026.
- **Good Standing with the City:** Applicants must be in good standing with respect to by-laws, property taxes or other financial obligations to the municipality, and not be involved in ongoing litigation with the City.

### 2.2 Available Incentives

The following financial incentives are available through this CIP, which will be offered as a per door capital grant:

- \$15,000 per residential unit created

### 2.3 Application Process and Timing of Incentives

Interested parties may submit a complete application for the incentive program at any time after the program has been approved and remains in effect. Applications will be processed in a first come, first serve basis. Applications will be reviewed by City staff to confirm all eligibility criteria have been met. Subject to funding availability, applications meeting the eligibility criteria will be approved.

Should the request for funding exceed the available budget, the City will apply the evaluation criteria outlined in the CIP's Financial Incentive Program Guidelines to prioritize the allocation of funding.

The financial incentive will be approved and committed at time of application approval, where the applicant will enter into a legal agreement with the City. However, the per door capital grants will not be advanced until the issuance of building permit. The approved funding amount will be rescinded where a building permit has not been issued by December 31, 2026.

Further details on application process, application forms, draft legal agreements, and other relevant information will be provided in the CIP's Financial Incentive Program Guidelines.

## 2.4 Stacking of Incentives

Funding received through this CIP can be stacked with funding received from the City's other incentive programs as illustrated in **Map Eight** of the *London Plan*. Interested parties must undergo a separate application and approval process to qualify for and receive funding from these other programs.

## 2.5 Monitoring

City of London staff will monitor the following matters to assess the impact of this CIP and its programs, as follows:

- the total amount of committed funds to the CIP;
- the number of applications submitted;
- the number of approved and denied applications;
- the total amount (in dollars) of funds committed and issued;
- the planning approval and construction status of applications;
- the total number of units and unit types funded;
- the total number of affordable housing units funded (if any);
- the location of funded projects; and,
- other indicators, as appropriate.

City of London staff will review the monitoring data and where the review finds an excess or lack of applications relative to the available funding, adjustments may be made to the CIP, including the incentive amount provided and the application intake and assessment processes. An RFP approach could be considered if incentive program intake is low. Where amendments can be made to improve outcomes, these will be made in accordance with Section 2.6 of this CIP.

## 2.6 Amendments

Minor changes to this CIP may advance without Council approval and without formal amendment to this CIP. Changes to provisions of this CIP which are considered to represent a material change that necessitates a formal amendment to the Plan, include the following:

- a significant change to the boundary of the Community Improvement Project Area;

- the removal of an existing incentive program, or the addition of new incentive programs to the CIP; and
- a significant change in the eligibility criteria for access to program support under this CIP.

Unless additional funding is approved for this CIP beyond 2026, incentive programs under this CIP will discontinue in 2026.

## 2.7 Approval and Agreements

City staff will be the approval authority for qualifying applications. Once approved, an applicant will receive a commitment letter indicating the funding which will be made available upon the applicant's successful receipt of a building permit for their proposed development. The applicant will also enter into a legal agreement with the City.

DRAFT



## 3.0 Appendix: Policy and Legislative Context

### 3.1 Legislative Authority

The legislative authority to prepare a CIP and relevant financial incentives are established under Section 106 of the *Municipal Act* and Section 28 of the *Planning Act*.

### 3.2 Municipal Act

Under Section 106 of the *Municipal Act*, municipalities are prohibited from assisting manufacturing business or other industrial or commercial enterprise through the granting of financial incentives, including: giving or lending money or municipal properties; leasing or selling municipal lands at below fair market value; guaranteeing loans; or providing partial or total exemptions from fees, charges, or taxes. However, Section 106(3) of the *Municipal Act* provides an exception to these prohibitions, and that exception may be exercised through a CIP under Section 28 of the *Planning Act*, as well as through Section 365.1 of the *Municipal Act* regarding property tax cancellations.

### 3.3 Planning Act - Eligible Costs

As required by Section 28 (7) of the *Planning Act*, grants and loans provided through the CIP shall not exceed eligible costs. As stated by Section 28(7.1), eligible costs include:

...the eligible costs of a community improvement plan may include costs related to environmental site assessment, environmental remediation, development, redevelopment, construction and reconstruction of lands and buildings for rehabilitation purposes or for the provision of energy efficient uses, buildings, structures, works, improvements or facilities.

### 3.4 City of London Official Plan

A municipality must have provisions in their Official Plan that enable it to establish a CIP. The “Our Tools” section of the *London Plan* has such enabling policy, as follows:

#### COMMUNITY IMPROVEMENT PLANS

*1724\_ In accordance with the provisions of the Planning Act, a by-law may be passed to identify areas designated for Community Improvement (a Community Improvement Project Area). These are shown on Map 8 - Community Improvement Project Areas. City Council may also adopt a community improvement plan for the area(s) designated for community improvement.*

*1726\_ Community improvement plans are intended to provide City Council with the necessary tools to stimulate reinvestment and redevelopment, inspire appropriate infill and intensification, coordinate planning efforts, improve the physical infrastructure, support community economic development, preserve neighbourhood and cultural heritage value, and lead to the establishment of an improved neighbourhood. The tools to implement community improvement plans may include incentives and targeted private*

*and/or public investment to achieve the vision, key directions and policies in The London Plan. Council may also acquire, clear and dispose of land to support community improvement and economic development, or use any other methods to support community improvement or environmental, social or community economic development that is permitted by the legislation.*

*1727\_ Community improvement is intended to meet the following objectives:*

- 1. Maintain and improve the public realm, including such things as streets, sidewalks, street lights, street trees, pathways, parks, open spaces, and public buildings.*
- 4. Stimulate private sector property maintenance, repair, rehabilitation, redevelopment and other forms of private sector investment and reinvestment activity.*
- 5. Maintain and improve the physical and aesthetic amenities of streetscapes in both the public and private realms.*
- 6. Encourage the conservation, restoration, adaptive re-use and improvement of cultural heritage resources.*
- 9. Foster the revitalization and continued improvement of the Downtown and other existing commercial districts including but not limited to the Old East Village, the SoHo Area, and other established business districts.*
- 10. Upgrade social and recreational facilities and support the creation of affordable housing.*
- 11. Support the implementation of measures that will assist in achieving sustainable development and sustainable living.*
- 12. Improve environmental and social conditions.*
- 14. Facilitate and promote community economic development.*
- 15. Promote and improve long-term community stability, safety and quality.*

*1728\_ To identify an area for community improvement, City Council shall consider the following criteria:*

- 1. Deficiencies in physical infrastructure including but not limited to the sanitary sewer system, storm sewer system, and/ or watermain system, streets, sidewalks, curbs, streetscapes and/or street lighting, and municipal parking facilities.*
- 2. Deficiencies in recreational, social or community facilities including public open space, municipal parks, neighbourhood parks, indoor/outdoor recreational facilities, and public social facilities.*

3. *Commercial, residential, industrial and mixed-use areas with poor physical condition and/or poor visual quality of the built environment, including but not limited to building façades, building condition, streetscapes, public amenity areas and urban design.*
4. *Vacant lots and/or underutilized properties and buildings which have potential for infill, redevelopment, expansion or development to better utilize the land base.*
5. *Non-conforming, conflicting or incompatible land uses or activities that disrupt or threaten to disrupt the predominant land use, function and/or viability of an area.*
6. *A demonstrated interest in community improvement by the private firms within an area.*
7. *Presence of potential or recognised cultural heritage resources.*
8. *Known or suspected areas of environmental contamination.*
9. *Lack of or deficient affordable housing or mix of housing opportunities.*
10. *Improvement to energy efficiency and/or renewable energy efficiency.*
11. *Traffic and/or parking problems or deficiencies.*
12. *Other significant barriers to the repair, rehabilitation, redevelopment or development of underutilized land and/ or buildings.*
13. *Other significant environmental, social or community economic development reasons for community improvement.*

This CIP adheres to the policies within the City's Official Plan, which also allows for a CIP to be created to promote infill and intensification and to coordinate planning efforts (in this case, on housing and transit-oriented development). The CIP would, among other things, stimulate private sector investment activity, revitalize key areas of the City, and facilitate and promote community improvement through supporting the development of new residential and mixed-use housing projects within the City's PMTSAs.

The City also considered the criteria identified in Section 1728 of the *London Plan* through the HAF application and the background analysis supporting this CIP undertaken by N. Barry Lyon Consultants Limited.