

AGENDA INCLUDING ADDEDS

PLANNING AND ENVIRONMENT COMMITTEE

Meeting to be held on November 20, 2017, commencing at 4:00 PM, in the Council Chambers, Second Floor, London City Hall.

Committee Members: Councillor T. Park (Chair) and Councillors M. Cassidy, J. Helmer, A. Hopkins and S. Turner and H. Lysynski (Secretary).

The Committee will recess at approximately 6:30 PM for dinner, as required.

I. CALL TO ORDER

1. Disclosures of Pecuniary Interest

II. CONSENT ITEMS

2. 10th Report of the Advisory Committee on the Environment
 - a) (ADDED) 11th Report of the Advisory Committee on the Environment
3. STAFF REPORT - 2015 State of the Downtown Report
4. STAFF REPORT - Application by Adelaide and Phillbrook Centre re property located at 1880 Phillbrook Drive (H-8824)
5. STAFF REPORT - Application by Mike Abualhayja re property located at 8076 Longwoods Road - OMB Appeal Report (Z-8735)
6. STAFF REPORT - 1156 Dundas Street - Property Tax Assistance By-law
7. STAFF REPORT - Application by Foxwood Developments (London) Inc. re Foxwood Subdivision (39T-11503)
8. STAFF REPORT - Application by Sifton Properties Limited re West 5 Subdivision Phase 2 - Stage 1 (39T-14503)
9. STAFF REPORT - Application by Kenmore Homes (London) Inc. re property located at 255 South Carriage Road Phase 2 (H-8791)
10. STAFF REPORT - Application by Richmond Village (London) Inc. re property located at 275 Callaway Road (H-8820)
11. STAFF REPORT - Highland Ridge Sanitary Trunk Sewer Post Construction Restoration Works and Monitoring
12. STAFF REPORT - Application by 748094 Ontario Limited and 2624 Jackson Road Inc. re properties located at 1635 Commissioners Road East and 2624 Jackson Road - Application by The Corporation of The City of London re properties located at 1663, 1685 Commissioners Road East and 2652 Jackson Road - (39T-06507/OZ-7176/O-7178)
13. STAFF REPORT - Building Division Monthly Report for September 2017
 - a) (ADDED) Revised Page 4

III. SCHEDULED ITEMS

14. Item not to be heard before 4:00 PM DELEGATION - Derek Dudek, Chair, London Advisory Committee on Heritage - 13th Report of the London Advisory Committee on Heritage
 - a) (ADDED) 14th Report of the London Advisory Committee on Heritage

15. Item not to be heard before 4:30 PM PUBLIC PARTICIPATION MEETING - Application by Romel Mostafa and Sara Ameen re property located at 491 Base Line Road East - Request for Demolition of Heritage Listed Property

a) PUBLIC SUBMISSION - K. Denkers, 495 Base Line Road East

16. Item not to be heard before 5:00 PM PUBLIC PARTICIPATION MEETING - Application by 2376563 Ontario Inc. re property located at 447 Old Wonderland Road (555 Teeple Terrace) (SPA17-031)

IV. ITEMS FOR DIRECTION

17. STAFF REPORT - Dundas Place Management and Dundas Field House
18. STAFF REPORT - Tree Protection By-law - Implementation Review (C.P. 1515-228)
19. REQUEST FOR DELEGATION STATUS - M. Zucchet - Atlantis Realty Services - Community Improvement Plan Financial Incentives Program

V. DEFERRED MATTERS/ADDITIONAL BUSINESS

20. (ADDED) 4th Report of the Agricultural Advisory Committee

VI. CONFIDENTIAL

(Confidential Appendix enclosed for Members only.)

- C-1. A personal matter pertaining to identifiable individuals, including municipal employees, with respect to the 2018 Mayor's New Year's Honour List.
- C-2. (ADDED) A personal matter pertaining to identifiable individuals, including municipal employees, with respect to the 2018 Mayor's New Year's Honour List.

VII. ADJOURNMENT

10TH REPORT OF THE
ADVISORY COMMITTEE ON THE ENVIRONMENT

Meeting held on November 1, 2017, commencing at 12:15 PM, in Committee Room #4, Second Floor, London City Hall.

PRESENT: S. Ratz (Chair), S. Brooks, M. Hodge, J. Howell, L. Langdon, N. St. Amour and D. Szoller and J. Bunn (Secretary).

ABSENT: K. Birchall, M. Bloxam, S. Hall, R. Harvey, G. Sass, T. Stoiber and A. Tipping.

ALSO PRESENT: T. Arnos, L. Maitland, J. Stanford and C. Warring.

I. CALL TO ORDER

The meeting adjourned at 12:45 PM due to lack of quorum.

NEXT MEETING DATE: December 6, 2017

11TH REPORT OF THE
ADVISORY COMMITTEE ON THE ENVIRONMENT

Meeting held on November 14, 2017, commencing at 12:15 PM, in Committee Room #4, Second Floor, London City Hall.

PRESENT: S. Ratz (Chair), S. Brooks, S. Hall, M. Hodge, J. Howell, G. Sass, D. Szoller and A. Tipping and J. Bunn (Secretary).

ABSENT: K. Birchall, M. Bloxam, R. Harvey, L. Langdon, N. St. Amour and T. Stoiber.

I. CALL TO ORDER

1. Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

II. SCHEDULED ITEMS

None.

III. CONSENT ITEMS

None.

IV. SUB-COMMITTEES & WORKING GROUPS

None.

V. ITEMS FOR DISCUSSION

None.

VI. DEFERRED MATTERS/ADDITIONAL BUSINESS

None.

VII. CONFIDENTIAL

(Confidential Appendix enclosed for Members only.)

The Advisory Committee on the Environment convened in closed session from 12:15 PM to 12:19 PM after having passed a motion to do so, with respect to the following matter:

- C-1. A personal matter pertaining to identifiable individuals, including municipal employees, with respect to the 2018 Mayor's New Year's Honour List.

VIII. ADJOURNMENT

The meeting adjourned at 12:19 PM.

NEXT MEETING DATE: December 6, 2017

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Planners: C. Parker/K. Killen

TO:	CHAIR AND MEMBERS PLANNING & ENVIRONMENT COMMITTEE
FROM:	JOHN M. FLEMING MANAGING DIRECTOR, PLANNING AND CITY PLANNER
SUBJECT:	2015 STATE OF THE DOWNTOWN REPORT MEETING ON NOVEMBER 20, 2017

RECOMMENDATION

That the 2015 biennial State of the Downtown Report submitted by the Managing Director, Planning & City Planner, **BE RECEIVED.**

PREVIOUS REPORTS PERTINENT TO THIS MATTER

Previous State of the Downtown Reports submitted in 2003, 2005, 2006, 2009, 2011 and 2013.

BACKGROUND

The 2015 State of Downtown report is the seventh report prepared by the City and contains information from 2014 and 2015. Normally the reports are prepared every two years. The City of London is one of the few Canadian municipalities which prepares a report which evaluates the impacts of Council’s and private sector investments in the Downtown. Calgary AB and the City of Waterloo ON have prepared reports but not on a recurring basis. It is a widespread practice in U.S. municipalities such as Cincinnati OH, Pittsburgh PA, Philadelphia PA, Washington D.C, Columbus OH, Baltimore MD and Kansas City MO.

The importance of Downtowns to a city’s economy is increasingly being recognized in Canada. In May 2012 Phase 1 of a report (co-ordinated by the Canadian Urban Institute) entitled “*The Value of Investing in Canadian Downtowns*” was released for public review. It compared the characteristics, capital investments, issues and economic impact of ten of the largest Canadian municipalities which included London. Because of the success and interest in the Phase 1 report, and the growing interest in Downtown’s generally, an additional seven Canadian municipalities’ requested inclusion in the Phase 2 study released in October 2013. This was the first comprehensive, comparative study of Canadian Downtowns in the country.

Recently, the International Downtown Association (IDA) created a Downtowns Canada national coalition to draw attention to the importance of Downtowns and has developed a toolkit, which includes a series of measures, to evaluate Downtowns. This is a country wide set of measures which can be used to compare Canadian cities. Some of these measures have already been used in the completion of the attached report.

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Planners: C. Parker/K. Killen

Why Do We Need to Track the Impact of Revitalization Measures?

Planning Services, with the assistance of other City Service Areas, agencies and organizations, tracks changes in the Downtown to assess the impacts of both short term and long term investments in the Downtown. It also provides empirical evidence to the private sector to help inform investments in the Downtown. Downtowns are complex; investments in one area can have a significant impact on other land uses. For instance, the construction of the John Labatt Centre (now Budweiser Gardens) in 2002 had an overall positive impact on the street level retail space along King Street as well as other businesses in the Downtown. On average that facility attracts about 700,000 people to the Downtown on an annual basis which increases business to other uses and exposes City residents and out-of-town visitors to the Downtown. Also, regularly tracking changes helps to measure progress being achieved through the Downtown Community Improvement Plan (CIP). Financial incentives programs for the Downtown were initiated through the Community Improvement Plan in 1995 and continue to this day.

Changes to the Report Format and Measures

The six previous City of London reports were very similar in terms of format, presentation and measures used to evaluate revitalization. Following completion of the 2013 report Planning Services wanted to expand the number of revitalization measures and improve the presentation and graphics associated with each report. A comprehensive review of other North American cities reports was undertaken to identify other approaches. Most major Canadian cities were reviewed as well as a number of major cities in the U.S. A comparative analysis was undertaken and additional revitalization measures that could be used were identified.

Planning staff then set out to determine whether the information was readily available for London. In some cases the information was difficult to obtain but over time it is hoped that a data collection process can be established so that data can be collected easily on a bi-annual basis for subsequent reports.

2015 Report Highlights

At the end of 2015;

- The Downtown still contained over 80% of the City’s office market, comprising approximately 35,000 employees or 303 jobs per hectare;
- Office vacancy rates are still high, especially in Class “B” and “C” space in older buildings which varied between 20-30%. Class “A” space (newer space) was closer to expected norms, being between 8-10% vacant, down from 15% in 2004;
- The development incentive programs offered by the City of London contributed approximately \$800,000 in loans during this two-year period, leveraging nearly \$2.6 million in construction value through private sector investment.
- A number of new businesses opened in 2014-2015. Retail vacancy has gradually declined to between 6-8%;
- There were approximately 4,300 people living in 2,800 dwelling units in the Downtown;
- 25% of the Downtown (Official Plan boundary) land area is vacant, primarily occupied by surface parking lots;

Item # 11.3.

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Planners: C. Parker/K. Killen

- Downtown represented 0.2% of the City’s land area (Official Plan boundary) but generated 5.45% of the City’s property tax revenues;
- Assessment value of Downtown reached \$1.6 billion or approximately \$504,000/hectare; and,
- Downtown London also provided an additional \$194,000 in loans and grants in 2014-2015 for building façade improvements;

Future Reports

Planning Services has already begun collecting information from 2016 and 2017 for the 2017 State of the Downtown Report. Unlike this report where 2011 Census information was used with estimates for population information, the 2017 report will use 2016 Census information for the demographic portion of the report. It is still our intent to broaden the range of revitalization measures, verify the accuracy of the information and present the results in a clear informative format for Council, City staff, private investors and the public.

PREPARED BY:	SUBMITTED BY:
W.J. CHARLES PARKER, M.A. SENIOR PLANNER - URBAN REGENERATION	JIM YANCHULA, MCIP, RPP MANAGER, URBAN REGENERATION
RECOMMENDED BY:	
JOHN M. FLEMING, MCIP, RPP MANAGING DIRECTOR, PLANNING AND CITY PLANNER	

October 26, 2017
cp

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City of London

State of the Downtown

Acknowledgments

This document would not have been possible without the contribution of staff within many City of London services, including: Taxation and Revenue; Finance; Traffic; Parking; and the Culture Office; Downtown London; the London Convention Centre; London Public Library; CBRE, and all those that provided data.

The City of London Planning Services
Urban Regeneration Division
2017

Executive Summary

The City of London has been tracking information on the health of the downtown since 2003. This report is the seventh edition of the State of the Downtown report and addresses the two-year period of January 1, 2014 through December 31, 2015. This edition provides the most comprehensive review of London's downtown to date, with new indicators and measures to track the future progress of the downtown.


Between 2014 and 2015, the downtown has experienced a great deal of investment from the public and private sectors. The development incentive programs offered by the City of London contributed approximately \$800,000 in loans during this two-year period, leveraging nearly \$2.6 million in construction value through private sector investment. Major building renovations, such as the former Kingsmill's building and "The Cube", as well as proposed new construction of high-rise mixed-use residential development highlight interest in the downtown.

In 2015, the downtown retained approximately 80% of London's total supply of office space. However, 2014 and 2015 experienced a relatively high overall office vacancy rate. Retail vacancy rates remained healthy throughout this time period, with a net gain of 18 new businesses in 2015.

People are continually drawn to the downtown for its many major destinations, which provide venues for arts, culture, music and entertainment. In 2015, approximately 3.6 million people attended indoor and outdoor events in the downtown.

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 **Invest in London's
downtown as the
heart of our city.**

— 2015-2019 Strategic Plan for the City of London

Introduction

This report is the seventh edition of the *State of the Downtown*. Since 2003, the City of London has been reporting on the health and progress of its downtown through standardized indicators. As directed by *Our Move Forward: London's Downtown Plan*, the 2015 *State of the Downtown* report refines and edits these indicators and introduces new measures to track the downtown's evolution with this new direction in mind. As a result, this edition provides the most comprehensive review of the downtown to date and establishes a new baseline for future reports.

New measures and topics are clearly highlighted throughout the report and indicated with the "new" icon. These new measures are intended to help track the strategic directions of *Our Move Forward: London's Downtown Plan* and to provide a more comprehensive view of the downtown.

With the adoption of the Downtown Heritage Conservation District (HCD) in 2013 and expansion of the Downtown Business Association (BIA) boundary at the end of 2014, how we define the limits of the downtown is a constant consideration. While reading through this report keep in mind that the boundary used for data collection purposes may change based on the information being collected.

Noteworthy Moments Since 2013

Fanshawe College Phase 1
opened to 400 students and staff

January 2014

May 2014

Hosted the Canadian Hockey
League (CHL) Memorial Cup

Hosted Rogers Hometown
Hockey

October 2014

November 2014

The City won the International
Downtown Association
(IDA) Pinnacle Award for the
implementation of the *Downtown
Millennium Plan*

Downtown Business
Improvement Area (BIA) expands
to include Richmond Row and
308 new businesses

December 2014

February 2015

Draft Downtown Design Manual
prepared and circulated for
review

*Our Move Forward: London's
Downtown Plan* approved by
Council

April 2015

London's Downtown Boundaries

NEW

The downtown is defined by multiple boundaries, each adapted for a specific circumstance. For the purpose of this report, three boundaries are useful to understand. The first boundary covers the largest area and is that of the Downtown Business Improvement Area (BIA). The Downtown BIA is managed by the London Downtown Business Association. The boundary determines the business owners that contribute financially to the improvement and promotion of the downtown through an annual levy on their property tax.

The second boundary is that which defines the Downtown Heritage Conservation District (HCD). The Downtown HCD was established through a study that identified properties of heritage value, which together with their overall landscape establish a collective heritage character. The Downtown HCD establishes a policy framework to protect, conserve, and enhance the heritage character of the downtown.

The final boundary is the downtown as defined by the Official Plan. This boundary determines the land use permissions for the properties contained within it and guides the long-term growth and development of this area. It is also the Downtown Community Improvement Plan boundary within which financial incentive programs may be offered, and until 2015 was the Downtown BIA boundary. In most instances in this report, the territory within this boundary is the one referenced.

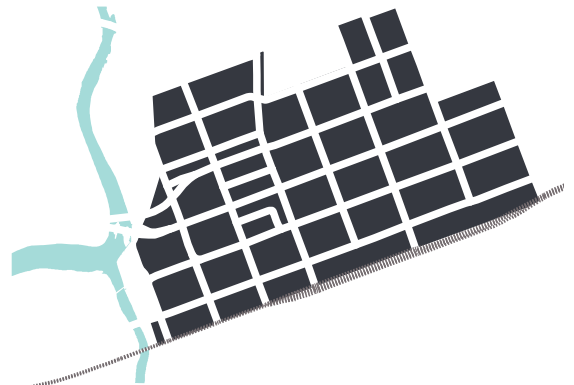
Downtown Business Improvement Area



Downtown Heritage Conservation District



Downtown Official Plan Designation



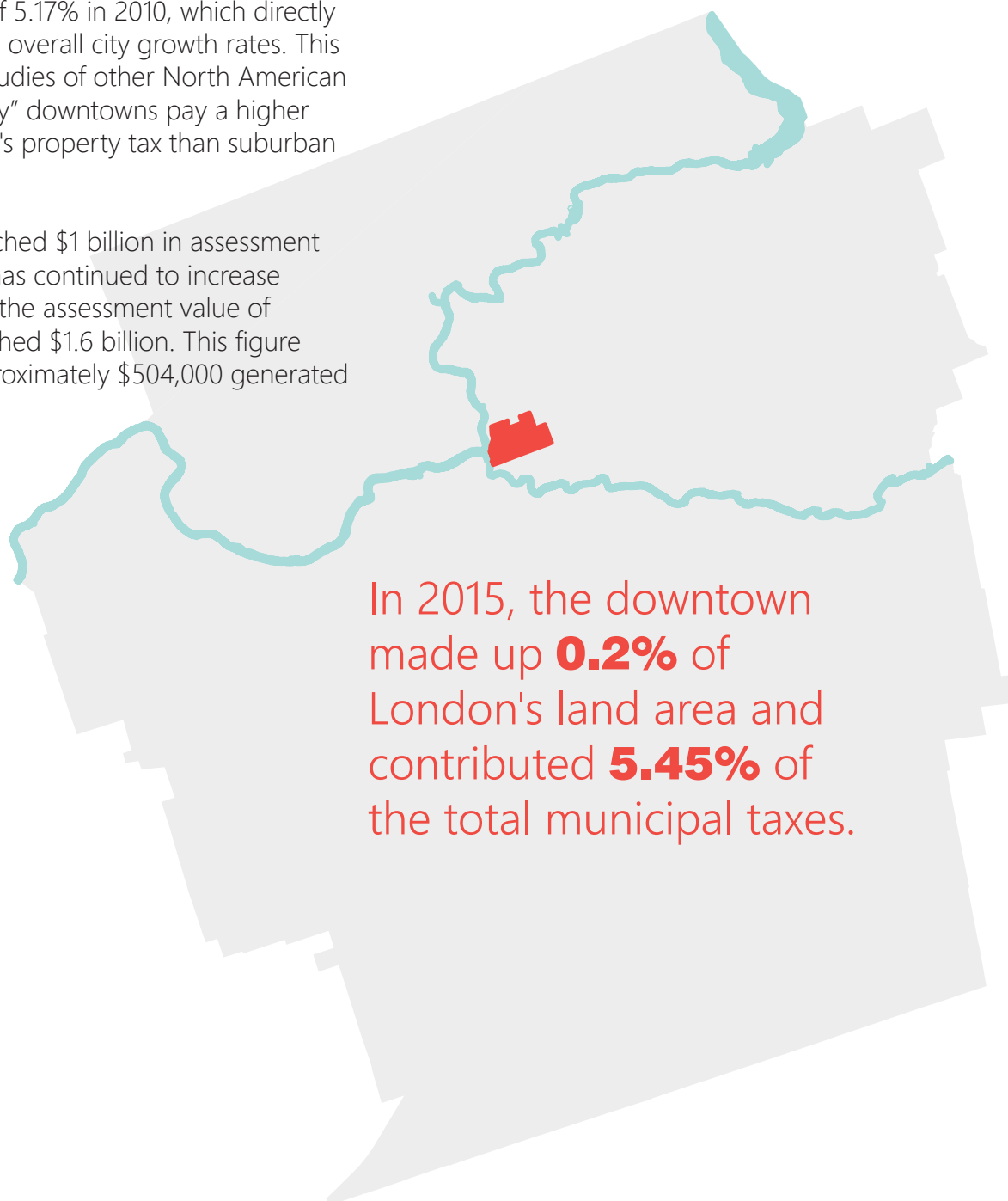


Investing in Downtown

Assessment Value

In 2015, the downtown as defined by the Official Plan downtown boundary represented 0.2% of the city's land area. This same area generated 5.45% of the city property tax revenues, contributing a significant share in that regard. Over time, this percentage has varied little with a high of 7.13% in 2001 and a low of 5.17% in 2010, which directly related to changing overall city growth rates. This is consistent with studies of other North American cities where "healthy" downtowns pay a higher proportion of a city's property tax than suburban property owners.

The downtown reached \$1 billion in assessment value in 2007 and has continued to increase each year. By 2015, the assessment value of the downtown reached \$1.6 billion. This figure translated into approximately \$504,000 generated per hectare.



Development

Development

Supported by City Council in Fall 2014 with \$9 million in municipal funding and a \$1 million commitment from the Mainstreet London organization, phase two of Fanshawe College's downtown satellite location construction began in 2015. This project, located at 128-134 Dundas Street, will incorporate the facade of the historic former Kingmill's building and construct three additional storeys to accommodate an estimated 1,600 students.

In December 2015, Tricar broke ground at 505-511 Talbot Street to begin construction of a 29-storey apartment building. The building is anticipated to contain 176 residential units and retail on the ground floor.

In 2015, York Developments invested about \$3 million to renovate the industrial building located at 304 Talbot Street. The former building, coined "The Cube", was retrofitted to become the new home of Arcane Digital.

Future Development

Between 2014 and 2015, five zoning by-law amendment applications were received and/or processed within the downtown. These applications included properties at 50 King Street, 356 Dundas Street, 505-511 Talbot Street, 89 York Street and 455 Clarence Street.

In 2015, a site plan application was in progress for 356 Dundas Street, a 6-storey, 69-unit apartment building.

Building Permits & Construction Value

The total number of building permits issued in 2014 within the downtown was 196 with an approximate construction value of just over \$10 million. In 2015, a total of 172 building permits were issued with a total estimated value of over \$18 million.

NEW



The Cube underwent extensive renovations in 2015 to house Arcane Digital.

Future Opportunities

NEW

Approximately 25% of the downtown land area is undeveloped land primarily occupied by surface commercial parking lots. Surface parking lots provide optimal opportunities for redevelopment.

Undeveloped Land within the downtown is indicated in red.



Development Incentives

In 2014, the City-funded forgivable loan programs, which included the Forgivable Upgrade to Building Code and the Forgivable Facade Improvement programs, were no longer offered. At the end of 2015, the City of London had three active municipal financial incentive programs, which included the Upgrade to Building Code Loans, Facade Improvement Loans, and the Downtown Rehabilitation and Redevelopment Grant program. Funding for previously offered programs, however, continued through to the end of 2015 for applications made prior to the program end dates.

In 2014, \$389,293 was provided in loans, which leveraged just over \$1.1 million in private sector investment. In 2015, the total value of loans increased slightly to \$404,901 and the private sector investment leveraged increased as well, reaching nearly \$1.5 million in construction value.

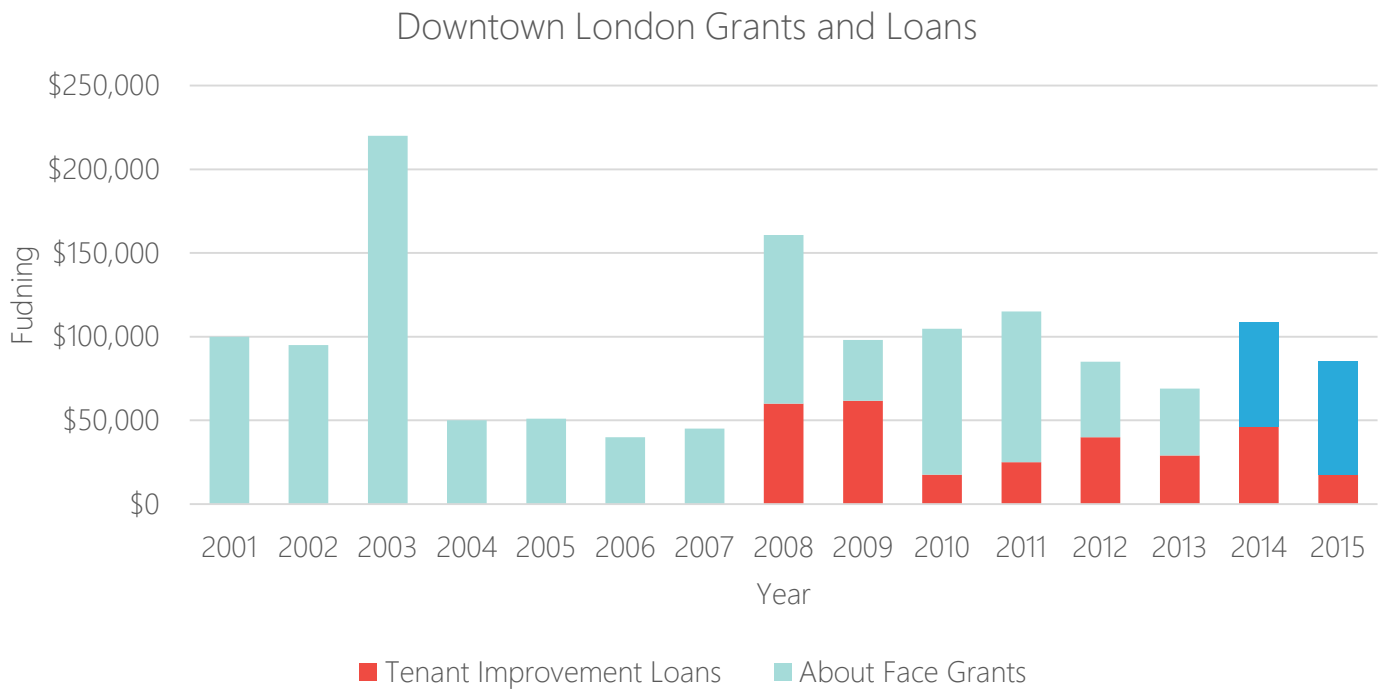
Downtown London provides two additional programs, funded through the Downtown London Business Improvement Association. The About Face Grant program contributed \$62,590 in 2014 and \$68,064 in 2015 to property owners to improve their building face. The Tenant Improvement Loan contributed \$46,000 in 2014 and \$17,310 in 2015.

In April 2015, a new incentive program was introduced for a trial two-year period. The "Last Mile" Fibre Optic Connection Grant Program was funded jointly by the City of London, Downtown London, and the London Economic Development Corporation (LEDC), with the intention to help connect downtown businesses to fibre optic broadband services.

Downtown Rehabilitation and Redevelopment Grant Program



2 Number of Grants



Upgrade to Building Code Loan

An interest-free loan for eligible interior building upgrades.

Facade Improvement Loan

An interest-free loan for eligible exterior building improvements.

Downtown Rehabilitation and Redevelopment Grant

An annual grant to defer tax increase resulting from a rehabilitation and/or redevelopment project.

About Face Grant

A grant for eligible property owners to improve their building face.

Tenant Improvement Loan

An interest-free loan for eligible businesses and/or property owners to complete tenant improvements.

Fibre Optic Connection Grant

A grant to provide financial assistance for eligible properties for the installation and connection of fibre optic broadband services and/or to provide high-capacity broadband service.

NEW

Heritage

NEW

Heritage Designations

In 2013, the Downtown Heritage Conservation District was adopted by Council. This included 369 properties designated under Part V of the *Ontario Heritage Act* and 20 properties designated individually under Part IV.

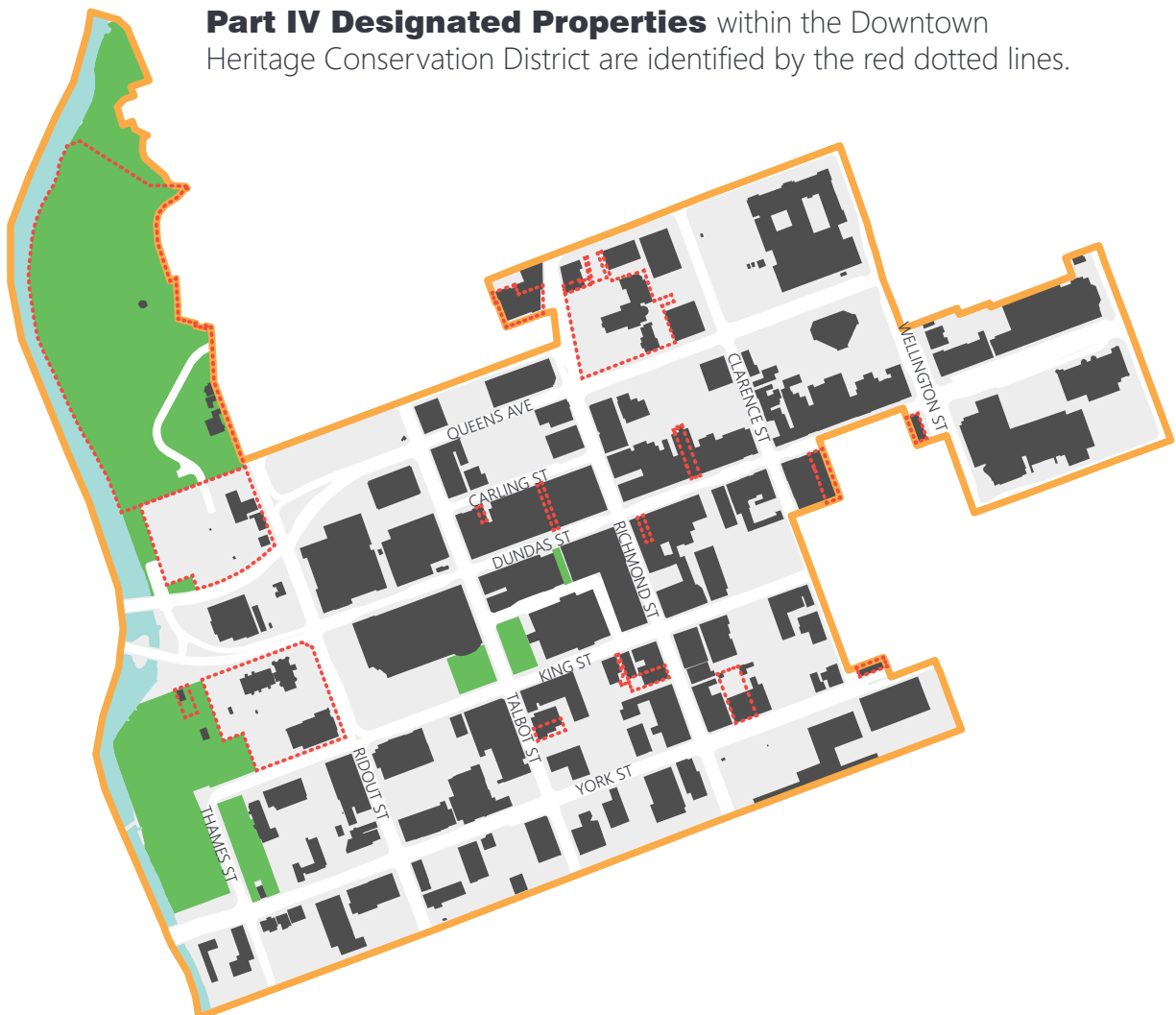
In 2014, one property, 142 Dundas Street, was individually designated under Part IV of the *Ontario Heritage Act*, bringing the total number of individually designated properties to 21 at the end of 2015.

Heritage Alterations & Demolitions

There were four heritage alteration permits processed in 2014 and 15 in 2015, the most notable of which was 128-134 Dundas Street to facilitate phase two of the construction of the Fanshawe College downtown satellite location.

The demolition of one property was approved in 2015 at 505-511 Talbot Street to facilitate the construction of a 29-storey apartment building. A demolition request for 183 King Street was received and refused.

Part IV Designated Properties within the Downtown Heritage Conservation District are identified by the red dotted lines.





Working Downtown

Employment

Office Sector

Since the early 1990s, the downtown has consistently had between 30,000 and 35,000 office employees. However, these figures are based on a series of assumptions and projections, as there has been no comprehensive survey to gather employment data for the downtown.

At the end of 2013, there was an estimated 35,000 daytime employees working in the downtown, representing approximately 303 jobs per hectare.

A 2012 International Council of Shopping Centers (ICSC) Study of North American cities found that the average worker spends \$8,372 in the downtown per year. Using an estimate of 35,000 employees currently working in the downtown, that translates to approximately \$30 million each year spent downtown.

Education Sector

In 2014 and 2015, the downtown continued to have a number of noteworthy post-secondary institutions including Western Continuing Studies, College Boreal and Fanshawe's Centre for Digital and Performance Arts. In early 2015, Everest College locations closed throughout Ontario, including the location in downtown London.

Western Continuing Studies has been located in Citi Plaza since 2001. In 2015, almost 1,400 students attended 165 courses in professional development, post-degree diplomas, and personal interest. Total enrollment was 2,510 registrations in two-day workshops, three to 12-week courses and 13-week terms, and resulted in 15,057 (19,724 including instructors and staff) visits to the downtown during the year. All of these figures show growth since 2013.

Fanshawe's Centre for Digital and Performance Arts, located on Dundas Street, officially opened in January 2014. This location has attracted over 400 students and created a number of support jobs in the downtown. Plans for the second phase of Fanshawe's downtown campus were well underway in 2015, which is planned to bring an additional 1,600 students and support staff to the downtown.

Also within the downtown, the London International Academy offers boarding programs for international secondary school students looking to improve English prior to post-secondary entrance.



In 2015, an estimated **35,000** office workers came downtown each day.

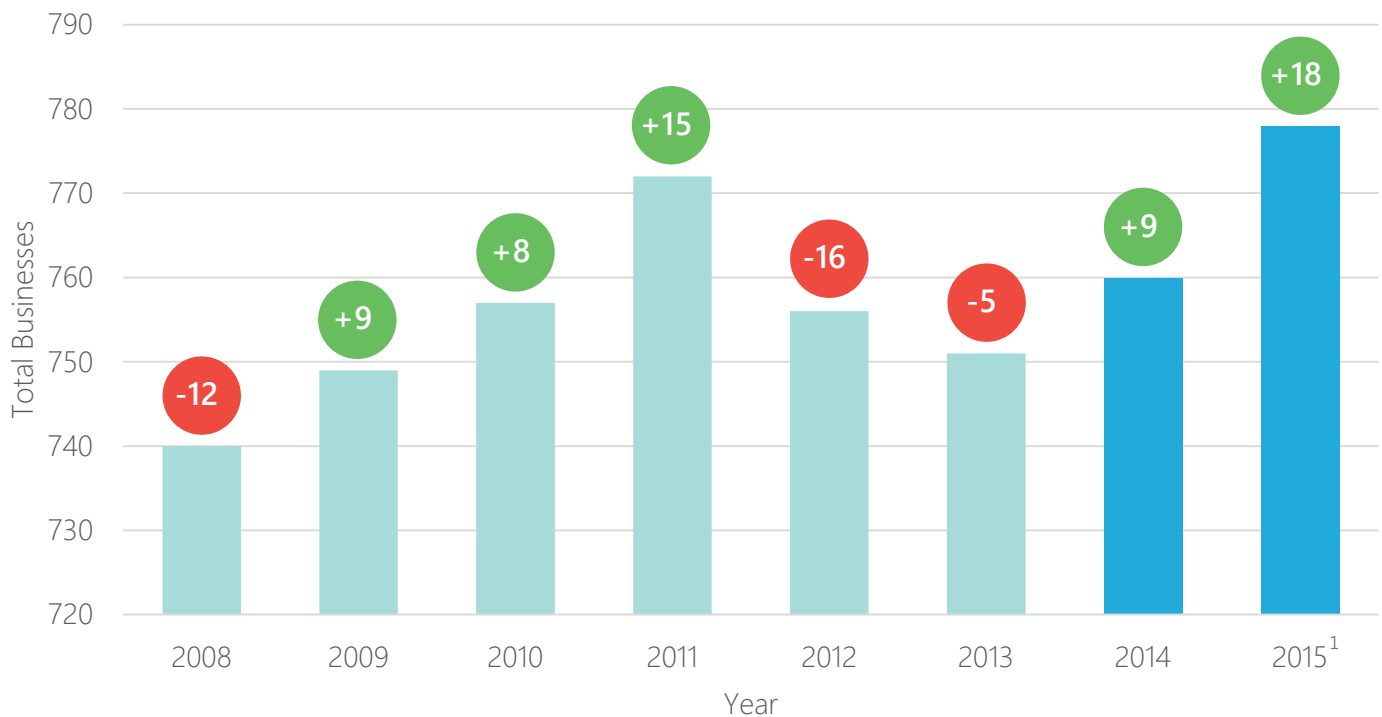
Business Openings & Closings

Business openings and closings fluctuate considerably over time and are tracked by the Downtown Business Improvement Association. In 2014, 17 new businesses opened and eight businesses closed, for a net gain of nine businesses. In 2015, the figures reflect an expanded Downtown Business Improvement Area boundary, with a net gain of 18 new businesses as a result of 29 openings and 11 closings.



Wich is Wich opened in March 2015 at 125 King Street.

Business Openings and Closings



+9 Net business gain/loss

¹ The Downtown Business Improvement Area (BIA) boundary was used for the data collection. The 2015 data reflects the expansion of the BIA boundary.

Office Supply

There was approximately 409,666 square metres (4.4 million square feet) of office space in the downtown in 2015, which is an increase of about 60,000 square metres (645,855 square feet) since 2002. A portion of this overall increase was a result of the conversion of Citi Plaza from retail space to office space.

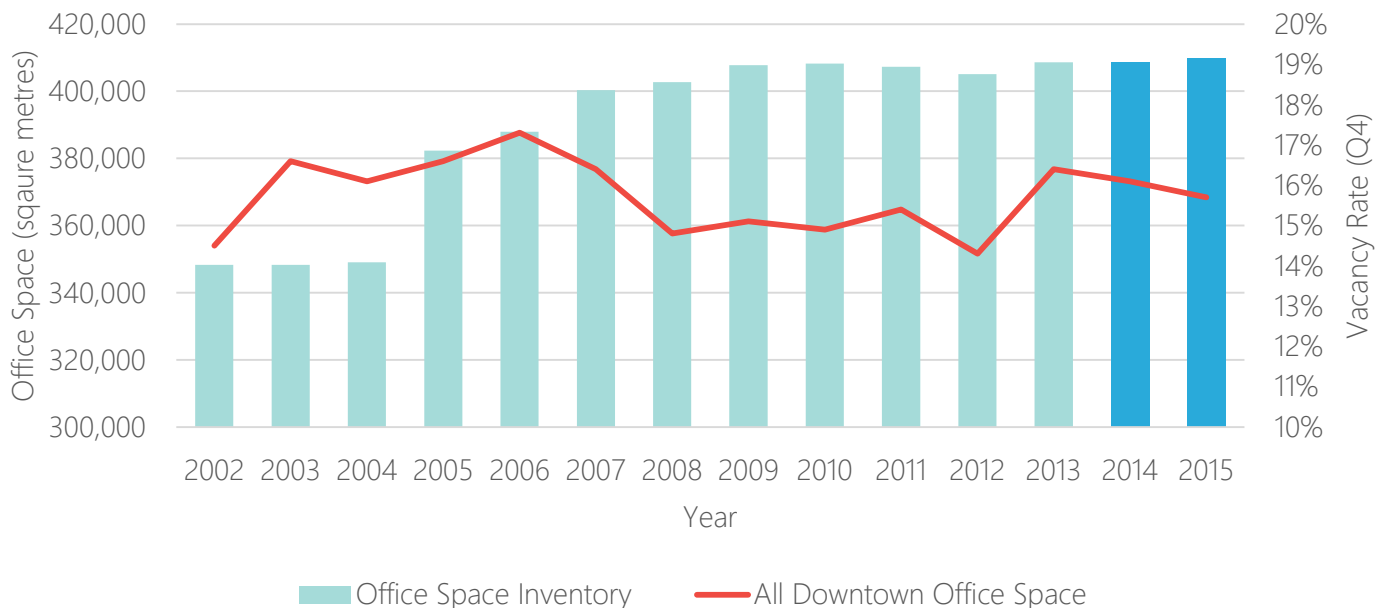
One London Place and Dufferin Corporate Centre were the most recent major office buildings to be added to the supply in 1991. The last new office space built downtown was 431 Richmond Street in 2011, which added two floors of office space to the supply.

In 2015, the downtown had approximately 80% of London's total office space. Strong policies in London's *Official Plan* established in the early 1990s, which limited the size of office space to 5,000 square metres outside of the downtown, helped to maintain this centralized concentration of office space.



One London Place provides 382,000 square feet of leasable office space downtown.

Downtown Office Space



Office Vacancy

The downtown office vacancy rates overall were high in 2014 and 2015 as reported by CBRE, with the overall core vacancy rates at 16.1% and 15.7%, respectively. A rate of 5-8% is considered "healthy".

The Core Class A office vacancy rate was reported as 8.1% in 2014 and 9.9% in 2015. The Class A vacancy rate has generally been in decline since reaching a high of nearly 15% in 2004.

The Core Class B and Class C office space tends to be in older buildings with fewer office amenities. The vacancy rate for Core Class B remains relatively consistent over the years, the rate being 21.5% in

2014 and 28.0% in 2015. Core Class C vacancy rates remain the highest at 22.6% and 30.6% for 2014 and 2015, respectively.

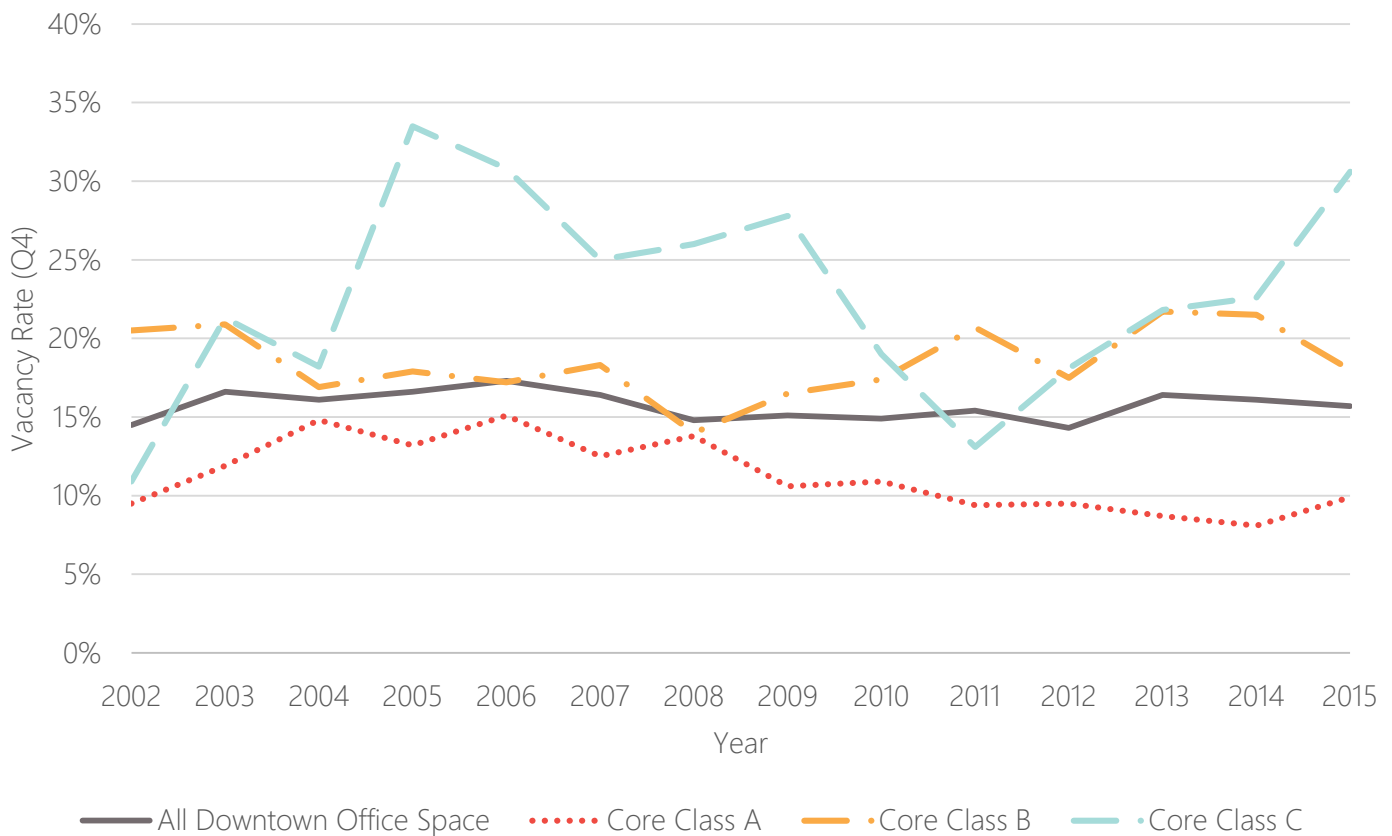
Classification of Office Space

Class A: High-quality finishes, state-of-the-art systems, and excellent accessibility.

Class B: Average quality buildings with average rents. Building finishes are fair to good. Systems are adequate.

Class C: Buildings of below-average rents.

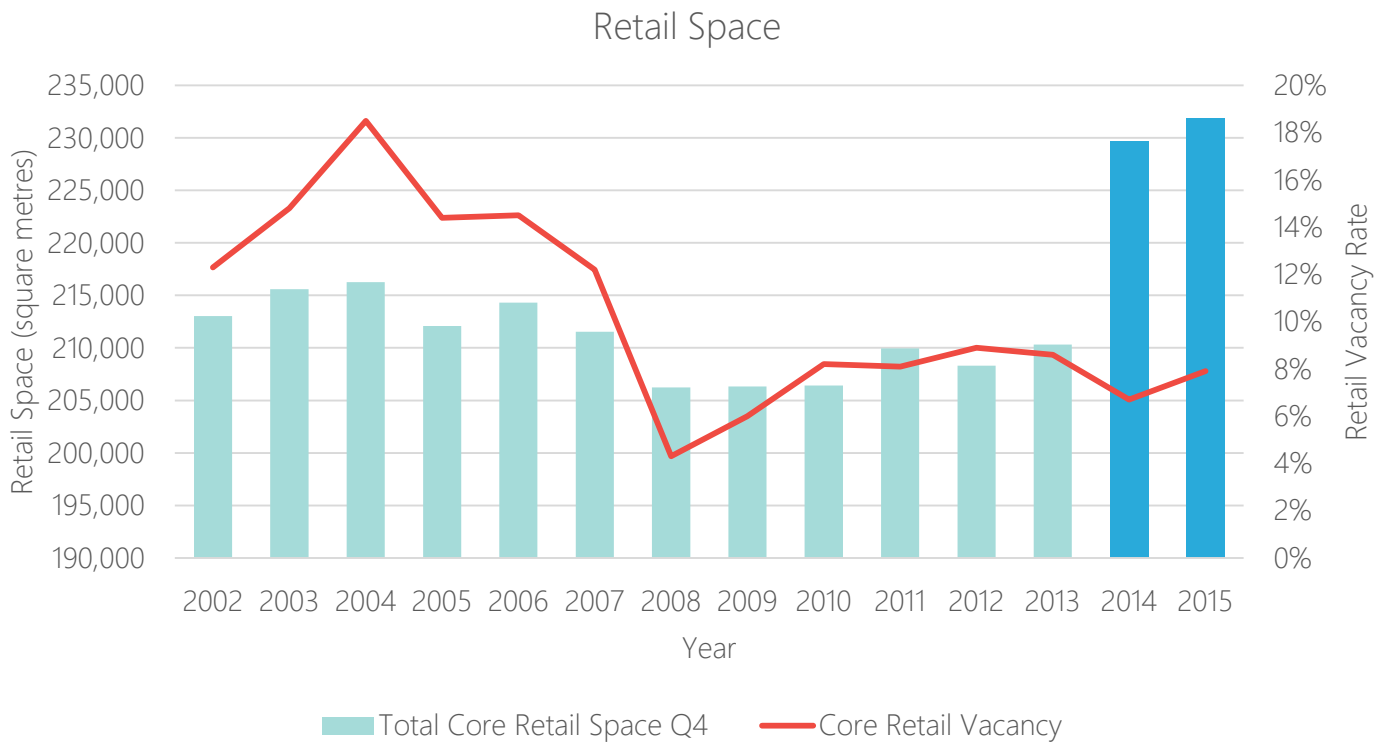
Downtown Office Vacancy Rate by Class



Retail Supply & Vacancy Rates

In 2014 and 2015, there were approximately 230,000 square metres (2.48 million square feet) of retail space in the downtown. Since 2000, the total retail space has gradually increased by 21,000 square metres (225,00 square feet) even with significant department store closures of The Bay and Eaton's as well as the conversion of Citi Plaza from retail to office space.

Between 2000 and 2015, the retail vacancy rate has fluctuated considerably. The period between 2000 and 2007 experienced high vacancy rates ranging between 11% and 18%. In 2014 and 2015, the retail vacancy rate improved to 6.7% and 7.9%, respectively. Both of these figures were comparable to the city-wide vacancy rate for those years. A "healthy" vacancy rate is considered between 5% and 9%.



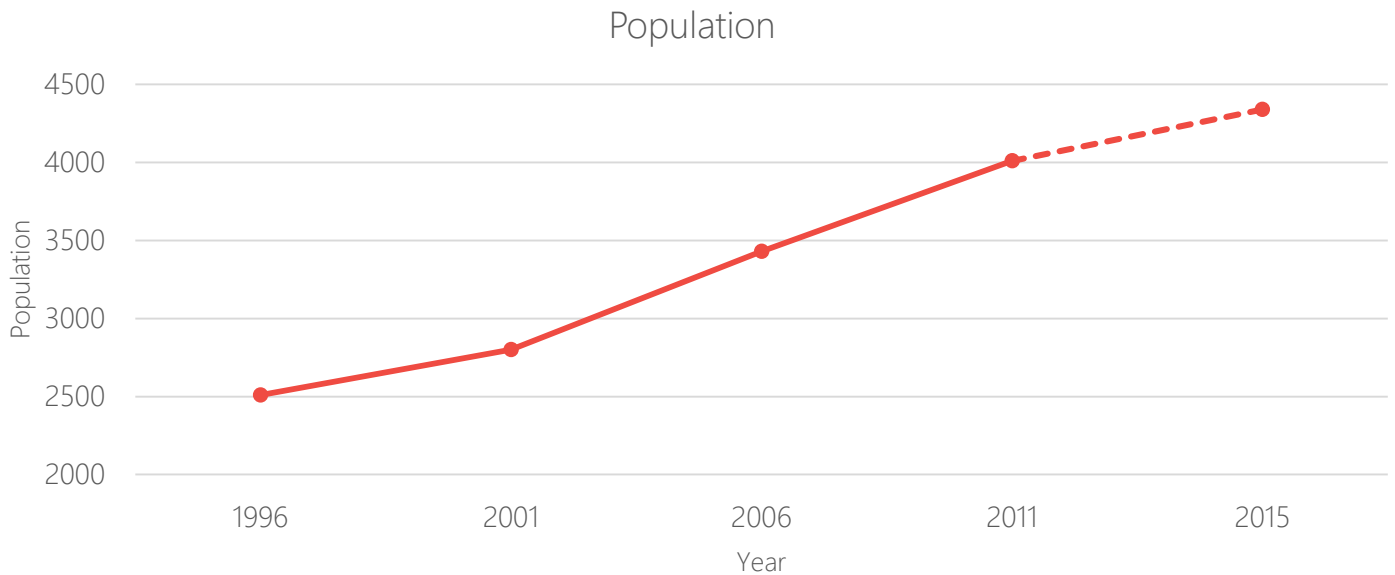
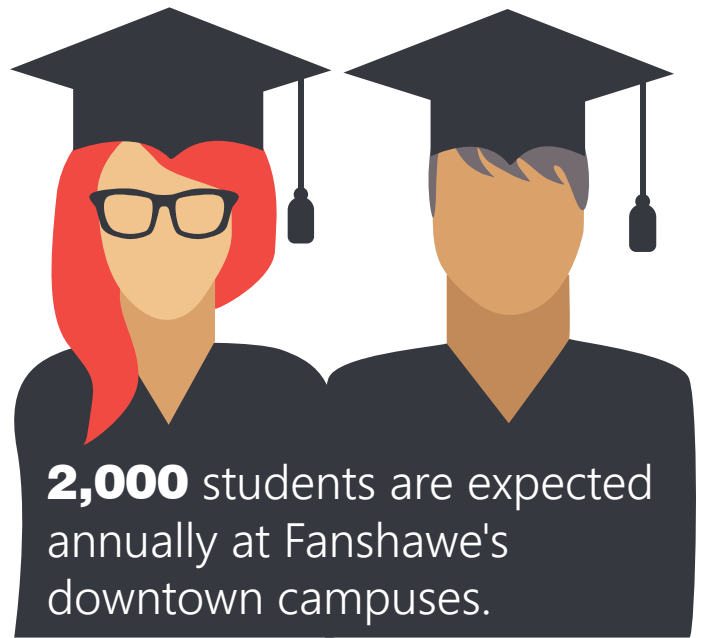


Living Downtown

Population

Population projections were completed by the City of London for 2015, as Census data has not yet been released for this time period. As the growth of the downtown has been increasing steadily since 1996, it was estimated that the total population of the downtown at the end of 2015 was approximately 4,300. Refer to appendices for previous years' demographic information.

With approximately 2,000 students anticipated to attend classes at Fanshawe's downtown campus locations, the student population downtown is anticipated to increase as well.



Rental Market

Projections were completed by City of London staff for 2014 and 2015 based on building permit data, as Census data had not yet been released for this time period. In 2015, an estimated 2,800 dwelling units were located within the downtown, the vast majority of which were in apartment buildings.

In 2015, an estimated 75% of the dwelling units were rental properties. Units purchased as condominium units and rented by the owner are not reflected in this statistic.

The Canada Mortgage and Housing Corporation (CMHC) reported that the vacancy rate of apartment units in the downtown was 4.0% in 2014 and remained relatively unchanged in 2015 at 4.3%. These figures are slightly higher than the city-wide average, with an apartment vacancy rate of 2.8% reported in 2014 and 3.0% in 2015.

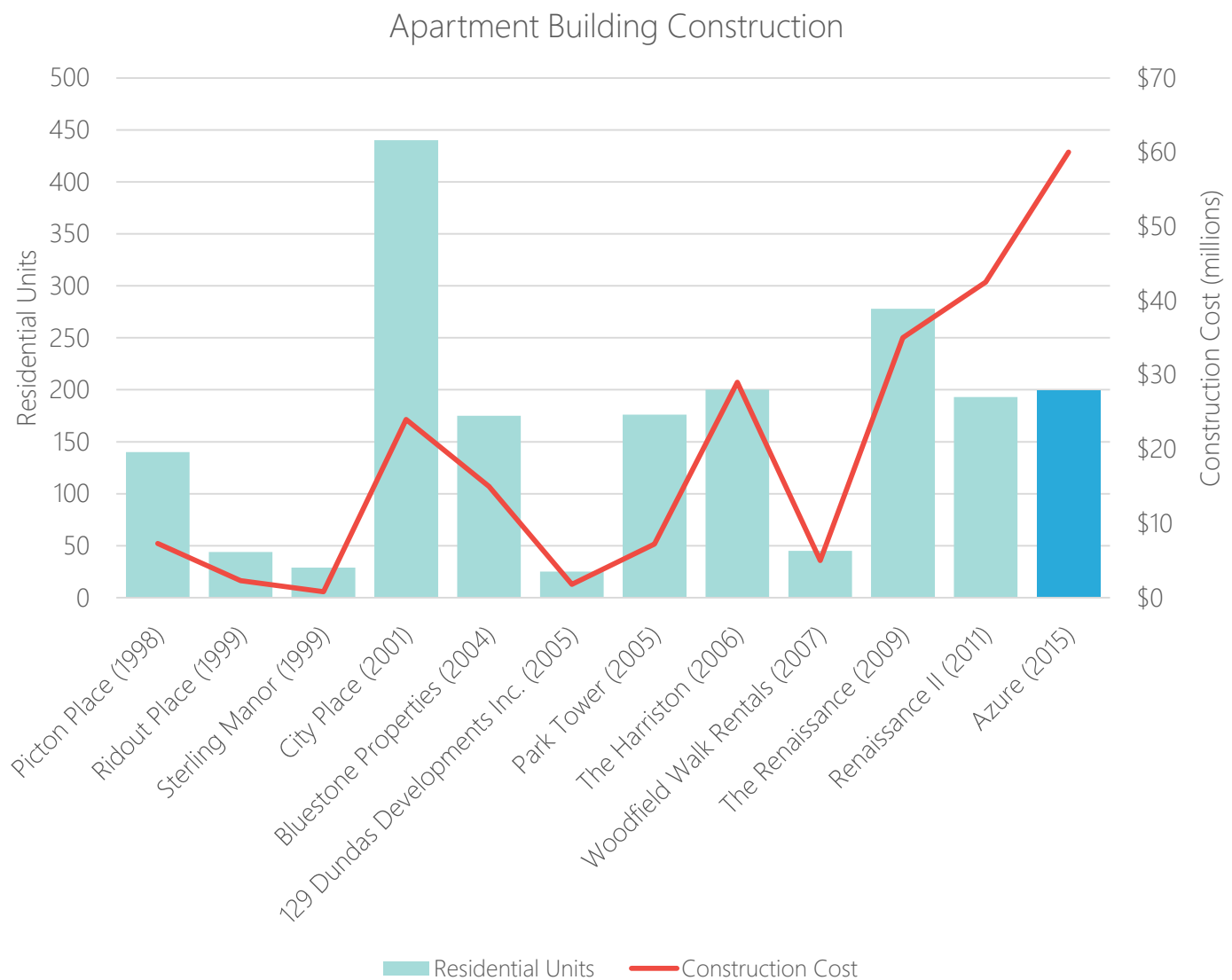
In 2014 and 2015 the average monthly rent remained relatively unchanged downtown at \$1,001 and \$1,007 respectively. The average rent downtown is greater than at of the city-wide average at \$875 in 2014 and \$890 in 2015.



Housing Options

Apartment buildings are the predominant option for living downtown. From left to right, the apartment buildings in this photo include Renaissance I, Renaissance II, and the Peter McGregor Tower.

Construction of apartment buildings has remained fairly steady throughout the years as can be seen from the graph below. Most recently, Tricar began construction on Azure. The units constructed as a part of this project will be reflected in the in the 2016-2017 statistics.



Public Realm

NEW

Dundas Place

The first large-scale project planned following the adoption of *Our Move Forward: London's Downtown Plan* is the flexible street project known as Dundas Place. On February 9, 2015 City Council approved the funding for the Environment Assessment (EA) for Dundas Place. The launch of the EA process, known as "My Dundas", was held on September 26, 2015.

Street Trees

In 2014, the City of London invested \$275,000 in the planting of street trees around Covent Garden Market and along Talbot Street, between York Street and Dundas Street. This project included the installation of Silva Cells and Strava Cells, which increase soil volume and improve the health and life span of street trees.

London LAWN

London Area Wireless Network (LAWN) provides a free outdoor public Wi-Fi zone within the downtown. What began as a pilot project is now one of Canada's largest free outdoor Wi-Fi hot spots. Downtown London and the City of London have invested in equipment and installation and the ongoing operating costs are funded by Downtown London.

Network usage is precisely tracked. In 2015, London LAWN had over 78,000 users, with peak time during downtown festivals and events.



In 2015, **78,000** users connected to London LAWN.

Seasonal Outdoor Patios

In 2015, there were ten seasonal outdoor patios on or adjacent to the public sidewalk within the downtown Official Plan boundary. Five of these patios were located along Dundas Street.

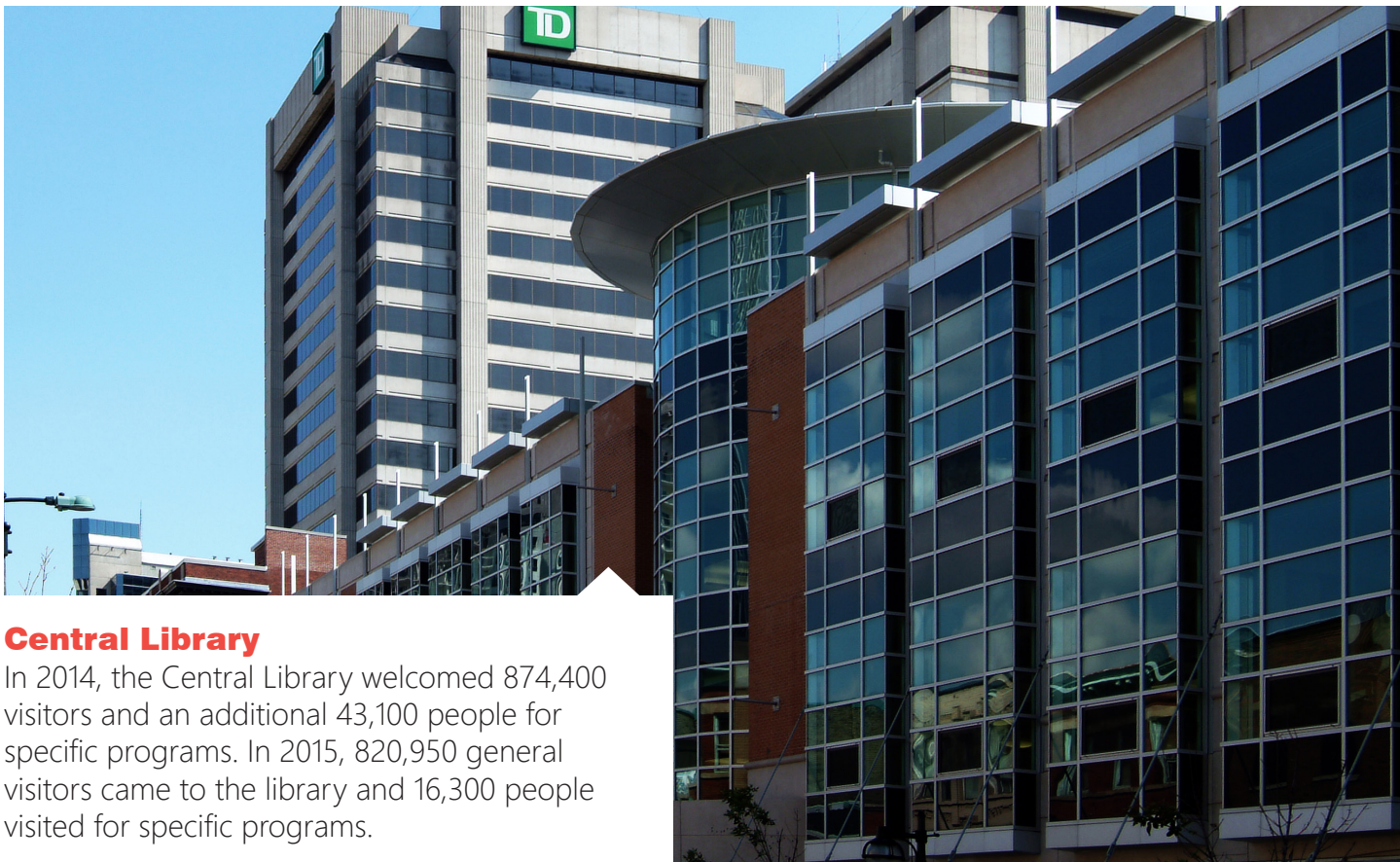


Mas Cafe operated a seasonal sidewalk patio at 192 Dundas Street in 2015.



Downtown Vibrancy

Downtown Destinations



Central Library

In 2014, the Central Library welcomed 874,400 visitors and an additional 43,100 people for specific programs. In 2015, 820,950 general visitors came to the library and 16,300 people visited for specific programs.



London Convention Centre

The London Convention Centre opened in 1993 and operates as a multipurpose facility governed by a Board of Directors appointed by Municipal Council. The London Convention Centre attracts conventions, multi-day meetings and events. The City of London initially invested approximately \$13 million in the facility and currently invests an additional \$600,000 annually.

In 2014, the London Convention Centre held 336 events resulting in an estimated economic impact of \$17.5 million. The 2015 figures were down slightly, with a total of 314 events resulting in an estimated economic impact of \$16.4 million.

Budweiser Gardens

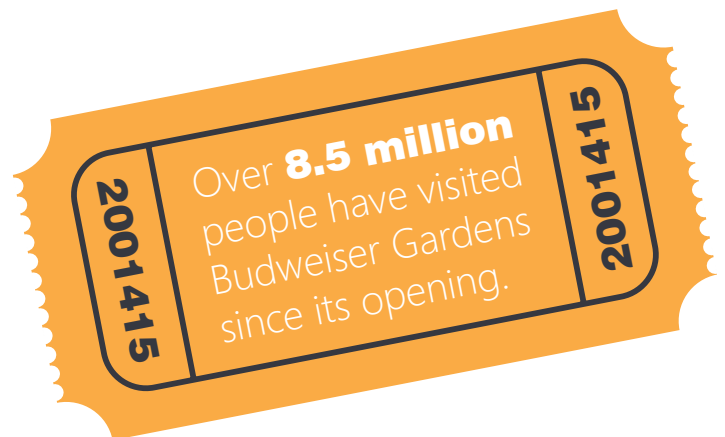
Budweiser Gardens provides a venue to hold a range of sports events and entertainment. The 9,046 seat entertainment centre is operated as a public/private partnership, which is home to the London Knights of the Ontario Hockey League and the London Lightning of the National Basketball League of Canada.

In 2014 and 2015, the facility has attracted approximately 670,000 people each year. Since its opening in 2002, over 8.5 million people have visited Budweiser Gardens and it has increased City revenues by over \$6 million.



The Grand Theatre

In 2014 and 2015, a combined total of over 100,000 people attended performances at the Grand Theatre. Approximately 85% of the Grand Theatre's revenue is generated by patrons.



Museum London

In 2015, Museum London welcomed 108,000 visitors attending 16 exhibitions. Of this total, 10,000 students went on exhibition and studio tours and 11,700 people attended travelling exhibitions. The museum also provided outreach programming for 1,000 elementary students and 180 volunteers contributed 12,350 hours of service.

Covent Garden Market

In 2014, 1.4 million people visited Covent Garden Market, with this figure increasing to 1.5 million visitors in 2015.



London Music Hall

NEW

The London Music Hall reopened in 2013 after major renovations. In 2015, the venue held approximately 145 music-related events, 60 non-music events, and 15 corporate events. An estimated 135,000 attendees visited the venue in 2015.



Festivals & Events

The number of indoor events at cultural venues increased from 2014 to 2015, with 640 and 646 events respectively; the attendance also increased from approximately 1.8 million to approximately 2.0 million between 2014 and 2015.

Attendance at outdoor festivals and events increased as well between 2014 and 2015. An

estimated 345 events attracted over 767,000 people in 2014 and 365 events brought over 859,000 people to the downtown in 2015.

Overall the total number of events and the overall attendance at both indoor and outdoor events increased over the two-year period.



Victoria Park holds events and festivals throughout the year, with the majority of events occurring during the summer months.



Downtown Transportation

Transportation Options

NEW

Intracity Transportation

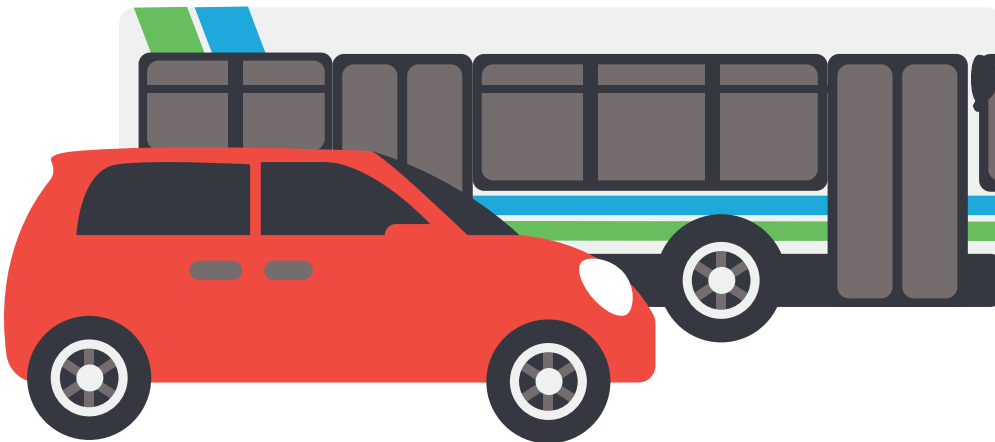
The London Transit Commission (LTC) serviced the downtown with 19 bus routes in 2015. Approximately 11 percent of trips to and from the downtown were by transit.

In September 2014, Council initiated an Environmental Assessment (EA) process (also called Shift London) to identify and examine options for Rapid Transit in London. The downtown would act as major transit hub in this plan.

The *Downtown London Parking Study 2014 Update* and the *2014 Downtown London Parking Needs Assessment* were completed by MMM Group. Detailed parking counts were undertaken as a part of this work in September 2014, which found a total of approximately 9,900 publicly available parking spaces in the downtown with a peak demand of 7,660 spaces (77% occupied).

Intercity Transportation

The downtown is home to the London VIA Rail station, which is a major transfer hub for passengers in southwestern Ontario. The Toronto-London-Sarnia-Windsor VIA Rail Corridor saw 962,520 passengers in 2014 and 920,250 in 2015.



Appendices

Appendix A: Background

The Importance of Downtowns

The importance of a city's downtown to its economy is finally being recognized on an international and national level. In May 2012, Phase 1 of a report titled *The Value of Investing in Canadian Downtowns* was released by the Canadian Urban Institute for public review. It compared the characteristics, capital investments, issues, and economic impact of ten of the largest Canadian municipalities. Because of the success and interest in the Phase 1 report, and the growing interest in downtowns generally, an additional seven Canadian municipalities requested inclusion in the Phase 2 study released in October 2013. This was the first comprehensive, comparative study of Canadian downtowns. Recently the International Downtown Association (IDA) created a downtowns Canada national coalition to draw attention to the importance of downtowns.

Downtowns represent the essence of a city. They are a visual representation of the health and well-being of their communities and provide meeting places for the region's residents. Downtowns act as entertainment and cultural centres. They draw businesses and provide employment opportunities, driving gross domestic product (GDP) and providing a strong tax base. Downtowns are models for sustainable development and innovation. For these reasons, it is important to understand the state of the downtown.

Catalyst Projects and Initiatives

The Downtown Millennium Plan was approved by Council in 1998 and resulted in over \$100 million in City investment and construction of major public projects which provided the structure for future public and private investment. Prior to this, the City had invested in the London Convention Centre (\$40.5 million) and initiated some programs.

These projects were intended to show City leadership in Downtown investment and to encourage private investment which it did.

These projects included;

- | | | |
|----|--------------------------------------|------------|
| 1. | John Labatt Centre/Budweiser Gardens | (\$52.8 M) |
| 2. | Central Library | (\$25.6 M) |
| 3. | Covent Garden Market | (\$16.9 M) |
| 4. | Forks of the Thames | (\$6.1 M) |
| 5. | Downtown Lighting | |
| 6. | Mainstreet Program | |

Over time additional investments were made including the Downtown Development Charge Exemptions (\$9.7 million) and the J. Allyn Taylor Building at 267 Dundas Street (\$3.6 million).

Appendix B: Historical Data

Table 1: Downtown Taxes as a Proportion of City Taxes (1998-2015)

Year	Downtown Assessment (in millions)	Downtown Total Taxes ¹ (in millions)	City Assessment (in millions)	Total City Taxes ² (in millions)	Downtown Taxes as a percentage of City Taxes
1998 ³	\$835.4	17.4	\$17,322.6	258.2	6.75%
1999	\$830.4	17.6	\$17,473.8	259.7	6.76%
2000	\$831.9	17.6	\$17,740.5	263.6	6.69%
2001	\$781.5	19.6	\$18,114.9	275.6	7.13%
2002	\$799.4	19.0	\$18,495.6	293.4	6.48%
2003	\$824.9	18.8	\$19,569.2	307.8	6.09%
2004	\$886.1	19.7	\$21,575.2	337.3	5.83%
2005	\$883.4	20.3	\$22,034.6	366.4	5.55%
2006	\$976.6	20.0	\$25,436.4	384.8	5.21%
2007	\$1,090.8	22.1	\$25,941.9	402.8	5.49%
2008	\$1,108.8	22.8	\$26,455.8	420.5	5.43%
2009	\$1,149.4	23.1	\$28,302.1	441.2	5.23%
2010	\$1,205.0	23.6	\$29,944.7	456.4	5.17%
2011	\$1,382.8	25.2	\$31,825.7	462.7	5.45%
2012	\$1,409.1	24.9	\$33,537.9	467.4	5.32%
2013	\$1,482.9	25.7	\$34,853.3	479.6	5.36%
2014	\$1,529.4	26.7	\$36,291.5	498.7	5.35%
2015	\$1,645.3	28.2	\$37,795.9	517.2	5.45%

Source: City of London Taxation and Revenue Division

¹ Within the Downtown Official Plan boundary and previous Downtown BIA boundary and includes general and transit taxes. The Downtown BIA boundary expanded January 1, 2015.

² Excludes education but includes general and transit taxes.

³ Adoption of the Millennium Plan

Table 2: Downtown Residential Apartment Buildings Constructed Since 1998

Year	Address	Name	Developer	Total Residential Units	Construction Cost
1998	22 Picton Street	Picton Place	Tricar	140	\$7,300,000
1999	536 Ridout Street	Ridout Place	Drewlo	44	\$2,291,000
1999	330 Clarence Street	Sterling Manor	Spriet	29 ¹	\$800,000
2001	310-320 Dundas Street	City Place	Drewlo	440	\$23,992,000
2004	520 Talbot Street	Bluestone Properties	Bluestone/Old Oak	175	\$15,000,000
2005	129 Dundas Street	129 Dundas Developments Inc.	Stuart McCulloch	25	\$1,800,000
2005	186 King Street	Park Tower	Premier Alliance	176 ¹	\$7,213,813 ²
2006	500 Ridout Street	The Harriston	Auburn	200	\$29,000,000
2009	71 King Street	The Renaissance	Tricar	278	\$35,000,000
2007	435 Colborne Street	Woodfield Walk Rentals	Prespa Sales	45	\$5,000,000
2011	70 York Street	Renaissance II	Tricar	193	\$42,500,000
2015	505 Talbot Street	Azure	Tricar	199	\$60,000,000
Total					\$229,883,000

¹ Residential units in a renovated building² Estimated value

Table 3: Part IV Designated Properties within the Downtown Heritage Conservation District

Property	Year Designated
481 Ridout Street North	1977
471 Richmond Street	1978
399 Ridout Street North A	1980
399 Ridout Street North B	1986
350 Talbot Street	1987
476 Richmond Street	1988
229 Dundas Street	1989
231 Dundas Street	1989
194 Dundas Street	1991
176 York Street	1994
330 Clarence Street	1998
353 Richmond Street	2000
1 Dundas Street	2000
435 Ridout Street North	2001
441 Ridout Street North	2001
451 Ridout Street North	2001
119 Carling Street	2003
267 Dundas Street	2003
472 Richmond Street	2005
167 Dundas Street	2007
142 Dundas Street	2014

Source: City of London

Table 4: Upgrade to Building Code Loan; Forgivable Upgrade to Building Code Loan; and Awning, Lighting and Signage Grant Activity Since 2000

Year	Upgrade to Building Code Loan		Forgivable Upgrade to Building Code Loan		Awning, Lighting and Signage Grant	
	Number	Cost	Number	Cost	Number	Cost
2000	0	\$0	N/A	N/A	N/A	N/A
2001	7	\$276,929	N/A	N/A	N/A	N/A
2002	3	\$91,470	N/A	N/A	N/A	N/A
2003	3	\$108,990	N/A	N/A	N/A	N/A
2004	2	\$90,439	N/A	N/A	N/A	N/A
2005	6	\$117,874	N/A	N/A	N/A	N/A
2006	2	\$53,671	N/A	N/A	N/A	N/A
2007	6	\$123,343	N/A	N/A	N/A	N/A
2008	6	\$210,000	0	\$0	0	\$0
2009	1	\$50,000	3	\$79,877	1	\$2,750
2010	4	\$126,025	7	\$245,248	7	\$18,341
2011	3	\$150,000	3	\$148,779	1	\$3,000
2012	0	\$0	5	\$123,121	1	\$3,000
2013	1	\$43,223	6	\$215,296	2	\$4,404
2014	1	\$49,324	5	\$216,096	3	\$8,783
2015	0	\$0	8	\$327,101	0	\$0
Total	45	\$1,491,387	37	\$1,355,519	15	\$40,277

Source: City of London

Table 5: Façade Improvement Loan; Forgivable Façade Improvement Loan; Non-Street Façade Improvement Loan Activity Since 2000

Year	Façade Improvement Loan		Forgivable Façade Improvement Loan		Non-Street Façade Improvement Loan	
	Number	Cost	Number	Cost	Number	Cost
2000	4	\$51,305	N/A	N/A	N/A	N/A
2001	4	\$72,940	N/A	N/A	N/A	N/A
2002	1	\$7,440	N/A	N/A	N/A	N/A
2003	5	\$62,269	N/A	N/A	N/A	N/A
2004	1	\$25,000	N/A	N/A	N/A	N/A
2005	0	\$0	N/A	N/A	N/A	N/A
2006	2	\$23,743	N/A	N/A	N/A	N/A
2007	1	\$7,103	N/A	N/A	N/A	N/A
2008	4	\$85,567	0	\$0	0	\$0
2009	1	\$19,422	0	\$0	0	\$0
2010	3	\$94,567	5	\$126,596	3	\$58,127
2011	2	\$45,659	1	\$25,000	0	\$0
2012	1	\$14,530	2	\$30,339	0	\$0
2013	0	\$0	2	\$33,164	0	\$0
2014	0	\$0	6	\$98,873	1	\$25,000
2015	2	\$50,000	2	\$27,800	0	\$0
Total	31	\$559,546	18	\$341,772	4	\$83,127

Source: City of London

Table 6: Downtown Rehabilitation and Redevelopment Grant Program

Year	Number of New Applications	Number of Grants	Value of Grants
2000	2	2	\$15,192
2001	2	3	\$43,024
2002	5	8	\$266,311
2003	2	8	\$264,655
2004	0	7	\$227,199
2005	1	8	\$228,494
2006	0	8	\$192,228
2007	2	9	\$465,628
2008	2	11	\$822,008
2009	1	11	\$738,988
2010	0	11	\$620,742
2011	0	10	\$496,203
2012	1	8	\$1,060,030
2013	4	11	\$746,576
2014	1	12	\$720,979
2015	2	13	\$580,611
Total	25	140	\$7,488,868

Source: City of London

Table 7: Western Continuing Studies

Year	Courses	Students	Registrations	Classes	Student Visits	Staff & Visitor Visits
2013	130	1,303	1,898	1,024	13,457	4,660
2014	144	1,259	2,256	1,116	14,522	15,057
2015	165	1,375	2,510	1,130	4,752	4,766

Source: Western Continuing Studies

Table 8: Office Vacancy Rates (1993-2015)

Year	Total Core ¹ Office Inventory Space (Square metres)	Core Q4 Rate	Core Class A ² (Q4)	Core Class B ² (Q4)	Core Class C ² (Q4)	Overall City Rate (Q4)	Notes
1993		25.00%				23.80%	
1994		19.60%				19.70%	
1995		19.40%				20.00%	
1996		21.10%				20.10%	
1997		19.20%				18.80%	
1998		14.50%				13.90%	Millennium Plan adopted by Council
1999		10.20%				10.10%	
2000		11.40%				11.10%	
2001		15.70%				14.70%	
2002	348,311	14.50%	9.5%	20.5%	10.9%	12.80%	
2003	348,311	16.60%	11.9%	20.9%	21.3%	14.60%	
2004	349,078	16.10%	14.8%	16.9%	18.2%	14.00%	
2005	382,285	16.60%	13.2%	17.9%	33.5%	15.30%	
2006	387,887	17.30%	15.1%	17.2%	30.8%	15.50%	Bell Canada left
2007	400,342	16.40%	12.5%	18.3%	25.0%	15.40%	
2008	402,697	14.80%	13.8%	14.0%	26.0%	13.60%	
2009	407,713	15.10%	10.6%	16.5%	27.8%	13.70%	
2010	408,204	14.90%	10.9%	17.4%	19.0%	13.60%	
2011	407,303	15.40%	9.4%	20.7%	13.1%	14.70%	431 Richmond Street constructed
2012	405,132	14.30%	9.5%	17.5%	18.1%	13.80%	
2013	408,626	16.40%	8.7%	21.7%	21.8%	15.60%	
2014	408,626	16.10%	8.1%	21.5%	22.6%	15.20%	
2015	409,666	15.70%	9.9%	18.0%	30.6%	14.30%	Our Move Forward: London's Downtown Plan adopted by Council

Source: CBRE and CBRE Marketview Quarterly Reports

¹ CBRE defines Core as bounded by Oxford Street, Adelaide Street, York Street and the Thames River.² As defined by CBRE³ The industry considers 5-8% a "healthy" vacancy rate

Table 9: London Core¹ Retail Vacancy Rates

Year	Total Core Retail Space Q4 (square metres)	Core Q4 Vacancy Rate	Overall City Q4 Vacancy Rate	Notes
1993		16.2%		
1994		12.0%	10.0%	
1995		15.2%		
1996		12.8%		
1997		9.6%		
1998		13.7%	6.0%	New Covent Garden Market opened Millennium Plan adopted by Council
1999		16.3%		Eaton's closed
2000	209,143	11.2%	6.8%	The Bay closed
2001	209,143	12.2%	7.2%	Central Library opened
2002	213,035	12.3%	6.2%	John Labatt Centre opened
2003	215,583	14.8%	7.1%	
2004	216,270	18.5%	8.4%	
2005	212,102	14.4%	7.6%	
2006	214,309	14.5%	8.7%	
2007	211,533	12.2%	7.9%	
2008	206,220	4.3%	4.0%	
2009	206,313	6.0%	5.0%	Galleria becomes CitiPlaza
2010	206,406	8.2%	5.1%	
2011	209,946	8.1%	6.7%	
2012	208,301	8.9%	6.3%	
2013	210,317	8.6%	6.8%	
2014	229,705	6.7%	6.1%	
2015	231,837	7.9%	8.2%	

Source: CBRE (2000-2015) and CBRE Marketview Quarterly Reports; City of London Commercial Planning Review, UrbanMetrics, June 2007; City of London Review of Commercial Supply and Demand, Malone Given Parsons, January 2005; Downtown London; City of London State of the Downtown Reports

¹ CBRE defines Core as bounded by Oxford Street, Adelaide Street, York Street and Thames River. Includes all retail types, mall and non-mall.

Table 10: Population (1996-2011)

Year	Female	Male	Total Population
1996	1,245	1,265	2,510
2001	1,425	1,375	2,800
2006	1,665	1,770	3,430
2011	1,940	2,065	4,010

Source: StatsCan

Table 11: Age Structure (1996-2011)

Year	0-19 years	20-44 years	45-64 years	64 years and over
1996	195	1,445	460	400
2001	150	1,575	610	460
2006	220	2,035	635	530
2011	215	2,450	785	560

Source: StatsCan

Table 12: Marital Status (1996-2011)

Year	Single	Married	Other
1996	1,225	690	675
2001	1,415	750	900
2006	1,965	780	1,380
2011	1,850	920	1,125

Source: StatsCan

Table 13: Downtown Dwellings (1996-2015)

	1996	2001	2006	2011	2015 ¹
Total Occupied Dwellings	1,540	1,795	2,135	2,600	2,820
Detached, Semi-Detached and Duplex	10	10		5	5
Apartments Less than 5 Storeys	475	635	575	615	645
Apartments Greater than 5 Storeys	1,060	1,155	1,545	1,975	2,165
Owned	310	480	615	545	735
Rented	1,230	1,315	1,520	2,065	2,035
Average Value	\$125,588	\$104,192	\$169,391	\$172,447	-

Source: 1996, 2001, 2006, and 2011 Census

¹ Estimates based on building permit data issuance, 2012-2015, City of London

Table 14: Downtown Rental Market (2013-2015)

	October 2013	October 2014	October 2015
Private Apartment, Vacancy Rate	5.6%	4.0%	4.3%
Private Apartment, Average Rent	\$980	\$1,001	\$1,007

Source: Canada Mortgage and Housing Corporation

Table 15: London Convention Centre Economic Impact

Year ¹	Delegate Days	Number of Events	Economic Impact (millions)
2006			\$15.0
2007			\$13.0
2008	134,810	407	\$19.6
2009	128,458	372	\$18.0
2010	117,362	385	\$16.4
2011	137,056	353	\$19.4
2012	128,744	343	\$18.6
2013	107,496	335	\$15.5
2014	118,493	336	\$17.5
2015	110,941	314	\$16.4

Source: London Convention Centre Annual Reports

¹ The London Convention Centre opened in 1993. Data between 1993 and 2005 is not available.

Table 16: John Labatt Centre/ Budweiser Gardens

Year	Number of Events	Attendance	Total City Proceeds
2003 ¹	85	458,860	\$75,446
2004	121	612,546	\$150,033
2005	139	772,294	\$151,099
2006	171	769,575	\$436,487
2007	151	704,445	\$446,261
2008	148	644,791	\$732,094
2009	129	574,531	\$432,554
2010	155	672,985	\$594,047
2011	135	604,857	\$513,330
2012	141	654,207	\$465,459
2013	147	675,631	\$577,347
2014	155	669,497	\$972,947
2015	124	669,499	\$572,695
Total	1801	8,483,718	\$6,119,799

Source: Corporate Services/Board of Control/Finance and Administration/ Investment and Economic Prosperity Committee Reports, 2009-2016, Corporate Services and City Treasurer

¹The first full calendar year the John Labatt Centre/Budweiser Gardens was open.

Table 17: Attendance at Indoor Cultural Venues

Location	2014		2015		Source
	Number of Events	Attendance	Number of Events	Attendance	
Centennial Hall	169	90,864	112	66,778	
London Music Hall	135	-	220	135,000	Culture Office; London Music Hall
London Convention Centre	336	118,493	314	110,941	LCC
Grand Theatre	-	53,886	-	53,886	ED-Grand Theatre
Eldon House	-	10,215	-	7,423	Their Report
Museum London	-	92,159	-	107,978	Their Report
Canadian Medical Hall of Fame	-	1,854	-	1,676	Their report
1st Hussars Museum	-	1,974	-	1,980	Their report
The Arts Project	-	34,000	-	38,246	Arts Project
Covent Garden Market	-	1,400,000	-	1,500,000	CEO
Total for all Venues	640	1,803,445	646	2,023,908	

Note: The data identified above is an estimate as most events do not have gates or admission/tickets, accurate attendance figures are difficult to obtain

Table 18: Attendance at Outdoor Festivals and Events

Location	2014		2015		Source/Notes
	Number of Events	Attendance	Number of Events	Attendance	
Home County Music & Arts Festival	4	40,000	4	55,310	24,500 unique visitors
Forest City Beer Fest		2,200		5,000	2014 was the first year
Kids Expo		30,000		30,000	Organizers
International Food Festival		100,000		100,000	Organizers
London Ribfest		200,000		200,000	Organizers
London Lesbian Film Festival	5	2,600	1	1,000	Organizers
Dundas Street Festival				20,000	Estimate from Sponsor Package
Lighting of the Lights				15,000	Attended

Table 18, Continued: Attendance at Outdoor Festivals and Events

Location	2014		2015		Source/Notes
	Number of Events	Attendance	Number of Events	Attendance	
Festival of Lights				20,000	
Forest City Comic Con		2,300		5,000	Centennial Hall (14)/ LCC(15)
Sunfest Global Arts Program	28	250,000	28	265,000	Organizers
London Fringe Theatre (includes Nuit Blanche, Street Festival Visual Fringe and Lost Soul Stroll)	300	42,276	318	37,464	Organizers
Flux London Dance Festival	4	350	4	569	Organizers
London One Act Dance Festival	1	350	1	250	Organizers
Expressions in Chalk			1	10,000	No 2014 Event Organizers
Serenata Music			4	750	Organizers
Words Festival			1	1,900	No 2014 Event Organizers
Fiesta London		15,000		15,000	Organizers
Canada Day	1	40,000	1	40,000	Report
Pride London	1	12,500	1	15,000	Report
Doors Open London	1	30,000	1	22,000	Annual Report
Total for all Festivals and Events	345	767,576	365	859,243	

Note: The data identified above is an estimate as most events do not have gates or admission/tickets, accurate attendance figures are difficult to obtain

Bibliography

Office Policy Study	Hemson Consulting Ltd.	February 18, 2016
Our Move Forward: London's Downtown Plan		Council adopted April 14, 2015
Downtown London Parking Strategy		(Currently in Progress)
Downtown Design Manual		(Draft – Currently in Progress)
CBRE Market view Quarterly Office and Retail Reports		1990-2015
CMHC Rental Market Report- London CMA		Fall 2015
Canadian Market Outlook, CBRE		2015
Commercial Real Estate Forecast, Avison Young		2014
London Public Library Annual Reports		2008-2014
"Smart Moves" Transportation Master Plan		2013
Cultural Prosperity Plan		2013
City of London State of the Downtown Reports		2013/2011//2009 /2006/2005/2003
Downtown Heritage Conservation District Plan		Council adopted April 2012
Canada's Commercial Real Estate Market Primed for Growth, TD Economics		Special Report 2012
1996, 2001, 2006, 2011 Canadian Census		Census Canada
Downtown Master Plan Background Study		June 2010
City of London Commercial Planning Policy Review, Meridian Planning Consultants/Urban Metrics		June 2007
City of London Review of Commercial Supply and Demand, Malone Given Parsons Ltd.		January 2005
Mainstreet Survey	Acumen Research	April 2004

For more information, contact:

The City of London Planning Services
Urban Regeneration Division
206 Dundas Street, London ON
(519) 661-4980



H-8824
Sonia Wise

TO:	CHAIR AND MEMBERS PLANNING & ENVIRONMENT COMMITTEE
FROM:	JOHN M. FLEMING MANAGING DIRECTOR, PLANNING AND CITY PLANNER
SUBJECT:	APPLICATION BY: ADELAIDE AND PHILLBROOK CENTRE INC. 1880 PHILLBROOK DRIVE MEETING ON NOVEMBER 20, 2017

RECOMMENDATION

That, on the recommendation of the Managing Director, Planning and City Planner, based on the application of Adelaide and Phillbrook Centre Inc. relating to the property located at 1880 Phillbrook Drive, the attached proposed by-law **BE INTRODUCED** at the Municipal Council meeting on November 28, 2017 to amend Zoning By-law No. Z.-1 in conformity with the Official Plan, to change the zoning of the subject lands **FROM** a holding Office Special Provision (h-103*OF4(4)) Zone **TO** an Office Special Provision (OF4(4)) Zone to remove the “h-103” holding provision.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

May 9, 2016 – Report to Planning and Environment Committee and Public Participation Meeting for Official Plan and Zoning By-law amendment OZ-8584 to permit a three storey mixed use commercial office development.

Nov 6, 2017 – Report to Planning and Environment Committee and Public Participation Meeting for the Site Plan Approval Application SP17-069.

PURPOSE AND EFFECT OF RECOMMENDED ACTION

The purpose and effect of this action is to remove the holding provision at 1880 Phillbrook Drive to facilitate the development of a three storey mixed use, commercial and office development.

RATIONALE

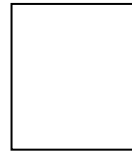
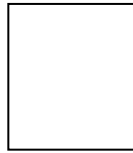
1. The condition requiring the “h-103” holding provision has been satisfied and the recommended amendment will allow the development of a mixed-use commercial and office development, in compliance with the Official Plan and Zoning By-law.
2. A development agreement has been entered into between Adelaide and Phillbrook Centre Inc. and the City of London.

BACKGROUND

In May, 2016, Municipal Council approved an amendment to the Official Plan and Z.-1 Zoning By-law to change from a Multi-Family, Medium Density Residential Designation, to an Office Area Designation, and from a Neighbourhood Facility/Residential R1 (NF/R1-1) Zone to a holding Office Special Provision (h-103*OF4(4)) Zone. The “h-103” holding provision was applied to ensure that the positive urban design features identified at the time of Official Plan and Zoning By-law Amendment were implemented through the Site Plan Approval Process.

Item # 11.4.

Agenda Item # Page #



H-8824
Sonia Wise



Date Application Accepted: September 19, 2017	Agent: York Development
REQUESTED ACTION: Request to remove the h-103 holding provision at 1880 Phillbrook Drive.	

PUBLIC LIAISON:	Notice of the Intent to Remove Holding Provision was published in the <i>Public Notices and Bidding Opportunities</i> section of <i>The Londoner</i> on October 5, 2017.	2 replies were received requesting more information.
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ANALYSIS

The “h-103” holding provision forms part of the zone on the subject site to ensure urban design is implemented through the development agreement. The “h-103” holding provision is as follows:

Purpose: To ensure that urban design is addressed at site plan, a site plan will be approved and a development agreement will be entered into which, to the satisfaction of the General Manger of Planning and Development, incorporates the design objectives as identified in the Council resolution. A requirement of the site plan submission will include an urban design brief and building elevations which detail how the objectives have been achieved.

An Urban Design Brief has been submitted which is consistent with the initial design considered through the Official Plan and Zoning By-law Amendment Application. A development agreement has been prepared and entered into following the public site plan meeting which was held on November 6, 2017.

The City’s Urban Design staff have reviewed the submitted site plan materials and advised on October 13, 2017 that the proposal has satisfied the stated purpose for the h-103 holding provision.

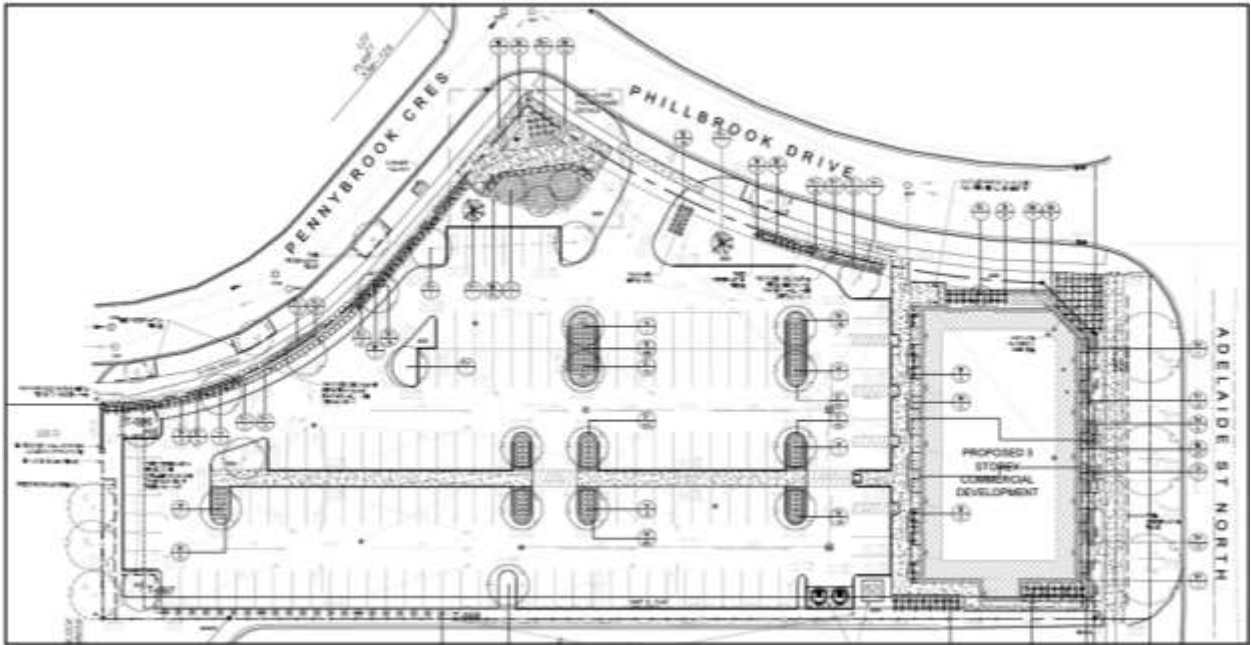


Figure 1: Proposed Landscape Plan

CONCLUSION

The “h-103” holding provision requirement has been satisfied and it is appropriate to remove the holding symbol to allow for the development of the mixed-use, office and commercial building.

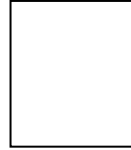
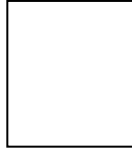
PREPARED BY:	SUBMITTED BY:
SONIA WISE PLANNER II, CURRENT PLANNING	MICHAEL TOMAZINCIC, MCIP, RPP MANAGER, CURRENT PLANNING
RECOMMENDED BY:	
JOHN M. FLEMING, MCIP, RPP MANAGING DIRECTOR, PLANNING AND CITY PLANNER	

November 10, 2017
/SW
"Attach."
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Item # 11.4.

Agenda Item #

Page #



H-8824
Sonia Wise

Bill No. (Number to be inserted by Clerk's Office)
2017

By-law No. Z.-1-_____

A by-law to amend By-law No. Z.-1 to remove the holding provision from the zoning on lands located at 1880 Phillbrook Drive.

WHEREAS Adelaide and Phillbrook Centre Inc. has applied to remove the holding provision from the zoning for the lands located at 1880 Phillbrook Drive, as shown on the map attached to this by-law, as set out below;

AND WHEREAS it is deemed appropriate to remove the "h-103" holding provision from the zoning of the said lands;

THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

1. Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable on the lands located at 1880 Phillbrook Drive, as shown on the attached map, to remove the "h-103" holding provision so that the zoning of the lands as an Office Special Provision (OF4(4)) Zone comes into effect.

2. This By-law shall come into force and effect on the date of passage.

PASSED in Open Council on November 28, 2017.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – November 28, 2017
Second Reading – November 28, 2017
Third Reading – November 28, 2017

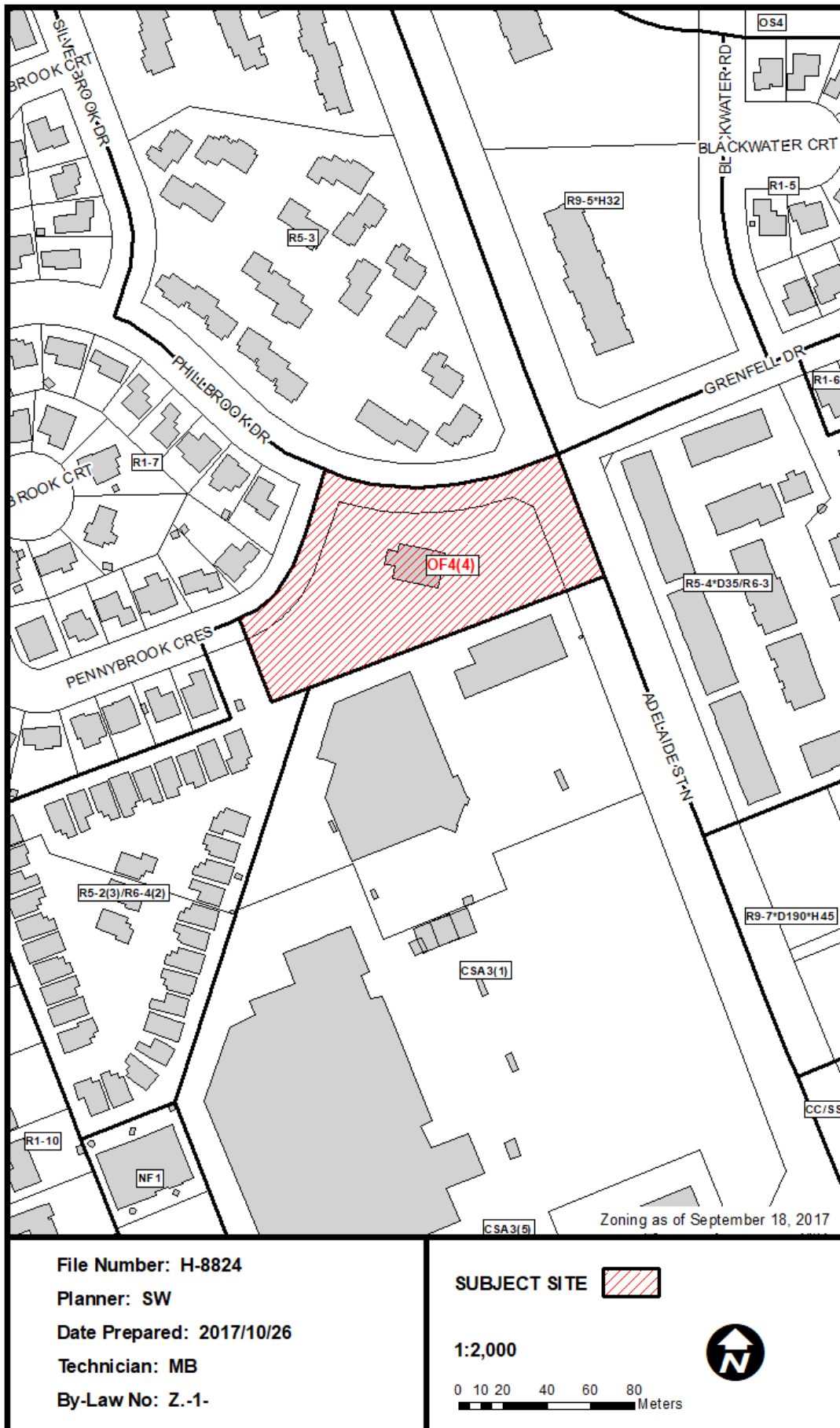
Item # 11.4.

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H-8824
Sonia Wise

Appendix A

AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z.-1)



Agenda Item # Page #

Z-8735
Sonia Wise

TO:	CHAIR AND MEMBERS PLANNING & ENVIRONMENT COMMITTEE
FROM:	JOHN M. FLEMING MANAGING DIRECTOR, PLANNING AND CITY PLANNER
SUBJECT:	APPLICATION BY: MIKE ABUALHAYJA 8076 LONGWOODS ROAD NOTICE OF APPEAL TO THE ONTARIO MUNICIPAL BOARD MEETING ON NOVEMBER 20, 2017

RECOMMENDATION

That, on the recommendation of the Managing Director, Planning and City Planner, in response to the letter of appeal to the Ontario Municipal Board, received August 23, 2017 submitted by Jacqueline Caranci relating to the Zoning By-law Amendment Z-8735 concerning 8076 Longwoods Road, the Ontario Municipal Board **BE ADVISED** that the Municipal Council has reviewed its decision relating to this matter and sees no reason to alter it.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

Z-8735: May 23, 2017 - Public Participation Meeting before Planning and Environment Committee to consider the Zoning by-law Amendment Application to permit a livestock facility and an abattoir.

Z-8735: July 17, 2017 – Report to Planning and Environment Committee to consider appropriate maintenance for the deferred Zoning By-law Amendment Application.

PURPOSE AND EFFECT OF RECOMMENDED ACTION

The recommended action would advise the Ontario Municipal Board that Municipal Council is in agreement with their previous decision on July 25, 2017 to approve the requested amendment to the Zoning By-law to permit the livestock facility and an abattoir.

BACKGROUND

An application to amend the Z.-1 Zoning By-law was received by the City and deemed complete on January 11, 2017. The application was to allow the adaptive reuse of an existing structure (barn) to facilitate two individual and related uses including a livestock facility, and an abattoir.

A Public Participation Meeting was held before the Planning and Environment Committee on May 23, 2017, to consider the matter. The Committee recommended deferral to allow staff to consider a livestock facility use that is contingent upon an abattoir use.

At Municipal Council on May 30, 2017, the matter was referred back to staff to report back with a revised by-law to ensure that the livestock operation would be maintained appropriately. Council approved the recommended amendment on July 25, 2017.

A copy of the appeal letter from Jacqueline Caranci, and the reasons for the appeal, are attached as Appendix 'B' to this report. The Ontario Municipal Board has scheduled this hearing for February 7 – 9, 2018.

Agenda Item #	Page #

Z-8735
Sonia Wise



Figure 1: Subject Site

CONCLUSION

The proposed abattoir and livestock facility are appropriate land uses within the Agricultural designation, and are consistent with the contemplated uses within prime agricultural areas as specified by the PPS. The proposed adaptive reuse enhances the agricultural function of the subject site and contributes to the overall viability of the agricultural area. Planning staff have reviewed the appeal letter and see no reason for Council to alter its decision relating to this matter.

PREPARED BY:	SUBMITTED BY:
SONIA WISE PLANNER II, CURRENT PLANNING	MICHAEL TOMAZINCIC, MCIP, RPP MANAGER, CURRENT PLANNING
RECOMMENDED BY:	
JOHN M. FLEMING, MCIP, RPP MANAGING DIRECTOR, PLANNING AND CITY PLANNER	

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Z-8735
Sonia Wise

Appendix A



Item # 11.5.

Agenda Item # Page #

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Z-8735
Sonia Wise

Appendix B

2017-LOI

City Clerk No. 2127
Subject 8076 Longwoods Rd
2-1-172592-2-8735

AUG. 23 2017

Ref. Wethercott
C.C. _____

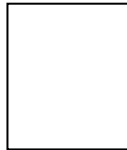
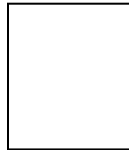
RE Appeal to the OMB

Appeal Form and Money Order/Cheque Enclosed – Act Reference s. 34(19)

DATE 2017-08-23
11156600

al No. 2864-81726577

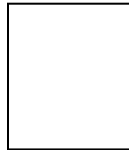
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Z-8735
Sonia Wise

Subject of Appeal		Type of Appeal	Act Reference (Section)
1. Appeal Type (Please check all applicable boxes) *			
Planning Act Matters			
Official Plan or Official Plan Amendment	<input type="checkbox"/>	Appeal a decision by local council that adopted an OP or OPA (exempt from approval by Minister or Approval Authority)	17(24)
	<input type="checkbox"/>	Appeal a decision of an Approval Authority that approved or did not approve all or part of a plan or amendment	17(38)
	<input type="checkbox"/>	Approval Authority failed to make a decision on the plan within 180 days	17(40)
	<input type="checkbox"/>	Council failed to adopt the requested amendment within 180 days	22(7)
	<input type="checkbox"/>	Council refused the requested amendment	
Zoning By-law or Zoning By-law Amendment	<input checked="" type="checkbox"/>	Appeal the passing of a Zoning By-law	34(19)
	<input type="checkbox"/>	Application for an amendment to the Zoning By-law – failed to make a decision on the application within 120 days	34(11)
	<input type="checkbox"/>	Application for an amendment to the Zoning By-law – refused by the municipality	
Interim Control Zoning By-law	<input type="checkbox"/>	Appeal the passing of an Interim Control By-law	38(4)
Minor Variance	<input type="checkbox"/>	Appeal a decision of the Committee of Adjustment that approved or refused the application	45(12)
Consent/Severance	<input type="checkbox"/>	Appeal a decision that approved or refused the application	53(19)
	<input type="checkbox"/>	Appeal conditions imposed	53(27)
	<input type="checkbox"/>	Appeal changed conditions	53(14)
	<input type="checkbox"/>	Application for consent – Approval Authority failed to make a decision on the application within 90 days	
Plan of Subdivision	<input type="checkbox"/>	Application for a plan of subdivision – Approval Authority failed to make a decision on the plan within 180 days	51(34)
	<input type="checkbox"/>	Appeal a decision of an Approval Authority that approved a plan of subdivision	
	<input type="checkbox"/>	Appeal a decision of an Approval Authority that did not approve a plan of subdivision	51(39)
	<input type="checkbox"/>	Appeal a lapsing provision imposed by an Approval Authority	
	<input type="checkbox"/>	Appeal conditions imposed by an Approval Authority	
	<input type="checkbox"/>	Appeal conditions - after expiry of 20 day appeal period but before final approval (only applicant or public body may appeal)	51(43)
	<input type="checkbox"/>	Appeal changed conditions	51(48)

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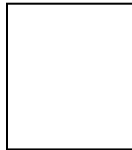


Z-8735
Sonia Wise

Subject of Appeal	Type of Appeal	Act Reference (Section)
Development Charges Act Matters		
Development Charge By-law	<input type="checkbox"/> Appeal a Development Charge By-law	14
	<input type="checkbox"/> Appeal an amendment to a Development Charge By-law	19(1)
Development Charge Complaint	<input type="checkbox"/> Appeal municipality's decision regarding a complaint	22(1)
	<input type="checkbox"/> Failed to make a decision on the complaint within 60 days	22(2)
Front-ending Agreement	<input type="checkbox"/> Objection to a front-ending agreement	47
	<input type="checkbox"/> Objection to an amendment to a front-ending agreement	50
Education Act Matters		
Education Development Charge By-law	<input type="checkbox"/> Appeal an Education Development Charge By-law	257.85
	<input type="checkbox"/> Appeal an amendment to an Education Development Charge By-law	257.74(1)
Education Development Charge Complaint	<input type="checkbox"/> Appeal approval authority's decision regarding a complaint	257.87(1)
	<input type="checkbox"/> Failed to make a decision on the complaint within 60 days	257.87(2)
Aggregate Resources Act Matters		
Aggregate Removal Licence	<input type="checkbox"/> One or more objections against an application for a 'Class A' aggregate removal licence	11(5)
	<input type="checkbox"/> One or more objections against an application for a 'Class B' aggregate removal licence	
	<input type="checkbox"/> Application for a 'Class A' licence – refused by Minister	11(11)
	<input type="checkbox"/> Application for a 'Class B' licence – refused by Minister	
	<input type="checkbox"/> Changes to conditions to a licence	13(6)
	<input type="checkbox"/> Amendment of site plans	16(8)
	<input type="checkbox"/> Minister proposes to transfer the licence – applicant does not have licensee's consent	18(5)
	<input type="checkbox"/> Minister proposes to refuse transfer of licence – applicant is licensee or has licensee's consent to transfer	
	<input type="checkbox"/> Minister proposes to refuse transfer of licence – applicant does not have licensee's consent to transfer	
	<input type="checkbox"/> Revocation of licence	20(4)
Municipal Act Matters		
Ward Boundary By-law	<input type="checkbox"/> Appeal the passing of a by-law to divide the municipality into wards	222(4)
	<input type="checkbox"/> Appeal the passing of a by-law to redivide the municipality into wards	
	<input type="checkbox"/> Appeal the passing of a by-law to dissolve the existing wards	
Ontario Heritage Act Matters		
Heritage Conservation District	<input type="checkbox"/> Appeal the passing of a by-law designating a heritage conservation study area	40.1(4)
	<input type="checkbox"/> Appeal the passing of a by-law designating a heritage conservation district	41(4)

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Z-8735
Sonia Wise

Other Matters			
Subject of Appeal Z-1172592	Act/Legislation Name		Section Number
2. Location Information			
Address and/or Legal Description of property subject to the appeal* 8076 Longwoods Road			
Municipality * City of London			
Upper Tier (Example: county, district, region)			
3. Appellant/Objector Information			
Note: You must notify the OMB of any change of address or telephone number in writing. Please quote your OMB Case/File Number(s) after they have been assigned.			
Last Name * Caranci		First Name * Jacqueline	
Company Name or Association Name (Association must be incorporated – include copy of letter of incorporation)			
Professional Title			
Email Address			
Daytime Telephone Number * ext.		Alternate Telephone Number	Fax Number
Mailing Address			
Unit Number	Street Number * 7620	Street Name * Longwoods Road	PO Box
City/Town * London	Province * ON	Country * Canada	Postal Code * N6P 1L4
4. Representative Information			
<input type="checkbox"/> I hereby authorize the named company and/or individual(s) to represent me			
Last Name		First Name	
Company Name			
Professional Title			
Email Address			
Daytime Telephone Number ext.		Alternate Telephone Number	Fax Number
Mailing Address			
Unit Number	Street Number	Street Name	PO Box
City/Town	Province	Country	Postal Code

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Z-8735
Sonia Wise

Note: If you are representing the appellant and are not a solicitor, please confirm that you have written authorization, as required by the OMB's Rules of Practice and Procedure, to act on behalf of the appellant. Please confirm this by checking the box below.

☐ I certify that I have written authorization from the appellant to act as a representative with respect to this appeal on his or her behalf and I understand that I may be asked to produce this authorization at any time.

5. Appeal Specific Information

Municipal Reference Number(s)
Z-8735 - 8076 Longwoods Road

Outline the nature of your appeal and the reasons for your appeal *

LONDON CITY COUNCIL:

We are opposed to Application Z-8735, 8076 Longwoods Road (just west of Lambeth), owned by Mike Abualhayja, for the following reasons:

It is contrary to Official Plan policies whose intent is to prevent conflicts with neighbouring land uses. The conflicts and troubles caused by the subject are worrisome for us. They include:

- odour from the manure pile and dead sheep and goat carcasses;
- the nuisance and health hazard from flies that live off the manure and carcasses;
- animals straying onto neighbouring properties;
- the traffic hazard caused by dangerous sight lines for highway traffic along the inside of the curve along Longwoods Road for trucks entering and leaving the site; and
- the loss of property value associated with those nuisances.

It is contrary to the zoning regulations that are the purpose for the creation of the AG4 Zone in the Agricultural area.

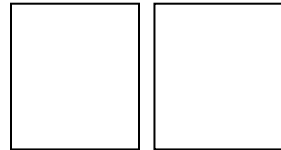
- The subject property is not an "undersized agricultural lot" as described in the Staff Report. The property was never intended to accommodate an intensive agricultural-commercial operation, as it was originally created as a "single family dwelling" lot in 2001 by a severance of a surplus farm residence. The City's rationale for granting the re-zoning was... "to facilitate a surplus farm dwelling severance, and recognize the reduced property size of the dwelling unit. The subject property was re-zoned from an Agriculture (AG1) to an Agriculture (AG4) Zone through Z-7394, to recognize the single detached dwelling that was severed from the main farm...".
- A severance application for a livestock operation would NOT have been granted.
- Granting the re-zoning application now would be undermining the intent and purpose of the AG4 Zone, as it would defeat the initial, and ONLY, purpose of the severance.

The neighbouring property owners made substantial capital investments on the understanding that the subject was a residential lot, and that the City's Zoning By-law regulations would be enforced.

- It is reasonable to assume that violators to those regulations would not be rewarded.
- We are aware that the City is currently prosecuting the owner of the subject, Mr. Abualhayja, for violations of the Zoning By-law, and that court matter will be proceeding to the scheduled August 14 court date.
- Prosecution is onerous and expensive, so the City must have good reason, meaning the ongoing violation has serious negative consequences, to prosecute a violation of the Zoning By-law. The use of fines and penalties is a last, rather than first resort, meaning that the owner's violations have been ongoing for some time.

We understand that on May 30 Council instructed staff to report back with a revised by-law that would provide for a potential opportunity to ensure that the livestock operation is maintained appropriately.

- It would seem that is an impossible task, as the owner has flagrantly violated existing by-laws for years and there is no reason to assume he will not do likewise with ANY other by-law in future.
- Given the existing conditions of the buildings and other constraints, it would be impossible to operate an abattoir legally on the property, in accordance with legislation governing such businesses. Apparently, that has not deterred the owner in the past, so approving this re-zoning application would only serve to embolden the owner to continue to flaunt the law in future.
- Succumbing to the self-interest of one property owner would mean rewarding the illegal actions of that owner.
- There would be no purpose to having by-laws if they can just be ignored.



Z-8735
Sonia Wise

No need has been demonstrated for another abattoir in the area.

- There are five other abattoirs within twenty minutes of London, including one in Mt. Brydges, less than ten minutes from Lambeth, which can process Halal meats. You can find these listed abattoirs on the government website.
- Creating another abattoir would disadvantage those established businesses.
- Millar Berry Farms is one of those businesses that would be (and is already) adversely affected by the subject business. An established and viable farm for over 50 years.
- In addition, practically every grocery store in London offers Halal meats for sale.

We cannot see any justification for an application that is opposed by every resident in the area. It provides no benefit to the City or its residents: creates local disharmony and disamenities for neighbouring property owners; defeats the purpose for the creation of the lot, whose owner has steadfastly violated the City's zoning regulations; and for which there is no need.

In the event some members of Council still have diverging opinions regarding this application, we request that any decision be held off until at least after resolution of the City's prosecution of the subject owner that is currently before the court.

Jacqueline Caranci
Resident - 7620 Longwoods Road

I would like this letter to be on the public record.

This morning as I awoke to the sun rising and birds chirping, I was ready to start the day on my 3rd-generation family fruit farm that has been serving London for over 50 years. Then, as I walked outside... BOOM! Like smacking into a brick wall, my senses were assaulted by that distinctive "barn" stench. The air was mostly calm, but there was a slight breeze from the West. What is about 1km away to the West? Certainly not a barn full of animals, since that property is zoned AG4, which allows a residence only, and no farming operation. But alas, someone is breaking the law (again/still), and is keeping livestock on the property once again. I can hear the sheep bleating from the far end of our property, and could see the animals roaming around outside the barn while I was working in a nearby field.

So now, where I should be smelling the sweet aroma of strawberries, I'm smelling nothing but filth. And council wants to allow this on a much larger scale? How can you talk about protecting agricultural operations when you want to unleash this scourge on our well-established farm? I guarantee you that we are providing more and healthier food, and more jobs for our community, than this proposed slaughterhouse which is chronically mismanaged. Not to mention that numerous studies also show that working in a slaughterhouse has negative effects on mental health (https://docs.google.com/document/d/1ZLRWYz0VpVFqgEUZfz0Dv_zL60WecFW58karlEVOqfmM).

On our farm, we have to rotate crops on a regular basis. Our property abuts 8076 Longwoods Road. In essence, by going through with this rezoning, you would be prohibiting us from using our land to grow our main crop, strawberries. There is no way that we could grow strawberries right next to a livestock and slaughterhouse operation, what with the abundance of noise, odour, animal waste, and flies. (In case you didn't read it in my original letter, found here: <https://docs.google.com/document/d/1b2p8UnLbHt7cr05sFbv4DUCVSnHrc54c-cOCAtQtT20>, this is an excellent piece showing just how big a problem flies can be, and how far they will spread: <https://entomology.ca.uky.edu/ef506>)

Another issue that hasn't been discussed at all in any of the meetings is that the proposed zoning will allow for "dead animal transfer". With all the deadstock we've seen there already when animals aren't even allowed to be on the property, how much worse will the stench and flies be if they are storing and transferring dead animals as part of their operation? If it's allowed in the zoning, we have to assume it will happen at some point.

Yet another issue, which is mentioned in the Official Plan, but seemingly hasn't been looked at by staff, is the protection of groundwater. Abattoirs require extensive systems to contain waste and protect groundwater. This is truly important on this property, because all of us in the surrounding area are on wells, counting on the groundwater for our drinking water. And forgive us for being skeptical about all the rules and regulations being strictly adhered to,

33420 (2017/04)

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Z-8735
Sonia Wise

but Mr. Abualhayja demonstrates on a continual basis that he has absolutely zero regard for the law.

Is this what council wants their legacy to be? To supplant a long-standing pillar of the community with a bastion of filth and death? Farming is becoming more difficult by the day, with rising costs (of everything but food), new foreign pests that devastate crops and have no predators, and everything else we have to deal with. One more slap in the face, from a council that is SUPPOSED to be protecting our interests no less, could be the straw that broke the camel's back. Is that what you want to be remembered for?

Council, when you make your decision, do what we've been hearing you say for the last few months. Protect agriculture! Protect farmers who care for and improve the land, provide nutritious food for all, and provide jobs to our community. If you actually listened to the local community, you would know who does and does not do these things.

Sincerely,

The Millars
Millar Berry Farms
Residents & Farm Owners - Longwoods Road

Oral/written submissions to council

Did you make your opinions regarding this matter known to council?

☒ Oral submissions at a public meeting ☒ Written submissions to council

Planning Act matters only

Applicable only to official plans/amendments, zoning by-laws/amendments and minor variances that came into effect/were passed on or after July 1, 2016 (Bill 73)

Is the 2-year no application restriction under section 22(2.2) or 34(10.0.0.2) or 45(1.4) applicable?

☐ Yes ☒ No

6. Related Matters

Are there other appeals not yet filed with the Municipality?

☐ Yes ☒ No

Are there other matters related to this appeal? (For example: A consent application connected to a variance application)

☐ Yes ☒ No

7. Scheduling Information

How many days do you estimate are needed for hearing this appeal?

☒ 1 day ☐ 2 days ☐ 3 days ☐ 4 days ☐ 1 week

☐ More than 1 week

How many expert witnesses and other witnesses do you expect to have at the hearing providing evidence/testimony?

1 expert witness

Describe expert witness(es)' area of expertise (For example: land use planner, architect, engineer, etc.)

Douglas Gagel - Senior Planner

Do you believe this matter would benefit from mediation?

(Prior to scheduling a matter for mediation, the OMB will conduct an assessment to determine its suitability for mediation)

☐ Yes ☒ No

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Z-8735

Sonia Wise

8. Required Fee

Total Fee Submitted * \$ 300

Payment Method * ☐ Certified cheque ☒ Money Order ☐ Solicitor's general or trust account cheque

9. Declaration

I solemnly declare that all of the statements and the information provided, as well as any supporting documents are true, correct and complete.

Name of Appellant/Representative

Signature of Appellant/Representative

Date (yyyy/mm/dd)

Jacqueline Carand

2. A. (banned)

2017/08/22

Personal information requested on this form is collected under the provisions of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, and the *Ontario Municipal Board Act*, R.S.O. 1990, c. O. 28 as amended. After an appeal is filed, all information relating to this appeal may become available to the public.

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Planner: G. Bailey

TO:	CHAIR AND MEMBERS PLANNING & ENVIRONMENT COMMITTEE
FROM:	JOHN M. FLEMING MANAGING DIRECTOR, PLANNING AND CITY PLANNER
SUBJECT:	1156 DUNDAS STREET – PROPERTY TAX ASSISTANCE BY-LAW MEETING ON NOVEMBER 20, 2017

RECOMMENDATION

That, on the recommendation of the Managing Director, Planning and City Planner, with respect to the application made under the Community Improvement Plan for Brownfield Incentives by McCormick Villages Inc. (“McCormick”) relating to the property located at 1156 Dundas Street, the proposed by-law attached hereto as Appendix “A” **BE INTRODUCED** at the Municipal Council meeting on November 28, 2017 to cancel a portion of the Municipal and Education property taxes.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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Planning and Environment Committee - Application for Brownfield Incentives by McCormick Villages Inc. for 1156 Dundas Street – April 24, 2017

BACKGROUND

At its meeting held on May 2, 2017, Municipal Council resolved:

That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the application made under the Community Improvement Plan for Brownfield Incentives and the business case submission received from McCormick Villages Inc. (“McCormick”), relating to the property located at 1156 Dundas Street:

- a) *a total expenditure of up to a maximum of \$2,500,000 in municipal brownfield financial incentives BE APPROVED and allocated under the following three programs in the Community Improvement Plan (CIP) for Brownfield Incentives:*
 - i. *provide a rebate equivalent to 50% of the Development Charges that are required to be paid by McCormick Villages Inc. on the project;*
 - ii. *provide tax increment equivalent grants on the municipal component of property taxes for up to three years post development; and,*
 - iii. *provide for cancellation of 25% of municipal property taxes for up to three years during the rehabilitation period and development period, as defined in the CIP;*
- b) *the Civic Administration BE DIRECTED to introduce a by-law at a future Municipal Council meeting after the draft Property Tax Assistance by-law has been reviewed by the Ministry of Finance, which will provide for the cancellation of 25% of matching Education taxes by the Province during the rehabilitation and development period; it being noted that this separate request is subject to evaluation and approval by the Minister of Finance;*
- c) *the Civic Administration BE DIRECTED to process the brownfield incentive application to provide for eligibility for tax increment equivalent grants for up to three years for the development project under the Brownfields CIP and up to the full 10 year term of the Tax Increment Grant Program of the Heritage CIP for the project;*
- d) *the applicant BE REQUIRED to enter into an agreement with The Corporation of the City of London outlining the relevant terms and conditions for the incentives that have been approved by the Municipal Council under the Brownfield CIP;*

Planner: G. Bailey

it being noted that the Agreement between the Corporation of the City of London and McCormick Villages Inc. will be transferable and binding on any subsequent property owner(s);

DISCUSSION

The purpose and effect of this report is to satisfy clause b) of the Municipal Council’s resolution from May 2, 2017.

The Property Tax Assistance Program provides tax relief through the cancellation of 25% of current municipal and education property taxes for up to three years during the site rehabilitation and development period as defined under the Community Improvement Plan (CIP) for Brownfield Incentives.

The matching education component which is under the jurisdiction of the Ministry of Finance is applied for separately by the City on behalf of McCormick Villages Inc.

The potential value of incentive that may be provided under the Property Tax Assistance Program is limited to 25% of current property taxes.

Revised estimates since the May 2, 2017 Municipal Council resolution are provided below:

Table 1 – McCormick Villages Inc. – Property Tax Assistance Estimates – Combined Municipal and Education Component			
Year	May 2, 2017 Estimate	Revised Estimate	Difference
2018	\$8,912.50	\$9,167.98	\$255.48
2019	\$8,912.50	\$9,293.80	\$381.30
2020	\$8,912.50	\$9,352.41	\$439.91
Total	\$26,737.50	\$27,814.19	\$1,076.69

The reason for the slight change in the estimate is the 2017 tax rates were used for the revised estimate (whereas, the earlier estimate used the 2016 tax rates). Also, a 1% increase in the general tax rate was assumed per year in the revised estimate.

The City’s Taxation Division and the Ministry of Finance reviewed the draft Property Tax Assistance by-law and minor modifications were made based on the comments received.

Staff are now recommending Municipal Council approve the by-law. Approving the by-law will allow the City's application for the Province’s Brownfields Financial Tax Incentive Program (BFTIP) to be finalized and submitted to the Ministry of Finance. Approval of the BFTIP application by the Minister of Finance is required before the education portion of the property taxes can be cancelled.

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Planner: G. Bailey

PREPARED BY:	SUBMITTED BY:
GRAHAM BAILEY, MCIP, RPP URBAN REGENERATION	JIM YANCHULA, MCIP, RPP MANAGER, URBAN REGENERATION
RECOMMENDED BY:	
JOHN M. FLEMING, MCIP, RPP MANAGING DIRECTOR, PLANNING AND CITY PLANNER	

October 23, 2017
GB/gb
“Attach”

c: Jim Logan

Y:\Shared\policy\Brownfields\Applications\1156 Dundas Street (McCormick)\Property Tax Assistance\1156 Dundas Street - Property Tax Assistance Nov 20 PEC Report.docx

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Planner: G. Bailey

Appendix "A"

Bill No. (number to be inserted by Clerks Office)
2017

By-law No. C.P.-_____

A by-law to cancel a portion of the Municipal and Education taxes at 1156 Dundas Street

WHEREAS By-law No. C.P.-1450-56, which designated the lands within the City of London Urban Growth Boundary as a Community Improvement Project Area pursuant to Section 28(2) of the *Planning Act*, was passed by Council on February 6, 2006;

AND WHEREAS By-law No. C.P.-1451-70, being "A by-law to adopt the City of London Community Improvement Plan for Brownfield Incentives", was passed by Council on February 20, 2006;

AND WHEREAS Section 365.1 of the *Municipal Act, 2001* enables municipalities to provide municipal property tax assistance in connection with a community improvement plan, and Minister of Finance approval is required before matching education property tax assistance will be provided;

AND WHEREAS McCormick Villages Inc., the registered owner of the property known as 1156 Dundas Street applied to the City of London for brownfield incentives including the cancellation of property taxes for this property, in accordance with the Community Improvement Plan and section 365.1 of the *Municipal Act, 2001*;

AND WHEREAS the property is located within the Community Improvement Project Area and is eligible for Tax Assistance pursuant to section 365.1 of the *Municipal Act*;

AND WHEREAS the subject property meets the definition of an "eligible property" as set out in subsection 365.1(1) of the *Municipal Act, 2001*;

AND WHEREAS the Minister of Finance has approved this by-law as required by subsection 365.1(6) of the *Municipal Act, 2001*;

NOW THEREFORE the Municipal Council of the Corporation of the City of London enacts as follows:

1. In this By-law,

- a) "Development Period" means, with respect to the Eligible Property, the period of time starting on the date the Rehabilitation Period ends and ending on the earlier of,
 - (i) the third anniversary of the passage of the by-law, or
 - (ii) the date that the Tax Assistance provided for the Eligible Property equals the Remediation Costs;
 - (iii) the date an occupancy certificate for any part of the Eligible Property is issued by the City;
- b) "Eligible Property" means 1156 Dundas Street, Assessment Roll Number 030.060.11900.0000;
- c) "Owner" means McCormick Villages Inc., the owner of the Eligible Property;
- d) "Rehabilitation Period" means, with respect to the Eligible Property, the period of time starting on the date that Tax Assistance begins to be provided under this By-law for the property and ending on the earliest of,
 - (i) the date that is 18 months after the date that the Tax Assistance begins to be provided,

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Planner: G. Bailey

- (ii) the date that a record of site condition for the property is filed in the Environmental Site Registry under section 168.4 of the *Environmental Protection Act*, and
 - (iii) the date that the Tax Assistance provided for the property equals the Remediation Costs;
- e) "Remediation Costs" means the cost of any action taken to reduce the concentration of contaminants on, in or under the Eligible Property to permit a record of site condition to be filed in the Environmental Site Registry under Section 168.4 of the *Environmental Protection Act* and the cost of complying with any certificate of property use issued under section 168.6 of the *Environmental Protection Act*, and as further specified in Brownfields Assistance Agreement;
- f) "Tax Assistance" means the deferral or cancellation of taxes for municipal and education purposes levied on the Eligible Property during the Rehabilitation Period and the Development Period pursuant to this By-law. In the period before the Owner's obligations under this By-law have been met, Tax Assistance shall take the form of a deferral of taxes. Once the City of London has confirmed that the Owner's obligations under this By-law have been met, Tax Assistance shall take the form of cancellation of taxes.
- 2. The City of London shall provide Tax Assistance for the Eligible Property subject to the provisions of this By-law and subject to confirmation that the Owner has paid all property taxes owing with respect to the Eligible Property for all years prior to the year in which this By-law is passed.
- 3. The Tax Assistance shall commence when the Bylaw comes into effect. The Tax Assistance shall be effective only for the duration of the Rehabilitation Period and the Development Period. In no event shall the Tax Assistance continue past the third anniversary of the passage of this By-law.
- 4. The Tax Assistance shall be provided solely for the purpose of off-setting eligible remediation costs incurred by the property owner, as defined in this By-law and the Financial Incentives Agreement.
- 5. The Tax Assistance available shall be a maximum of 25% of the taxes for municipal purposes and 25% of the taxes for education purposes levied during the Rehabilitation Period and the Development Period. The City of London may revise the level of Tax Assistance based on the Municipal Tax Roll as returned in any given year and said revision shall not require an amendment to this By-law, but the percentage of education taxes deferred or cancelled shall match the percentage of municipal taxes deferred or cancelled. The City of London shall notify the Minister of Finance forthwith of any revision to the level of Tax Assistance.
- 6. Where Tax Assistance is provided for a portion of any year, or where Tax Assistance represents only a portion of the taxes levied on the Eligible Property, the Owner is responsible for payment of all property taxes levied during the portion of the year when Tax Assistance is not provided, and for all taxes not subject to Tax Assistance.
- 7. As of the date of passing of this By-law, the City of London may,
 - a) Refund the taxes to the extent required to provide the Tax Assistance in the year this By-law is passed, if the taxes for the Eligible Property have been paid; or
 - b) Credit the amount to be refunded to an outstanding tax liability of the Owner with respect to the Eligible Property, if the taxes have not been paid in the year that this By-law is passed.
- 8. The Treasurer shall alter the tax roll in accordance with the Tax Assistance to be provided for the Eligible Property.
- 9. The Owner shall, within 18 months of the anniversary of the commencement of Tax Assistance (or such later date agreed to in writing by the City of London and the Minister of Finance, file a record of site condition with respect to the Eligible Property in the Environmental Site Registry under section 168.4 of the Environmental Protection Act. The Owner shall,

Item # 11.6.

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Planner: G. Bailey

within 30 days, notify the City of London of the filing. Within 30 days after receiving the notice from the Owner, the City of London shall advise the Minister of Finance of the filing.

10. The Owner shall provide to the City of London an annual report within 30 days of the anniversary of the commencement of the Tax Assistance for each year or part thereof that Tax Assistance is provided. The annual report shall include:
 - a) An update of the concentration and location of contamination on the Eligible Property;
 - b) The status of remediation work completed to date;
 - c) Costs expended to date and an estimate of costs not yet incurred; and
 - d) Time estimates to complete the remedial and redevelopment work.
11. Within 30 days of receiving the annual report from the Owner, the City of London shall provide a copy to the Minister of Finance;
12. Tax Assistance shall be suspended, and either or both the municipal and education portions of it may be terminated, where any one of the following occur:
 - a) The Owner is in default of any obligation pursuant to this By-law;
 - b) The Owner is in default of any provision of the Tax Assistance Agreement entered into between the Owner and the City of London and attached as Schedule "A" to this By-law; or
 - c) The Owner fails to commence or ceases remediation for any reason including not filing a record of site condition as outlined in Section 9.
13. The municipal portion of the Tax Assistance shall be suspended, and may be terminated, where any one of the following occur:
 - a) The Eligible Property has been severed and the severed parcels have each been assigned roll numbers and one of the severed parcels is subsequently sold, the by-law shall only be canceled on the parcel(s) that has been sold;; or
 - b) Tax Assistance has been provided for three (3) years;
14. The education portion of the Tax Assistance shall be terminated where any one of the following occur:
 - a) The Eligible Property has been severed and the severed parcels have each been assigned roll numbers and one of the severed parcels is subsequently sold, the by-law shall only be canceled on the parcel(s) that has been sold;; or
 - b) Tax Assistance has been provided for three (3) years;
15. The Tax Assistance shall be terminated where the Tax Assistance equals or exceeds the Remediation Costs.
16. The Owner shall notify the City of London forthwith if any of the events in Sections 12, 13a) or 14a) or 15 of this By-law occur. The City of London shall then forthwith notify the Minister of Finance.
17. If Tax Assistance has been suspended under Sections 12 or 13 of this By-law, the City of London may:
 - a) Provide the Owner with notice that the Tax Assistance is terminated; or
 - b) Provide the Owner with notice that it may cure the default within such period and on such terms as the City specifies in writing, and that the failure to do so will result in termination of the Tax Assistance.
18. A notice under Section 17b) of this By-law is not effective with respect to education taxes unless it has been agreed to in writing by the Minister of Finance.
19. In the event that Tax Assistance is terminated pursuant to Sections 12, 13, 14, 15, or 17 of this By-law, the City of London shall provide notice to the Owner under subsection 365.1(3.1) of the Municipal Act that the conditions under this By-law have not been met and order the Owner to pay all of the education taxes which were subject to the Tax Assistance, and all or a portion of the municipal taxes which were subject to Tax Assistance. Where the City makes an order under this section, interest is payable on the taxes which become payable under the order, calculated at the standard rates established by the City as if the Tax Assistance had not been provided.

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Planner: G. Bailey

20. In the event that the Tax Assistance provided pursuant to this By-law exceeds the actual Remediation Costs for the Eligible Property, the amount that the Tax Assistance exceeds the Remediation Costs shall be paid by the Owner as property taxes.
21. This By-law shall come into force and effect on the date of passage.

PASSED in Open Council on November 28, 2017.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – November 28, 2017
Second Reading – November 28, 2017
Third Reading – November 28, 2017

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Planner: G. Bailey

Schedule “A”

To By-law C.P.- _____

FINANCIAL INCENTIVES AGREEMENT

CITY OF LONDON COMMUNITY IMPROVEMENT PLAN FOR BROWNFIELD INCENTIVES
BY-LAW No. C.P.-1451-70

PROPERTY TAX ASSISTANCE PROGRAM
DEVELOPMENT CHARGE REBATE PROGRAM
TAX INCREMENT EQUIVALENT GRANT PROGRAM

LANDOWNER INFORMATION	
LANDOWNER (REGISTERED PROPERTY OWNER) McCormick Villages Inc.	
LANDOWNER MAILING ADDRESS P.O. Box 20053 Woodstock CTR, Woodstock, ON N4S 8X8	TELEPHONE 519-421-7413
SUBJECT PROPERTY MUNICIPAL ADDRESS 1156 Dundas Street, London, ON N5W 5Y4	E-MAIL info@sierraconstruction.ca
SUBJECT PROPERTY DESCRIPTION PLAN 494 BLK E BLK F LOTS 98 TO 106 PT GLEESON ST RP 33R19051 PARTS 1 TO 3	ASSESSMENT ROLL NO. 030.060.11900.0000

PROJECT INFORMATION							
STUDY RECEIVED BY CITY <i>(for information)</i> <table border="1"><tr><td>Phase II ESA LVM Sendex – January 31, 2013 Englobe – February 10, 2017</td></tr><tr><td>Site Specific Risk Assessment</td></tr><tr><td>Remedial Action Plan</td></tr></table>	Phase II ESA LVM Sendex – January 31, 2013 Englobe – February 10, 2017	Site Specific Risk Assessment	Remedial Action Plan	RECORD OF SITE CONDITION <table border="1"><tr><td>Registration Number:</td></tr><tr><td>Filing Date:</td></tr><tr><td>Certification Date:</td></tr></table>	Registration Number:	Filing Date:	Certification Date:
Phase II ESA LVM Sendex – January 31, 2013 Englobe – February 10, 2017							
Site Specific Risk Assessment							
Remedial Action Plan							
Registration Number:							
Filing Date:							
Certification Date:							
VERIFICATION OF REMEDIATION COSTS <i>(list invoices & confirmation of payment for services)</i> <ul style="list-style-type: none">McCormick Villages Inc. submitted a total claim in the amount of \$X,XXX,XXX, which is more/less than total expenditure of up to \$2.5 million as approved by City of London Council May 2, 2017.							

General Conditions:

- To be eligible for the financial incentives provided under this Community Improvement Plan, properties must not be in tax arrears. Unless otherwise provided for in this agreement, all taxes owing must be paid prior to the disbursement of any grant or tax assistance money.
- All outstanding work orders and/or requests to comply from municipal departments and agencies shall be addressed to the satisfaction of the City of London prior to the disbursement of any financial incentives. For the duration of the incentives program failure to address any work orders and/or requests to comply from municipal departments and agencies may result in the cancellation or postponement of the incentive(s).
- The landowner shall comply with all relevant Provincial legislation including, but not limited to the requirements and regulations prescribed under the *Environmental Protection Act*. A Record of Site Condition must be filed with the Ministry of the Environment prior to commencing development on the subject property.
- The landowner shall provide the City of London with all required information, including Environmental Site Assessment (ESA) reports, and findings on the environmental condition of the subject property, prior to receiving any incentives under this Community Improvement Plan. All reports and information

Item # 11.6.

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Planner: G. Bailey

received by the City will be retained on file, and available for review by City personnel, members of the public and potential investors.

- 5. A total expenditure of up to \$2.5 million will be provided by the City of London in municipal financial incentives under the Property Tax Assistance, Development Charge Rebate Grant Program and/or Tax Increment Equivalent Grant Program. Notwithstanding the maximum potential expenditure amount of up to \$2.5 million, the total value of municipal financial incentives provided under the Community Improvement Plan for Brownfield Incentives will be capped at a lower amount when it reaches the value of eligible remediation costs that have been incurred by the landowner.
- 6. Eligible remediation costs shall include: underground fuel oil tank decommissioning, petroleum impaired soils remediation, metals & PAH compound fill material remediation, groundwater assessment, decommission 11 groundwater test wells, environmental site decommissioning including removal of designated substances and hazardous materials, decommission four in-ground elevator systems, and the environmental liabilities contingency. Eligible remediation costs shall not include costs associated with building demolition and the removal of the hazardous materials associated with the demolition.
- 7. The project approved for municipal financial incentives is generally comprised of retaining the original historic portion of the McCormick factory building and the candy store addition and repurposing them for mixed-use residential, commercial, office and/or indoor parking. The later additions to the McCormick factory will be demolished to provide open space in the site's northwest corner and allow for the construction of two mid-rise apartment buildings, a low-rise seniors apartments building, and townhouses. Any substantial variation in the size or configuration of the project may result in changes to the value of municipal financial incentives under this Community Improvement Program.
- 8. The landowner acknowledges that the City of London retains the right to refuse to provide tax assistance and grant monies to the landowner solely at its discretion where the cost of the remediation work is deemed by the City, acting reasonably, to be inflated, over-stated, or where unnecessary or inappropriate works were undertaken.
- 9. The terms and conditions of this agreement shall run with the subject property and ensure to the benefit of and be binding upon the parties hereto and their respective successors, heirs, executors, administrators and assigns.
- 10. This agreement will be registered on title of the subject property until such time as the incentives have been provided in accordance with the stated terms and conditions.

Property Tax Assistance Program:

- 11. The financial assistance provided under the Property Tax Assistance Program will be subject to meeting all of the General Conditions and other relevant conditions in this agreement.
- 12. A portion of the Municipal and Education taxes on the "eligible property" will be cancelled during the "development period" and the "rehabilitation period", in accordance with the provisions of By-law No. C.P.-_____, a copy of which is appended to this agreement.

Development Charge Rebate Grant Program:

- 13. The financial assistance provided under the Development Charge Rebate Grant Program will be subject to meeting all of the General Conditions and other relevant conditions in this agreement.
- 14. After the Record of Site Condition is filed, upon payment of Development Charges by the landowner to the City of London, the City will provide a grant back to the landowner for up to 50% of the Development Charges for any eligible site remediation costs incurred by the landowner, provided the total value of municipal financial incentives provided under this agreement does not exceed \$2.5 million.

Tax Increment Equivalent Grant Program:

- 15. The financial assistance provided under the Tax Increment Equivalent Grant Program will be subject to meeting all of the General Conditions and other relevant conditions in this agreement.
- 16. After the Record of Site Condition is filed, where improvements made result in an increase in assessed value of the property the City will provide a grant back to the landowner equal to a portion of the increase between the pre-development and post-development municipal component of property taxes after development has taken place, for up to three (3) years from the date of the increase in assessed value.
- 17. Notwithstanding any other calculations relating to the grant amount, the value of grant(s) provided for the municipal component of property taxes under this Tax Increment Equivalent Grant Program, the

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Planner: G. Bailey

Heritage Community Improvement Plan Tax Increment Grant Program and any other program(s), shall not exceed the total value of the municipal component of property taxes in any year.

18. The term applicable tax (mill) rate refers to the General of Municipal component only of the total tax (mill) rate paid. It does not include such taxes/charges as Education, Transportation, Local Improvement, or other “area charges”, Business Improvement Area (BIA) levy, or any Phase In or Encroachment Fee. Changes in the tax (mill) rate or phased-in assessment increases after the post-improvement date is established will not be incorporated into the calculation of the annual tax increment.
19. Grants are not payable by the City until such time as all additional assessment eligible for grant has been added to the assessment roll by the Municipal Property Assessment Corporation, all taxes eligible for grant have been billed by the City, and all taxes outstanding including billed taxes that have not yet become due are paid in full for all years by the taxpayer. Grants are also not payable by the City until such time as all possible assessment appeals have been filed and decided. If property taxes are owing on a property for more than one full year, the City will have the option, without notice and at its own discretion, of terminating all future grant payments, thereby eliminating all grant obligations to the applicant.
20. Tax increases that result from a general reassessment, a change in tax legislation or an increase in the mill rate will not be considered for the purpose of calculating the grant. The annual tax increment will be held constant and changes in the mill rate after the post-improvement date is established will not be incorporated into the calculation of the annual tax increment.

BROWNFIELD GRANT PROGRAM GRANT AGREEMENT

GRANT CALCULATION:

Year	Schedule 1
1	To be determined
2	To be determined
3	To be determined

Transfer of Property:

21. If the ownership of the lands described in this agreement (or any portion thereof) is transferred to any person other than the signatory of this agreement (Landowner) by sale, assignment, or otherwise, then this agreement shall no longer apply. The City may enter into an agreement with any subsequent owner subject to the same or similar conditions.

LANDOWNER AND CITY OF LONDON AUTHORIZATION

I _____, have the authority to bind McCormick Villages Inc. and agree to abide by the above-stated conditions:

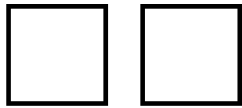
Landowner Authorized Signature

Date

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Planner: G. Bailey

Municipal financial incentives under the Tax Assistance Program, the Development Charge Rebate Program and the Tax Increment Equivalent Program, are hereby approved by the City of London in accordance with the above-stated terms and conditions:	
<div></div> <div>City of London Authorized Signature</div>	<div></div> <div>Date</div>



File Number: 39T-11503
C. Smith / F. Gerrits

TO:	CHAIR AND MEMBERS PLANNING AND ENVIRONMENT COMMITTEE
FROM:	GEORGE KOTSIFAS, P. ENG. MANAGING DIRECTOR, DEVELOPMENT AND COMPLIANCE SERVICES AND CHIEF BUILDING OFFICIAL
SUBJECT	SUBDIVISION SPECIAL PROVISIONS FOXWOOD DEVELOPMENTS (LONDON) INC. FOXWOOD SUBDIVISION 39T-11503 MEETING ON NOVEMBER 20, 2017

RECOMMENDATION

That, on the recommendation of the Manager, Development Planning, the following actions be taken with respect to entering into a Subdivision Agreement between The Corporation of the City of London and Foxwood Developments (London) Inc. for the subdivision of land over Part of Lots 24 and 25, Concession 5, (Geographic Township of London), City of London, County of Middlesex, situated on the east side of Hyde Park Road, all north of Dyer Drive, north of Fanshawe Park Road West.

- (a)

the Special Provisions, to be contained in a Subdivision Agreement between The Corporation of the City of London and Foxwood Developments (London) Inc. for the Foxwood Subdivision , Phase 2 (39T-11503) attached as Schedule “A”, **BE APPROVED**;
- (b)

the applicant **BE ADVISED** that Development Finance has summarized the claims and revenues attached as Schedule “B”,
- (c)

the financing for this project **BE APPROVED** as set out in the Source of Financing Report attached as Schedule “C”; and
- (d)

the Mayor and the City Clerk **BE AUTHORIZED** to execute this Agreement, any amending agreements and all documents required to fulfill its conditions.

BACKGROUND

On January 23, 2013, the City of London Approval Authority granted Draft Approval for the Plan of Subdivision. Draft Approval was appealed to the Ontario Municipal Board. On July 31, 2013, the Ontario Municipal Board issued a notice advising the City of London Approval Authority that the appeal was withdrawn by letter dated June 25, 2013. As per Section 51 (51) of the Planning Act, the draft approval lapse date is June 26, 2016.

On May 31, 2016 requested that the Approval Authority approve a three year extension of Draft Plan of Subdivision Approval for this subdivision subject to revised conditions of draft approval. The Draft Approval expiry date is June 26, 2019

The applicant has registered the 1st phase of this subdivision (Plan, 33M-685) consisting of 95 single detached lots, one(1) medium density residential block, and various reserve blocks served by 1 new street and the extension of Dyer Drive and Tokala Trail on October 6, 2015.

This subdivision shall be registered in one (1) phase, consisting of 110 single detached lots and 1 medium density block along with several 0.3 metre reserves, all served by the extension of secondary collector and five new streets.

Development Services has reviewed these special provisions with the Owner who is in agreement with them.



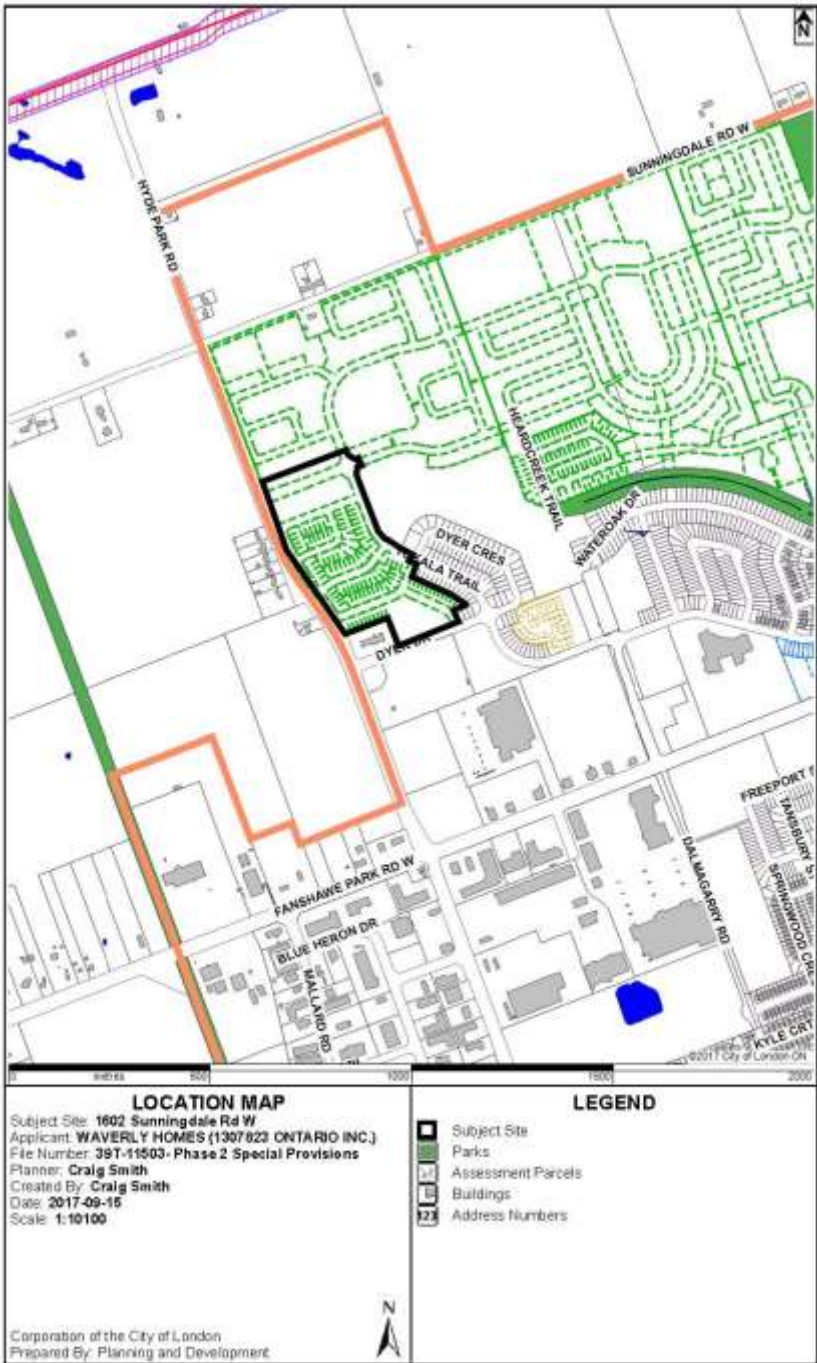
File Number: 39T-11503
C. Smith / F. Gerrits

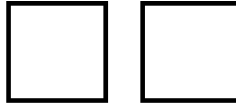
This report has been prepared in consultation with the City’s Solicitors Office.

The anticipated reimbursements from the Development Charge Reserve Funds are:

- (i) for the construction of eligible watermain in conjunction with this Plan, subsidized at an estimated cost of which is \$57,000, excluding HST
- (ii) for the construction and engineering cost of left turn and right turn channelization on Hyde Park Road at Twilite Boulevard, the estimated cost of which is \$267,498, excluding HST, as per the accepted work plan;
- (iii) for the construction and engineering costs of pavement widening on Twilite Boulevard at Hyde Park Road consistent with the City’s standard practice of paying claims where a secondary collector is widened at a primary collector or an arterial road, the estimated cost of which is \$23,045, excluding HST, as per the accepted work plan.

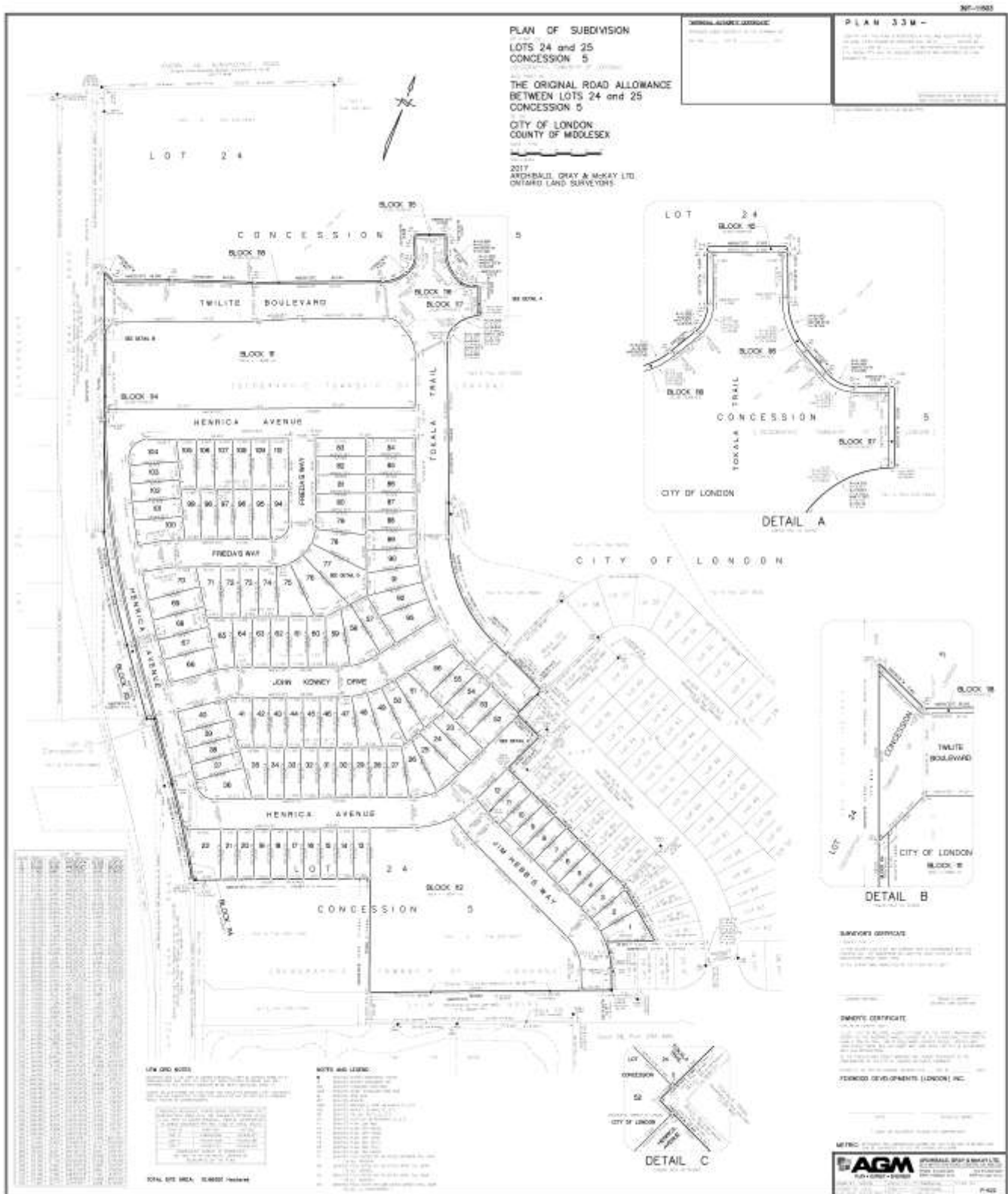
LOCATION MAP





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SUBDIVISION PLAN





File Number: 39T-11503
C. Smith / F. Gerrits

PREPARED BY:	RECOMMENDED BY:
C. SMITH SENIOR PLANNER, (SUBDIVISIONS)	LOU POMPILII MCIP RPP MANAGER, DEVELOPMENT PLANNING (SUBDIVISIONS)
REVIEWED BY:	CONCURRED IN BY:
MATT FELDBERG MANAGER, DEVELOPMENT SERVICES (SUBDIVISIONS)	PAUL YEOMAN, RPP, PLE DIRECTOR, DEVELOPMENT SERVICES
SUBMITTED BY:	
G. KOTSIFAS, P.ENG MANAGING DIRECTOR, DEVELOPMENT AND COMPLIANCE SERVICES AND CHIEF BUILDING OFFICIAL	

CS/fg
Attach.
November 10, 2017



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C. Smith / F. Gerrits

Schedule “A”
SPECIAL PROVISIONS

5. STANDARD OF WORK

Remove Subsection 5.7 and replace with the following:

- 5.7 The Owner shall provide minimum side yard setbacks as specified by the City for buildings which are adjacent to rear yard catch basin leads which are not covered by an easement on Lots in this Plan.

The Owner shall register against the title of Lots which incorporate rear yard catchbasins, which includes Lots 15, 16 and 22 in this Plan and all other affected Lots shown on the accepted plans and drawings, and shall include this information in the Agreement of Purchase and Sale or Lease for the transfer of each of the affected Lots, a covenant by the purchaser or transferee to observe and comply with the minimum building setbacks and associated underside of footing (U.S.F.) elevations, by not constructing any structure within the setback areas, and not disturbing the catchbasin and catchbasin lead located in the setback areas. This protects these catchbasins and catchbasin leads from damage or adverse effects during and after construction. The minimum building setbacks from these works and associated underside of footing (U.S.F.) elevations have been established as indicated on the subdivision lot grading plan, attached hereto as **Schedule “I”** and on the servicing drawings accepted by the City Engineer.

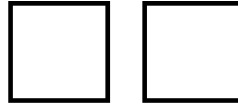
16. PROPOSED SCHOOL SITES

Remove Subsection 16.3 to 16.9 as there are no school sites in this Plan.

- ~~16.3 The Owner shall set aside an area or areas (being Block(s) _____) as a site or sites for school purposes to be held subject to the rights and requirements of any School Board having jurisdiction in the area.~~
- ~~16.4 The School Boards shall have the right, expiring three (3) years from the later of the date on which servicing of the relevant site is completed to the satisfaction of the City or the date on which seventy percent (70%) of the Lots in the subdivision have had building permits issued, to purchase the site and may exercise the right by giving notice to the Owner and the City as provided elsewhere in this Agreement and the transaction of purchase and sale shall be completed no later than two (2) years from the date of giving notice.~~
- ~~16.5 The School Boards may waive the right to purchase by giving notice to the Owner and the City as provided elsewhere in this Agreement.~~
- ~~16.6 Where all School Boards have waived the right to purchase, the City shall then have the right for a period of two (2) years from the date on which the right to purchase by the School Board has expired or has been was waived as the case may be, to purchase the site for municipal purposes and may exercise the right by giving notice to the Owner as provided elsewhere in this Agreement and the transaction of purchase and sale shall be completed no later than sixty (60) days from the date of giving notice.~~
- ~~16.7 The Owner agrees that the school blocks shall be:~~
- (a)

graded to a one percent (1%) grade or grades satisfactory to the City, the timing for undertaking the said works shall be established by the City prior to the registration of the Plan; and
- (b)

top soiled and seeded to the satisfaction of the City, the timing for undertaking the said works to be established - 94 - assumption of the subdivision by the City.



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~~16.8 Where the Owner has been required to improve the site by grading, top soil and seeding, the responsibility of the Owner for the maintenance of the site shall cease upon completion by the Owner of his obligations under this Agreement.~~

~~16.9 If and when the City purchases the site, the City may establish a policy with respect to the ultimate use or disposition of the site.~~

25.1 STANDARD REQUIREMENTS

Remove Subsection 25.1 (h) as there are no walkways in this Plan.

~~i) Prior to the issuance of a Certificate of Conditional Approval, or as otherwise agreed to by the City, the Owner shall construct a chain link fence without gates, adjacent to the walkway(s) (Block(s)) in in accordance with City Standard No. SR-7.0.~~

Add the following new Special Provisions:

#1 The Owner shall make all necessary arrangements with any required owner(s) to have any existing easement(s) in this Plan quit claimed to the satisfaction of the City and at no cost to the City. The Owner shall protect any existing municipal or private services in the said easement(s) until such time as they are removed and replaced with appropriate municipal and/or private services at no cost to the City.

Following the removal of any existing municipal or private services from the said easement and the appropriate municipal services and/or private services are installed and operational, the Owner shall make all necessary arrangements to have any section(s) of easement(s) in this Plan, quit claimed to the satisfaction of the City, at no cost to the City.

#2 The Owner shall include in all Purchase and Sale Agreements the requirement that the homes to be designed and constructed on all corner lots (22, 36, 40, 56, 66, 70, 83, 84, 93, 94, 100, 104 and 110) in this Plan, shall have design features, such as but not limited to porches, windows or other architectural elements that provide for a street oriented design and limited chain link or decorative fencing along no more than 50% of the exterior sideyard abutting the exterior side yard road frontage.

#3 The Owner shall install a 3 metre high noise barrier, 5 metre in length with 2 metre return on private property of Lots 20, 21 and 22 and a 2.7m high noise barrier, 5m long with a 2m return on private property of Lot 104 as recommended in the Noise Assessment prepared by Development Engineering (London) Ltd. dated May 14, 2012. Property Owners of these lots are to be advised that they shall not tamper with the barrier and will be responsible for its long term maintenance. The City of London shall not be held responsible for the repair, maintenance and/or replacement of the noise barrier.

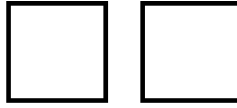
#4 The Owner shall include in any submission for a building permit application for Lots 20, 21, 22 and 104 the following warning clause:

Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road and rail traffic may on occasions interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of Environment."

#5 The Owner shall include in any submission for a building permit application for Lots 22, 36-40, 66-70, and 100-104 that central air conditioning is required.

#6 The Owner shall include in all Agreements of Purchase and Sale and or Lease for Lots 22, 36-40, 66-70, and 100-104, the following warning clause:

"This dwelling unit has been supplied with a central air conditioning system which will allow windows and prior doors to remain closed, thereby



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ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment. (Note: The location and installation of the air conditioning device should be done so as to minimize the noise impacts and comply with criteria of MOECC Publication NPC-216, Residential Air Conditioning Devices).

“Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road and rail traffic may on occasions interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of Environment.”

- #7 The Owner shall include in any submission for a building permit application for Lots 20 and 21 that a forced air heating system adequately size to accommodate the future installation of central air conditioning is required.

- #8 The Owner shall include in all Agreements of Purchase and Sale and or Lease for Lots 20 and 21, the following warning clause:

This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning by the occupant in low and medium density developments will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of Environment. (Note: The location and installation of the outdoor air conditioning device should be done so as to minimize the noise impacts and comply with criteria of MOECC Publication NPC-216, Residential Air Conditioning Devices.)"

- #9 The Owner shall include in any submission for a building permit application for Lots 22, 36-40, 66-70, and 100-104 that for these units an EW5 construction or equivalent rating from foundation to rafters shall be utilized along with the installation of glazed windows for all building faces that have exposure to Hyde Park Road is required.

- #10 The Owner shall include in all Agreements of Purchase and Sale and or Lease for all Lots within this Plan, the following warning clause:

“The City of London assumes no responsibility for noise issues which may arise from the existing or increased traffic of Hyde Park Road as it relates to the interior or outdoor living areas of any dwelling unit within the development. The City of London will not be responsible for constructing any form of noise mitigation for this development.”

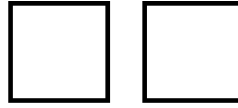
25.2 CLAIMS

Remove Subsection 25.2 and **replace** with the following:

- (b) If the Owner alleges an entitlement to any reimbursement or payment from a Development Charge Reserve Fund as a result of the terms hereof, the Owner may, upon approval of this Agreement and completion of the works, make application to the Director – Development Finance for payment of the sum alleged to be owing, and as confirmed by the City Engineer (or designate) and the Director – Development Finance and the payment will be made pursuant to any policy established by Council to govern the administration of the said Development Charge Reserve Fund.

The anticipated reimbursements from the Development Charge Reserve Funds are:

- (iv) for the construction of eligible watermains in conjunction with this Plan, subsidized at an estimated cost of which is \$57,000, excluding HST



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- (v) for the construction of left turn and right turn channelization on Hyde Park Road at Twilite Boulevard, the estimated cost of which is \$236,698, excluding HST, as per the accepted work plan;
- (vi) for the engineering costs for the left turn and right turn channelization on Hyde Park Road at Twilite Boulevard, the estimated cost of which is \$30,800, excluding HST, as per the accepted work plan;
- (vii) for the construction of pavement widening on Twilite Boulevard at Hyde Park Road consistent with the City's standard practice of paying claims where a secondary collector is widened at a primary collector or an arterial road, the estimated cost of which is \$20,045, excluding HST, as per the accepted work plan.
- (viii) for the engineering costs for the pavement widening on Twilite Boulevard at Hyde Park Road, the estimated cost of which is \$3,000, excluding HST as per the accepted work plan.

The estimated amounts herein will be adjusted in accordance with contract prices in the year in which the work is carried out.

Funds needed to pay the above claims will be committed (on a subdivision by subdivision basis) from approved capital budgets at the time of approval of this agreement, unless funds in approved capital budgets are insufficient to accommodate commitment to the full extent of the estimated claims. In this case (ie. insufficient capital budget), the excess of the estimated claim over the approved budget shall be submitted for Council approval in the next following budget year.

Claims approvals shall generally not materially exceed approved and committed funding in the capital budget for the estimated claims listed in this agreement.

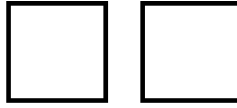
Any funds spent by the Owner pending future budget approval (as in the case of insufficient capital budget described above), shall be at the sole risk of the Owner pending Council approval of sufficient capital funds to pay the entire claim.

Add the following new Special Provisions:

- #11 Where the proposed development calls for the construction of works, and where the Owner is of the opinion that such works are eligible to be funded in whole or in part from development charges as defined in the DC By-law, and further, where such works are not oversized pipe works (sanitary, storm or water – the reimbursement of which is provided for in subsidy tables in the DC By-law), then the Owner shall submit through their consulting engineer an engineering work plan for the proposed works satisfactory to the City Engineer (or designate) and City Treasurer (or designate). The Owner acknowledges that:
 - i) no work subject to a work plan shall be reimbursable until both the City Engineer (or designate) and City Treasurer (or designate) have reviewed and approved the proposed work plan; and
 - ii) in light of the funding source and the City's responsibility to administer development charge funds collected, the City retains the right to request proposals for the work from an alternative consulting engineer.
- #12 The following works required by this subdivision shall be subject to a work plan:
 - i) channelization on Hyde Park Road at Street 'A'/Twilite Boulevard, and
 - ii) internal widening on Street 'A'/Twilite Boulevard at Hyde Park Road

25.6 GRADING REQUIREMENTS

Add the following new Special Provisions:



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- #13 The Owner shall grade the portions of Lots and Blocks in this Plan, which have a common property line with Hyde Park Road, to blend with the ultimate profile of Hyde Park Road, in accordance with the City Standard "Subdivision Grading Along Arterial Roads" and at no cost to the City.

The Owner shall direct its professional engineer to establish and have accepted by the City Engineer the grades to be taken as the future centreline grades of Hyde Park Road. From these, the Owner's Professional Engineer shall determine the elevations along the common property line which will blend with the reconstructed road. These elevations shall be shown on the subdivision Lot Grading Plan submitted for acceptance by the City.

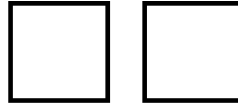
25.7 STORM WATER MANAGEMENT

Remove Subsection 25.7 (a) and **replace** with the following:

- (a) The Owner shall have its Professional Engineer supervise the construction of the stormwater servicing works, including any temporary works, in compliance with the drawings accepted by the City Engineer, and according to the recommendations and requirements of the following, all to the satisfaction of the City Engineer:
- i) The SWM criteria and environmental targets for the Medway Creek Subwatershed Study and any addendums/amendments;
 - ii) The approved Storm/Drainage and SWM Servicing Functional Report for the subject lands;
 - iii) The requirements of the Hyde Park Road Widening and Improvements Municipal Class EA (January 2012);
 - iv) The accepted Fox Hollow Development Area Municipal Class Environmental Assessment (EA) Schedule 'C' report for the Storm/Drainage, Stormwater Management and Sanitary Servicing Works (September 2010) and any addendums/amendments;
 - v) The approved Functional Stormwater Management Plan for Fox Hollow Stormwater Management System Functional Design Report Community SWM System;
 - vi) The City's Design Requirements for Permanent Private Stormwater Systems approved by City Council and effective as of January 1, 2012. The stormwater requirements for PPS for all medium/high density residential, institutional, commercial and industrial development sites are contained in this document, which may include but not be limited to quantity/quality control, erosion, stream morphology, etc.;
 - vii) The Stormwater Letter/Report of Confirmation for the subject development prepared and accepted in accordance with the file manager process;
 - viii) The City's Waste Discharge and Drainage By-laws, lot grading standards, policies, requirements and practices;
 - ix) The City of London Design Specifications and Requirements Manual, as revised;
 - x) The Ministry of the Environment and Climate Change (MOECC) SWM Practices Planning and Design Manual (2003); and
 - xi) Applicable Acts, Policies, Guidelines, Standards and Requirements of all required approval agencies.

Add the following new Special Provisions:

- #14 The Owner shall direct overland flow to the existing woodlot, east of Tokala Trail, external to this Plan, as per the accepted engineering drawings, to the satisfaction of the City.



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- #15 Prior to assumption of this Plan, the Owner shall operate, monitor and maintain the stormwater works associated with this Plan. The Owner shall ensure that any removal and disposal of sediment is to an approved site in accordance with the Ministry of the Environment and the Ministry of Natural Resources.

25.8 SANITARY AND STORM SEWERS

Remove Subsection 25.8 (c) and **replace** with the following:

- (c) The Owner shall construct the storm sewers to service the Lots and Blocks in this Plan, which is located in the Medway Creek Subwatershed, and connect them to the City's existing storm sewer system being the 300 mm diameter storm sewer on Dyer Drive, 600 mm diameter storm sewer on Tokala Trail and 825 mm diameter storm sewer on Tokala Trail.

The storm sewers required in conjunction with this Plan shall be sized to accommodate all upstream lands to the specifications of the City Engineer and at no cost to the City unless otherwise specified herein.

Remove Subsection 25.8 (d) as it is not applicable.

- ~~(d) The Owner shall provide a maintenance access for all sanitary sewer manholes which will be located in easements on private property or ensure the manholes will be located within a paved area in a location acceptable to the City Engineer to facilitate maintenance of the sanitary sewer system. The Owner shall ensure all storm sewer manholes which will be located in easements on private property, shall be located within a paved area or alternative location which will allow access to the satisfaction of the City Engineer.~~

Remove Subsection 25.8 (e) as there are no park/school blocks in this Plan.

- ~~(e) Where required, storm and sanitary sewer easements on park/school blocks shall be to the satisfaction of the City and the appropriate school board. Maintenance access requirements shall be provided to the satisfaction of the City Engineer.~~

Remove Subsection 25.8 (j) as it is not applicable.

- ~~(f) The Owner shall register on title of Block [redacted] in this Plan and include in the Purchase and Sale Agreement, a covenant that the owner of Block [redacted] in this Plan shall be responsible for installing a sanitary private drain connection, at the owner's expense, from the said block to the proposed municipal sanitary sewer to the (North, South, East, West) of this Block in City owned lands [redacted] described [redacted], or an alternative sanitary outlet, to the satisfaction of the City Engineer, at no cost to the City, should the said block not be developed in conjunction with or serviced through other lands to the east of this block intended to be jointly developed as a school.~~

Remove Subsection 25.8 (o) and **replace** with the following:

- (o) The Owner shall construct the sanitary sewers to service the Lots and Blocks in this Plan and connect them to the City's existing sanitary sewage system being the 200 mm diameter sanitary sewer on Dyer Drive, 200 mm diameter sanitary sewer on Tokala Trail and 250 mm diameter sanitary sewer on Tokala Trail.

The sanitary sewers required in conjunction with this Plan shall be sized to accommodate all upstream lands to the specifications of the City Engineer and at no cost to the City unless otherwise specified herein.

Add the following new Special Provisions:

- #16 Prior to the issuance of any Certificate of Conditional Approval, the Owner shall construct new services and make adjustments to the existing works and services on Dyer Drive and Tokala Trail in Plan 33M-685, adjacent to this Plan to accommodate the proposed works and services on this street to accommodate the lots in this Plan fronting this street (eg. private services, street light poles, tr



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design criteria and accepted drawings, al to the satisfaction of the City Engineer, at no cost to the City.

25.9 WATER SERVICING

Remove Subsection 25.9 (c) and **replace** with the following:

- (c) Prior to the issuance of any Certificates of Conditional Approval, and in accordance with City standards, or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of water service to this draft Plan of Subdivision:
 - (i) construct watermains to serve this Plan and connect them to the existing low-level/high-level municipal system, namely, the existing 300 mm diameter watermain on Dyer Drive and the 300 mm diameter watermain on Tokala Trail;
 - (ii) extend the existing 300 mm diameter watermain on Hyde Park Road from Twilite Boulevard to Dyer Drive, across the frontage of this Plan; and
 - (iii) deliver confirmation that the watermain system has been looped to the satisfaction of the City Engineer when development is proposed to proceed beyond 80 units.

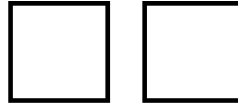
Remove Subsection 25.9 (d) and **replace** with the following:

- (d) Prior to the issuance of any Certificates of Conditional Approval, the Owner shall install and commission the accepted water quality measures required to maintain water quality within the water distribution system during build-out, all to the satisfaction of the City Engineer, at no cost to the City. The measures which are necessary to meet water quality requirements, including their respective flow settings, etc. shall be shown clearly on the engineering drawings.

Add the following new Special Provisions:

- #17 The Owner shall ensure implemented water quality measures shall remain in place until there is sufficient occupancy demand to maintain water quality within the Plan of Subdivision without their use. The Owner is responsible to meter and pay the billed costs associated with any automatic flushing devices including water discharged from any device from the time of their installation until removal/assumption. Any incidental and/or ongoing maintenance of the automatic flushing devices is/are the responsibility of the Owner.
- #18 The Owner shall ensure the limits of any request for Conditional Approval shall conform to the staging or phasing plan as set-out in the accepted water servicing design study and shall include the implementation of the interim water quality measures. In the event the requested Conditional Approval limits differ from the staging or phasing as set out in the accepted design study, and the watermains are not installed to the stage or phase limits, the Owner would be required to submit revised plan and hydraulic modeling as necessary to address water quality.
- #19 The available fire flows for development Blocks within this Plan of Subdivision have been established through the subdivision water servicing design study. Future development of these Blocks shall be in keeping with the established fire flows in order to ensure adequate fire protection is available.
- #20 With respect to the proposed blocks, the Owner shall include in all agreements of purchase and sale, and/or lease of Blocks in this Plan, a warning clause advising the purchaser/transferee that should these develop as a Vacant Land Condominium or in a form that may create a regulated drinking water system under O.Reg. 170/03, the Owner shall be responsible for meeting the requirements of the legislation.

If deemed a regulated system, there is potential the City of London could be ordered to operate this system in the future. As such, the system would be required to be constructed to City standards and requirements.



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- #21 The Owner shall not develop Lots in this Plan as identified on the accepted engineering drawings which provide connections to the temporary automatic flushing device, until such time as the temporary automatic flushing devices are removed, to the satisfaction of the City.

25.11 ROADWORKS

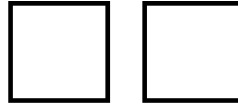
Remove Subsection 25.11 (b) and **replace** with the following:

- (b) The Owner shall construct or install all of the following required works to the specifications of the City and in accordance with the plans accepted by the City:
- (i) a fully serviced road connection where Jim Hebb Way in this Plan connects with Dyer Drive in Plan 33M-685, including all underground services and all related works as per the accepted engineering drawings;
 - (ii) a fully serviced road connection where Tokala Trail in this Plan connects with Tokala Trail in Plan 33M-685, including all underground services and all related works as per the accepted engineering drawings;
 - (iii) a fully serviced road connection where Henrica Avenue in this Plan connects with Tokala Trail in plan 33M-685, including all underground services and all related works as per the accepted engineering drawings;
 - (iv) a fully serviced road connection where Twilite Boulevard in this Plan connects with Hyde Park Road, including all underground services and all related works as per the accepted engineering drawings;
 - (v) installation of a watermain and all associated works on Hyde Park Road as per the accepted engineering drawings;
 - (vi) install temporary street lighting on Hyde Park Road at the intersection of Twilite Boulevard; and
 - (vii) construct left and right turn lanes on Hyde Park Road at Twilite Boulevard and regrading of the ditch on Hyde Park Road and all associated works as per the accepted engineering drawings.

The Owner shall complete all work on the said street(s) in accordance with current City standards, procedures and policies, and restore the road(s), and ensure that adequate precautions are taken to maintain vehicular and pedestrian traffic and existing water and sewer services at all times during construction, except as approved otherwise by the City Engineer. The Owner shall provide full-time supervision by its Professional Engineer for all works to be constructed on Tokala Trail, Dyer Drive and Hyde Park Road in accordance with current City policies. Upon completion of these works, a Certificate of Completion of Works is to be supplied to the City, pursuant to the General Provisions and **Schedule 'G'** of this Agreement.

The Owner shall complete the works specified above on a schedule acceptable to the City or as otherwise specified herein. Where the Owner is required to close any City of London road section the Owner shall have available for submission to the City a Traffic Protection Plan acceptable to the City Engineer (or his/her designate), a schedule of construction for the proposed works on the above-noted street(s) and a detail of the proposed timing and duration of the said works in accordance with the Ministry of Labour and Ministry of Transportation requirements within the Ontario Traffic Manual Book 7. Further, the Owner shall obtain a Permit for Approved Works from the City prior to commencing any construction on City land or right-of-way.

Where required by the City Engineer, the Owner shall establish and maintain a Traffic Management Plan (TMP) intended to harmonize a construction project's physical requirements with the operational requirements of the City, the transportation needs of the travelling public and access concerns of area property owners in conformity with City guidelines and to the satisfaction of the City Engineer for any construction activity that will



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occur on existing public roadways needed to provide services for this Plan of Subdivision. The Owner's contractor(s) shall undertake the work within the prescribed operational constraints of the TMP. The TMP shall be submitted by the Owner at the time of submission of servicing drawings for this Plan of Subdivision, and shall become a requirement of the said drawings.

Remove Subsection 25.11 (n) as there are no walkways in this Plan.

~~(n) Prior to the issuance of any Certificate of Conditional Approval, concrete sidewalks shall be constructed on all pedestrian walkways shown in this Plan in accordance with City Standard SR-7.0 and accepted design drawings and shall extend to the travelled portion of the streets connected by the walkway. Concrete drainage swales and chain link fence shall be provided in accordance with City standard SR-7.0 and accepted design drawings along both sides of such walkways for their entire length. Alternative concrete sidewalks with a flat cross-section, without swales, may be substituted upon approval of the City. Ornamental obstacle posts shall be provided in all walkways as required by the City.~~

Remove Subsection 25.11 (q) (iv) and **replace** with the following:

(q) Where traffic calming measures are required within this Plan:

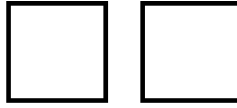
(iv) The Owner shall register against the title of all Lots and Blocks on Street 'A'/Twilite Boulevard and Tokala Trail in this Plan, and shall include in the Agreement of Purchase and Sale or Lease for the transfer of each of the said Lots and Blocks, a covenant by the purchaser or transferee stating the said owner shall locate the driveways to the said Lots and Blocks away from the traffic calming measures on the said streets, including traffic calming circles, raised intersections and splitter islands and speed cushions, to be installed as traffic control devices, to the satisfaction of the City Engineer.

Remove Subsection 25.11 (r) and **replace** with the following:

(r) The Owner shall direct all construction traffic including all trades related traffic associated with installation of services and construction of dwelling units in this Plan to access the site from Hyde Park Road or other routes as designated by the City Engineer.

Add the following new Special Provisions:

- #22 The Owner shall ensure access for Block 111 is through internal subdivision streets. Access is prohibited from Twilite Boulevard, Hyde Park Road and Tokala Trail, to the satisfaction of the City.
- #23 Prior to assumption, the Owner shall incorporate the gateway treatment for Twilite Boulevard into the Street Tree Planting plans, to the satisfaction of the City.
- #24 Prior to the issuance of any Certificate of Conditional Approval, the Owner shall install temporary street lighting at the intersection of Twilite Boulevard and Hyde Park road, to the satisfaction of the City, at no cost to the City.
- #25 The Owner shall construct the window streets in this Plan abutting the arterial roads in accordance with the accepted engineering drawings, to the satisfaction of the City Engineer and at no cost to the City.
- #26 The Owner shall provide sidewalk links from Henrica Avenue to the proposed sidewalks on Hyde Park Road in accordance with the City of London Window Street Standard Guidelines UCC-2M to the satisfaction of the City, at no cost to the City.
- #27 Prior to the issuance of any Certificate of Conditional Approval, the Owner shall construct left and right turn lanes on Hyde Park Road at Twilite Boulevard in accordance with the accepted engineering drawings, to the satisfaction of the City.
- #28 Prior to the issuance of any Certificate of Conditional Approval, temporary signs shall be installed and maintained on Twilite E



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location that indicate Future Roundabout Location, as identified on the accepted engineering drawings, to the satisfaction of the City Engineer.

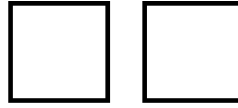
- #29 Prior to assumption or when required by the City Engineer, the Owner shall install the roundabout at Twilite Boulevard and Tokala Trail, including permanent signage and pavement marking in a location, to the satisfaction of the City Engineer.
- #30 Prior to the issuance of any Certificate of Conditional Approval, temporary signs shall be installed and maintain on Tokala Trail adjacent to Lots 91 and 92 that indicate Future Speed Cushion Location, as identified on the accepted engineering drawings, to the satisfaction of the City Engineer.
- #31 Prior to assumption or when required by the City Engineer, the Owner shall install the speed cushion on Tokala Trail between Lots 91 and 92, including permanent signage and pavement markings in the location as per the accepted engineering drawings, to the satisfaction of the City Engineer.
- #32 The Owner shall construct traffic calming measures along Tokala Trail as per the accepted engineering drawings, to the satisfaction of the City.
- #33 The Owner shall be required to make minor boulevard improvements on Hyde Park Road adjacent to this Plan, to the specifications of the City and at no cost to the City, consisting of clean-up, grading and sodding as necessary.
- #34 The Owner shall remove all existing accesses and restore all affected areas, all to the satisfaction of the City, at no cost to the City.

25.12 PARKS – Delete this section in its entirety as there is no parkland in this Phase.

- (a) ~~Within one (1) year of registration of this Plan or otherwise approved by the City, the Owner shall grade, service and seed all Park Blocks and Open Space Blocks, transferred to the City as part of the parkland dedication requirements, pursuant to current City Park development standards, to the satisfaction of City, and at no cost to the City.~~

~~Within (1) year of registration of this Plan, the Owner shall have its consultant provide a certificate that identifies that the Block has been rough graded as per the approved plan and receive City approval of rough grades prior to topsoil installation.~~
- (b) ~~Within one (1) year of registration of this Plan or otherwise approved by the City, the Owner shall install a 1.5 metre chain link fence, without gates, along the property limit interface of all private Lots and Blocks adjacent to any park and/or open space Blocks, in accordance with City Standard S.P.O. 4.8, to the satisfaction of the City, and at no cost to the City. Any alternative fencing arrangements shall be to the approval and the satisfaction of the City.~~

~~Within (1) year of registration of this Plan, the Owner shall have its consultant provide a certificate to the City Plan that identifies that the fencing has been installed as per the approved plan.~~
- (c) ~~The Owner shall not grade into any park or open space area. Where Lots abut lands zoned as open space, all grading of the developing Lots at the interface with the park or open space areas are to match grades to maintain existing slopes, topography and vegetation. In instances where this is not practical or desirable, any grading into the park or open space zones shall be to the satisfaction of the City.~~



File Number: 39T-11503
C. Smith / F. Gerrits

SCHEDULE “C”

This is Schedule “C” to the Subdivision Agreement dated this _____ day of _____, 2017, between The Corporation of the City of London and Foxhollow Developments (London) Inc. to which it is attached and forms a part.

SPECIAL WORKS AND SERVICES

Roadways

- Twilite Boulevard and Tokala Trail shall have a minimum road pavement width (excluding gutters) of 9.5 metres) with a minimum road allowance of 21.5 metres.
- Henrica Avenue (north and south legs), John Kenney Drive and Jim Hebb Way shall have a minimum road pavement width (excluding gutters) of 8.0 metres with a minimum road allowance of 20.0 metres.
- Frieda Way shall have a minimum road pavement width (excluding gutters) of 6.0 metres with a minimum road allowance of 18 metres
- Henrica Avenue (window street portion) shall have a minimum road pavement width (excluding gutters) of 8.0 metres with a minimum road allowance of 15.5 metres
- Twilite Boulevard, from Hyde Park Road to 45 metres east of Hyde Park Road shall have a minimum road pavement width (excluding gutters) of 11.0 metres with a minimum road allowance of 28.0 metres. The widened road on Twilite Boulevard shall be tapered back to the 9.5 metre road pavement width (excluding gutters) and 21.5 metre road allowance for this street, with 30 metre tapers in accordance with the accepted engineering drawings.

Sidewalks

A 1.5 metre sidewalk shall be constructed on both sides of Tokala Trail.

A 1.5 metre sidewalk shall be constructed on one side of the following:

- (i) Twilite Boulevard – north boulevard
- (ii) Henrica Avenue (north leg) – north boulevard
- (iii) Henrica Avenue (south leg) – south boulevard
- (iv) Frieda Way – south and east boulevard
- (v) John Kenney Drive – south boulevard
- (vi) Jim Hebb Way – east boulevard

A multi-use path shall be constructed on the south boulevard of Twilite Boulevard as per the accepted engineering drawings.

Pedestrian Walkways

There are no pedestrian walkways in this Plan.



File Number: 39T-11503
C. Smith / F. Gerrits

SCHEDULE “D”

This is Schedule "D" to the Subdivision Agreement dated this _____ day of _____, 2017, between The Corporation of the City of London and Foxhollow Developments (London) Inc. to which it is attached and forms a part.

Prior to the Approval Authority granting final approval of this Plan, the Owner shall transfer to the City, all external lands as prescribed herein. Furthermore, within thirty (30) days of registration of the Plan, the Owner shall further transfer all lands within this Plan to the City.

LANDS TO BE CONVEYED TO THE CITY OF LONDON:

0.3 metre (one foot) reserves:	Blocks 115, 116, 117, 118 and 119 – ADD RESERVE BLOCKS ON Twilite Boulevard
Road Widening (Dedicated on face of plan):	Block 114
Walkways:	NIL
5% Parkland Dedication:	Cash payment in lieu of the 5% parkland dedication pursuant to City of London By-law C.P.-9.
Dedication of land for Parks in excess of 5%:	NIL
Stormwater Management:	NIL

LANDS TO BE SET ASIDE FOR SCHOOL SITE:

School Site:	NIL
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LANDS TO BE HELD IN TRUST BY THE CITY:

Temporary access:	NIL
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File Number: 39T-11503
C. Smith / F. Gerrits

SCHEDULE “E”

This is Schedule “E” to the Subdivision Agreement dated this _____ day of _____, 2017, between The Corporation of the City of London and Foxhollow Developments (London) Inc. to which it is attached and forms a part.

The Owner shall supply the total value of security to the City is as follows:

CASH PORTION:	\$ 726,524
BALANCE PORTION:	<u>\$4,116,968</u>
TOTAL SECURITY REQUIRED	\$4,843,492

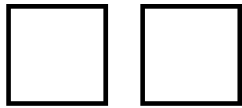
The Cash Portion shall be deposited with the City Treasurer prior to the execution of this agreement.

The Balance Portion shall be deposited with the City Treasurer prior to the City issuing any Certificate of Conditional Approval or the first building permit for any of the lots and blocks in this Plan of subdivision.

The Owner shall supply the security to the City in accordance with the City’s By-Law No. A-7146-255 and policy adopted by the City Council on July 27, 2014.

In accordance with Section 9 - Initial Construction of Services and Building Permits, the City may limit the issuance of building permits until the security requirements have been satisfied.

The above-noted security includes a statutory holdback calculated in accordance with the Provincial legislation, namely the CONSTRUCTION LIEN ACT, R.S.O. 1990.



File Number: 39T-11503
C. Smith / F. Gerrits

SCHEDULE “F”

This is Schedule “F” to the Subdivision Agreement dated this _____ day of _____, 2017, between The Corporation of the City of London and Foxhollow Developments (London) Inc. to which it is attached and forms a part.

Prior to the Approval Authority granting final approval of this Plan, the Owner shall transfer to the City, all external easements as prescribed herein. Furthermore, within thirty (30) days of registration of the Plan, the Owner shall further transfer all easements within this Plan to the City.

Multi-Purpose Easements:

- (a) Multi-purpose easements shall be deeded to the City in conjunction with this Plan, over lands external to this Plan, on an alignment and of sufficient width acceptable to the City Engineer as follows:
 - (i) For servicing stubs, DICB’s and associated works at the east limit of Twilite Boulevard and the north limit of Tokala Trail as per the accepted engineering drawings; and
 - (ii) For overland flow route to the existing woodlot as per the accepted engineering drawings at the east limit of Twilite Boulevard.



File Number: 39T-11503
C. Smith / F. Gerrits

Schedule “B”
Related Estimated Costs and Revenues

Agenda Item # Page #

Foxwoods Meadows Phase 2 - Foxwood Development (London) Inc.
Subdivision Agreement
39T-11503

Related Estimated Costs and Revenues

Estimated DC Funded Servicing Costs ^(Note 1)	Estimated Cost ^(Note 3) (excludes HST)
Claims for developer led construction from CSRF	
- Watermain oversizing (DC14-WD01001) ^(Note 4)	\$57,000
- Internal widening on Street 'A' at Hyde Park Road (DC14-RS00063)	\$20,045
- Engineering for Internal widening on Street 'A' at Hyde Park Road (DC14-RS00063)	\$3,000
- Channelization on Hyde Park Road at Street 'A' (DC14-RS00067)	\$236,698
- Engineering for Channelization on Hyde Park Road at Street 'A' (DC14-RS00067)	\$30,800
Claims for developer led construction from UWRF	
- None identified	\$0
Claims for City led construction from CSRF	
- None identified	\$0
TOTAL	\$347,543
Estimated Total DC Revenues ^(Note 2) (2017 Rates)	Estimated Revenue ^(Note 3)
CSRF	\$4,207,922
UWRF	\$378,859
TOTAL	\$4,586,781

1. Estimated Costs are based on approximations provided by the applicant and include engineering, construction and contingency costs without HST. Final claims will be determined based on actual costs incurred in conjunction with the terms of the final subdivision agreement and the applicable By-law.

2. Estimated Revenues are calculated using 2017 DC rates and may take many years to recover. The revenue estimates includes DC cost recovery for "soft services" (fire, police, parks and recreation facilities, library, growth studies). There is no comparative cost allocation in the Estimated Cost section of the report, so the reader should use caution in comparing the Cost with the Revenue section.

3. The revenues and costs in the table above are not directly comparable. The City employs a "citywide" approach to recovery of costs of growth and any conclusions based on a comparison of the Estimated DC Funded Servicing Costs and Estimated Total DC Revenues (above table) should be used cautiously.

4. Extent of watermain oversizing may be reduced through review of additional water system modelling requested during the drawing submission stage of the subdivision approval.

Reviewed by:

Nov 9 / 2017
Date

Matt Feldberg
Manager, Development Services (Subdivisions)

November 9, 2017
Date

Paul Yeoman
Director, Development Finance



File Number: 39T-11503
C. Smith / F. Gerrits

Schedule “C”
SOURCE OF FINANCING

#17204 November 20, 2017 (39T-11503)						
RE: Subdivision Special Provisions - Foxwood Subdivision Foxwood Developments (London) Inc. Capital Budget Project No. TS1651 - Minor Roadworks-Channelization (Subledger 2417598) Capital Budget Project No. TS1371 - Road Class Oversizing City Share (Subledger 2417594) Capital Budget Project No. EW3818 - Watermain Internal Oversizing Subsidy (Subledger 2417593)						
FINANCE & CORPORATE SERVICES REPORT ON THE SOURCES OF FINANCING: Finance & Corporate Services confirms that a portion of these works can be accommodated within the Capital Works Budget, and that the Minor Roadworks Channelization Project TS1651 can be accommodated with a drawdown from the City Services - Road Levies Reserve Fund, and that subject to the adoption of the recommendations of the Managing Director, Development and Compliance and Chief Building Official and the Manager, Development Planning, the detailed source of financing is:						
ESTIMATED EXPENDITURES	Approved Budget	Additional Funding/ Adjustment	Revised Budget	Committed To Date	This Submission	Balance for Future Work
TS1651 - Minor Roadworks-Channelization	3)					
Engineering	\$85,540	\$140,962	\$226,502	\$195,460	\$31,342	\$0
Construction	477,314	1,358,063	1,835,317	1,596,453	240,864	0
	563,154	1,498,965	2,062,119	1,789,913	272,206	0
TS1371-Road Class Oversizing City Share						
Engineering	\$2,001	\$3,053	\$5,054	\$2,001	\$3,053	\$0
Construction	397,999	(3,053)	394,946	20,412	20,398	354,136
	400,000	0	400,000	22,413	23,451	354,136
EW3818-Watermain Internal Oversizing						
Construction	\$450,000		\$450,000	\$379,149	\$58,003	\$12,852
NET ESTIMATED EXPENDITURES	\$1,413,154	\$1,498,965	\$2,912,119	\$2,191,471	\$353,660 1)	\$366,988
SOURCE OF FINANCING						
TS1651 - Minor Roadworks-Channelization						
Capital Levy	\$28,419		\$28,419	\$19,056	\$9,363	\$0
Drawdown from City Services - Road Levies Reserve Fund (Development Charges)	534,735 2) & 3)	1,408,965	2,033,700	1,770,857	262,843	0
	563,154	1,408,965	2,062,119	1,789,913	272,206	0
TS1371-Road Class Oversizing City Share						
Capital Levy	\$4,400		\$4,400	\$829	\$868	\$2,703
Drawdown from Industrial Oversizing R.F.	10,400		10,400			10,400
Drawdown from City Services - Road Levies Reserve Fund (Development Charges)	385,200 2)		385,200	21,584	22,583	341,033
	400,000	0	400,000	22,413	23,451	354,136
EW3818-Watermain Internal Oversizing						
Drawdown from Industrial Oversizing Water R.F.	\$1,700		\$1,700	\$1,700	\$0	\$0
Drawdown from City Services - Water Reserve Fund (Development Charges)	448,300 2)		448,300	377,445	\$58,003	12,852
	450,000	0	450,000	379,145	\$8,003	12,852
TOTAL FINANCING	\$1,413,154	\$1,498,965	\$2,912,119	\$2,191,471	\$353,660	\$366,988
1) Financial Note - Construction						
Contract Price	TS1651	TS1371	EW3818	Total		
	\$236,098	\$20,045	\$57,000	\$313,143		
Add: HST @13%	30,771	2,606	7,410	\$40,787		
Total Contract Price including Taxes	267,469	22,651	64,410	\$354,530		
Less: HST Rebate	26,655	2,253	6,407	\$35,315		
Net Contract Price	\$240,864	\$20,398	\$58,003	\$319,265		
Financial Note - Engineering						
Contract Price	TS1651	TS1371		Total		
	\$30,800	\$3,000		\$33,800		
Add: HST @13%	4,004	390		\$4,394		
Total Contract Price including Taxes	34,804	3,390		\$38,194		
Less: HST Rebate	3,462	337		\$3,799		
Net Contract Price	\$31,342	\$3,053		\$34,395		
Total - Construction and Engineering	\$272,206	\$23,451	\$58,003	\$353,660		
2) Development charges have been utilized in accordance with the underlying legislation and the Development Charges Background Studies completed in 2014.						
3) The additional funding requirement of \$1,498,965 is available as a drawdown from the City Services - Roads Levies Reserve Fund. Committed to date includes claims for DC eligible works included with approved development agreements that may take many years to come forward. The 2014 DC Study identified a 20 year program for minor roadworks – channelization (DC14-RS00067/TS1651) with a total projected growth need of \$2,475,000. The total funding is allocated to the capital budget proportionately by year across the 20 year period. If the total commitments exceed the accumulated capital budget, funding is brought forward from future years allocations from the DC reserve fund, matching when claims are more likely to occur. The DC funded programs are closely monitored and Council will be apprised of pressure on budgets through the annual DC Monitoring process.						

ms

Jason Senese
Manager of Financial Planning & Policy



File Number: 39T-14503
L. Mottram / F. Gerrits

TO:	CHAIR AND MEMBERS PLANNING AND ENVIRONMENT COMMITTEE
FROM:	GEORGE KOTSIFAS, P. ENG. MANAGING DIRECTOR, DEVELOPMENT AND COMPLIANCE SERVICES AND CHIEF BUILDING OFFICIAL
SUBJECT	SUBDIVISION SPECIAL PROVISIONS APPLICANT: SIFTON PROPERTY LIMITED WEST 5 SUBDIVISION – PHASE 2, STAGE 1 39T-14503 MEETING ON NOVEMBER 20, 2017

RECOMMENDATION

That, on the recommendation of the Manager, Development Planning, the following actions be taken with respect to entering into a Subdivision Agreement between The Corporation of the City of London and Sifton Properties Limited for the subdivision of land over Part of Lots 50 and 51, Concession B, (Geographic Township of Westminster), City of London, County of Middlesex, situated on the north side of Oxford Street West, east of Westdel Bourne, all south of Shore Road, municipally known as 1080 Westdel Bourne;

- (a)

the Special Provisions, to be contained in a Subdivision Agreement between The Corporation of the City of London and Sifton Properties Limited for the West 5 Subdivision, Phase 2, Stage 1 (39T-14503) attached as Schedule “A”, **BE APPROVED**;
- (b)

the applicant **BE ADVISED** that Development Finance has summarized the claims and revenues attached as Schedule “B”,
- (c)

the financing for this project **BE APPROVED** as set out in the Source of Financing Report attached as Schedule “C”; and
- (d)

the Mayor and the City Clerk **BE AUTHORIZED** to execute this Agreement, any amending agreements and all documents required to fulfill its conditions.

BACKGROUND

Draft plan approval with conditions was granted for the Sifton West 5 lands on January 8, 2016. The draft plan consists of a number of multi-family, medium density residential, multi-family high density residential, and mixed use development blocks. Pubic roads in the draft plan consist of a Primary Collector (Riverbend Road) and two local streets (The Linkway and Logans Run).

Phase 1 was registered on October 20, 2016 as Plan 33M-706 consisting of one block for an 87 unit townhouse and stacked townhouse development. This phase (Phase 2 – Stage 1) represents the westerly half of the Sifton West Five development lands. The proposed plan also includes the completion of Riverbend Road from Shore Road to Oxford Street West, and The Linkway from Riverbend Road to Westdel Bourne.

This subdivision shall be registered in one (1) phase, consisting of one (1) medium density block, one (1) commercial / mixed use block, and one (1) private park block, along with several 0.3 metre reserves.

Development Services has reviewed these special provisions with the Owner who is in agreement with them.



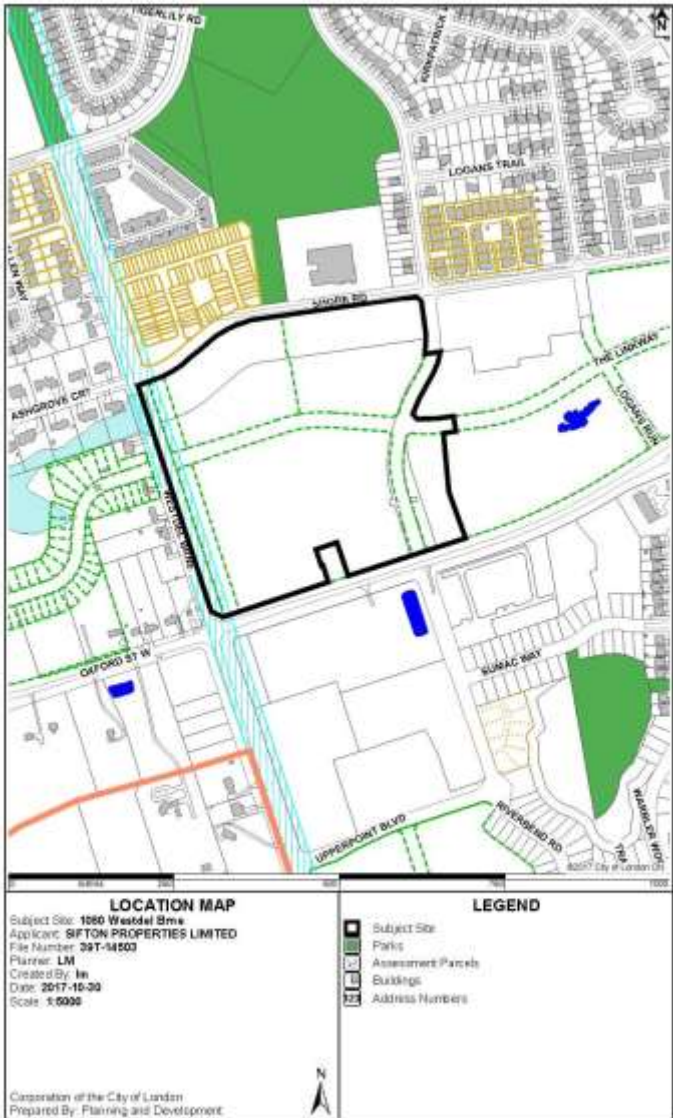
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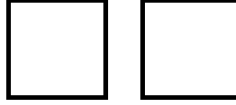
This report has been prepared in consultation with the City’s Solicitors Office.

The anticipated reimbursements from the Development Charge Reserve Funds are:

- (i) for the construction of eligible watermains in conjunction with this Plan, subsidized at an estimated cost of which is \$30,600, excluding HST, as per the accepted work plan.
- (ii) for engineering fees and the construction of left turn and right turn channelization on Oxford Street at Riverbend Road and for the construction of left turn and right turn channelization on Westdel Bourne at The Linkway, the estimated cost of which is \$174,837, excluding HST, as per the accepted work plan;
- (iii) for engineering fees and the construction of a concrete sidewalk/multi-use trail across the frontage of this Plan with Oxford Street West and Westdel Bourne, the estimated cost of which is \$174,289, as per the accepted work plan;
- (iv) for engineering fees and the construction of street lights on Oxford Street West and Westdel Bourne across the frontage of this Plan, the estimated cost of which is \$496,484, as per the accepted work plan;
- (v) for engineering fees and the construction of pavement widening on The Linkway at Westdel Bourne and on Riverbend Road at Oxford Street West consistent with the City’s claims where a secondary collector is widened at a primary collector or an arterial road, the estimated cost of which is \$8,735, excluding HST, as per the accepted work plan; and

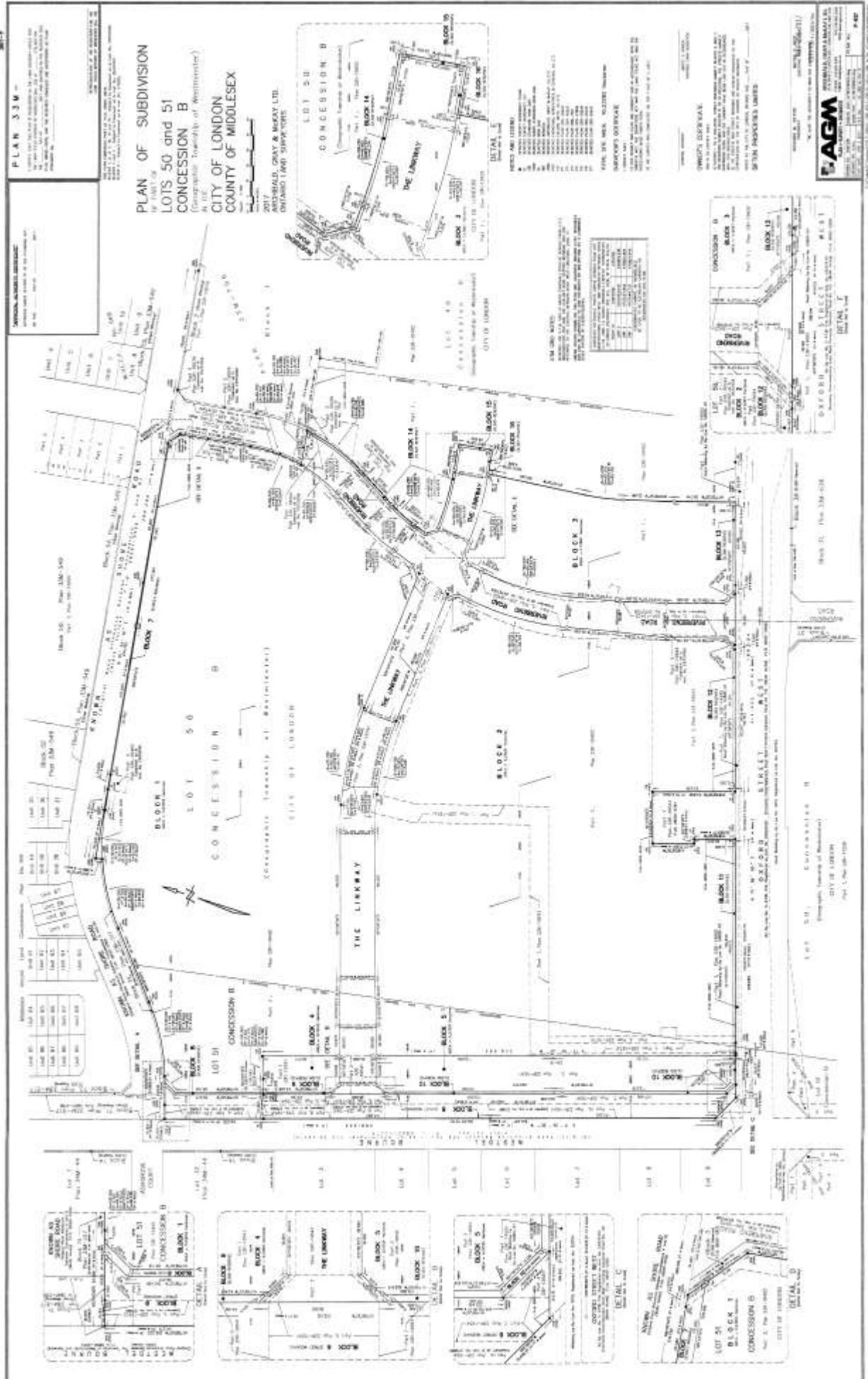
LOCATION MAP





File Number: 39T-14503
L. Mottram / F. Gerrits

SUBDIVISION PLAN





File Number: 39T-14503
L. Mottram / F. Gerrits

RECOMMENDED BY/PREPARED BY:	REVIEWED BY/RECOMMENDED BY
Larry Mottram, MCIP, RPP Senior Planner, Development Services (Subdivision)	Lou Pompilii MPA RPP Manager, Development Planning
REVIEWED BY:	CONCURRED IN BY:
Matt Feldberg Manager, Development Services (Subdivision)	Paul Yeoman, RPP, PLE Director, Development Services
SUBMITTED BY:	
George Kotsifas, P.ENG Managing Director, Development and Compliance Services and Chief Building Official	

LM/fg
Attach.
November 10, 2017



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L. Mottram / F. Gerrits

Schedule “A”
SPECIAL PROVISIONS

5. STANDARD OF WORK

Remove Subsection 5.7 as there are no rear yard catchbasins.

~~5.7 The Owner shall provide minimum side yard setbacks as specified by the City for buildings which are adjacent to rear yard catch basin leads which are not covered by an easement on Lots in this Plan.~~

~~The Owner shall register against the title of Lots which incorporate rear yard catchbasins, which includes Lots in this Plan and all other affected Lots shown on the accepted plans and drawings, and shall include this information in the Agreement of Purchase and Sale or Lease for the transfer of each of the affected Lots, a covenant by the purchaser or transferee to observe and comply with the minimum building setbacks and associated underside of footing (U.S.F.) elevations, by not constructing any structure within the setback areas, and not disturbing the catchbasin and catchbasin lead located in the setback areas. This protects these catchbasins and catchbasin leads from damage or adverse effects during and after construction. The minimum building setbacks from these works and associated underside of footing (U.S.F.) elevations have been established as indicated on the subdivision lot grading plan, attached hereto as Schedule “I” and on the servicing drawings accepted by the City Engineer.~~

16. PROPOSED SCHOOL SITES

Remove Subsection 16.3 to 16.9 as there are no school blocks within this Plan.

~~16.3 The Owner shall set aside an area or areas (being Block(s)) as a site or sites for school purposes to be held subject to the rights and requirements of any School Board having jurisdiction in the area.~~

~~16.4 The School Boards shall have the right, expiring three (3) years from the later of the date on which servicing of the relevant site is completed to the satisfaction of the City or the date on which seventy percent (70%) of the Lots in the subdivision have had building permits issued, to purchase the site and may exercise the right by giving notice to the Owner and the City as provided elsewhere in this Agreement and the transaction of purchase and sale shall be completed no later than two (2) years from the date of giving notice.~~

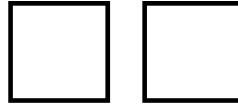
~~16.5 The School Boards may waive the right to purchase by giving notice to the Owner and the City as provided elsewhere in this Agreement.~~

~~16.6 Where all School Boards have waived the right to purchase, the City shall then have the right for a period of two (2) years from the date on which the right to purchase by the School Board has expired or has been was waived as the case may be, to purchase the site for municipal purposes and may exercise the right by giving notice to the Owner as provided elsewhere in this Agreement and the transaction of purchase and sale shall be completed no later than sixty (60) days from the date of giving notice.~~

~~16.7 The Owner agrees that the school blocks shall be:~~

- (a) graded to a one percent (1%) grade or grades satisfactory to the City, the timing for undertaking the said works shall be established by the City prior to the registration of the Plan; and
- (b) top soiled and seeded to the satisfaction of the City, the timing for undertaking the said works to be established prior to assumption of the subdivision by the City.

~~16.8 Where the Owner has been required to improve the site by grading, top soil and seeding, the responsibility of the Owner for th~~ - 114- ~~nance of the site shall cease upon completion~~



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L. Mottram / F. Gerrits

~~by the Owner of his obligations under this Agreement.~~

~~16.9 If and when the City purchases the site, the City may establish a policy with respect to the ultimate use or disposition of the site.~~

25.1 STANDARD REQUIREMENTS

Remove Subsection 25.1 (h) as there are no walkways in this Plan.

~~i) Prior to the issuance of a Certificate of Conditional Approval, or as otherwise agreed to by the City, the Owner shall construct a chain link fence without gates, adjacent to the walkway(s) (Block(s) _____) in accordance with City Standard No. SR-7.0.~~

Add the following new Special Provisions:

#1 The Owner shall make all necessary arrangements with any required owner(s) to have any existing easement(s) in this Plan quit claimed to the satisfaction of the City and at no cost to the City. The Owner shall protect any existing municipal or private services in the said easement(s) until such time as they are removed and replaced with appropriate municipal and/or private services at no cost to the City.

Following the removal of any existing municipal or private services from the said easement and the appropriate municipal services and/or private services are installed and operational, the Owner shall make all necessary arrangements to have any section(s) of easement(s) in this Plan, quit claimed to the satisfaction of the City, at no cost to the City.

#2 Prior to assumption of this subdivision in whole or in part by the City, and as a condition of such assumption, the Owner shall pay to the City Treasurer the following amounts as set out or as calculated by the City, or portions thereof as the City may from time to time determine:

(i) For the removal of the temporary turning circle on The Linkway outside this Plan, an amount of \$5,000.

#3 The Owner shall submit confirmation that they have complied with any requirements of Union Gas Limited with regards to buffers/setbacks from the high pressure gas pipeline easement over lands located along the east side of Westdel Bourne, to the satisfaction of the City. The Owner shall not excavate, drill, install, erect, or permit to be excavated, drilled, installed or erected in, on, over or through the said lands any pit, well foundation, pavement, building or other structure or installation without first obtaining prior written approval from Union Gas Limited.

25.2 CLAIMS

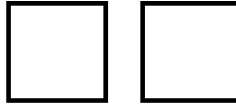
Remove Subsection 25.2 (b) and **replace** with the following:

(b) If the Owner alleges an entitlement to any reimbursement or payment from a Development Charge Reserve Fund as a result of the terms hereof, the Owner may, upon approval of this Agreement and completion of the works, make application to the Director – Development Finance for payment of the sum alleged to be owing, and as confirmed by the City Engineer (or designate) and the Director – Development Finance and the payment will be made pursuant to any policy established by Council to govern the administration of the said Development Charge Reserve Fund.

The anticipated reimbursements from the Development Charge Reserve Funds are:

(i) for the construction of eligible watermains in conjunction with this Plan, subsidized at an estimated cost of which is \$30,600, excluding HST, as per the accepted work plan.

(ii) for the construction of left turn and right turn channelization on Oxford Street at Riverbend Road and for the construction of left turn and right turn channelization on Westdel Bourne at The Linkway, the estimated cost of which is \$152,032, excluding HST, as per the accepted work plan.



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- (iii) for the engineering fees for the construction of the left and right turn lane channelization on Oxford Street West and Westdel Bourne, the estimated cost of which is \$22,805, excluding HST, as per the accepted work plan;
- (iv) for the construction of a concrete sidewalk/multi-use trail across the frontage of this Plan with Oxford Street West and Westdel Bourne, the estimated cost of which is \$151,556, as per the accepted work plan;
- (v) for the engineering fees for the construction of the concrete sidewalk/multi-use trail on Oxford Street West and Westdel Bourne, the estimated cost of which is \$22,733, excluding HST, as per the accepted work plan;
- (vi) for the installation of street lights on Oxford Street West and Westdel Bourne across the frontage of this Plan, the estimated cost of which is \$431,725, as per the accepted work plan;
- (vii) for the engineering fees for the installation of street lighting on Oxford Street West and Westdel Bourne, the estimated cost of which is \$64,759, excluding HST, as per the accepted work plan;
- (viii) for the construction of pavement widening on The Linkway at Westdel Bourne and on Riverbend Road at Oxford Street West consistent with the City's standard practice of paying claims where a secondary collector is widened at a primary collector or an arterial road, the estimated cost of which is \$7,596, excluding HST, as per the accepted work plan; and
- (ix) for the engineering fees for the construction of pavement widening on The Linkway at Westdel Bourne and on Riverbend Road at Oxford Street West, the estimated cost of which is \$1,139, excluding HST, as per the accepted work plan;

The estimated amounts herein will be adjusted in accordance with contract prices in the year in which the work is carried out.

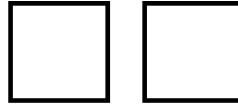
Funds needed to pay the above claims will be committed (on a subdivision by subdivision basis) from approved capital budgets at the time of approval of this agreement, unless funds in approved capital budgets are insufficient to accommodate commitment to the full extent of the estimated claims. In this case (ie. insufficient capital budget), the excess of the estimated claim over the approved budget shall be submitted for Council approval in the next following budget year.

Claims approvals shall generally not materially exceed approved and committed funding in the capital budget for the estimated claims listed in this agreement.

Any funds spent by the Owner pending future budget approval (as in the case of insufficient capital budget described above), shall be at the sole risk of the Owner pending Council approval of sufficient capital funds to pay the entire claim.

Add the following new Special Provisions:

- #3 Where the proposed development calls for the construction of works, and where the Owner is of the opinion that such works are eligible to be funded in whole or in part from development charges as defined in the DC By-law, and further, where such works are not oversized pipe works (sanitary, storm or water – the reimbursement of which is provided for in subsidy tables in the DC By-law), then the Owner shall submit through their consulting engineer an engineering work plan for the proposed works satisfactory to the City Engineer (or designate) and City Treasurer (or designate). The Owner acknowledges that:
- i) no work subject to a work plan shall be reimbursable until both the City Engineer (or designate) and City Treasurer (or designate) have reviewed and approved the proposed work plan; and



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- ii) in light of the funding source and the City's responsibility to administer Development Charge Funds collected, the City retains the right to request proposals for the work from an alternative consulting engineer.
- #4 The following works required by this subdivision shall be subject to a work plan:
- i) channelization on Oxford Street West and Westdel Bourne;
 - ii) street lights on Oxford Street West and Westdel Bourne;
 - iii) multi-use trail on Oxford Street West;
 - iv) sidewalk on Westdel Bourne, and
 - v) internal widening on The Linkway and on Riverbend Road.
- #5 The Owner shall provide full-time supervision by its Professional Engineer for all claimable works to be constructed in accordance with current City policies. Upon completion of these claimable works, a Certificate of Completion of Works is to be supplied to the City pursuant to the General Provisions and Schedule 'G' of this Agreement.
- #6 The Owner shall ensure that the City is formally invited to all construction site/progress meetings related to the claimable works associated with this Plan, including but not limited to providing a minimum of two weeks notice of meetings and copies of all agenda and minutes as appropriate, all to the satisfaction of the City.
- #7 The Owner shall review and seek approval from the City for any proposed use of construction contingency that relate to claimable works outlined in the work plan prior to authorizing works.

25.6 GRADING REQUIREMENTS

Add the following new Special Provisions:

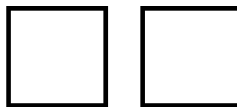
- #8 Within one (1) of registration of this Plan, the Owner shall grade the portions of Blocks 1, 2 and 3, which have a common property line with Westdel Bourne and Oxford Street West, respectively, to blend with the ultimate profile of Westdel Bourne and Oxford Street West, in accordance with the City standards and at no cost to the City.

The Owner shall direct its Professional Engineer to establish and have accepted by the City Engineer the grades to be taken as the future centreline grades of Oxford Street West and Westdel Bourne. From these, the Owner's Professional Engineer shall determine the elevations along the common property line which will blend with the reconstructed road. These elevations shall be shown on the subdivision Lot Grading Plan submitted for acceptance by the City.

25.7 STORM WATER MANAGEMENT

Remove Subsection 25.7 (a) and **replace** with the following:

- (a) The Owner shall have its Professional Engineer supervise the construction of the stormwater servicing works, including any temporary works, in compliance with the drawings accepted by the City Engineer, and according to the recommendations and requirements of the following, all to the satisfaction of the City Engineer:
 - i) the SWM criteria and environmental targets for the Downstream Thames Subwatershed Study and any addendums/amendments;
 - ii) the Municipal Class Environmental Study Report – Schedule 'C' – Storm/Drainage and Stormwater Management, Transportation and Sanitary Trunk Servicing Works for Tributary 'C', Downstream Thames Subwatershed (AECOM, December 2013);
 - iii) the Functional Design of the Tributary 'C' Storm Drainage and Stormwater Management Servicing Works Downstream Thames River Subwatershed Report (Matrix Solutions Inc., August 2015) for the subject lands;



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- iv) the City's Design Requirements for Permanent Private Stormwater Systems approved by City Council and effective as of January 1, 2012. The stormwater requirements for PPS for all medium/high density residential, institutional, commercial and industrial development sites are contained in this document, which may include but not be limited to quantity/quality control, erosion, stream morphology, etc.
- v) the Stormwater Letter/Report of Confirmation for the subject development prepared and accepted in accordance with the file manager process;
- vi) the City's Waste Discharge and Drainage By-laws, lot grading standards, policies, requirements and practices;
- vii) the City of London Design Specifications and Requirements Manual, as revised;
- viii) the Ministry of the Environment and Climate Change (MOECC) SWM Practices Planning and Design Manual (2003); and
- ix) applicable Acts, Policies, Guidelines, Standards and Requirements of all required approval agencies.

Add the following new Special Provisions:

- #9 Prior to the issuance of any Certificate of Conditional Approval for Blocks in this Plan, all storm/drainage and SWM related works to serve this Plan, including the Regional Tributary 'C' SWM Facility 'A', interim SWM Facility 'A' and Facility 'G' must be constructed and operational in accordance with the Municipal Class Environmental Study Report – Schedule 'C' – Storm/Drainage and Stormwater Management, Transportation and Sanitary Trunk Servicing Works for Tributary 'C', Downstream Thames Subwatershed (AECOM December 2013), all to the satisfaction of the City Engineer.
- #10 The Owner acknowledges that the timing for construction of the Regional Tributary 'C' SWM Facilities 'G', 'A', 'F' and Interim 'A' shall be in accordance with the Design and Construction of Stormwater Management Facilities, Policies and processes identified in Appendix 'B-1' and 'B-2' Stormwater Management Facility "Just in Time" Design and Construction Process adopted by Council on July 30, 2013 as part of the Development Charges Policy Review: Major Policies Covering Report.
- #11 The Owner shall decommission and/or remove all temporary storm channels and servicing installed within the proposed draft Plan of Subdivision when warranted, all to the satisfaction of the City Engineer and at no cost to the City.
- #12 The Owner acknowledges that the City, in accordance with the City's current Growth Management Implementation Strategy (GMIS) is constructing the Stormwater Management Facilities. The Owner shall co-operate and co-ordinate with the City, as necessary, to complete the project, including providing access to their lands and easements as necessary.
- #13 Prior to the issuance of any Certificate of Conditional Approval for this Plan or as otherwise determined by the City Engineer, the Owner shall ensure that the splitter chamber located on Riverbend Road on the south side of Oxford Street West within the Registered Plan 33M-638 and all associated outlet systems to the proposed SWM Facilities shall be constructed and be deemed functional and operational as per the Storm/Drainage and Stormwater Management, Transportation and Sanitary Trunk Servicing Works for Tributary 'C', Downstream Thames Subwatershed Municipal Class EA and the accepted Functional Design Report currently being prepared by Matrix Solution, all to the satisfaction of the City Engineer, and at no cost to the City. Should the splitter chamber not be constructed on Riverbend Road as part of Plan 33M-638, the Owner shall make arrangements with the Owner of Plan 33M-638 to construct this splitter chamber, to the satisfaction of the City Engineer, at no cost to the City.
- #14 The Owner shall provide the winter maintenance operations protocol for all proposed road infrastructures within this Plan that have the potential to directly impact the Tributary 'C' environmentally sensitive area(s), all to the specifications and satisfaction of the City Engineer.



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25.8 SANITARY AND STORM SEWERS

Remove Subsection 25.8 (c) and **replace** with the following:

- (c) The Owner shall construct the storm sewers to service the Lots and Blocks in this Plan, which is located in the Downstream Thames Subwatershed, and connect them via the proposed Stormwater Management Facility 'G' within the Tributary 'C' Functional design area and the existing Mews SWM Facility via the internal storm sewer servicing for this Plan of Subdivision and the proposed storm sewer on Westdel Bourne Road (to be constructed by the City of London) and the existing external 1350 mm diameter storm sewer outlets on Shore Road.

The storm sewers required in conjunction with this Plan shall be sized to accommodate all upstream lands to the specifications of the City Engineer and at no cost to the City unless otherwise specified herein.

Remove Subsection 25.8 (e) as there are no park/school blocks in this Plan.

- ~~(e) Where required, storm and sanitary sewer easements on park/school blocks shall be to the satisfaction of the City and the appropriate school board. Maintenance access requirements shall be provided to the satisfaction of the City Engineer.~~

Remove Subsection 25.8 (j) as this is not applicable.

- ~~(j) The Owner shall register on title of Block [redacted] in this Plan and include in the Purchase and Sale Agreement, a covenant that the owner of Block [redacted] in this Plan shall be responsible for installing a sanitary private drain connection, at the owner's expense, from the said block to the proposed municipal sanitary sewer to the (North, South, East, West) of this Block in City owned lands [redacted] described [redacted], or an alternative sanitary outlet, to the satisfaction of the City Engineer, at no cost to the City, should the said block not be developed in conjunction with or serviced through other lands to the east of this block intended to be jointly developed as a school.~~

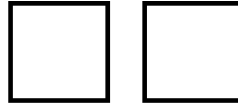
Remove Subsection 25.8 (o) and **replace** with the following:

- (o) The Owner shall construct the sanitary sewers to service the Lots and Blocks in this Plan and connect them to the City's existing sanitary sewage system being the 300 mm diameter sanitary sewer on Riverbend Road.

The sanitary sewers required in conjunction with this Plan shall be sized to accommodate all upstream lands, to the specifications and satisfaction of the City Engineer and at no cost to the City unless otherwise specified herein.

Add the following new Special Provisions:

- #15 Prior to the issuance of a Certificate of Conditional Approval, the Owner shall construct a municipal storm sewer traversing Block 1 in this Plan and transfer the necessary easements, as shown on the accepted engineering drawings, to the satisfaction of the City.
- #16 The Owner shall include in the Agreement of Purchase and Sale or Lease and in the transfer of deed for Block 1 affected by the proposed storm sewer and easement in this Plan, a covenant by the purchaser or transferee stating that the purchaser or transferee of the said Block to observe and comply with the City easements and sewer services needed for the servicing of this Plan. No landscaping vehicular access, parking access, works or other features shall interfere with the above-noted municipal maintenance accesses, servicing, grading or drainage that services these lands.
- #17 The Owner shall include in the agreement of purchase and sale for the transfer of Blocks 1, 2 and 3, inclusive, in this Plan, a covenant by the purchaser or transferee stating that the purchaser or transferee of the Blocks may be required to construct sewage sampling manholes, built to City standards in accordance with the City's Waste Discharge By-law No. WM-2, as amended, regulating the -119- of sewage into public sewage systems. If



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required, the sewage sampling manholes shall be installed on both storm and sanitary private drain connections, and shall be located wholly on private property, as close as possible to the street line, or as approved otherwise by the City Engineer.

- #18 The Owner shall remove the temporary Ditch Inlet Catchbasins (DICBs), etc. and the existing easements at the north limit of Riverbend Road within this Plan and constructed as part of Phase 1 and on Block 1 in this Plan and these easements may be quit claimed, all to the satisfaction and specifications of the City Engineer and at no cost to the City.
- #19 Prior to the issuance of any Certificate of Conditional Approval, the Owner shall construct new services and make adjustments to the existing works and services on Westdel Bourne and Oxford Street West, adjacent to this Plan to accommodate the proposed works and services on this street to accommodate the lots in this Plan fronting this street (eg. private services, street light poles, traffic calming, etc.) in accordance with the approved design criteria and accepted drawings, all to the satisfaction of the City Engineer, at no cost to the City.
- #20 Prior to the issuance of any Certificate of Conditional Approval, the Owner shall remove the existing storm sewer and headwall located on Block 2 in this Plan as per the accepted engineering drawings, to the satisfaction of the City Engineer, at no cost to the City.

25.9 WATER SERVICING

Remove Subsection 25.9 (d) and **replace** with the following:

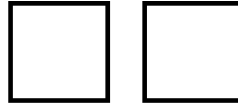
- (d) Prior to the issuance of any Certificates of Conditional Approval, the Owner shall install and commission the accepted water quality measures required to maintain water quality within the water distribution system during build-out, all to the satisfaction of the City Engineer, at no cost to the City. The measures which are necessary to meet water quality requirements, including their respective flow settings, etc. shall be shown clearly on the engineering drawings.

Remove Subsection 25.9 (h) and **replace** with the following:

- (h) Prior to the issuance of any Certificates of Conditional Approval, and in accordance with City standards, or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of water service to this Plan of Subdivision:
 - (i) construct watermains to serve this Plan and connect them to the existing low-level municipal system, namely, the existing 600 mm diameter watermain on Westdel Bourne and the existing 600 mm diameter watermain on Shore Road;
 - (ii) remove and realign a portion of the existing watermain on Riverbend Road as shown on the accepted engineering drawings, to the satisfaction of the City Engineer;
 - (iii) deliver confirmation that the watermain system has been looped to the satisfaction of the City Engineer when development is proposed to proceed beyond 80 units; and
 - (iv) have their consulting engineer confirm to the City that the watermain system has been constructed, is operational, and is looped from the watermain on Westdel Bourne through this Plan via The Linkway and Riverbend Road to Shore Road.

Add the following new Special Provisions:

- #21 The Owner shall ensure that implemented water quality measures remain in place until there is sufficient occupancy demand to maintain water quality within the Plan of Subdivision without their use. The Owner is responsible to meter and pay the billed costs associated with any automatic flushing devices including water discharged from any device from the time of their installation until removal/assumption. Any incidental and/or ongoing maintenance of the automatic flushing devices is/are the responsibility of the Owner.
- #22 The Owner shall ensure that the limits of any request for Conditional Approval conform to the phasing plan as set-out in the accepted water servicing design study and shall include the implementation of the interim water quality measures. In the event the requested



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Conditional Approval limits differ from the phasing as set out in the accepted design study, and the watermain is not installed to the phase limits, the Owner would be required to submit revised plan and hydraulic modeling as necessary to address water quality.

- #23 The Owner acknowledges the available fire flows for development Blocks within this Plan of Subdivision have been established through the subdivision water servicing design study titled West 5 Subdivision Water Servicing Report dated March 1, 2017 as prepared by Stantec Consulting Ltd., as follows:

- Blocks 1, 2 and 3 @ 151 litres per second

Future development of these Blocks shall be in keeping with the established fire flows in order to ensure adequate fire protection is available.

- #24 The Owner shall service all Blocks in this Plan of Subdivision off of The Linkway and Riverbend Road, to the satisfaction of the City Engineer.

- #25 The Owner shall have the existing 300 mm diameter watermain, internal to this Plan, constructed along Riverbend Road from Shore Road to the site development on Block 2, inspected and assumed as part of this Plan of Subdivision, complete with the required engineer certifications, submission of a Certificate of Completion of Works and as-constructed record drawings, all to the satisfaction of the City Engineer.

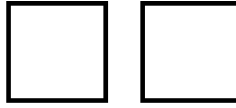
- #26 With respect to the proposed blocks, the Owner shall include in all agreements of purchase and sale, and/or lease of Blocks in this Plan, a warning clause advising the purchaser/transferee that should these develop as a Vacant Land Condominium or in a form that may create a regulated drinking water system under O.Reg. 170/03, the Owner shall be responsible for meeting the requirements of the legislation.

If deemed a regulated system, there is potential the City of London could be ordered to operate this system in the future. As such, the system would be required to be constructed to City standards and requirements.

25.11 ROADWORKS

Remove Subsection 25.11 (b) and **replace** with the following:

- (b) The Owner shall construct or install all of the following required works to the specifications of the City and in accordance with the plans accepted by the City:
- (i) a fully serviced road connection where Riverbend Road in this Plan connects with Riverbend Road in Plan 33M-706, including all underground services and all related works as per the accepted engineering drawings;
 - (ii) a fully serviced road connection where Riverbend Road in this Plan connects with Oxford Street West, including all underground services and all related work as per the accepted engineering drawings;
 - (iii) a fully serviced road connection where The Linkway in this Plan joins with The Linkway in **Plan 33R-_____**, including all underground services and all related works as per the accepted engineering drawings;
 - (iv) a fully serviced road connection where The Linkway on **Part __, 33R-_____** joins with Westdel Bourne, including all underground services and all related works as per the accepted engineering drawings;
 - (v) the construction of left and right turn lanes on Westdel Bourne at The Linkway and all associated works as per the accepted engineering drawings;
 - (vi) the construction of left and right turn lanes on Oxford Street West at Riverbend Road and all associated works as per the accepted engineering drawings;
 - (vii) construction of a sidewalk and street lights on Westdel Bourne fronting this Plan, including all associated work **-121-** the accepted engineering drawings;



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- (viii) construction of street lights on Oxford Street West fronting this Plan, as per the accepted engineering drawings;
- (ix) construction of a sidewalk on Shore Road across the frontage of this Plan, as per the accepted engineering drawings;
- (x) connection of storm sewer on Shore Road and all associated works as per the accepted engineering drawings;
- (xi) installation of temporary DICB on Oxford Street West and all associated works, as per the accepted engineering drawings; and
- (xii) construction of multi-use trail along the frontage of Oxford Street West as per the accepted engineering drawings.

The Owner shall complete all work on the said street(s) in accordance with current City standards, procedures and policies, and restore the road(s), and ensure that adequate precautions are taken to maintain vehicular and pedestrian traffic and existing water and sewer services at all times during construction, except as approved otherwise by the City Engineer. The Owner shall provide full-time supervision by its Professional Engineer for all works to be constructed on Riverbend Road, Westdel Bourne, Shore Road and Oxford Street West in accordance with current City policies. Upon completion of these works, a Certificate of Completion of Works is to be supplied to the City, pursuant to the General Provisions and **Schedule 'G'** of this Agreement.

The Owner shall complete the works specified above on a schedule acceptable to the City or as otherwise specified herein. Where the Owner is required to close any City of London road section the Owner shall have available for submission to the City a Traffic Protection Plan acceptable to the City Engineer (or his/her designate), a schedule of construction for the proposed works on the above-noted street(s) and a detail of the proposed timing and duration of the said works in accordance with the Ministry of Labour and Ministry of Transportation requirements within the Ontario Traffic Manual Book 7. Further, the Owner shall obtain a Permit for Approved Works from the City prior to commencing any construction on City land or right-of-way.

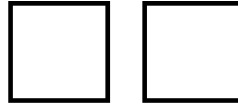
Where required by the City Engineer, the Owner shall establish and maintain a Traffic Management Plan (TMP) intended to harmonize a construction project's physical requirements with the operational requirements of the City, the transportation needs of the travelling public and access concerns of area property owners in conformity with City guidelines and to the satisfaction of the City Engineer for any construction activity that will occur on existing public roadways needed to provide services for this Plan of Subdivision. The Owner's contractor(s) shall undertake the work within the prescribed operational constraints of the TMP. The TMP shall be submitted by the Owner at the time of submission of servicing drawings for this Plan of Subdivision, and shall become a requirement of the said drawings.

Remove Subsection 25.11 (n) as there are no walkways in this Plan.

~~(n) Prior to the issuance of any Certificate of Conditional Approval, concrete sidewalks shall be constructed on all pedestrian walkways shown in this Plan in accordance with City Standard SR-7.0 and accepted design drawings and shall extend to the travelled portion of the streets connected by the walkway. Concrete drainage swales and chain link fence shall be provided in accordance with City standard SR-7.0 and accepted design drawings along both sides of such walkways for their entire length. Alternative concrete sidewalks with a flat cross-section, without swales, may be substituted upon approval of the City. Ornamental obstacle posts shall be provided in all walkways as required by the City.~~

Remove Subsection 25.11 (q) and **replace** with the following:

- (q) Where traffic calming measures are required within this Plan:



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- (i) The Owner shall erect advisory signs at all street entrances to this Plan for the purpose of informing the public of the traffic calming measures implemented within this Plan prior to the issuance of any Certificate of Conditional Approval in this Plan.
- ~~(ii) The Owner shall notify the purchasers of all lots abutting the traffic calming circle(s) in this Plan that there may be some restrictions for driveway access due to diverter islands built on the road.~~
- ~~(iii) Where a traffic calming circle is located, the Owner shall install the traffic calming circle as a traffic control device, including the diverter islands, or provide temporary measures, to the satisfaction of the City prior to the issuance of a Certificate of Conditional Approval for that section of road.~~
- (iv) The Owner shall include in the Agreement of Purchase and Sale or Lease for the transfer of each of the said Lots and Blocks and register against the title of all Blocks on Riverbend Road and The Linkway in this Plan, a covenant by the purchaser or transferee stating the said owner shall locate the driveways to the said Blocks away from the traffic calming measures on the said streets, including raised intersections and raised pedestrian crosswalks, to be installed as traffic control devices, to the satisfaction of the City Engineer.

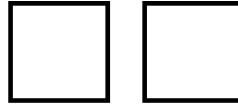
Remove Subsection 25.11 (r) and **replace** with the following:

- (r) The Owner shall direct all construction traffic including all trades related traffic associated with installation of services and construction of dwelling units in this Plan to access the site from Oxford Street West via Riverbend Road.

Add the following new Special Provisions:

- #27 The Owner shall construct a centre median on Riverbend Road at the Sifton Centre when warranted by the City, to the satisfaction of the City.
- #28 Prior to the issuance of a Certificate of Conditional Approval, the Owner shall construct the extension of The Linkway external to this Plan (from this Plan of Subdivision to Westdel Bourne) with all underground servicing and a minimum of granular 'B' road consistent with the servicing of The Linkway within this Plan as required herein, all to the specifications of the City Engineer, at no cost to the City.
- #29 The Owner shall maintain the extension of The Linkway external to this Plan until construction is fully complete, all deficiencies cleared, a Certificate of Completion of Works covering the road construction has been issued to the City by the Owner's consulting professional engineer and the road is assumed by the City, all to the satisfaction of the City Engineer, at no cost to the City.
- #30 Prior to assumption, the Owner shall prepare a reference plan identifying the additional road widening (24.5m) to the City's satisfaction and pay for the cost of registering and depositing the dedication by-law to create the portion of The Linkway external to this Plan.
- #31 The Owner shall construct a temporary turning circle at the east limit of The Linkway, to the satisfaction of the City Engineer and at no cost to the City.

If the Owner requests the City to assume The Linkway, all as shown on this Plan of Subdivision, prior to its extension to the east, the Owner shall pay to the City at the time of the assumption of this subdivision by the City the amount estimated by the City at the time, to be the cost of removing the temporary turning circle at the east limit of The Linkway and completing the curb and gutter, asphalt pavement, Granular 'A', Granular 'B', sodding of the boulevard, 1.5 metre concrete sidewalks on one side, and restoring adjacent lands, including the relocation of any driveways, all to the specifications of the City. The estimated cost, including legal fees for releasing easements and/or transferring blocks, and doing the above-noted work on this street is \$ \$5,000 for which amount sufficient security is to be provided in accordance with 28(a). The Owner shall provide the cash to the City at the request of the City prior to assumption of the subdivision if needed by the City.



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When the lands abutting this Plan of Subdivision develop and the temporary turning circle is removed, the City will quit claim the easements which were used for temporary turning circle purposes which are no longer required at no cost to the City.

- #32 The Owner shall remove the temporary turning circle on Riverbend Road and adjacent lands, in Plan 33M-706 to the north of this Plan, and complete the construction of Riverbend Road in this location as a fully serviced road, including restoration of adjacent lands, to the specifications of the City.

If funds have been provided to the City by the Owner of Plan 33M-706 for the removal of the temporary turning circle and the construction of this section of Riverbend Road and all associated works, the City shall reimburse the Owner for the substantiated cost of completing these works, up to a maximum value that the City has received for this work.

In the event that Riverbend Road in Plan 33M-706 is constructed as a fully serviced road by the Owner of Plan 33M-706, then the Owner shall be relieved of this obligation.

- #33 Barricades are to be maintained at limits of all streets until assumption of this Plan of Subdivision or as otherwise directed by the City. At the time of assumption of this Plan or as otherwise directed by the City, the Owner shall remove the barricades and any temporary turning circles, restore the boulevards and complete the construction of the roadworks within the limits of both temporary turning circles, to the specifications of the City, all at no cost to the City.

The Owner shall advise all purchasers of land within this subdivision that any traffic to and from this subdivision will not be permitted to pass the barricade(s) until the removal of the barricade(s) is authorized by the City.

- #34 Prior to the issuance of any Certificate of Conditional Approval, temporary signs shall be installed and maintained on Riverbend Road and The Linkway, adjacent to the raised intersection, raised pedestrian crosswalk and raised pedestrian crossover locations that indicate Future Raised Intersection and Future Pedestrian Crosswalk and Future Pedestrian Crossover Location, as identified on the accepted engineering drawings, to the satisfaction of the City Engineer.

- #35 Prior to assumption or when required by the City Engineer, the Owner shall install the raised intersection, raised pedestrian crosswalks and raised pedestrian crossovers, including permanent signage and pavement marking as per the accepted engineering drawings, to the satisfaction of the City Engineer.

- #36 The Owner shall align the right-of-way of Riverbend Road in this Plan with Riverbend Road to the south and north of this Plan, as per the accepted engineering drawings, to the satisfaction of the City Engineer.

- #37 Prior to the issuance of any Certificate of Conditional Approval or alternative timing as agreed to by the City, the Owner shall construct the following, all to the satisfaction of the City Engineer, as per the accepted engineering drawings:

- i) left and right turn lanes on Oxford Street West at Riverbend Road;
- ii) left and right turn lanes on Westdel Bourne at The Linkway; and
- iii) left turn lane on Riverbend Road at Oxford Street West.

- #38 Prior to the issuance of any Certificate of Conditional Approval or alternative timing as agreed to by the City, the Owner shall install street lights along the frontage of Oxford Street West and Westdel Bourne, to the satisfaction of the City.

- #39 The Owner shall implement all recommendations outlined in the approved Transportation Impact Assessment, to the satisfaction of the City Engineer.

- #40 The Owner shall be required to make minor boulevard improvements on Westdel Bourne and Oxford Street West adjacent to this Plan, to the specifications of the City and at no cost to the City, consisting of clean-up, g



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- #41
- The Owner shall remove all existing accesses and restore all affected areas, all to the satisfaction of the City, at no cost to the City.
- #42
- In conjunction with the registration of this Plan, the Owner shall make all necessary arrangements to provide a multi-purpose easement to the City in relation to the storm sewer and maintenance access over Block 1 from The Linkway to Shore Road, to the satisfaction of the City Engineer and at no cost to the City.
- #43
- The Owner shall construct a multi-use trail along the frontage of the plan on Oxford Street West, as per the accepted engineering drawings, all to the satisfaction of the City.

SCHEDULE "C"

This is Schedule "C" to the Subdivision Agreement dated this _____ day of _____, 2017, between The Corporation of the City of London and Sifton Properties Limited to which it is attached and forms a part.

SPECIAL WORKS AND SERVICES

Roadways

- The Linkway as a non-standard local road on a right of way width of 22.5 metres with a minimum road pavement width (excluding gutters) of 9.5 metres
- Riverbend Road from The Linkway to Shore Road as a non-standard primary collector road on a right of way width of 21.5 metres with a minimum road pavement width (excluding gutters) of 9.5 metres.
- Riverbend Road from Oxford Street West to The Linkway shall have a minimum road pavement width (excluding gutters) of 8.0 metres with a minimum road allowance of 20.0 metres (66').
- Riverbend Road at Oxford Street West with 11.0 metres of pavement on a right of way width of 22.5 metres for a distance of 45 metres tapered over a distance of 30 metres back to a 20 metre right of way. Any landscaped gateway feature shall be installed within a widened boulevard area, to the specifications and satisfaction of the City Engineer.
- The Linkway at Westdel Bourne with 11.0 metres of pavement on a right of way of 24.5 metres tapered over a distance of 30 metres back to a 22.5 metre right of way. Any landscape gateway feature shall be installed within a widened boulevard area, to the specifications and satisfaction of the City Engineer.

Sidewalks

A 1.5 metre (5 foot) sidewalk shall be constructed on one side of the following:

- i) Westdel Bourne – along entire frontage of plan
- ii) Riverbend Road – east boulevard
- iii) The Linkway – south boulevard

Pedestrian Walkways

There are no pedestrian walkways in this Plan.



File Number: 39T-14503
L. Mottram / F. Gerrits

SCHEDULE “D”

This is Schedule "D" to the Subdivision Agreement dated this _____ day of _____, 2017, between The Corporation of the City of London and Sifton Properties Limited to which it is attached and forms a part.

Prior to the Approval Authority granting final approval of this Plan, the Owner shall transfer to the City, all external lands as prescribed herein. Furthermore, within thirty (30) days of registration of the Plan, the Owner shall further transfer all lands within this Plan to the City.

LANDS TO BE CONVEYED TO THE CITY OF LONDON:

**NOTE BLOCK NUMBERS MAY NEED CHANGED BASED ON REMOVAL ON SWM
BLOCKS, 0.3 METRE RESERVES AND ROAD WIDENING BLOCKS**

0.3 metre (one foot) reserves:	Blocks 8, 9, 10, 11, 12, 13, 14, 15 and 16
Road Widening (Dedicated on face of plan):	- Block 7 (street widening south side of Shore Road) – A PORTION FRONTING WESTDEL BOURNE STILL REQUIRED NOT ADJACENT TO SWM
Walkways:	NIL
5% Parkland Dedication:	Cash payment in lieu of the 5% parkland dedication pursuant to City of London By-law C.P.-9.
Dedication of land for Parks in excess of 5%:	NIL
Stormwater Management:	NIL

LANDS TO BE SET ASIDE FOR SCHOOL SITE:

School Site:	NIL
--------------	-----

LANDS TO BE HELD IN TRUST BY THE CITY:

Temporary access	NIL
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File Number: 39T-14503
L. Mottram / F. Gerrits

SCHEDULE “E”

This is Schedule “E” to the Subdivision Agreement dated this _____ day of _____, 2017, between The Corporation of the City of London and Sifton Properties Limited to which it is attached and forms a part.

The Owner shall supply the total value of security to the City is as follows:

CASH PORTION:	\$ 365,103
BALANCE PORTION:	<u>\$2,068,917</u>
TOTAL SECURITY REQUIRED	\$2,434,020

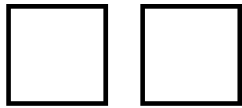
The Cash Portion shall be deposited with the City Treasurer prior to the execution of this agreement.

The Balance Portion shall be deposited with the City Treasurer prior to the City issuing any Certificate of Conditional Approval or the first building permit for any of the lots and blocks in this Plan of Subdivision.

The Owner shall supply the security to the City in accordance with the City’s By-Law No. A-7146-255 and policy adopted by the City Council on July 27, 2014.

In accordance with Section 9 Initial Construction of Services and Building Permits, the City may limit the issuance of building permits until the security requirements have been satisfied.

The above-noted security includes a statutory holdback calculated in accordance with the Provincial legislation, namely the CONSTRUCTION LIEN ACT, R.S.O. 1990.



File Number: 39T-14503
L. Mottram / F. Gerrits

SCHEDULE “F”

This is Schedule “F” to the Subdivision Agreement dated this _____ day of _____, 2017, between The Corporation of the City of London and Sifton Properties Limited to which it is attached and forms a part.

Prior to the Approval Authority granting final approval of this Plan, the Owner shall transfer to the City, all external easements as prescribed herein. Furthermore, within thirty (30) days of registration of the Plan, the Owner shall further transfer all easements within this Plan to the City.

Multi-Purpose Easements:

- (a) Multi-purpose easements shall be deeded to the City in conjunction with this Plan, within this Plan, on an alignment and of sufficient width acceptable to the City Engineer as follows:
 - (i) Over Block 1 for storm sewer
- (b) Temporary turning circle easements shall be deeded to the City in conjunction with this Plan over lands outside this Plan at the east limit of The Linkway.

Road Easements:

No road easements required



File Number: 39T-14503
L. Mottram / F. Gerrits

Schedule “B”
Related Estimated Costs and Revenues

Agenda Item #

Page #

West 5 Phase 2 Stage 1 - Sifton
Subdivision Agreement
39T-14503


Related Estimated Costs and Revenues

Estimated DC Funded Servicing Costs ^(Note 1)	Estimated Cost ^(Note 3) (excludes HST)
Claims for developer led construction from CSRF ^(Note 4)	
- 300mm watermain oversizing (DC14-WD01001)	\$30,600
- Streetlights across frontage of development along Westdel Bourne and Oxford Street West (DC14-RS00070)	\$431,725
- Engineering Fees for external streetlighting (DC14-RS00070)	\$64,759
- Sidewalk/Multi Use Trail across frontage of development along Westdel Bourne and Oxford Street West (DC14-RS00069)	\$151,556
- Engineering Fees for Sidewalk/Multi-Use Trail (DC14-RS00069)	\$22,733
- Channelization on Oxford @ Riverbend and Westdel Bourne @ The Linkway (DC14-RS00067)	\$152,032
- Engineering Fees for channelization (DC14-RS00067)	\$22,805
- Internal road widening on The Linkway & Riverbend (DC14-RS00063)	\$7,596
- Engineering fees for internal road widening (DC14-RS00063)	\$1,139
Claims for developer led construction from UWRF	
- None identified	\$0
Claims for City led construction from CSRF ^(Note 5)	
- None identified	\$0
TOTAL	\$884,945
Estimated Total DC Revenues ^(Note 2) (2017 Rates)	Estimated Revenue ^(Note 3)
CSRF	\$14,012,828
UWRF	\$1,875,031
TOTAL	\$15,887,859

- 1 Estimated Costs are based on approximations provided by the applicant and include engineering, construction and contingency costs without HST. Final claims will be determined based on actual costs incurred in conjunction with the terms of the final subdivision agreement and the applicable By-law.
- 2 Estimated Revenues are calculated using 2017 DC rates and may take many years to recover. The revenue estimates includes DC cost recovery for "soft services" (fire, police, parks and recreation facilities, library, growth studies). There is no comparative cost allocation in the Estimated Cost section of the report, so the reader should use caution in comparing the Cost with the Revenue section.
- 3 The revenues and costs in the table above are not directly comparable. The City employs a "citywide" approach to recovery of costs of growth – any conclusions based on the summary of Estimated Costs and Revenues (above table) should be used cautiously.
- 4 The developer led minor roadworks listed above will require a work plan to be provided and approved by the City. The work plan should include summary of work completed and costs incurred as well as estimated costs of all Engineering and construction of the eligible subdivision works.

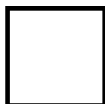
Reviewed by:

Nov. 6/2017
Date


Matt Feldberg
Manager, Development Services, (Subdivisions)

November 10/17
Date


Paul Yeoman
Director, Development Finance



File Number: 39T-14503
L. Mottram / F. Gerrits

Schedule "C"
SOURCE OF FINANCING

017205
November 20, 2017
(39T-14503)

RE: Subdivision Special Provisions - West 5 Subdivision - Phase 2, Stage 1
Sifton Property Limited
Capital Budget Project No. TS1654 - Minor Roadworks-Miscellaneous Works Streetlights (Subledger 2417565)
Capital Budget Project No. TS1653 - Minor Roadworks-Sidewalks (Subledger 2417567)
Capital Budget Project No. TS1651 - Minor Roadworks-Channelization (Subledger 2417575)
Capital Budget Project No. TS1371 - Road Class Oversizing City Share (Subledger 2417592)
Capital Budget Project No. EW3818 - Watermain Internal Oversizing Subsidy (Subledger 2417562)

FINANCE & CORPORATE SERVICES REPORT ON THE SOURCES OF FINANCING:

Finance & Corporate Services confirms that a portion of these works can be accommodated within the Capital Works Budget, and that the various growth projects (TS1854/TS1653/TS1655/EW3818) can be accommodated with a drawdown from the City Services - Road Levies Reserve Fund and the City Services - Water Levies Reserve Fund, and that subject to the adoption of the recommendations of the Managing Director, Development and Compliance and Chief Building Officer and the Manager, Development Planning, the detailed source of financing is:

	Approved Budget	Additional Funding/ Adjustment	Revised Budget	Committed To Date	This Submission	Balance for Future Work
<u>ESTIMATED EXPENDITURES</u>						
<u>TS1654 - Minor Roadworks-Misc. Works</u>	3)					
<u>Streetlights</u>						
Engineering	\$36,000	\$74,420	\$110,420	\$44,521	\$65,899	\$0
Construction	325,995	821,039	1,147,034	707,711	439,323	0
	361,995	895,459	1,257,454	752,232	505,222	0
<u>TS1653 - Minor Roadworks-Misc. Works</u>	3)					
<u>Sidewalks</u>						
Engineering	\$24,000	\$17,394	\$41,394	\$18,261	\$23,133	\$0
Construction	214,545	289,606	514,151	359,926	154,225	0
	238,545	317,000	555,545	378,189	177,356	0
<u>TS1651 - Minor Roadworks-Channelization</u>	3)					
Engineering	\$226,802	\$23,207	\$250,009	\$226,802	\$23,207	\$0
Construction	1,835,317	154,708	1,990,025	1,835,317	154,708	0
	2,062,119	177,915	2,240,034	2,062,119	177,915	0
<u>TS1371-Road Class Oversizing City Share</u>						
Engineering	\$5,054	\$1,159	\$6,213	\$5,054	\$1,159	\$0
Construction	394,946	(1,159)	393,787	40,810	7,729	345,248
	400,000	0	400,000	45,864	8,888	345,248
<u>WC318-Watermain Internal Oversizing</u>	3)					
Construction	\$450,000	\$18,287	\$468,287	\$437,148	\$31,139	\$0
NET ESTIMATED EXPENDITURES						
	\$3,512,659	\$1,408,661	\$4,921,320	\$3,675,552	\$90,520 1)	\$345,248

SOURCE OF FINANCING

SOURCES OF FINANCING							
TS1654 - Minor Roadworks-Misc. Works							
Streets/Lights							
Drawdown from City Services - Roads	2) & 3)	361,995	895,459	1,257,454	752,232	505,222	0
Reserve Fund (Development Charges)							
TS1653 - Minor Roadworks-Misc. Works							
Sidewalks							
Drawdown from City Services - Roads	2) & 3)	238,545	317,000	555,545	378,189	177,356	0
Reserve Fund (Development Charges)							
TS1651 - Minor Roadworks-Channelization							
Capital Levy		\$28,419		\$28,419	\$28,419		\$0
Drawdown from City Services - Roads	2) & 3)	2,033,700	177,915	2,211,615	2,033,700	177,915	0
Reserve Fund (Development Charges)							0
		2,062,119	177,915	2,240,034	2,062,119	177,915	0
TS1371-Road Class Oversizing City Share							
Capital Levy		\$4,400		\$4,400	\$1,697	\$329	\$2,374
Drawdown from Industrial Oversizing R.F.		10,400		10,400			10,400
Drawdown from City Services - Roads	2)	385,200		385,200	44,167	6,559	332,474
Reserve Fund (Development Charges)							
		400,000	0	400,000	45,864	8,888	345,248
EW3818-Watermain Internal Oversizing							
Drawdown from Industrial Oversizing Water R.F.		\$1,700		\$1,700	\$1,700	\$0	\$0
Drawdown from City Services - Water	2) & 3)	446,300	\$18,287	466,587	435,448	\$21,139	0
Reserve Fund (Development Charges)							
		450,000	18,287	466,287	437,148	31,139	0
TOTAL FINANCING		\$3,512,659	\$1,408,661	\$4,921,320	\$3,675,552	\$900,520	\$345,248



File Number: 39T-14503
L. Mottram / F. Gerrits

#17205
November 20, 2017
(39T-14503)

RE: Subdivision Special Provisions - West 5 Subdivision - Phase 2, Stage 1
Sifton Property Limited
Capital Budget Project No. TS1654 - Minor Roadworks-Miscellaneous Works Streetlights (Subledger 2417565)
Capital Budget Project No. TS1653 - Minor Roadworks-Sidewalks (Subledger 2417567)
Capital Budget Project No. TS1651 - Minor Roadworks-Channelization (Subledger 2417575)
Capital Budget Project No. TS1371 - Road Class Oversizing City Share (Subledger 2417592)
Capital Budget Project No. EW3818 - Watermain Internal Oversizing Subsidy (Subledger 2417562)

1) Financial Note - Construction	TS1654	TS1653	TS1651	TS1371	EW3818	Total
Contract Price	\$431,725	\$151,556	\$152,032	\$7,596	\$30,600	\$773,509
Add: HST @13%	56,124	19,702	19,764	987	3,978	\$100,555
Total Contract Price Including Taxes	487,849	171,258	171,796	8,583	34,578	874,064
Less: HST Rebate	48,526	17,035	17,068	654	3,439	86,942
Net Contract Price	\$439,323	\$154,223	\$154,708	\$7,929	\$31,139	\$787,122
Financial Note - Engineering	TS1654	TS1653	TS1651	TS1371		Total
Contract Price	\$64,759	\$22,733	\$22,805	\$1,139		\$111,436
Add: HST @13%	8,419	2,955	2,965	148	0	\$14,487
Total Contract Price Including Taxes	73,178	25,688	25,770	1,287	0	125,923
Less: HST Rebate	7,279	2,555	2,563	128	0	12,525
Net Contract Price	\$65,899	\$23,133	\$23,207	\$1,159	\$0	\$113,386
Total - Construction and Engineering	\$505,222	\$177,356	\$177,915	\$8,888	\$31,139	\$900,520

2) Development charges have been utilized in accordance with the underlying legislation and the Development Charges Background Studies completed in 2014.

3) The additional funding requirement of \$1,390,374 (\$895,459 for TS1654, \$317,000 for TS1653 and \$177,915 for TS1651) available as a drawdown from the City Services - Roads Levies Reserve Fund. Further additional funding of \$18,287 is available as a drawdown from the City Services - Water Reserve Fund. Committed to date includes claims for DC eligible works from approved development agreements that may take many years to come forward.

The 2014 DC Study identified a 20 year program for minor Roadworks – streetlights (DC14-RS00070/TS1654), minor roadworks - sidewalks (DC14-RS00069/TS1653), minor roadworks - channelization (DC14-RS00067/TS1651) and Watermain internal oversizing (DC14-WD01001/EW3818) with a total projected growth needs of \$2,413,282, \$1,580,251, \$2,475,000 and \$1,000,000 respectively. The total funding is allocated to the capital budget proportionately by year across the 20 year period. If the total commitments exceed the accumulated capital budget, funding is brought forward from future years allocations from the DC reserve fund, matching when claims are more likely to occur. The DC funded programs are closely monitored and Council will be apprised of pressure on budgets through the annual DC Monitoring process.

ms

Jason Senese
Manager of Financial Planning & Policy

H-8791/C. Smith

TO:	CHAIR AND MEMBERS PLANNING & ENVIRONMENT COMMITTEE
FROM:	G. KOTSIFAS, P.ENG. MANAGING DIRECTOR, DEVELOPMENT AND COMPLIANCE SERVICES AND CHIEF BUILDING OFFICIAL
SUBJECT:	APPLICATION BY: KENMORE HOMES (LONDON) INC. 255 SOUTH CARRIAGE ROAD FOR: REMOVAL OF HOLDING PROVISIONS (H. AND H-100) MEETING ON NOVEMBER 20, 2017

RECOMMENDATION

That, on the recommendation of the Senior Planner, Development Services, based on the application of Kenmore Homes (London) Inc. relating to the property located at 255 South Carriage Road, the attached proposed by-law **BE INTRODUCED** at the Municipal Council meeting on November 28, 2017 to amend Zoning By-law No. Z.-1 in conformity with the Official Plan to change the zoning of 255 South Carriage Road **FROM** a Holding Residential R1 Special Provision (h-100*R1-3 (4)) Zone, a Holding Neighbourhood Facility/Residential R1 Special Provision (h-100*NF1/R1-3 (4)) Zone, a Holding Residential R1 Special Provision (h-100*R1-3 (8)) Zone, a Holding Residential R1 Special Provision (h-100*R1-13 (6)) Zone, a Holding Residential R1 Special Provision (h-100*R1-3 (4)) Zone, a Holding Residential R1 Special Provision (h*h-100*R1-13 (8)) Zone, a Holding Residential R1 Special Provision (h*h-100*R1-3 (4)) Zone, Holding Residential R1 Special Provision (h*h-100*R1-3 (8)) Zone, a Holding Residential R4 Special Provision (h*h-100*R4-4 (1)) Zone and a Holding Residential R4 (h*h-100*R4-4) Zone **TO** a Residential R1 Special Provision (R1-3 (4)) Zone, a Neighbourhood Facility/Residential R1 Special Provision (NF1/R1-3 (4)) Zone, a Residential R1 Special Provision (R1-3 (8)) Zone, a Holding Residential R1 Special Provision (R1-13 (6)) Zone, a Residential R1 Special Provision (R1-3 (4)) Zone, a Residential R1 Special Provision (R1-13 (8)) Zone, a Residential R4 Special Provision (R4-4 (1)) Zone and a Residential R4 (R4-4) Zone to remove the h. and h-100 holding provisions.

PURPOSE AND EFFECT OF RECOMMENDED ACTION

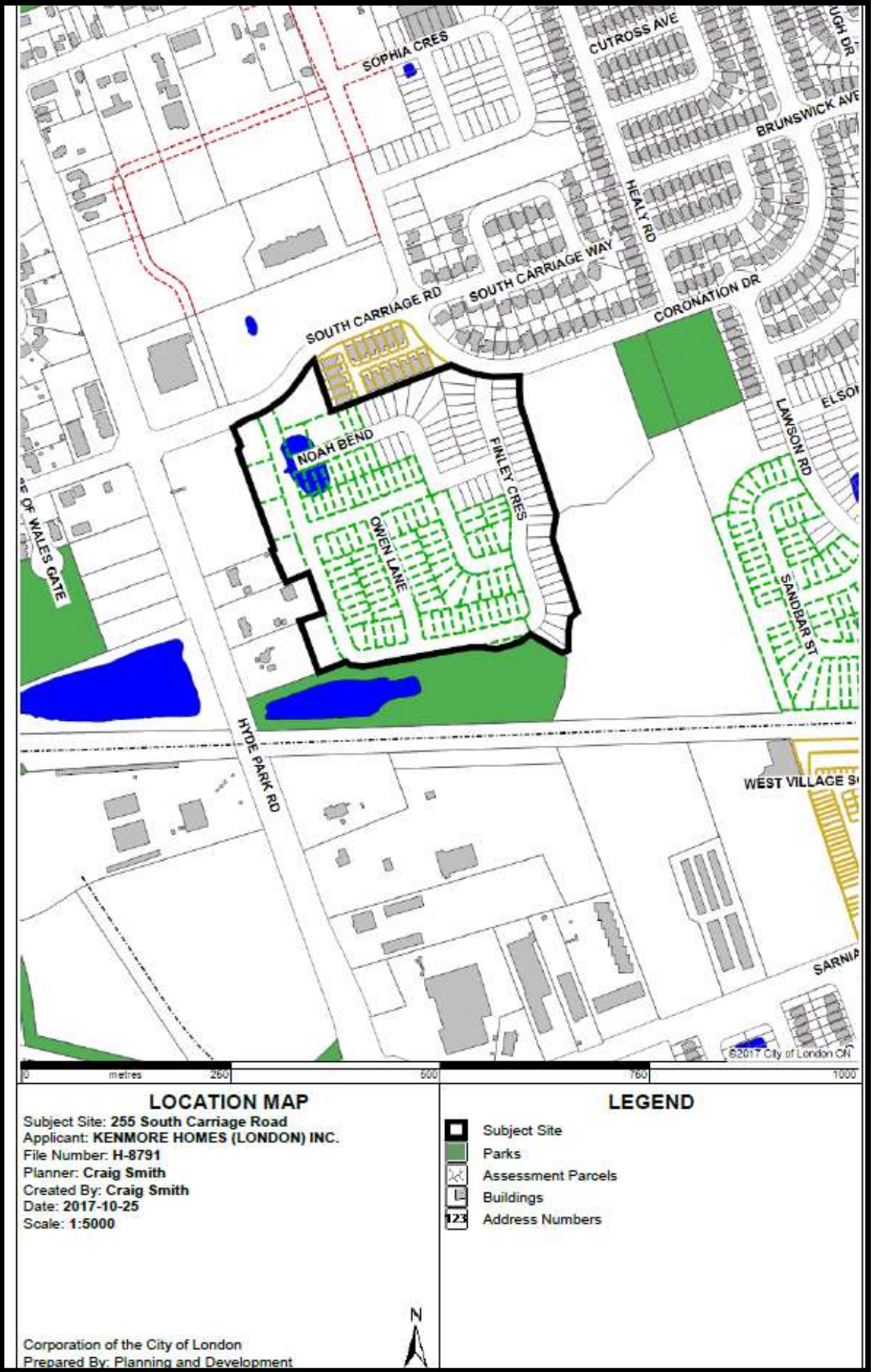
The purpose and effect of this zoning change is to remove the h and h-100 holding symbol to permit the development of six (6) multifamily street townhouse blocks and 94 single detached dwelling lots.

RATIONALE

1. The removal of the holding provision will allow for development in conformity with the Zoning By-law.
2. Through the subdivision approval process the required security has been submitted to the City of London, the execution of the subdivision agreement is imminent and the “h” holding provision is no longer required.
3. The proposed subdivision public road access on South Carriage Way and Coronation Drive and the water system is looped. Removal of the h-100 holding provision is appropriate at this time.

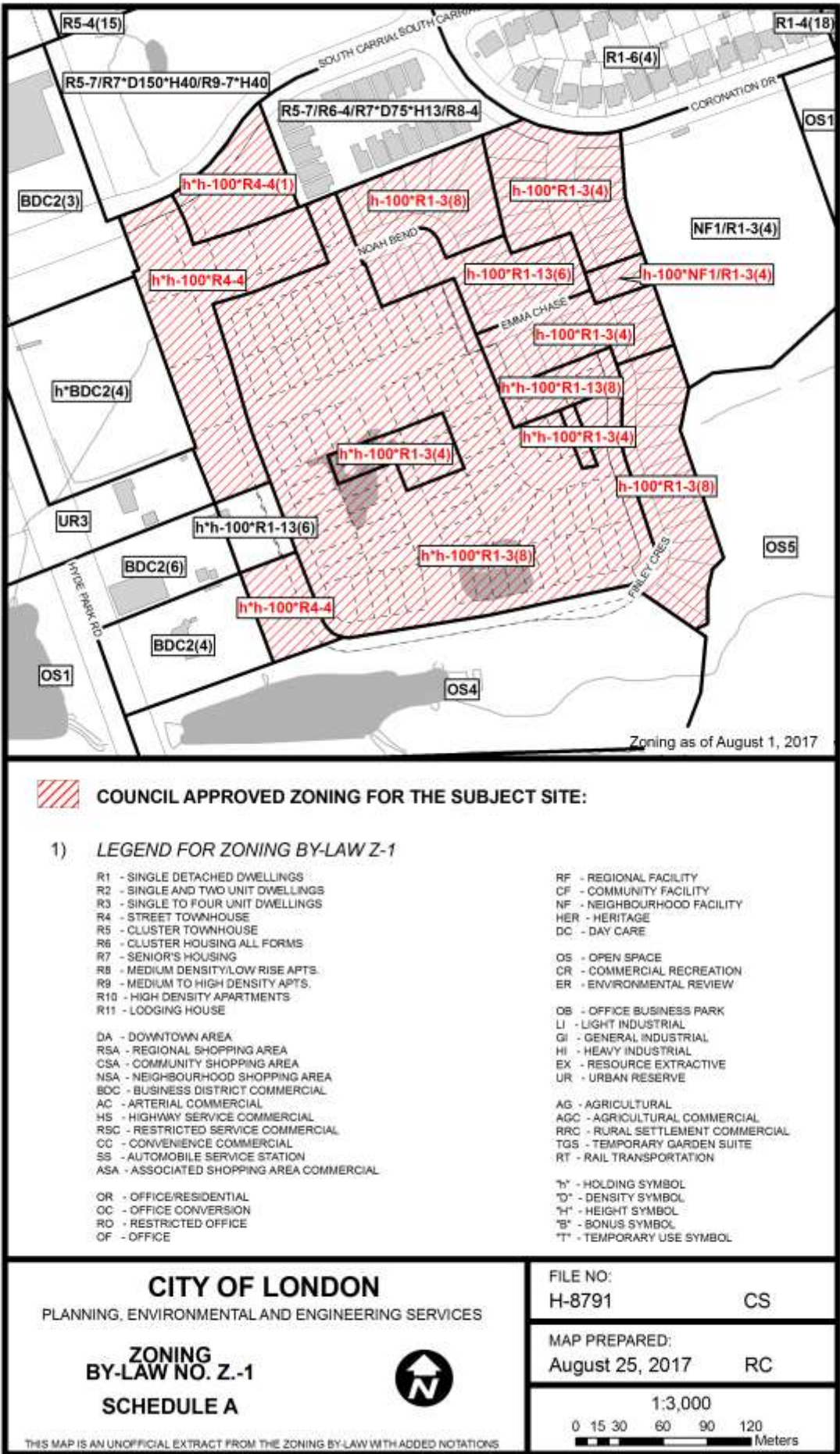
H-8791/C. Smith

Location Map



H-8791/C. Smith

Zoning Map



Item # 11.9.

Agenda Item # Page #

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H-8791/C. Smith

BACKGROUND

Date Application Accepted: June 19, 2017	Owner: Kenmore Homes (London) Inc.
REQUESTED ACTION: Removal of the h. and h.100 holding provisions from the low density residential zones.	

PUBLIC LIAISON:	Notice of the application was published in the Londoner on July 6, 2017.
Nature of Liaison: City Council intends to consider removing the h and h-100 holding provisions from the lands that ensures for the orderly development of land and for the provision of adequate water service and appropriate access a development agreement shall be entered into to the satisfaction of the City. Council will consider removing the holding provision as it applies to these lands no earlier than July 31, 2017.	
Responses: None	

ANALYSIS

Why is it Appropriate to remove this Holding Provision?

The h. holding provision states that:

“To ensure the orderly development of lands and the adequate provision of municipal services, the “h” symbol shall not be deleted until the required security has been provided for the development agreement or subdivision agreement, and Council is satisfied that the conditions of the approval of the plans and drawings for a site plan, or the conditions of the approval of a draft plan of subdivision, will ensure a development agreement or subdivision agreement is executed by the applicant and the City prior to development.”

The applicant has submitted the required security to the City of London for the 2nd Phase of the Kenmore Homes (London) Inc. subdivision. The special provisions have been endorsed by Council. The owner has provided the necessary security and the subdivision agreement is being finalized for execution by the owner and the City. This satisfies the requirement for removal of the “h” holding provision.

h-100 Holding Provision

The (h-100) holding provision states that:

“To ensure there is adequate water services and appropriate access, no more than 80 units may be developed until a looped watermain system is constructed and there is a second public access available to the satisfaction of the City Engineer, prior to the removal of the h-100 symbol.”

The h-100 holding provision requires that a looped watermain system be constructed and a second public road access is available for these lands. The looped watermain has been constructed and public road access is available on Coronation Drive and South Carriage Way to the satisfaction of the City Engineer. It is appropriate to remove this holding provision at this time

Item # 11.9.

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H-8791/C. Smith

CONCLUSION

It is appropriate to remove the h. and h-100 holding provisions from the subject lands at this time as second public road access and water looping has been provided and the required security has been submitted to the City of London and execution of the subdivision agreement is imminent.

RECOMMENDED AND PREPARED BY:	REVIEWED BY:
C. SMITH SENIOR PLANNER, DEVELOPMENT SERVICES	LOU POMPILII MCIP RPP MANAGER, DEVELOPMENT PLANNING (SUBDIVISION)
RECEIVED BY:	CONCURRED IN BY:
MATT FELDBERG MANAGER, DEVELOPMENT SERVICES (SUBDIVISIONS)	PAUL YEOMAN, RPP, PLE DIRECTOR, DEVELOPMENT SERVICES
SUBMITTED BY:	
G. KOTSIFAS, P.ENG MANAGING DIRECTOR, DEVELOPMENT AND COMPLIANCE SERVICES AND CHIEF BUILDING OFFICIAL	

November 10, 2017
CS/

"Attach."

YY:\Shared\DEVELOPMENT SERVICES\4 - Subdivisions\2017\H-8791 - 255 South Carriage Way (CS)\PECreportH-8791.doc

Item # II.9.

Agenda Item # Page #

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H-8791/C. Smith

Bill No. (Number to be inserted by Clerk's Office)
2017

By-law No. Z.-1-_____

A by-law to amend By-law No. Z.-1 to remove holding provisions from the zoning for lands located at 255 South Carriage Road.

WHEREAS Kenmore Homes (London) Inc. have applied to remove the holding provisions from the zoning for the lands located at 255 South Carriage Road, as shown on the map attached to this by-law, as set out below;

AND WHEREAS it is deemed appropriate to remove the holding provisions from the zoning of the said land;

THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

- 1. Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to the lands located at 255 South Carriage Road, as shown on the attached map, to remove the h. and h-100 holding provisions so that the zoning of the lands as a Residential R1 Special Provision (R1-3 (4)) Zone, a Neighbourhood Facility/Residential R1 Special Provision (NF1/R1-3 (4)) Zone, a Residential R1 Special Provision (R1-3 (8)) Zone, a Holding Residential R1 Special Provision (R1-13 (6)) Zone, a Residential R1 Special Provision (R1-3 (4)) Zone, a Residential R1 Special Provision (R1-13 (8)) Zone, a Residential R4 Special Provision (R4-4 (1)) Zone and a Residential R4 (R4-4) Zone comes into effect.
- 2. This By-law shall come into force and effect on the date of passage.

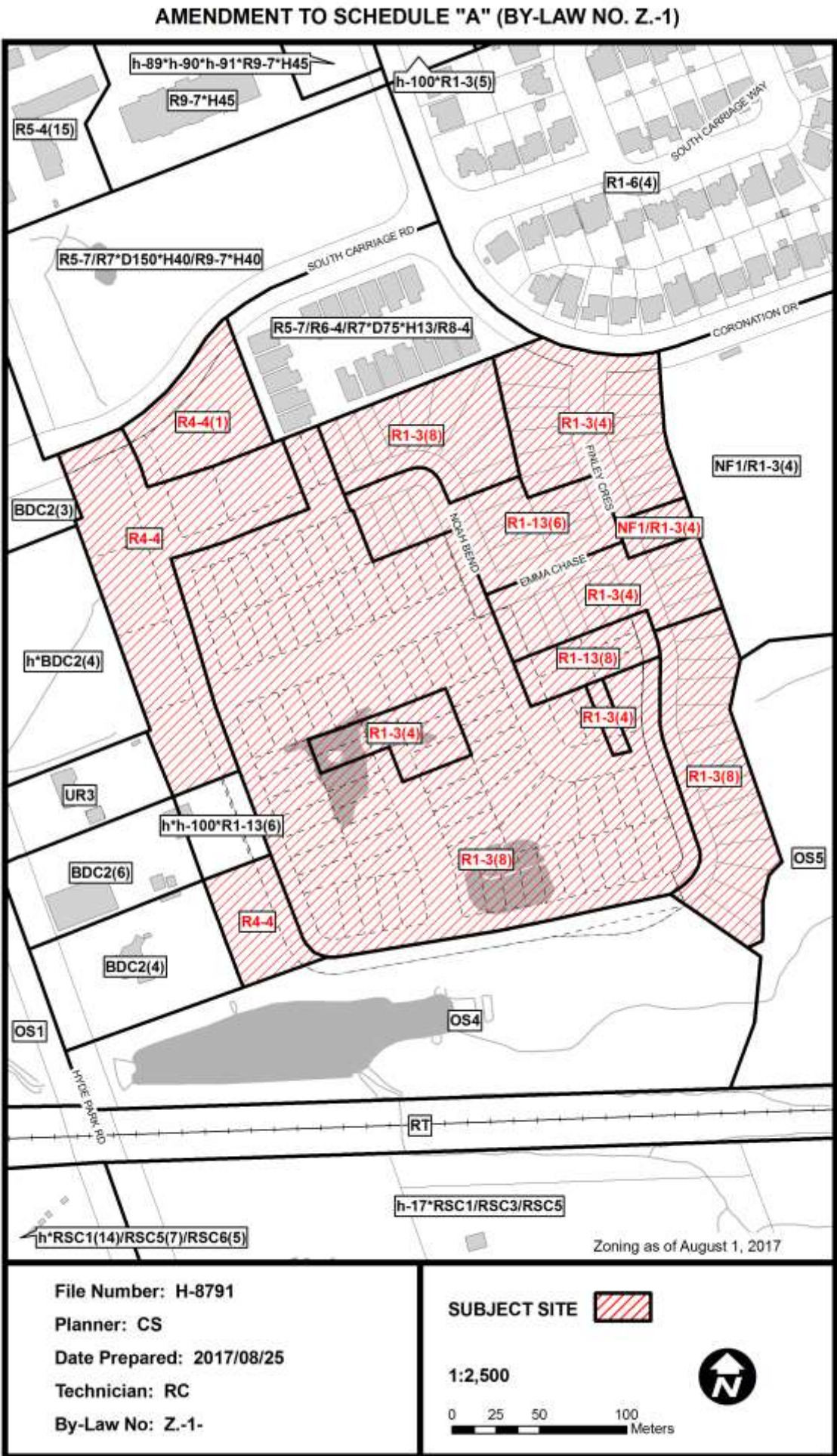
PASSED in Open Council on November 28, 2017.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading -November 28, 2017
Second Reading –November 28, 2017
Third Reading - November 28, 2017

H-8791/C. Smith



Agenda Item # Page #

H-8820/C. Smith

TO:	CHAIR AND MEMBERS PLANNING & ENVIRONMENT COMMITTEE
FROM:	G. KOTSIFAS, P.ENG. MANAGING DIRECTOR, DEVELOPMENT AND COMPLIANCE SERVICES AND CHIEF BUILDING OFFICIAL
SUBJECT:	APPLICATION BY: RICHMOND VILLAGE (LONDON) INC. 275 CALLAWAY ROAD FOR: REMOVAL OF HOLDING PROVISION (H-100) MEETING ON NOVEMBER 20, 2017

RECOMMENDATION

That, on the recommendation of the Senior Planner, Development Services based on the application of Richmond Village (London) Inc. relating to the property located at 275 Callaway Road, the attached proposed by-law **BE INTRODUCED** at the Municipal Council meeting on November 28, 2017 to amend Zoning By-law No. Z.-1 in conformity with the Official Plan to change the zoning of 275 Callaway Road **FROM** a Holding Residential R6 Special Provision/ Residential R7 Special Provision (h-100*R6-5 (26)/R7 (10)) Zone **TO** a Residential R6 Special Provision/ Residential R7 Special Provision (R6-5 (26)/R7 (10)) Zone to remove the h-100 holding provision.

PURPOSE AND EFFECT OF RECOMMENDED ACTION

The purpose and effect of this zoning change is to remove the h-100 holding symbol to permit the development of multi-family street townhouses.

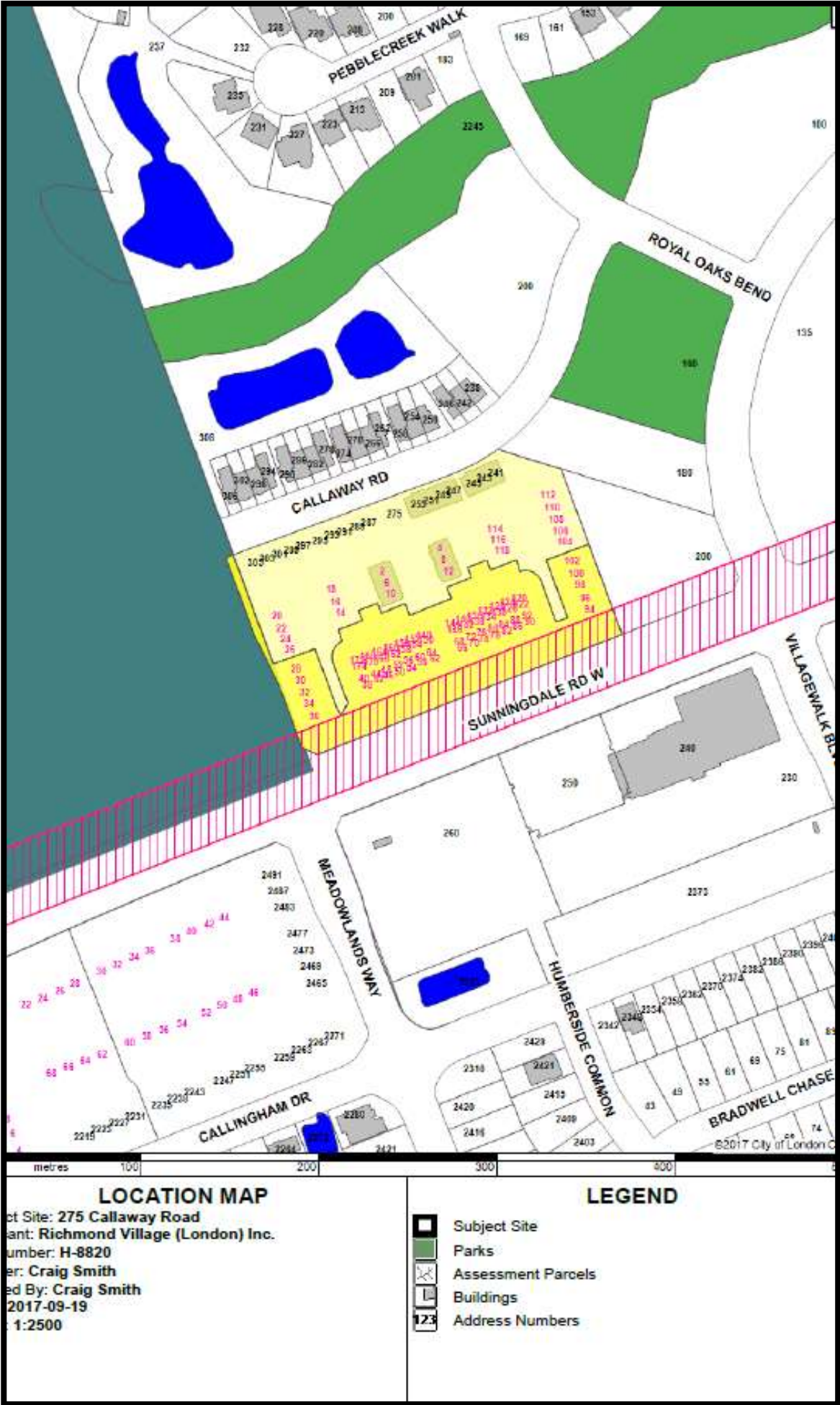
RATIONALE

1. The removal of the holding provision will allow for development in conformity with the Zoning By-law.

2. The proposed subdivision has public road access at Callaway Road and the water system is looped. Removal of the h-100 holding provision is appropriate at this time.

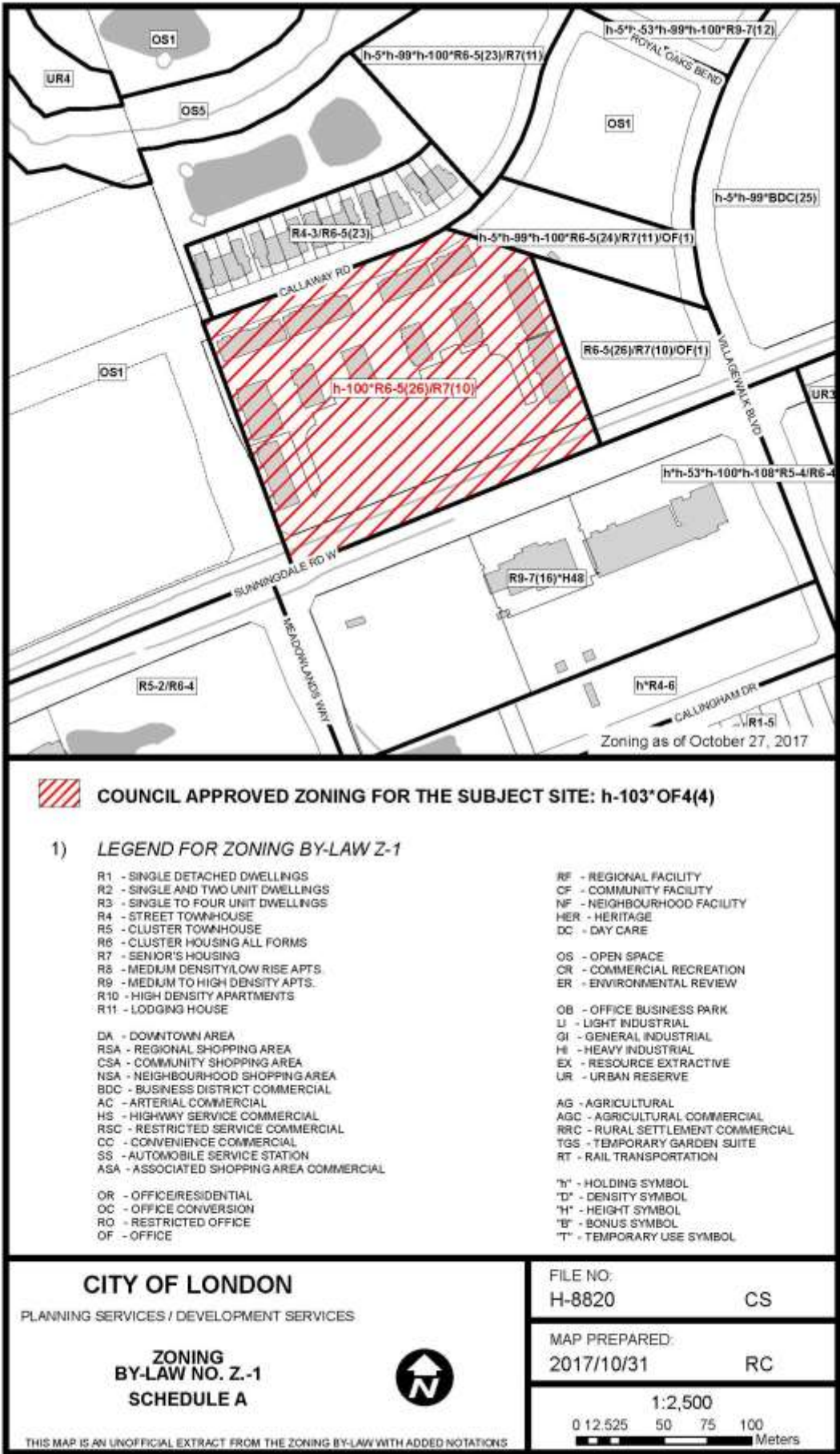
H-8820/C. Smith

Location Map



H-8820/C. Smith

Zoning Map



Agenda Item # Page #

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H-8820/C. Smith

BACKGROUND

Date Application Accepted: September 13, 2017	Owner: Richmond Village (London) Inc.
REQUESTED ACTION: Removal of the h.100 holding provisions from the medium density residential zone.	

PUBLIC LIAISON:	Notice of the application was published in the Londoner on September 28, 2017.
Nature of Liaison: City Council intends to consider removing the h-100 holding provisions from the lands that ensures for the orderly development of land and for the provision of adequate water service and appropriate access a development agreement shall be entered into to the satisfaction of the City. Council will consider removing the holding provision as it applies to these lands no earlier than October 23, 2017.	
Responses: None	

ANALYSIS

Why is it Appropriate to remove this Holding Provision?

h-100 Holding Provision

The (h-100) holding provision states that:

“To ensure there is adequate water services and appropriate access, no more than 80 units may be developed until a looped watermain system is constructed and there is a second public access available to the satisfaction of the City Engineer, prior to the removal of the h-100 symbol.”

The h-100 holding provision requires that a looped watermain system be constructed and a second public access is available for these lands. By email dated August 31, 2017, the City of London Water Operation Department confirmed that *“the site has a looped water main from Callaway Road to Sunningdale Road. It was put into service in two phases; the south phase was in service on December 10, 2014 and the north phase on April 8, 2014. Inspection and acceptance of all water main on private property will be covered under the Building Permit for the site.”*

The City has issued building permits for all units in this development, the looped watermain has been constructed and the public access is available on Callaway Road to the satisfaction of the City Engineer. It is appropriate to remove this holding provision at this time

CONCLUSION

It is appropriate to remove the h-100 holding provisions from the subject lands at this time as access and water looping has been provided to the satisfaction of the City Engineer.

Item # II.10.

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H-8820/C. Smith

RECOMMENDED AND PREPARED BY:	REVIEWED BY:
C. SMITH SENIOR PLANNER, DEVELOPMENT SERVICES	LOU POMPILII MCIP RPP MANAGER, DEVELOPMENT PLANNING (SUBDIVISION)
RECEIVED BY:	CONCURRED IN BY:
MATT FELDBERG MANAGER, DEVELOPMENT SERVICES (SUBDIVISIONS)	PAUL YEOMAN, RPP, PLE DIRECTOR, DEVELOPMENT SERVICES
SUBMITTED BY:	
G. KOTSIFAS, P.ENG MANAGING DIRECTOR, DEVELOPMENT AND COMPLIANCE SERVICES AND CHIEF BUILDING OFFICIAL	

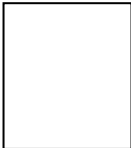
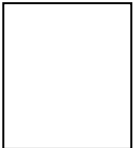
November 10, 2017
CS/

"Attach."

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Item # II.10.

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H-8820/C. Smith

Bill No. (Number to be inserted by Clerk's Office)
2017

By-law No. Z.-1- _____

A by-law to amend By-law No. Z.-1 to remove holding provisions from the zoning for lands located at 275 Callaway Road.

WHEREAS Richmond Village (London) Inc. have applied to remove the holding provisions from the zoning for the lands located at 275 Callaway Road, as shown on the map attached to this by-law, as set out below;

AND WHEREAS it is deemed appropriate to remove the holding provisions from the zoning of the said land;

THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

- 1. Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to the lands located at 275 Callaway Road, as shown on the attached map, to remove the h-100 holding provision so that the zoning of the lands as a Residential R6 Special Provision/ Residential R7 Special Provision (R6-5 (26)/R7 (10)) Zone comes into effect.
- 2. This By-law shall come into force and effect on the date of passage.

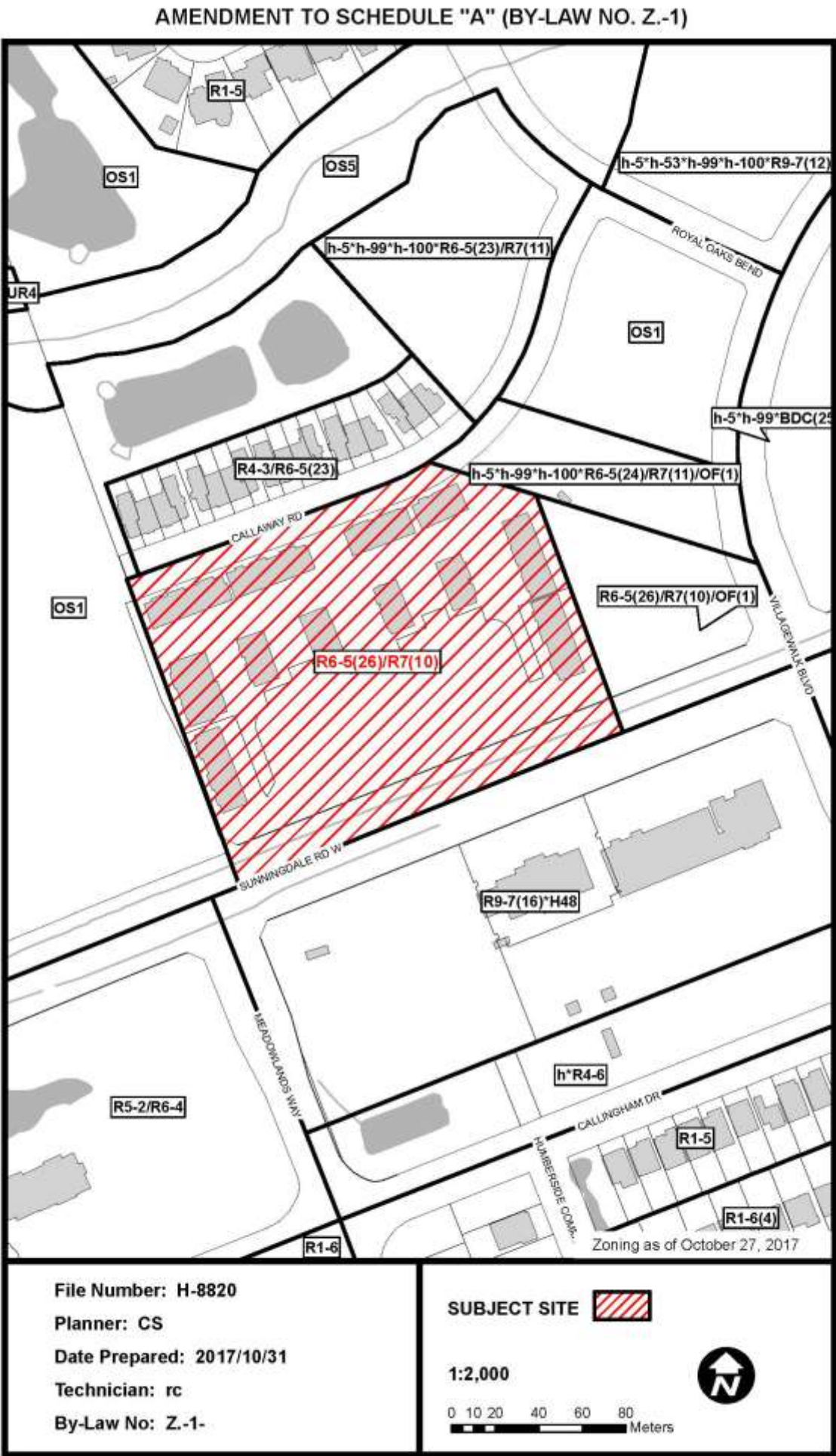
PASSED in Open Council on November 28, 2017.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading -November 28, 2017
Second Reading – November 28, 2017
Third Reading - November 28, 2017

H-8820/C. Smith



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Ecologist Planner: J. MACKAY

TO:	CHAIR AND MEMBERS PLANNING & ENVIRONMENT COMMITTEE ON November 20, 2017
FROM:	J. M. FLEMING MANAGING DIRECTOR, PLANNING AND CITY PLANNER
SUBJECT:	HIGHLAND RIDGE SANITARY TRUNK SEWER POST CONSTRUCTION RESTORATION WORKS AND MONITORING PEC DEFERRED MATTER #1

RECOMMENDATION

That, on the recommendation of the Managing Director, Planning and City Planner regarding the Highland Ridge Sanitary Trunk Sewer post construction restoration works and monitoring plan, the following report **BE RECEIVED**.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

- a) Highland Ridge Sanitary Trunk Sewer Environmental Impact Study (Dillon Consulting July 2011),
- b) Municipal Council Resolution letter dated May 23, 2012

BACKGROUND

The City of London proposed to construct the Highland Ridge Sanitary Trunk Sewer within the ecological buffer situated along the northern edge of the North Talbot Provincially Significant Wetland located northeast of Cranbrook Road. The Dillon Consulting Environmental Impact Study was to determine the feasibility of the proposed sewer alignment in a manner that would protect the significance and function of the Natural Heritage System. The EIS was completed according to the scoped checklist created in conjunction with the City of London and it prescribed a detailed monitoring plan.

As part of the approvals for the project, Council passed a resolution on May 23, 2012 that required the recommendations for monitoring as identified in Table 7 of the EIS Report be implemented and that the Ecologist Planner be directed to report back on the monitoring program. The Dillon Consulting EIS identified required mitigation measures that were intended to protect and enhance the North Talbot Provincially Significant Wetland. The EIS identified that the buffer was to be ecologically restored. This included seeding and plantings of various native species in multiple ‘cells’, turtle nesting habitat sites and a snake hibernacula. These were to be implemented post-construction and monitored for a period of 2 years.

REVIEW OF MONITORING REPORTS AND SITE VISIT

The monitoring reports were completed over a period of 2 growing seasons in 2013 and 2014 as required. The reports identified some dead and dying vegetation over the course of these reports. However, the monitoring reports did not fully discuss the wildlife habitat creation components or monitor them for installation success or use. Staffing changes at the time, resulted in these deficiencies not being properly addressed.

A site visit conducted by the City of London Ecologist during the summer of 2016 confirmed that some of the vegetation was dead or dying and should have been replaced. It did not appear that any replacement plantings had been installed after the monitoring reports were filed with the City of London. It also was clear in 2016 that there are no existing areas that would be

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Ecologist Planner: J. MACKAY

suitable turtle nesting sites based on the observed existing conditions. The snake hibernacula, which was difficult to identify, likely was not created correctly and is not functioning as intended. There was some evidence of soil erosion in areas where seeding did not take and has exposed a hard clay surface with no topsoil present.

Table 6 of the EIS clearly identified the restoration works required as part of this project and were detailed on the restoration drawings located in Appendix H. Table 7 of the EIS identifies the monitoring requirements post-construction. While the monitoring reports were completed, they did not fully address the wildlife habitat use of these areas.

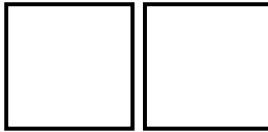
RECOMMENDATIONS

In order to fully implement Table 6 and Table 7 requirements identified by the Dillon Consulting EIS (July 2011), the following actions are required:

- 1) Suitable turtle nesting habitat needs to be recreated (in consultation with the UTRCA);
- 2) A suitable snake hibernacula needs to be recreated (in consultation with the UTRCA);
- 3) Replacement plantings for the dead and dying vegetation needs to be undertaken;
- 4) Additional native seeding application for the area needs to be undertaken according to the City of London Construction Specification for Seeding and Cover (2015), and;
- 5) The City will inspect and monitor all works for a further year after construction.

Planning and Wastewater Engineering staff will work with Dillon and the UTRCA to implement these recommendations in the spring of 2018.

PREPARED BY:	SUBMITTED BY:
J. MACKAY, M.Sc. ECOLOGIST, ENVIRONMENTAL & PARKS PLANNING	A. MACPHERSON, OALA MANAGER ENVIRONMENTAL & PARKS PLANNING
RECOMMENDED BY:	
JOHN M. FLEMING, MCIP, RPP MANAGING DIRECTOR, PLANNING AND CITY PLANNER	



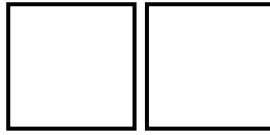
File No: 39T-06507 / OZ-7176 / O-7178
Planner: L. Mottram

TO:	CHAIR AND MEMBERS PLANNING AND ENVIRONMENT COMMITTEE
FROM:	GEORGE KOTSIFAS, P. ENG. MANAGING DIRECTOR, DEVELOPMENT & COMPLIANCE SERVICES AND CHIEF BUILDING OFFICIAL
SUBJECT:	APPLICATION BY: 748094 ONTARIO LTD. & 2624 JACKSON ROAD INC. FOR APPROVAL OF DRAFT PLAN OF SUBDIVISION OFFICIAL PLAN AND ZONING BY-LAW AMENDMENTS 1635 COMMISSIONERS ROAD EAST AND 2624 JACKSON ROAD APPLICATION BY: CITY OF LONDON OFFICIAL PLAN AMENDMENT 1663 & 1685 COMMISSIONERS ROAD EAST AND 2652 JACKSON ROAD MEETING ON NOVEMBER 20, 2017

RECOMMENDATION

That, on the recommendation of the Senior Planner, Development Services, the following actions be taken with respect to the application of 748094 Ontario Ltd. and 2624 Jackson Road Inc. for the lands located at 1635 Commissioners Road East and 2624 Jackson Road; and the application by the City of London relating to Official Plan Amendments for 1663 Commissioners Road East, 1685 Commissioners Road East and 2652 Jackson Road:

- (a) the following information report summarizing the results of further discussions undertaken with the applicant as to how the proposed subdivision design could potentially be modified to improve the views onto natural heritage areas, consistent with Chapter Two, Physical Context, of the Placemaking Guidelines; and Policy 204 of the London Plan, **BE RECEIVED**;
- (b) pursuant to Section 34(17) of the *Planning Act*, as determined by the Municipal Council, no further notice **BE GIVEN** in respect of the proposed by-law noted in Part (h) below for the reasons that:
 - i) the revisions to the proposed by-law are minor in nature; and,
 - ii) it continues to implement a subdivision design that is generally consistent with the proposed Draft Plan of Subdivision and Zoning By-law Amendment circulated with the Notices of Application and Public Meeting;
- (c) the Approval Authority **BE ADVISED** of the issues, if any, raised at the Public Participation Meeting held on September 25, 2017 with respect to the application for Draft Plan of Subdivision by 748094 Ontario Ltd. and 2624 Jackson Road Inc. relating to lands located at 1635 Commissioners Road East and 2624 Jackson Road;
- (d) the Approval Authority **BE ADVISED** that Municipal Council supports issuing Draft Approval of the proposed plan of subdivision as submitted by 748094 Ontario Ltd. and 2624 Jackson Road Inc., prepared by Stantec Consulting Ltd. and certified by Terry P. Dietz O.L.S. (Project No. 1614-03884 Drawing No.1, dated May 2, 2017), which shows thirty-nine (39) low density residential blocks, seventeen (17) medium density residential blocks, three (3) open space blocks, two (2) open space buffer blocks, six (6) park blocks, three (3) park/walkway blocks, one (1) part block, one (1) access/servicing block, one (1) school block, one (1) stormwater management block, one (1) existing hydro corridor block, two (2) future development blocks, twelve (12) reserve blocks, and four (4) road widening blocks, **SUBJECT TO** minor design modifications being incorporated into the proposed plan of subdivision as outlined in the information report received in Part (a) above, and the conditions contained in the attached Appendix "D";



File No: 39T-06507 / OZ-7176 / O-7178
Planner: L. Mottram

- (e) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on November 28, 2017 to amend the Official Plan for lands located at 1635 Commissioners Road East and 2624 Jackson Road to change the land use designations on Schedule 'A' – Land Use **FROM** "Urban Reserve - Community Growth" and "Environmental Review" **TO** "Low Density Residential", "Multi-family, Medium Density Residential", and "Open Space"; and to amend Schedule 'C' – Transportation Corridors to add "Secondary Collectors";
- (f) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on November 28, 2017 to amend the Official Plan for lands located at 1663 Commissioners Road East and 1685 Commissioners Road East to change the land use designation on Schedule 'A' – Land Use **FROM** "Urban Reserve - Community Growth" **TO** "Multi-family, Medium Density Residential";
- (g) Based on the City-initiated review of the Official Plan land use designations, **NO FURTHER ACTION** be taken with respect to lands located at 2652 Jackson Road. The property is adjacent a phase of the subdivision intended for future development requiring further detailed planning, and no changes to the land use designation are proposed at this time;
- (h) the proposed by-law attached hereto as Appendix "C" **BE INTRODUCED** at the Municipal Council meeting on November 28, 2017 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan as amended in Part (e) above, to change the zoning of the subject lands **FROM** an Urban Reserve (UR4) Zone, an Environmental Review (ER) Zone, and an Agricultural (AG1) Zone **TO**:
 - i) a Holding Residential R1 Special Provision (h•h-100•R1-13()) Zone to permit single detached dwellings on lots with a minimum lot frontage of 9.0 metres and minimum lot area of 270 square metres; together with a special provision for a minimum rear yard depth of 6.0 metres;
 - ii) a Holding Residential R1 (h•h-100•R1-4) Zone to permit single detached dwellings on lots with a minimum lot frontage of 12.0 metres and minimum lot area of 360 square metres;
 - iii) a Holding Residential R4/R5/R6 (h•h-71•h-100•R4-6/R5-4/R6-5) Zone to permit street townhouse dwellings; townhouses and stacked townhouses up to a maximum density of 40 units per hectare and maximum height of 12 metres; and various forms of cluster housing including single detached, semi-detached, duplex, triplex, fourplex, townhouse, stacked townhouse, and apartment buildings up to a maximum density of 35 units per hectare and maximum height of 12 metres;
 - iv) a Holding Residential R4/R5/R6 (h•h-54•h-71•h-100•R4-6/R5-4/R6-5) Zone to permit street townhouse dwellings; townhouses and stacked townhouses up to a maximum density of 40 units per hectare and maximum height of 12 metres; and various forms of cluster housing including single detached, semi-detached, duplex, triplex, fourplex, townhouse, stacked townhouse, and apartment buildings up to a maximum density of 35 units per hectare and maximum height of 12 metres;
 - v) a holding Neighbourhood Facility / Residential R1 (h•h-100•NF/R1-4) Zone to permit such uses as elementary schools, places of worship, and day care centres; and to permit single detached dwellings on lots with a minimum lot frontage of 12.0 metres and minimum lot area of 360 square metres;
 - vi) an Open Space (OS1) Zone to permit public parks, conservation lands, and recreational buildings associated with conservation lands and public parks;
 - vii) an Open Space (OS5) Zone to permit conservation lands, conservation works, passive recreation uses which include hiking trails and multi-use pathways, and managed woodlots;
 - viii) an Urban Reserve Special Provision (UR4()) Zone to permit such uses as existing dwellings, agricultural uses, conservation lands, passive recreation uses, kennels, and private outdoor recreation clubs; together with a special provision for a minimum lot area of 7.0 hectares;
 - ix) a holding Urban Reserve Special Provision (h-82•UR4()) Zone to permit such uses as existing dwellings, agricultural uses, conservation lands, passive recreation uses, kennels, and private outdoor recreation clubs; together with a special provision for a minimum lot area of 160 square metres and no minimum lot frontage requirement;
 - x) an Agricultural Special Provision (AG1()) Zone to permit agricultural uses, kennels, conservation lands, nursery, passive recreation uses, farm markets, and greenhouses; together with a special provision for a minimum lot area of 2.6 hectares;



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Planner: L. Mottram

- xi) an Agricultural Special Provision (AG1()) Zone to permit agricultural uses, kennels, conservation lands, nursery, passive recreation uses, farm markets, and greenhouses; together with a special provision for a minimum lot area of 1.5 hectares and minimum lot frontage of 50 metres.

it being noted that the following holding provisions have also been applied:

- (h) - to ensure orderly development and adequate provision of municipal services, the "h" symbol shall not be deleted until the required security is provided and that the conditions of draft plan approval will ensure the execution of a subdivision agreement prior to development;
 - (h-54) - to ensure completion of noise assessment reports and implementation of mitigation measures for development adjacent arterial roads;
 - (h-71)) - to encourage street oriented development the Owner shall prepare a building orientation plan to be incorporated into the approved Site Plan and Development Agreement;
 - (h-82) – to ensure consistent lotting pattern and that any part blocks are consolidated with adjacent lands;
 - (h-100) – to ensure there is adequate water service and appropriate access, a looped watermain system must be constructed and a second public access must be available.
- (i) **IT BEING NOTED** that modifications to Map 1 – Place Types and Map 3 – Street Classifications in The London Plan reflecting the amendments as recommended in Parts (c) and (d) above will be undertaken by Civic Administration and will be brought forward to Municipal Council as part of a future comprehensive review.
- (j) the applicant **BE ADVISED** that the Development Finance has summarized the estimated costs and revenues information as attached in Appendix "E".

BACKGROUND

Municipal Council, at its meeting held on October 3, 2017 resolved:

12. *That clause 12, of the 18th Report of the Planning and Environment Committee, with respect to the application of 748094 Ontario Ltd., and 2624 Jackson Road Inc., for the lands located at 1635 Commissioners Road East and 2624 Jackson Road and the application by the City of London, relating to the Official Plan Amendments for 1663 Commissioners Road East, 1685 Commissioners Road East and 2652 Jackson Road **BE REFERRED** back to the Civic Administration to undertake and report back on the results of further discussions with the applicant as to how the proposed subdivision design could potentially be modified to:*

- i) *improve the views onto natural heritage areas, consistent with Chapter Two, Physical Context, of the Placemaking Guidelines, which includes the following considerations:*
- *visually integrate natural features, such as slopes, trees and water courses into the community design as visual and physical focal points;*
 - *avoid a consistent pattern of backing onto natural features;*
 - *incorporate significant natural features to enhance the community as visual or passive recreational amenities where appropriate, and*
 - *where possible, design street patterns to use natural features as visual terminuses for views and streetscapes; and,*

- ii) *be consistent with Policy 204 of the London Plan, which states:*

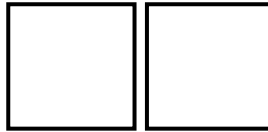
204_ Natural heritage is an important contributor to the character of an area and influences the overall street network. Neighbourhoods should be designed to preserve view corridors to natural heritage features and landmarks through lotting patterns, window streets, and building placement. (2017-D09) (AS AMENDED) (12/18/PEC)



File No: 39T-06507 / OZ-7176 / O-7178
Planner: L. Mottram

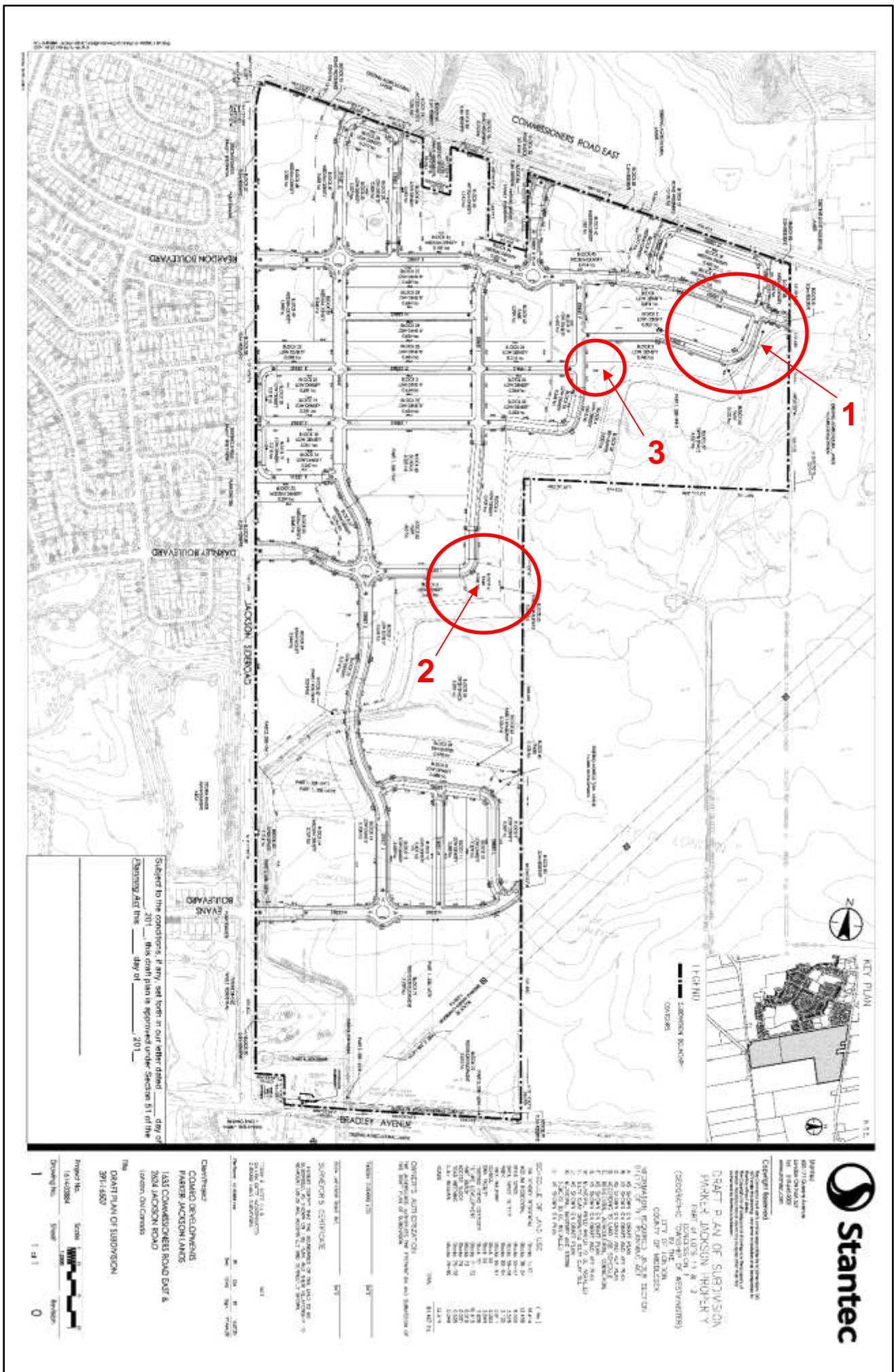
Following the Municipal Council direction, Development Services staff met with the applicant and their consultants to discuss modifying the subdivision design in a manner that would improve view corridors into the natural heritage feature and achieve better integration of open space with the community. As a result of those discussions, further adjustments have been made to the proposed draft plan of subdivision presented to the Planning and Environment Committee on September 25, 2017. Adjustments to the draft plan are identified on the following page and further described as follows:

1. In the north easterly portion of the draft plan, Street 'E' has been extended easterly to align with the intersection of Street 'D', north of Street 'B'. The result is an improved road alignment and more functional intersection, whereas previously there was a slight jog in the alignment between the intersecting roads. This adjustment has also resulted in the creation of a "window street" with increased exposure to the natural features and open space buffer. The open space buffer block configuration as originally proposed has not changed. However, a park access block at this location has been reconfigured to increase the exposure and access to park/open space land along the window street portion of Street 'E', and increased access to the multi-use pathway.
2. In the middle portion of the draft plan, the park access block located on the outside bend of Street 'I' has been widened in order to improve the public view corridors to the natural feature along Street 'I' in both southerly and easterly directions. As well as creating a more identifiable focal point for the community, it has improved the integration of public spaces including the neighbourhood park and school blocks, and access to the multi-use pathway. Portions of the adjacent residential blocks on either side were given up in order to widen the park access block, an area roughly equivalent to 2 or 3 single detached residential lots.
3. In the mid-to-north easterly portion of the draft plan, an approximately 11 metre wide public access block has been incorporated at the east end of Street 'G', east of Street 'F'. This is intended to replace a small park access block previously located further west along Street 'F', and is a better location to provide a closer pedestrian and cycling connection between the small neighbourhood park and the multi-use pathway and natural heritage feature. The placement of this block will also improve views into the natural feature along Street 'G', consistent with direction provided by Council.



File No: 39T-06507 / OZ-7176 / O-7178
Planner: L. Mottram

PROPOSED MODIFICATIONS TO DRAFT PLAN



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File No: 39T-06507 / OZ-7176 / O-7178
Planner: L. Mottram

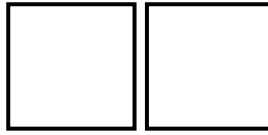
With the proposed design modifications as summarized above, the applicant and staff have agreed that these changes result in a better outcome achieving the objectives of the City's Placemaking Guidelines and Policy 204 of The London Plan. These policies require that new development integrate significant natural heritage features within the community, incorporate visual terminuses, and improve street exposure to public open spaces. For the applicant it minimizes the potential of higher site engineering and development costs with respect to major changes to the design that would require significant grading and filling in order to maintain the overland flow and water balance to the wetland within the natural heritage feature. Development Services wishes to acknowledge the efforts of the applicant and their consulting team for working with staff for a positive outcome.

RECOMMENDED BY:	REVIEWED BY:
LARRY MOTTRAM, MCIP, RPP SENIOR PLANNER – DEVELOPMENT SERVICES	LOU POMPILII, MPA, RPP MANAGER, DEVELOPMENT PLANNING
REVIEWED BY:	CONCURRED IN BY:
MATT FELDBERG MANAGER, DEVELOPMENT SERVICES (SUBDIVISIONS)	PAUL YEOMAN, RPP, PLE DIRECTOR, DEVELOPMENT SERVICES
SUBMITTED BY:	
G. KOTSIFAS, P.ENG MANAGING DIRECTOR, DEVELOPMENT AND COMPLIANCE SERVICES AND CHIEF BUILDING OFFICIAL	

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File No: 39T-06507 / OZ-7176 / O-7178
Planner: L. Mottram

**APPENDIX “A”
Official Plan Amendment**

Bill No. (number to be inserted by Clerk's Office)
2018

By-law No. C.P.-1284-_____

A by-law to amend the Official Plan for the City of London, 1989 for lands located at 1635 Commissioners Road East and 2624 Jackson Road, east side of Jackson Road between Commissioners Road East and Bradley Avenue.

The Municipal Council of The Corporation of the City of London enacts as follows:

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan for the City of London Planning Area – 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.

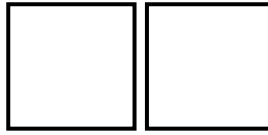
2. This by-law shall come into effect in accordance with subsection 17(38) of the *Planning Act*, R.S.O. 1990, c.P.13.

PASSED in Open Council on November 28, 2017.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – November 28, 2017
Second Reading – November 28, 2017
Third Reading – November 28, 2017



File No: 39T-06507 / OZ-7176 / O-7178
Planner: L. Mottram

AMENDMENT NO.

to the

OFFICIAL PLAN FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

1. To change the land use designations for the subject lands on Schedule “A” – Land Use of the Official Plan **FROM** “Urban Reserve - Community Growth” and “Environmental Review” **TO** “Low Density Residential”, “Multi-family, Medium Density Residential” and “Open Space”.
2. To change Schedule “C” – Transportation Corridors of the Official Plan to add “Secondary Collector” roads.

B. LOCATION OF THIS AMENDMENT

1. This Amendment applies to lands located at 1635 Commissioners Road East and 2624 Jackson Road, east side of Jackson Road between Commissioners Road East and Bradley Avenue, in the City of London.

C. BASIS OF THE AMENDMENT

The subject of this amendment is an 82 hectare parcel of land, referred to as the Parker-Jackson lands. An application for approval of draft plan of subdivision has been submitted for development of a low-medium density residential subdivision. Under Schedule ‘A’ - Land Use, the Parker-Jackson lands are designated as “Urban Reserve-Community Growth” and “Environmental Review”. A portion of these lands in the southeast corner of the property, south of an existing hydro transmission corridor, are designated “Agriculture”. This amendment is to change the land use designations from “Urban Reserve - Community Growth” and “Environmental Review” to “Low Density Residential”, “Multi-family, Medium Density Residential”, and “Open Space”; and amend Schedule ‘C’ – Transportation Corridors map to add “Secondary Collectors”.

The subdivision draft plan was accompanied by a land use concept in support of the proposed amendments which demonstrates a compatible, connected, pedestrian oriented subdivision composed of a range of housing from single family, townhouse, cluster housing, street townhouse dwellings, school and parks, and natural heritage features to be protected and maintained as public open space. The proposed subdivision plan is based on a network of Secondary Collector and local streets. The subdivision road pattern incorporates a strong grid street pattern connected to north-south and east–west secondary collector roads which functions as the “spine” of the community

The recommended amendments are appropriate and consistent with the 2014 Provincial Policy Statement; are in keeping with the intent of the Official Plan policies; will utilize existing municipal services and preserve significant natural heritage features; provide for an attractive, pedestrian-oriented and compatible development; and contributes to compact urban form through the proposed range and mix of uses.

Item # II.12.

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File No: 39T-06507 / OZ-7176 / O-7178
Planner: L. Mottram

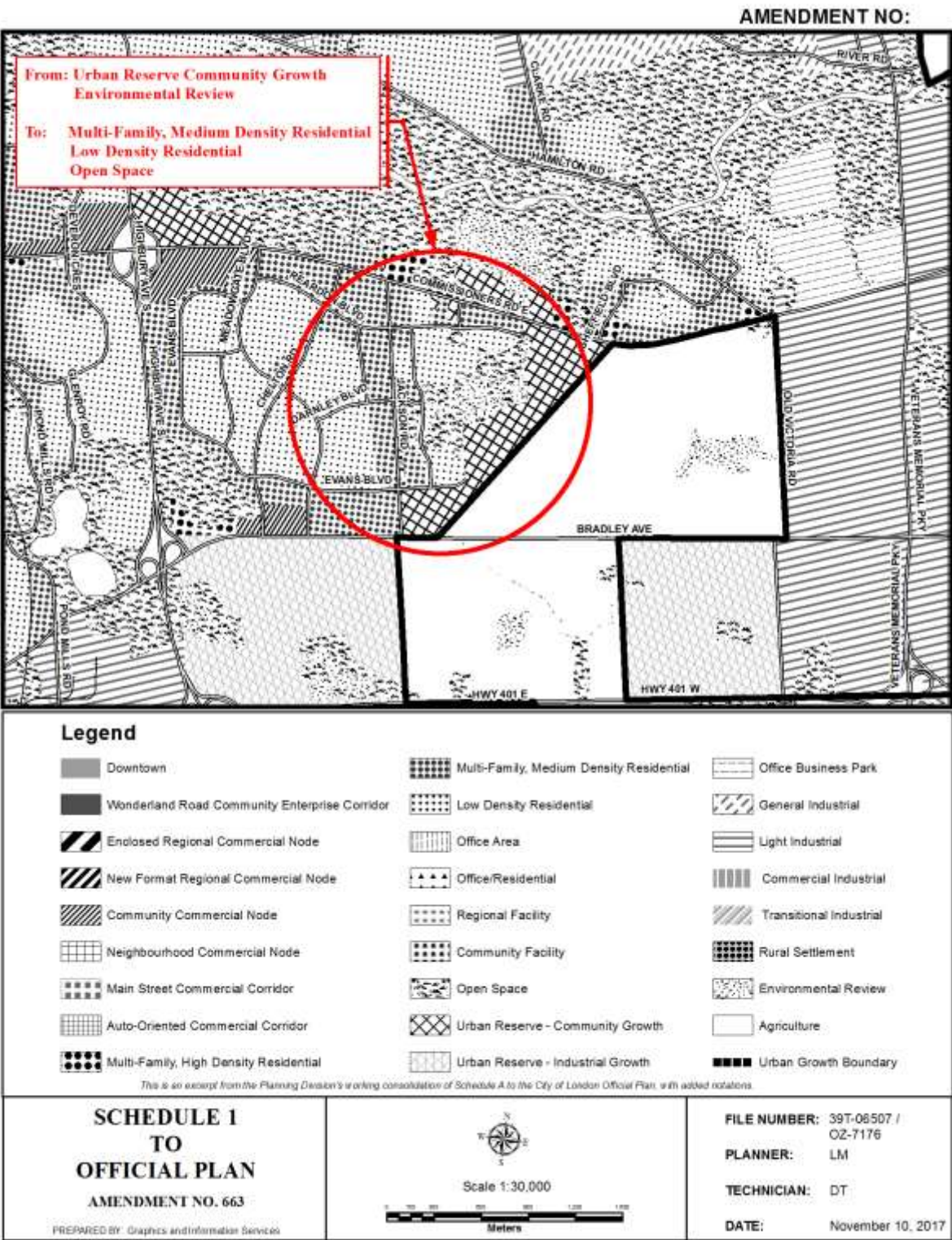
D. THE AMENDMENT

The Official Plan for the City of London is hereby amended as follows:

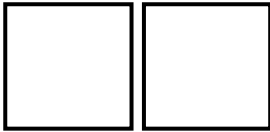
1. Schedule "A", Land Use to the Official Plan for the City of London Planning Area is amended by designating those lands located at 1635 Commissioners Road East and 2624 Jackson Road, east side of Jackson Road between Commissioners Road East and Bradley Avenue in the City of London, as indicated on "Schedule 1" attached hereto, from Urban Reserve - Community Growth and Environmental Review to Low Density Residential, Multi-family, Medium Density Residential and Open Space.
2. Schedule "C", Transportation Corridors to the Official Plan for the City of London is amended by adding Secondary Collector roads, as indicated on "Schedule 2" attached hereto.



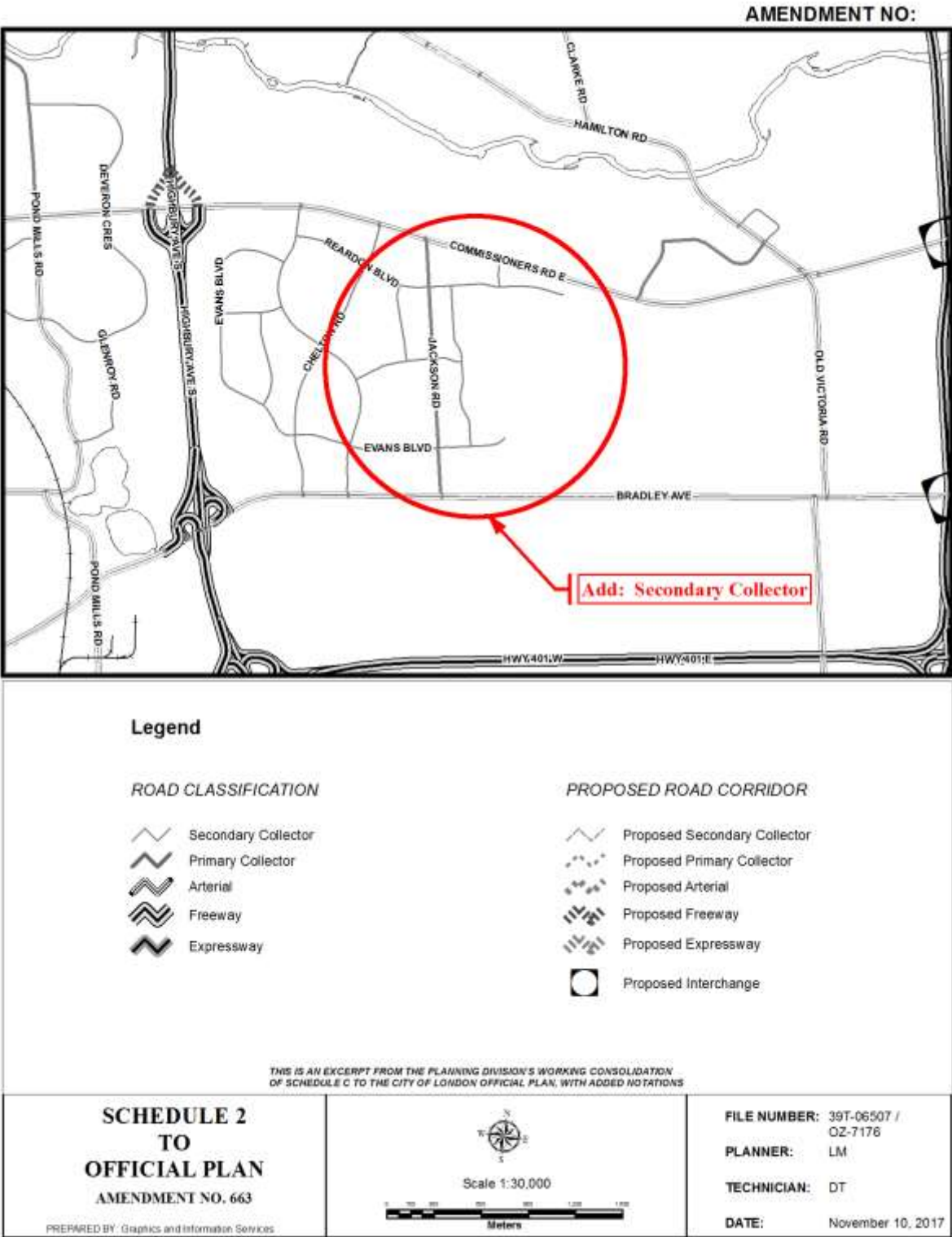
File No: 39T-06507 / OZ-7176 / O-7178
Planner: L. Mottram



PROJECT LOCATION: e:\planning\projects\ip_official\plan\work\consolid\amendments\39T-06507_OZ-7176\39T-06507_OZ-7176_scheduleA_b&w_8x11_with_SWAP.mxd

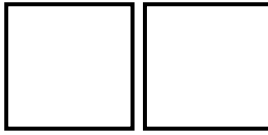


File No: 39T-06507 / OZ-7176 / O-7178
Planner: L. Mottram



Item # II.12.

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File No: 39T-06507 / OZ-7176 / O-7178
Planner: L. Mottram

APPENDIX “B”
Official Plan Amendment

Bill No. (number to be inserted by Clerk's Office)
2018

By-law No. C.P.-1284-_____

A by-law to amend the Official Plan for the City of London, 1989 for lands located at 1663 and 1685 Commissioners Road East, south side of Commissioners Road East, east of Jackson Road.

The Municipal Council of The Corporation of the City of London enacts as follows:

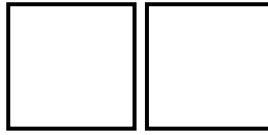
1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan for the City of London Planning Area – 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of the *Planning Act*, R.S.O. 1990, c.P.13.

PASSED in Open Council on November 28, 2017.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – November 28, 2017
Second Reading – November 28, 2017
Third Reading – November 28, 2017



File No: 39T-06507 / OZ-7176 / O-7178
Planner: L. Mottram

AMENDMENT NO.

to the

OFFICIAL PLAN FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

1. To change the land use designation for the subject lands on Schedule "A" – Land Use of the Official Plan **FROM** "Urban Reserve - Community Growth" **TO** "Multi-family, Medium Density Residential"

B. LOCATION OF THIS AMENDMENT

1. This Amendment applies to lands located at 1663 and 1685 Commissioners Road East, south side of Commissioners Road East, east of Jackson Road, in the City of London.

C. BASIS OF THE AMENDMENT

An application for approval of draft plan of subdivision, Official Plan and Zoning By-law amendments, has been submitted for an 82 hectare parcel of land, located at 1635 Commissioners Road East and 2624 Jackson Road, east side of Jackson Road between Commissioners Road East and Bradley Avenue. The property is referred to as the Parker-Jackson lands. The lands for the proposed subdivision have frontage along Commissioners Road East which is broken up by two existing rural residential lots that are outside the limits of the draft plan. In order to consider the proposed land use changes comprehensively, the City included these "orphan" parcels concurrently as part of the application review and Official Plan amendments.

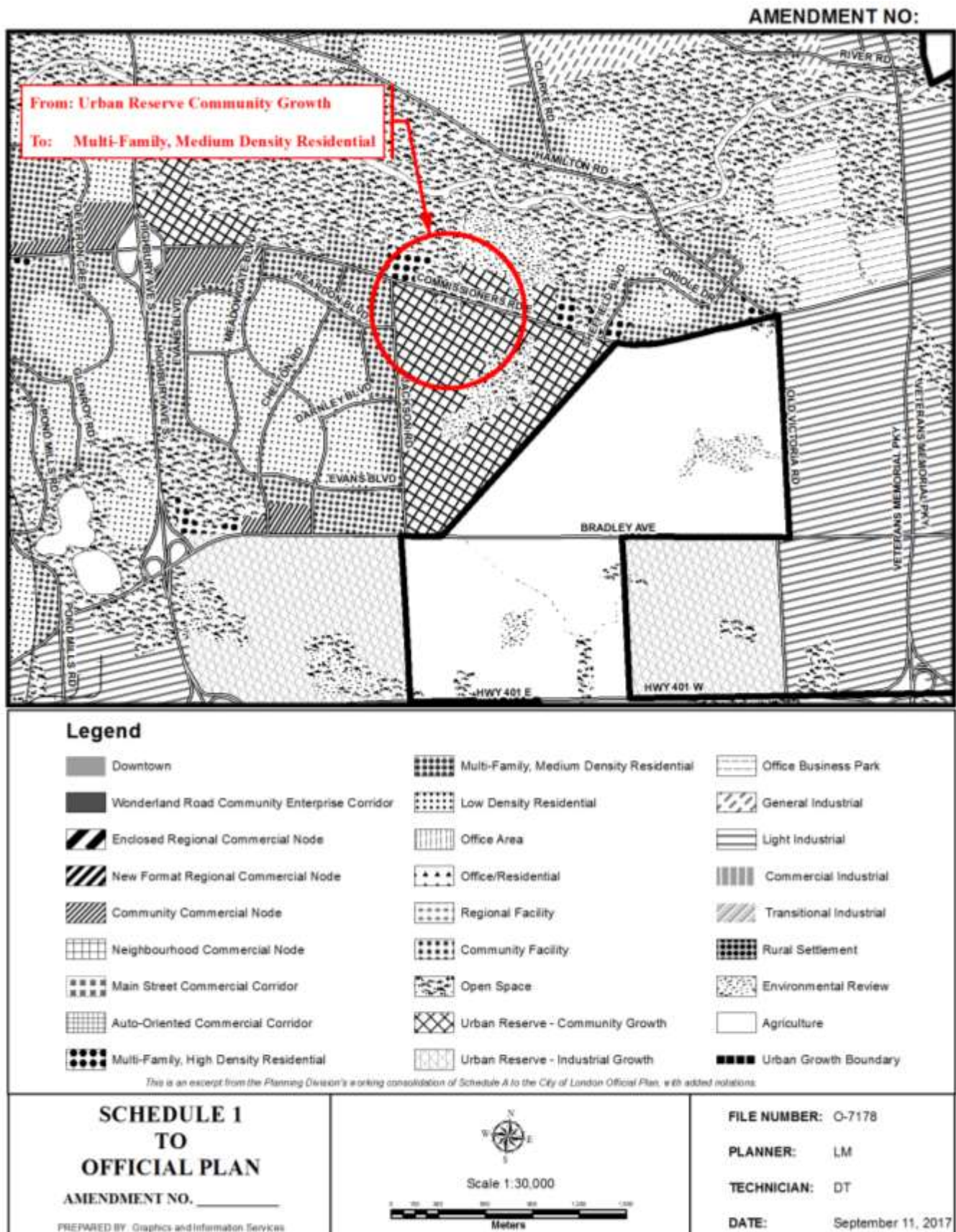
D. THE AMENDMENT

The Official Plan for the City of London is hereby amended as follows:

1. Schedule "A", Land Use to the Official Plan for the City of London Planning Area is amended by designating those lands located at 1663 and 1685 Commissioners Road East, south side of Commissioners Road East, east of Jackson Road in the City of London, as indicated on "Schedule 1" attached hereto, from Urban Reserve - Community Growth to Multi-family, Medium Density Residential.



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 Planner: L. Mottram



PROJECT LOCATION: e:\planning\projects\p_officialplan\work\consolid\amendments\O-7178\O-7178_scheduleA_b&w_8x11_with_SWAP.mxd



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Planner: L. Mottram

APPENDIX "C"
Zoning By-law Amendment

Bill No. (number to be inserted by Clerk's Office)
2018

By-law No. Z.-1-_____

A by-law to amend By-law No. Z.-1 to rezone lands located at 1635 Commissioners Road East and 2624 Jackson Road, east side of Jackson Road between Commissioners Road East and Bradley Avenue.

WHEREAS 748094 Ontario Ltd. and 2624 Jackson Road Inc. have applied to rezone lands located at 1635 Commissioners Road East and 2624 Jackson Road, as shown on the map attached to this by-law, as set out below;

AND WHEREAS upon approval of Official Plan Amendment Number (number to be inserted by Clerk's Office) this rezoning will conform with the Official Plan;

NOW THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

1. Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 1635 Commissioners Road East and 2624 Jackson Road, as shown on the attached map, **from** an Urban Reserve (UR4) Zone, an Environmental Review (ER) Zone and an Agricultural (AG1) Zone **to** a Holding Residential R1 Special Provision (h•h-100•R1-13()) Zone; a Holding Residential R1 (h•h-100•R1-4) Zone; a Holding Residential R4/R5/R6 (h•h-71•h-100•R4-6/R5-4/R6-5) Zone; a Holding Residential R4/R5/R6 (h•h-54•h-71•h-100•R4-6/R5-4/R6-5) Zone; a holding Neighbourhood Facility / Residential R1 (h•h-100•NF/R1-4) Zone; an Open Space (OS1) Zone; an Open Space (OS5) Zone; an Urban Reserve Special Provision (UR4(*)) Zone; a holding Urban Reserve Special Provision (h-82•UR4(**)) Zone; an Agricultural Special Provision (AG1(*)) Zone; and an Agricultural Special Provision (AG1(**)) Zone.

2. Section 5.4 of the Residential R1 Zone to By-law No. Z.-1 is amended by adding the following Special Provision:

R1-13 ()

(a) Regulations

i)	Rear Yard Depth (Minimum)	6.0 metres
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3. Section 45.4 of the Agricultural AG Zone to By-law No. Z.-1 is amended by adding the following Special Provisions:

AG1 (*)

(a) Regulations

i)	Lot Area (Minimum)	2.6 hectares
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Planner: L. Mottram

AG1(**)

(a) Regulations

- | | | |
|-----|------------------------|--------------|
| i) | Lot Area (Minimum) | 1.5 hectares |
| ii) | Lot Frontage (Minimum) | 50.0 metres |

4. Section 49.3 of the Urban Reserve UR Zone to By-law No. Z.-1 is amended by adding the following Special Provisions:

UR4 (*)

(a) Regulations

- | | | |
|----|--------------------|--------------|
| i) | Lot Area (Minimum) | 7.0 hectares |
|----|--------------------|--------------|

UR4(**)

(a) Regulations

- | | | |
|-----|--|-------------------|
| i) | Lot Area (Minimum) | 160 square metres |
| ii) | No Minimum Lot
Frontage Requirement | |

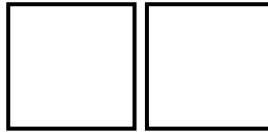
This By-law shall come into force and be deemed to come into force in accordance with subsection 34(21) of the *Planning Act, R.S.O. 1990, c. P.13*, either upon the date of the passage of this by-law or as otherwise provided by the said subsection.

PASSED in Open Council on November 28, 2017.

Matt Brown
Mayor

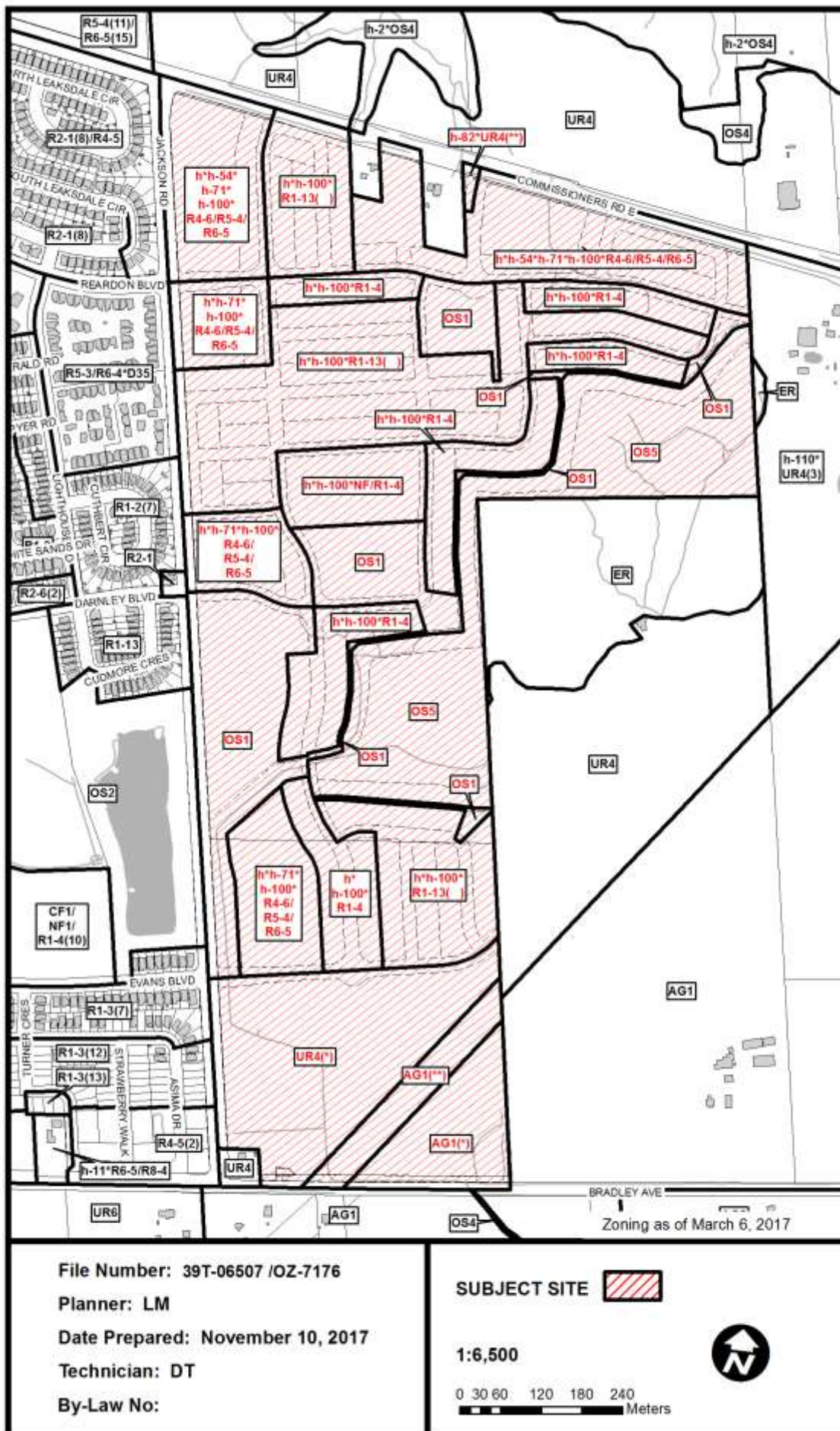
Catharine Saunders
City Clerk

First Reading – November 28, 2017
Second Reading – November 28, 2017
Third Reading – November 28, 2017



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Planner: L. Mottram

AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z.-1)



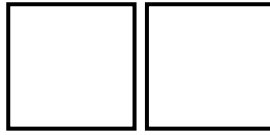


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Planner: L. Mottram

APPENDIX “D”
(Conditions to be included for draft plan approval)

THE CORPORATION OF THE CITY OF LONDON’S CONDITIONS AND AMENDMENTS TO FINAL APPROVAL FOR THE REGISTRATION OF THIS SUBDIVISION, FILE NUMBER 39T-06507 ARE AS FOLLOWS:

NO.	CONDITIONS
1.	This draft approval applies to the draft plan as submitted by Stantec (File No. 39T-06507), prepared by Callon Dietz and certified by Terry P. Dietz, Ontario Land Surveyor dated May 2, 2017 (Project No. 1614-03884), which shows 39 low density residential blocks, 17 medium density residential blocks, 3 open space blocks, 2 open space buffer blocks, 6 park blocks, 3 park/walkway blocks, 1 part block, 1 access/servicing block, 1 school block, 1 stormwater management block, 1 existing hydro corridor block, 2 future development blocks, 12 reserve blocks, and 4 road widening blocks.
2.	This approval applies for three years, and if final approval is not given by that date, the draft approval shall lapse, except in the case where an extension has been granted by the Approval Authority.
3.	The road allowances included in this draft plan shall be shown on the face of the plan and dedicated as public highways.
4.	The Owner shall request that street(s) be named to the satisfaction of the City.
5.	The Owner shall request that the municipal addresses be assigned to the satisfaction of the City.
6.	Prior to final approval, the Owner shall submit to the City a digital file of the plan to be registered in a format compiled to the satisfaction of the City of London and referenced to NAD83UTM horizon control network for the City of London mapping program.
7.	The Owner shall enter into the City’s standard subdivision agreement (including any added special provisions) which shall be registered against the lands to which it applies. Prior to final approval the Owner shall pay in full all municipal financial obligations/encumbrances on the said lands, including property taxes and local improvement charges.
8.	In conjunction with registration of the plan, the Owner shall provide to the appropriate authorities such easements and/or land dedications as may be required for all municipal works and services associated with the development of the subject lands, such as road, utility, drainage or stormwater management (SWM) purposes, to the satisfaction of and at no cost to the City.
9.	Prior to final approval, for the purposes of satisfying any of the conditions of draft approval herein contained, the Owner shall file with the City a complete submission consisting of all required clearances, fees, and final plans, and to advise the City in writing how each of the conditions of draft approval has been, or will be, satisfied. The Owner acknowledges that, in the event that the final approval package does not include the complete information required by the City, such submission will be returned to the Owner without detailed review by the City.
10.	Prior to final approval, for the purpose of satisfying any of the conditions of draft approval herein contained, the Owner shall file with the City complete submissions consisting of all required studies, reports, data, information or detailed engineering drawings, all to the satisfaction of the City. The Owner acknowledges that, in the event that a submission does not include the complete information required, such submission will be returned to the Owner without detailed review by the City.



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Planner: L. Mottram

Planning

11. In conjunction with the Design Studies submission, the owner shall prepare and submit a tree preservation report and plan for lands within the proposed draft plan of subdivision. The tree preservation report and plan shall be focused on the preservation of trees within lots and blocks. The tree preservation report and plan shall be completed in accordance with current approved City of London guidelines for the preparation of tree preservation reports and tree preservation plans, to the satisfaction of the City Planner. Tree preservation shall be established first and grading/servicing design shall be developed to accommodate maximum tree preservation as per the Council approved Tree Preservation Guidelines.
12. The Owner shall construct a 1.5m high chain link fencing without gates in accordance with current City park standards (SPO 4.8) or approved alternate, along the property limit interface of all existing and proposed private lots adjacent to existing and/or future Park and Open Space blocks. Fencing shall be completed to the satisfaction of the City Planner, within one (1) year of the registration of the plan.
13. The Owner shall not grade into any open space areas. Where lots or blocks abut an open space area, all grading of the developing lots or blocks at the interface with the open space areas are to match grades to maintain existing slopes, topography and vegetation. In instances where this is not practical or desirable, any grading into the open space shall be to the satisfaction of the Manager of Environmental and Parks Planning.
14. The Owner shall develop and deliver to all purchasers and transferees of the lots in this plan, a homeowner guide/education package as approved by the Manager of Parks Planning and Design that explains the stewardship of natural areas and the value of existing tree cover, as well as indirect suburban effects on natural areas. The Owner shall submit the homeowner guide/education package for review and acceptance, in conjunction with the Design Studies submission.
15. The Owner shall dedicate Open Space Blocks 57, 58 & 59, Open Space Buffer Blocks 60 & 61, Park Blocks 62, 63, 64, 65, 66 & 67, and Park/Walkway Blocks 68, 69 & 70 as fulfillment of the required parkland dedication for the proposed Plan of Subdivision.
16. In conjunction with the Design Studies submission, the Owner shall provide park concept plans for Blocks 66 and 67, to the satisfaction of the Manager of Environmental and Parks Planning. Appropriate amenities to be included in the park blocks (Blocks 66 and 67) will be determined in consultation with City's Environmental and Parks Planning staff. In addition, the Owner shall submit with the standard engineering servicing drawings submission, full design and construction plans to the satisfaction of the City.
17. In conjunction with the Design Studies submission, the owner shall provide a conceptual park plan for Blocks 62, 63, 64 and 65 which may include plantings, pathways and trees, to the satisfaction of the City Planner.
18. In conjunction with the Design Studies submission, the Owner shall provide a conceptual park plan delineating the alignment of the multi-use pathway through Blocks 68, 69 & 70; a multi-use pathway connection from Block 68 – through Street D to Commissioners Road East; and a conceptual buffer planting plan for Blocks 60 and 61, to the satisfaction of the Manager of Environmental and Parks Planning.
19. Prior to undertaking any works or site alteration including filling, grading, construction or alteration to a watercourse in a Conservation Regulated Area, the Owner shall obtain a permit or receive clearance from the Upper Thames River Conservation Authority.
20. In conjunction with the Design Studies submission, the Owner shall provide a report prepared by a qualified ecological consultant to address the UTRCA's outstanding concerns regarding the protection of the wetland and watercourse features that are located on the subject lands. The report shall address the water quality, timing and quantity to the swamp wetland communities as well as the Hampton - Scott Drain. This submission should include additional strategies to protect and maintain these features as



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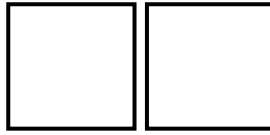
well as a discussion regarding the need for additional run-off augmentation including how / who / when that will be determined. A monitoring program for the wetland as well as a hydrogeological assessment will also be required. The Owner shall arrange a meeting with City and UTRCA staff to scope the terms of reference for the submission.

21. In conjunction with the Design Studies submission, the Owner shall provide a woodland compensation plan to address the woodland feature that will be lost as a result of the crossing of Street J over the Hampton-Scott Drain.
22. In conjunction with the Design Studies submission, the Owner shall have a qualified acoustical consultant prepare a noise study concerning the impact of traffic noise on future residential uses adjacent arterial roads. The noise study shall be prepared in accordance with the Ministry of the Environment Guidelines and the City of London policies and guidelines. Any recommended noise attenuation measures are to be reviewed and accepted by the City. The final accepted recommendations shall be constructed or installed by the Owner, or may be incorporated into the subdivision agreement.
23. Prior to the submission of Engineering Drawings, the Owner shall submit for approval an on-street parking plan for any lots with less than 11 metres frontage; whereby 1 parking space per 2.5 lots is to be used as the basis for the design, to the satisfaction of the City. The approved parking plan is required for each registered phase of development and will form part of the subdivision agreement.
24. Prior to the acceptance of engineering drawings, the Owner shall submit confirmation that they have complied with any requirements of Hydro One Networks Inc.
25. Prior to final approval, the Owner shall ensure that any block located adjacent to the hydro corridor easement shall have registered on title to the block the appropriate Hydro One Networks Inc. (HONI) warning clause(s), to the satisfaction of the City.
26. In conjunction with the Design Studies submission, the Owner shall provide a confirmation letter that the Ministry of Tourism, Culture and Sport has reviewed and accepted the Archaeological Assessment (Stages 1, 2, & 3) report for the Jackson District Stormwater Management Facility prepared by Archaeologix Inc. dated April 2001; and the Stage 1 & 2 and Stage 3 Archaeological Assessment reports for the Parker/Jackson lands prepared by Timmins Martelle Heritage Consultants Inc. dated June 2005, into the Ontario Public Register, to the satisfaction of the City.
27. The Owner shall install appropriate boundary demarcation to the satisfaction of the City, which may include signage and property boundary monuments, along the easterly and southerly property lines with the property at 1944 Bradley Avenue, at no cost to the City.

SEWERS & WATERMAINS

Sanitary:

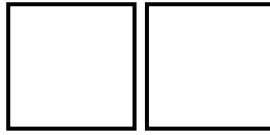
28. In conjunction with the Design Studies submission, the Owner shall have his consulting engineer prepare and submit a Sanitary Servicing Study to include the following design information:
 - i) Provide a sanitary drainage area plan, including the preliminary sanitary sewer routing and the external areas to be serviced, to the satisfaction of the City;
 - ii) Propose a suitable routing for the sanitary sewer to be constructed through this plan. Further to this, the consulting engineer shall be required to provide an opinion for the need for an Environmental Assessment under the Class EA requirements for this sanitary trunk sewer;
 - iii) Demonstrate/Identify/Provide viable servicing options for the addresses known as 1663 and 1685 Commissioners Road East, external lands to the south and east, and any other remnant parcels;
 - iv) To meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407, provide an analysis to establish the water table level of lands within the subdivision with respect to the depth of the sanitary sewers and recommend additional measures, if any, which need to be undertaken; and



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- v) Demonstrate that the servicing to the proposed street townhouses can be constructed with adequate separation distances and avoid conflicts with City services, which meet City of London standards and requirements.
29. Prior to the issuance of any Certificate of Conditional Approval and in accordance with City standards or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of sanitary services for this draft plan of subdivision:
- i) Construct sanitary sewers to serve this Plan and connect them to the existing municipal sewer system, namely, the 825 mm (33") diameter sanitary sewer stub constructed under Summerside Phase 9 and currently terminated approximately 105 metres west of the west streetline of Jackson Road, adjacent to Summerside Block 57, Plan 33M-528 SWM pond. The ultimate municipal sanitary outlet for this draft plan is the existing intake structure at the south limit of the existing Summerside District Combined Servicing Tunnel located on the extension of Lighthouse Road, south of Darnley Boulevard as identified in the Sanitary Drainage Area for Summerside District Sanitary Sewers by DelCan in Plan 33M-331;
 - ii) Construct single family private drain connections to the limits of the red-lined access block (Block 77) to 1663 Commissioners Road East, in accordance with approved engineering drawings;
 - iii) Construct a maintenance access road and provide a standard municipal easement for any section of the sewer not located within the road allowance, to the satisfaction of the City;
 - iv) Make provisions for oversizing of the internal sanitary sewers in this draft plan to accommodate flows from the upstream lands external to this plan, all to the satisfaction of the City. This sewer must be extended to the limits of this plan and/or property line to service the upstream external lands; and
 - v) Where trunk sewers are greater than 8 metres in depth and are located within the municipal roadway, the Owner shall construct a local sanitary sewer to provide servicing outlets for private drain connections, to the satisfaction of the City. The local sanitary sewer will be at the sole cost of the Owner. Any exception will require the approval of the City Engineer.
30. In order to prevent any inflow and infiltration from being introduced to the sanitary sewer system, the Owner shall, throughout the duration of construction within this plan, undertake measures within this draft plan to control and prevent any inflow and infiltration and silt from being introduced to the sanitary sewer system during and after construction, satisfactory to the City, at no cost to the City, including but not limited to the following:
- i) Not allowing any weeping tile connections into the sanitary sewers within this Plan;
 - ii) Permitting the City to undertake smoke testing or other testing of connections to the sanitary sewer to ensure that there are no connections which would permit inflow and infiltration into the sanitary sewer;
 - iii) Installing Parson Manhole Inserts (or approved alternative satisfactory to the City Engineer) in all sanitary sewer maintenance holes at the time the maintenance hole(s) are installed within the proposed draft plan of subdivision. The Owner shall not remove the inserts until sodding of the boulevard and the top lift of asphalt is complete, all to the satisfaction of the City Engineer.
 - iv) Having his consulting engineer confirm that the sanitary sewers meet allowable inflow and infiltration levels as per OPSS 410 and OPSS 407; and
 - v) Implementing any additional measures recommended through the Design Studies stage.
31. Prior to registration of this Plan, the Owner shall obtain consent from the City Engineer to reserve capacity at the Pottersburg Pollution Control Plant for this subdivision. This treatment capacity shall be reserved by the City Engineer subject to capacity being available, on the condition that registration of the subdivision agreement and the plan of subdivision occur within one (1) year of the date specified in the subdivision agreement.

Failure to register the Plan within the specified time may result in the Owner forfeiting the allotted treatment capacity and, also, the loss of his right to connect into the outlet sanitary sewer, as determined by the City Engineer. In the event of the capacity being forfeited,



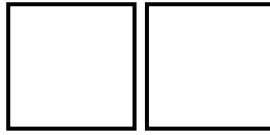
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Planner: L. Mottram

the Owner must reapply to the City to have reserved sewage treatment capacity reassigned to the subdivision.

Storm and Stormwater Management (SWM)

32. In conjunction with the Design Studies submission, the Owner shall have his consulting engineer prepare and submit a Storm/Drainage and SWM Servicing Functional Report or a SWM Servicing Letter/Report of Confirmation to address the following:
 - i) Identifying the storm/drainage and SWM servicing works for the subject and external lands and how the interim drainage from external lands will be handled, all to the satisfaction of the City;
 - ii) Identifying major and minor storm flow routes for the subject and external lands, to the satisfaction of the City;
 - iii) Addressing the rerouting, enclosure and/or removal of any existing open watercourses in this plan and identify the needs for any setbacks from the open watercourses, if necessary;
 - iv) Provide hydraulic analysis to confirm the sizing of the proposed culvert for the road crossing to ensure it is designed to convey the 250 year storm event flows and will not affect the ability to preserve the existing woodlot upstream of the crossing, prepared by a qualified engineer to support any proposed watercourse crossing, to the satisfaction of the City Engineer and at no cost to the City;
 - v) Identifying how/where the existing tributary is to be diverted to the main tributary watercourse, if necessary, (may need additional land or right-of-way to accommodate additional pipe), to the satisfaction of the City Engineer, at no cost to the City.
 - vi) Providing details of channel enhancements design, if necessary, at the Owner's expense and all to the satisfaction of the UTRCA and the City.
 - vii) Providing a preliminary plan demonstrating how the proposed grading and road design will match the grading of the proposed Stormwater Management Facility to be built by the City;
 - viii) Developing an erosion/sediment control plan that will identify all erosion and sediment control measures for the subject lands in accordance with City of London and Ministry of the Environment standards and requirements, all to the satisfaction of the City. This plan is to include measures to be used during all phases on construction; and
 - ix) Implementing SWM soft measure Best Management Practices (BMP's) within the Plan, where possible, to the satisfaction of the City. The acceptance of these measures by the City will be subject to the presence of adequate geotechnical conditions within this Plan and the approval of the City Engineer.

33. The above-noted Storm/Drainage and SWM Servicing Functional Report or a SWM Servicing Letter/Report of Confirmation, prepared by the Owner's consulting professional engineer, shall be in accordance with the recommendations and requirements of the following:
 - i) The SWM criteria and environmental targets for the Dingman Creek Subwatershed Study (updated 2005) and any addendums/amendments;
 - ii) The approved Storm/Drainage and SWM Servicing Functional Report for the subject lands;
 - iii) The Summerside District 2004 Storm and Stormwater Management (SWM) Master Plan (updated to 2003 report) Report, Development Engineering (London) Limited, September 2004 and any addendums/amendments;
 - iv) The approved Functional Stormwater Management Plan for Parker Regional SWM Facilities or any updated Functional Stormwater Management Plans;
 - v) The Stormwater Letter/Report of Confirmation for the subject development prepared and accepted in accordance with the File Manager Process;
 - vi) The City Design Requirements for Permanent Private Stormwater Systems were approved by City Council and is effective as of January 1, 2012. The stormwater requirements for PPS for all medium/high density residential, institutional, commercial and industrial development sites are contained in this document, which may include but not be limited to quantity/quality control, erosion, stream morphology, etc.



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- vii) The City of London Environmental and Engineering Services Department Design Specifications and Requirements, as revised;
 - viii) The City's Waste Discharge and Drainage By-laws, lot grading standards, Policies, requirements and practices;
 - ix) The Ministry of the Environment SWM Practices Planning and Design Manual, as revised; and
 - x) Applicable Acts, Policies, Guidelines, Standards and Requirements of all required approval agencies.
34. In accordance with City standards or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of stormwater management (SWM) and stormwater services for this draft plan of subdivision:
- i) Construct storm sewers to serve this plan, located within the Dingman Creek Subwatershed, and connect them to the storm outlet which is the Proposed Parker Regional SWM Facility via the internal storm sewer servicing for this plan of subdivision. The Owner shall connect the proposed storm sewers to serve this plan to multiple storm outlets for these lands. They are the proposed Parker Regional SWM Facility within this plan and the existing Summerside SWM Facility located to the west of these lands. These SWM Facilities will be linked and will outlet the majority of stormwater flows to the existing Summerside Tunnel system and a minority of flows to the Hampton Scott Drain (Dingman Creek Tributary J);
 - ii) Construct single family private drain connections to the limits of the red-lined access block (Block 77) to 1663 Commissioners Road East, in accordance with approved engineering drawings;
 - iii) Make provisions to oversize and deepen the internal storm sewers in this plan to accommodate flows from upstream lands external to this plan;
 - iv) Grade and drain the west boundary of Block 15 and Street 'I' boundary and Open Space Block 57, Street 'J' boundary and Jackson Road to blend in with the abutting SWM Facility on Block 72 in this plan, at no cost to the City;
 - v) Construct and implement erosion and sediment control measures as accepted in the Storm/Drainage and SWM Servicing Functional Report or a SWM Servicing Letter/Report of Confirmation for these lands and the Owner shall correct any deficiencies of the erosion and sediment control measures forthwith; and
 - vi) Address forthwith any deficiencies of the stormwater works and/or monitoring program.
35. Prior to the issuance of any Certificates of Conditional Approval for any lot in this plan, the Owner shall complete the following:
- i) For lots and blocks in this plan or as otherwise approved by the City Engineer, all storm/drainage and SWM related works, including the proposed Regional Parker SWM Facility, to serve this plan must be constructed and operational in accordance with the approved design criteria and accepted drawings, all to the satisfaction of the City;
 - ii) Construct and have operational the major and minor storm flow routes for the subject lands, to the satisfaction of the City;
 - iii) Implement all geotechnical/slope stability recommendations made by the geotechnical report accepted by the City; and
36. Prior to the issuance of a Certificate of Conditional Approval, the proposed Regional Parker SWM Facility, to be built by the City, to serve this plan must be completed/constructed and operational, to the satisfaction of the City Engineer.
37. Prior to the acceptance of engineering drawings, the Owner's professional engineer shall certify the subdivision has been designed such that increased and accelerated stormwater runoff from this subdivision will not cause damage to downstream lands, properties or structures beyond the limits of this subdivision. Notwithstanding any requirements of, or any approval given by the City, the Owner shall indemnify the City against any damage or claim for damages arising out of or alleged to have arisen out of such increased or accelerated stormwater runoff from this subdivision.
38. In conjunction with the Design Studies submission, the Owner shall have a report prepared by a qualified consultant, and if necessary, a detailed hydro geological investigation



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carried out by a qualified consultant, to determine, including but not limited to, the following:

- i) the effects of the construction associated with this subdivision on the existing ground water elevations and domestic or farm wells in the area;
 - ii) identify any abandoned wells in this plan;
 - iii) assess the impact on the water balance in the plan;
 - iv) any fill required in the plan;
 - v) provide recommendations for foundation design should high groundwater be encountered;
 - vi) identify all required mitigation measures including the design and implementation of Low Impact Development (LIDs) solutions;
 - vii) address any contamination impacts that may be anticipated or experienced as a result of the said construction;
 - ix) provide recommendations regarding soil conditions and fill needs in the location of any existing watercourses or bodies of water on the site; and,
 - x) to meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407, include an analysis to establish the water table level of lands within the subdivision with respect to the depth of the sanitary sewers and recommend additional measures, if any, which need to be undertaken, all to the satisfaction of the City.
39. In conjunction with Design Studies submission, the Owner shall conduct a hydrogeological assessment to identify a target infiltration rate in millimeters per hectare and implement Low Impact Development (LID) measures to achieve the water balance and meet groundwater recharge objectives, to the satisfaction of the City Engineer. Alternatively, the Owner shall implement Low Impact Development measures in accordance with the target infiltration rate and design criteria established by the Dingman Creek Stormwater Servicing Strategy Schedule C Municipal Class EA.
40. Prior to the issuance of any Certificate of Conditional Approval, the Owner's professional engineer shall certify that any remedial or other works as recommended in the accepted hydro geological report are implemented by the Owner, to the satisfaction of the City, at no cost to the City.
41. The Owner shall ensure the post-development discharge flow from the subject site must not exceed capacity of the stormwater conveyance system. In an event where the condition cannot be met, the Owner shall provide SWM on-site controls that comply to the accepted Design Requirements for permanent Private Stormwater Systems.
42. The Owner shall develop the proposed plan of subdivision in accordance with the Design and Construction of Stormwater Management Facilities, Policies and processes identified in Appendix 'B-1' and 'B-2' Stormwater Management Facility "Just in Time" Design and Construction Process adopted by Council on July 30, 2013 as part of the Development Charges Policy Review: Major Policies Covering Report.
43. The Owner shall ensure that all existing upstream external flows traversing this plan of subdivision are accommodated within the overall minor and major storm conveyance servicing system(s) design, all to the specifications and satisfaction of the City Engineer.
44. The Owner shall transfer sufficient lands to the City to enable the completion of the proposed SWM Facility and all related servicing in accordance with the Design and Construction of Storm Water Management Facilities policies and processes identified in Appendix 'B-1' and 'B-2' Stormwater Management Facility "Just in Time" Design and Construction Process.
45. The Owner shall ensure that the required land for the proposed Parker SWM Facility, located on Block 72, is sized in accordance with the final accepted Parker SWM Facility Functional Stormwater Management Report.
46. The Owner acknowledges that the low density Block 15 shall remain out of development until such time as the final Parker SWM Facility Functional Stormwater Management

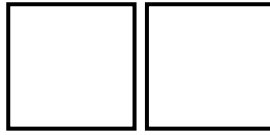


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Report is finalized, which will establish/confirm the SWM block frontage requirements onto Street 'J'.

Watermains

47. In conjunction with the Design Studies submission the Owner shall have their consulting engineer prepare and submit a water servicing report including the following design information, all to the satisfaction of the City Engineer:
 - a) Water distribution system analysis & modeling and hydraulic calculations for the Plan of Subdivision confirming system design requirements are being met;
 - b) Identify domestic and fire flows for the potential medium/high density Blocks from the high-level water distribution system;
 - c) Address water quality and identify measures to maintain water quality from zero build-out through full build-out of the subdivision;
 - d) Include modelling for two fire flow scenarios as follows:
 - Max Day + Fire confirming velocities and pressures within the system as the design fire flows; and
 - Max Day + Fire confirming the available fire flows at fire hydrants at 20 PSI residual. Identify fire flows available from each proposed hydrant to be constructed and determine the appropriate colour hydrant markers (identifying hydrant rated capacity);
 - e) Include a phasing report as applicable which addresses the requirement to maintain interim water quality;
 - f) Develop a looping strategy when development is proposed to proceed beyond 80 units;
 - g) Provide a servicing concept for the proposed street townhouse (or narrow frontage) lots which demonstrates separation requirements for all services is being achieved;
 - h) Identify any water servicing requirements necessary to provide water servicing to external lands, incorporating existing area plans as applicable;
 - i) Identify any need for the construction of or improvement to external works necessary to provide water servicing to this Plan of Subdivision;
 - j) Identify any required watermain oversizing, if necessary, and any cost sharing agreements;
 - k) Identify the effect of development on existing water infrastructure – identify potential conflicts;
 - l) Include full-sized water distribution and area plan(s); and,
 - m) Identify on the water distribution plan the location of valves, hydrants, and the type and location of water quality measures to be implemented (including automatic flushing devices).
48. Prior to the issuance of any Certificates of Conditional Approval, the Owner shall install and commission the accepted water quality measures required to maintain water quality within the water distribution system during build-out, all to the satisfaction of the City Engineer, at no cost to the City. The measures which are necessary to meet water quality requirements, including their respective flow settings, etc shall be shown clearly on the engineering drawings.
49. The Owner acknowledges implemented water quality measures shall remain in place until there is sufficient occupancy demand to maintain water quality within the Plan of Subdivision without their use. The Owner is responsible to meter and pay the billed costs associated with any automatic flushing devices including water discharged from any device from the time of their installation until removal/assumption. Any incidental and/or ongoing maintenance of the automatic flushing devices is/are the responsibility of the Owner.
50. The Owner acknowledges the limits of any request for Conditional Approval shall conform to the phasing plan as set out in the accepted water servicing design study and shall include the implementation of the interim water quality measures. In the event the requested Conditional Approval limits differ from the phasing as set out in the accepted design study, the Owner would be required to submit revised plans and hydraulic modeling as necessary to address water quality.



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51. Prior to the issuance of any Certificates of Conditional Approval, and in accordance with City standards, or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of water service to this draft Plan of Subdivision:
 - i) Construct watermains to serve this Plan and connect them to the existing high-level municipal system, namely, the existing 900mm (36") diameter watermain on Jackson Road and the 600mm (24") watermain on Commissioners Road East.
 - ii) Deliver confirmation that the watermain system has been looped to the satisfaction of the City Engineer when development is proposed to proceed beyond 80 units; and,
 - iii. The available fire flow and appropriate hydrant colour code marker (in accordance with the City of London Design Criteria) are to be shown on the engineering drawings; the coloured fire hydrant markers will be installed by the City of London at the time of Conditional Approval.
52. The Owner shall obtain all necessary approvals from the City Engineer for the servicing of Blocks in this Plan of Subdivision prior to the installation of any water services to or within these Blocks.
53. With respect to the proposed blocks, the Owner shall include in all agreements of purchase and sale, and/or lease of Blocks in this plan, a warning clause advising the purchaser/transferee that should these develop as a Vacant Land Condominium or in a form that may create a regulated drinking water system under O.Reg. 170/03, the Owner shall be responsible for meeting the requirements of the legislation.

If deemed a regulated system, there is potential the City of London could be ordered to operate this system in the future. As such, the system would be required to be constructed to City standards and requirements.

STREETS, TRANSPORTATION & SURVEYS

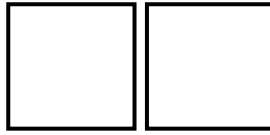
Roadworks

54. All through intersections and connections with existing streets and internal to this subdivision shall align with the opposing streets based on the centrelines of the street aligning through their intersections thereby having these streets centred with each other, unless otherwise approved by the City Engineer.
55. In conjunction with the Design Studies submission, the Owner shall have its consulting engineer provide the following, all to the specifications and satisfaction of the City Engineer:
 - i) provide a proposed layout plan of the internal road network including taper details for streets in this plan that change right-of-way widths with minimum 30 metre tapers for review and acceptance with respect to road geometries, including but not limited to, right-of-way widths, tapers, bends, intersection layout, daylighting triangles, etc., and include any associated adjustments to the abutting lots. The roads shall be equally tapered and aligned based on the road centrelines and it should be noted tapers are not to be within intersections.
 - ii) confirm that all streets in the subdivision have centreline radii which conforms to the City of London Standard "Minimum Centreline Radii of Curvature of Roads in Subdivisions"; and,
 - iii) prepare a conceptual design for the window street for Street 'C', Street 'D' and Street 'K' to consider such issues as grading the common boulevard between Commissioners Road East and Jackson Sideroad and the window street, overland flow routes, sidewalk connections, landscaping, servicing, to the satisfaction of the City Engineer.
56. At 'tee' intersection, the projected road centreline of the intersecting street shall intersect the through street at 90 degrees with a minimum 6 metre tangent being required along the street lines of the intersecting road, to the satisfaction of the City.



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57. The Owner shall construct Streets 'A', 'B', and 'N' to secondary collector standards, to the satisfaction of the City Engineer.
58. The Owner shall construct Street 'I' from Jackson Road to Street 'J' and Street 'J' from Street 'B' to Street 'N', to secondary collector road standards, to the satisfaction of the City Engineer.
59. The Owner shall construct the following to the satisfaction of the City Engineer, to City standards:
 1. Street 'B' at Jackson Road to align with Reardon Boulevard
 2. Street 'I' at Jackson Road to align with Darnley Boulevard; and,
 3. Street 'N' at Jackson Road to align with Evans Boulevard.
60. The Owner shall ensure internal connections to the remnant parcels, to the satisfaction of the City Engineer.
61. The Owner shall convey a Future Development Block a minimum 9.0 metres in width across Block 26 for future access to 1663 Commissioners Road East, to the City for future use as needed, at no cost to the City. Should the adjacent lands develop for residential use and the Future Development Block is required for a private access and servicing, the Future Development Block shall be sold at market value, as determined by the City acting reasonably to the owners of the adjacent lands for access and servicing purposes, and the City shall pay the net proceeds of that sale (minus any City costs) to the Owner of this plan (39T-06507) within 30 days of such sale. If this Block is not needed upon development or redevelopment of the lands to the east of this block, the City agrees that the Block will be returned to the Owner for a nominal fee, for use as a building lot.
62. The Owner shall provide a minimum of 5.5 metres (18') along the curb line between the projected property lines of irregular shaped lots around the bends on Street 'E', Street 'F', Street 'I' and Street 'L'.
63. The Owner shall have it's professional engineer design and construct the roadworks in accordance with the following road widths:
 - i) Street 'A', Street 'B', Street 'I' (from Jackson Sideroad to Street 'J'), Street 'J' and Street 'N' have a minimum road pavement width (excluding gutters) of 9.5 metres (31.2') with a minimum road allowance of 21.5 metres (70');
 - ii) Street 'C', Street 'F' (from Street 'J' to Street 'B') and Street 'I' (from Street 'J' to Street 'B') have a minimum road pavement width (excluding gutters) of 8.0 metres (26.2') with a minimum road allowance of 20 metres (66');
 - iii) Street 'E', Street 'F' (north of Street 'B'), Street 'G', Street 'H', Street 'K', Street 'L' and Street 'M' have a minimum road pavement width (excluding gutters) of 7.0 metres (23') with a minimum road allowance of 19 metres (62');
 - iv) Street 'D' has a minimum road pavement width (excluding gutters) of 6.0 metres (19.7') with a minimum road allowance of 18 metres (60');
 - v) Street 'C' (north leg – window street portion) and Street 'K' (window street portion) has a minimum road pavement width (excluding gutters) of 8.0 metres (26.2') with a minimum road allowance of 15.5 metres;
 - vi) Street 'D' (north leg – window street portion) has a minimum road pavement width (excluding gutters) of 6.0 metres with a minimum road allowance of 14.5 metres;
 - vii) The Owner shall construct gateway treatments on Street 'B', Street 'I' and Street 'N' at the intersections of Jackson Road with a right of way width of 28.0 metres for a minimum length of 45.0 metres (150') tapered back over a distance of 30 metres to the standard secondary collector road right of way width of 21.5 metres, to the satisfaction of the City; and,



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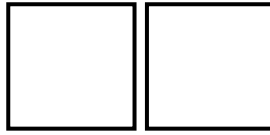
- viii) The Owner shall construct enhanced boulevards on Street 'A' at the intersection of Commissioners Road East with a right of way width of 28.0 metres for a minimum length of 45.0 metres (150') tapered back over a distance of 30 metres to the standard secondary collector road right of way width of 21.5 metres, to the satisfaction of the City.
- 64. The Owner shall ensure access to lots and blocks adjacent to gateway treatments will be restricted to rights-in and rights-out only.
- 65. The Owner agrees that, if a parking plan is required for this subdivision, and increased pavement width is proposed to accommodate the parking plan, the road allowance width will be increased a corresponding amount in order to maintain the standard 6.0 metre wide boulevards on either side of the road. Further, the Owner agrees that any proposed widening of the pavement and the road allowance will be to the satisfaction of the City Engineer.
- 66. The Owner shall construct the window street portion of Street 'C', Street 'D' and Street 'K' abutting Commissioners Road East and Jackson Sideroad in accordance with the City's window street standard or as otherwise specified by the City Engineer, to the satisfaction of the City Engineer and at no cost to the City.
- 67. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall place barricades on Street 'N' and Street 'B' at the east limit, to the satisfaction of the City Engineer.

Sidewalks

- 68. The Owner shall construct a 1.5 metre (5') sidewalk on both sides of the following streets:
 - i) Street 'A';
 - ii) Street 'B';
 - iii) Street 'I' between Jackson Sideroad and Street 'J';
 - iv) Street 'J'; and,
 - v) Street 'N'.
- 69. The Owner shall construct a 1.5 (5') sidewalk on one side of the following streets:
 - i) Street 'C' – east and west leg;
 - ii) Street 'D' – east and west boulevard;
 - iii) Street 'E' – outside boulevard;
 - iv) Street 'F' – south boulevard;
 - v) Street 'G' – south boulevard;
 - vi) Street 'H' – south boulevard;
 - vii) Street 'I' – outside boulevard (east and south boulevard);
 - viii) Street 'K' – outside boulevard;
 - ix) Street 'L' – outside boulevard (north and east boulevard)
 - x) Street 'M' – east boulevard; and,
 - xi) Jackson Sideroad – east boulevard along frontage of plan.
- 70. The Owner shall construct a 2.4 metre sidewalk fronting the school block (Block 71) on Street 'I', Street 'F' and Street 'J', in accordance with City standards, to the satisfaction of the City Engineer.
- 71. The Owner shall provide sidewalk links from Streets 'C' and Street 'D' to the proposed sidewalk on Commissioners Road East and Street 'K' to the proposed sidewalk on Jackson Road in accordance with the City of London Window Street Standard Guidelines UCC-2M to the satisfaction of the City, at no cost to the City.

Street Lights

- 72. Within one year of registration of the plan, the Owner shall install street lighting on all streets and walkways in this plan to the satisfaction of the City, at no cost to the City. Where an Owner is required to install street lights in accordance with this draft plan of subdivision and where a street from an abutting developed or developing area is being



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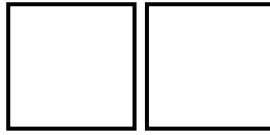
extended, the Owner shall install street light poles and luminaires, along the street being extended, which match the style of street light already existing or approved along the developed portion of the street, to the satisfaction of the London Hydro for the City of London.

Boundary Road Works

73. In conjunction with the Design Studies submission, the Owner shall have his professional engineer submit the following:
 - i) a revised Traffic Impact Assessment (TIA), to the satisfaction of the City;
 - ii) design criteria for the left turn and right turn lanes on Commissioners Road East at Street 'A' for review and acceptance by the City; and,
 - iii) design criteria for a right turn lane on Commissioners Road East at Jackson Road for review and acceptance by the City.
74. The Owner shall implement all recommendations outlined in the approved Transportation Impact Assessment to the satisfaction of the City Engineer.
75. The Owner shall be required to make minor boulevard improvements on Commissioners Road East, Jackson Road and Bradley Avenue adjacent to this Plan, to the specifications of the City and at no cost to the City, consisting of clean-up, grading and sodding as necessary.
76. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall install temporary street lighting at the intersection of Commissioners Road East at Street 'A', to the specifications of the City, at no cost to the City.
77. Prior to the issuance of any Certificates of Conditional Approval, the Owner shall construct right and left turn lanes on Commissioners Road East at Street 'A', to the satisfaction of the City Engineer.
78. Prior to the issuance of any Certificates of Conditional Approval, the Owner shall construct a right turn lane on Commissioners Road East at Jackson Road, to the satisfaction of the City Engineer.
79. In conjunction with engineering drawing submission, the Owner shall provide a pavement marking plan, to include design criteria for the left turn lanes on Jackson Road for review and accepted by the City Engineer.
80. Prior to the issuance of any Certificates of Conditional Approval, the Owner shall revise the pavement markings on Jackson Road to accommodate left turn lanes to Street 'B', Street 'I' and Street 'N', to the satisfaction of the City Engineer.
81. The Owner shall reconstruct or relocate any surface or subsurface works or vegetation necessary to connect streets to Commissioners Road East and Jackson Sideroad, to the satisfaction of the City and at no cost to the City.

Road Widening

82. The Owner shall be required to dedicate sufficient land to widen Bradley Avenue and Commissioners Road East to 18.0 metres from the centreline of the original road allowance.
83. The Owner shall be required to dedicate 6.0 m x 6.0 m 'daylighting triangles' at the following intersections, in accordance with the Z-1 Zoning By-law, Section 4.24:
 - i) Jackson Road and Commissioners Road East;
 - ii) Jackson Road and Street 'B';
 - iii) Jackson Road and Street 'I';
 - iv) Jackson Road and Street 'N'; and,
 - v) Commissioners Road East and Street 'A'.



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Vehicular Access

84. The Owner shall ensure that no vehicular access will be permitted to any Blocks fronting Jackson Road, Commissioners Road East and Bradley Avenue by establishing blocks for 0.3 metre (1') reserves along the entire frontages, to the satisfaction of the City Engineer. All vehicular access is to be via the internal subdivision streets.

Traffic Calming

85. In conjunction with the Design Studies submission, the Owner shall have it's professional engineer provide the following:
- i) a conceptual design of the proposed traffic calming measures along Street 'A', Street 'B', Street 'F', Street 'G', Street 'I', Street 'J' and Street 'N', including roundabouts, speed cushions, parking bays, curb extensions and other measures, to the satisfaction of the City; and,
 - ii) a concept of the raised intersections to ensure no negative impact on the overland flow route. Should it be determined the raised intersections will affect the major overland flow route, the Owner shall construct alternative traffic calming measures, to the satisfaction of the City Engineer.
86. Prior to the issuance of a Certificate of Conditional Approval or as otherwise directed by the City, the Owner shall construct traffic calming measures along all secondary collector streets as follows, to the satisfaction of the City Engineer:
- i) Raised intersection on Street 'J', at Street 'L', 'K' and 'G';
 - ii) Roundabout at Street 'N' and Street 'J';
 - iii) Roundabout at Street 'I' and Street 'J';
 - iv) Roundabout at Street 'B' and Street 'J';
 - v) Roundabout at Street 'A' and Street 'B';
 - vi) Parking bays on the east side of Street 'J' adjacent to Blocks 8, 61, 58, 67 and 71;
 - vii) Raised crosswalk on Street 'J' adjacent to Block 68 across from the multi-use path;
 - viii) Speed cushions along Street 'B' adjacent to Block 48;
 - ix) Speed Cushions along Street 'B' adjacent to Block 43;
 - x) Speed cushions along Street 'I' between Block 29 and 30;
 - xi) Speed cushions along Street 'I' between Block 67 and 71;
 - xii) Speed cushions along Street 'F' midpoint of Blocks 32 and 71;
 - xiii) Speed cushions along Street 'N' between Blocks 10 and 11; and,
 - xiv) Speed cushions along Street 'G' at the midpoint of Blocks 30 and 31.

The traffic calming measures selected for these locations are subject to the approval of the Transportation Planning & Design Division and are to be designed and constructed to the satisfaction of the City Engineer.

Construction Access/Temporary/Second Access Roads

87. The Owner shall direct all construction traffic associated with this draft plan of subdivision to utilize Jackson Road or other routes as designated by the City.
88. In conjunction with the Design Studies submission, should phasing be proposed within this plan of subdivision, the Owner shall provide a conceptual design and the location of the temporary/emergency access, to the satisfaction of the City. The Owner shall also have it's professional engineer verify the adequacy of decision sight distance at the temporary access road, to the satisfaction of the City. If the sight lines are not adequate, the temporary access is to be relocated and/or road work undertaken to establish adequate decision sight distance at the intersection, to the satisfaction of the City.
89. Should an emergency access be required to accommodate development, the Owner shall locate, construct, maintain and close the access to the satisfaction of the City Engineer. Should it be necessary to locate this access onto Commissioners Road East or Bradley Avenue, the Owner shall ensure it will be restricted to emergency vehicle use only.
90. The Owner shall ensure any emergency access required is satisfactory to the City with respect to all technical aspects, including adequacy of site lines, provisions of



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channelization, adequacy of road geometries and structural design, etc. and provide the City with any necessary easements, all to the specifications of the City and at no cost to the City.

91. Should a temporary access be required, the Owner shall provide sufficient security for the removal of the temporary access road and all associated temporary works when required by the City.
92. In the event any work is undertaken on an existing street, the Owner shall establish and maintain a Traffic Management Plan (TMP) in conformance with City guidelines and to the satisfaction of the City for any construction activity that will occur on existing public roadways. The Owner shall have it's contractor(s) undertake the work within the prescribed operational constraints of the TMP. The TMP will be submitted in conjunction with the subdivision servicing drawings for this plan of subdivision.

GENERAL CONDITIONS

93. The Owner shall comply with all City of London standards, guidelines and requirements in the design of this draft plan and all required engineering drawings, to the satisfaction of the City. Any deviations from the City's standards, guidelines or requirements shall be satisfactory to the City.
94. Prior to the issuance of a Certificate of Conditional Approval for each construction stage of this subdivision, all servicing works for the stage and downstream works must be completed and operational, in accordance with the approved design criteria and accepted drawings, all to the specification and satisfaction of the City.
95. Prior to final approval, the Owner shall make arrangements with the affected property owner(s) for the construction of any portions of services or grading situated on private lands outside this plan, and shall provide satisfactory easements over these works, as necessary, all to the specifications and satisfaction of the City, at no cost to the City.
96. In conjunction with the Design Studies submission, the Owner shall provide, to the City for review and acceptance, a geotechnical report or update the existing geotechnical report recommendations to address all geotechnical issues with respect to the development of this plan and related to slope stability associated with the open watercourses in this Plan, including, but not limited to, the following:
 - i) servicing, grading and drainage of this subdivision;
 - ii) road pavement structure;
 - iii) dewatering;
 - iv) foundation design;
 - v) removal of existing fill (including but not limited to organic and deleterious materials);
 - vi) the placement of new engineering fill;
 - vii) any necessary setbacks related to slope stability for lands within this plan;
 - viii) identifying all required mitigation measures including the design and implementation of Low Impact Development (LIDs) solutions;
 - ix) addressing all issues with respect to construction and any necessary setbacks related to erosion, maintenance and structural setbacks related to slope stability for lands within this plan and associated with open watercourses that services an upstream catchment, to the satisfaction and specifications of the City. The Owner shall provide written acceptance from the Upper Thames River Conservation Authority for the final setback;
 - x) investigate along the east property limits of the plan and provide additional information regarding an oil/gas well as shown on the Official Plan Schedule B-2 Natural Resources and Hazards Map. Provide information regarding any contamination and provide any recommendations that may be required to be implemented to address this;
 - xi) Accurately delineate the Riverine Erosion Hazard Limit;
 - xii) Identify existing erosion and/or slope hazards;
 - xiii) assess the impact of the proposed development on existing hazards;



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- xiv) assess the potential for the proposed development to create new hazards; and,
- xv) Identify measures to safely avoid the potential hazards, including appropriate development setback from the River Erosion Hazard Limit.

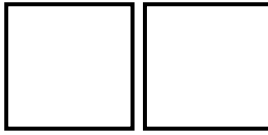
In addressing the above, the report shall take into consideration the required/proposed fill within the area as well as the proposed channel improvements.

and any other requirements as needed by the City, all to the satisfaction of the City.

- 97. The Owner shall implement all geotechnical recommendations to the satisfaction of the City.
- 98. In conjunction with the Design Studies submission, the Owner shall submit a slope assessment report to address all slope issues with respect to construction, grading and drainage of this subdivision and any necessary setbacks related to erosion, maintenance and structural setbacks related to slope stability associated with open watercourses that services an upstream catchment, all to the satisfaction of the City Engineer and the UTRCA. The Owner shall provide written acceptance from the UTRCA for the final setback.
- 99. In conjunction with the Design Studies submission, the Owner must obtain approval from all required agencies as needed, to permit any proposed channel improvements within this plan, such as the UTRCA, MOECC, Fisheries and Oceans Canada and MNR.
- 100. Once construction of any private services, ie: water storm or sanitary, to service the lots and blocks in this plan is completed and any proposed relotting of the plan is undertaken, the Owner shall reconstruct all previously installed services in standard location, in accordance with the approved final lotting and approved revised servicing drawings all to the specification of the City Engineer and at no cost to the City.
- 101. The Owner shall connect to all existing services and extend all services to the limits of the draft plan of subdivision, at no cost to the City, all to the specifications and satisfaction of the City Engineer.
- 102. In conjunction with Design Studies submission, the Owner shall have his consulting engineer submit a concept plan which shows how all servicing (water, sanitary, storm, gas, hydro, street lighting, water meter pits, Bell, Rogers, etc.) shall be provided to condominiums/townhouses indicated on streets in this plan of subdivision allowing street townhouses. It will be a requirement to provide adequate separation distances for all services which are to be located on the municipal right-of-way to provide for required separation distance (Ministry of Environment Design Standards) and to allow for adequate space for repair, replacement and maintenance of these services in a manner acceptable to the City.
- 103. Prior to the installation of any servicing for street townhouse units on streets in this plan of subdivision, the Owner must obtain site plan approval, to the satisfaction of the City Engineer.
- 104. The Owner shall have the common property line of Commissioners Road East and Bradley Avenue graded in accordance with the City of London Standard "Subdivision Grading Along Arterial Roads", at no cost to the City.

Further, the grades to be taken as the centreline line grades on Commissioners Road East and Bradley Avenue are the future ultimate centreline of road grades as determined by the Owner's professional engineer, satisfactory to the City. From these, the Owner's professional engineer is to determine the ultimate elevations along the common property line which will blend with the ultimate reconstructed road, all to the satisfaction of the City.

- 105. The Owner shall advise the City in writing at least two weeks prior to connecting, either directly or indirectly, into any unassumed services constructed by a third party, and to save the City harmless from any damages that may be caused as a result of the connection of the services from this subdivision into any unassumed services.



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Prior to connection being made to an unassumed service, the following will apply:

- i) In the event discharge is to unassumed services, the unassumed services must be completed and conditionally accepted by the City;
- ii) The Owner must provide a video inspection on all affected unassumed sewers;

Any damages caused by the connection to unassumed services shall be the responsibility of the Owner.

106. The Owner shall pay a proportional share of the operational, maintenance and/or monitoring costs of any affected unassumed sewers or SWM facilities (if applicable) to third parties that have constructed the services and/or facilities to which the Owner is connecting. The above-noted proportional share of the cost shall be based on design flows, to the satisfaction of the City, for sewers or on storage volume in the case of a SWM facility. The Owner's payments to third parties shall:
- i) commence upon completion of the Owner's service work, connections to the existing unassumed services; and
 - ii) continue until the time of assumption of the affected services by the City.
107. With respect to any services and/or facilities constructed in conjunction with this Plan, the Owner shall permit the connection into and use of the subject services and/or facilities by outside owners whose lands are served by the said services and/or facilities, prior to the said services and/or facilities being assumed by the City.

The connection into and use of the subject services by an outside Owner will be conditional upon the outside Owner satisfying any requirements set out by the City, and agreement by the outside Owner to pay a proportional share of the operational maintenance and/or monitoring costs of any affected unassumed services and/or facilities.

108. If, during the building or constructing of all buildings or works and services within this subdivision, any deposits of organic materials or refuse are encountered, the Owner shall report these deposits to the City Engineer and Chief Building Official immediately, and if required by the City Engineer and Chief Building Official, the Owner shall, at his own expense, retain a professional engineer competent in the field of methane gas to investigate these deposits and submit a full report on them to the City Engineer and Chief Building Official. Should the report indicate the presence of methane gas then all of the recommendations of the engineer contained in any such report submitted to the City Engineer and Chief Building Official shall be implemented and carried out under the supervision of the professional engineer, to the satisfaction of the City Engineer and Chief Building Official and at the expense of the Owner, before any construction progresses in such an instance. The report shall include provision for an ongoing methane gas monitoring program, if required, subject to the approval of the City Engineer and review for the duration of the approval program.

If a permanent venting system or facility is recommended in the report, the Owner shall register a covenant on the title of each affected lot and block to the effect that the Owner of the subject lots and blocks must have the required system or facility designed, constructed and monitored to the specifications of the City Engineer, and that the Owners must maintain the installed system or facilities in perpetuity at no cost to the City. The report shall also include measures to control the migration of any methane gas to abutting lands outside the Plan.

109. Should any contamination or anything suspected as such, be encountered during construction, the Owner shall report the matter to the City Engineer and the Owner shall hire a geotechnical engineer to provide, in accordance with the Ministry of the Environment "Guidelines for Use at Contaminated Sites in Ontario", "Schedule A – Record of Site Condition", as amended, including "Affidavit of Consultant" which summarizes the site assessment and restoration activities carried out at a contaminated site, in accordance with the requirements of latest Ministry of Environment and Climate Change "Guidelines for Use at Contaminated Sites in Ontario" and file appropriate documents to the Ministry



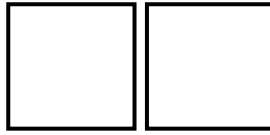
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in this regard with copies provided to the City. The City may require a copy of the report should there be City property adjacent to the contamination.

Should any contaminants be encountered within this Plan, the Owner shall implement the recommendations of the geotechnical engineer to remediate, removal and/or disposals of any contaminates within the proposed Streets, Lot and Blocks in this Plan forthwith under the supervision of the geotechnical engineer to the satisfaction of the City at no cost to the City.

In the event no evidence of contamination is encountered on the site, the geotechnical engineer shall provide certification to this effect to the City.

110. The Owner's professional engineer shall provide inspection services during construction for all work to be assumed by the City, and shall supply the City with a Certification of Completion of Works upon completion, in accordance with the plans accepted by the City Engineer.
111. In conjunction with the Design Studies submission, the Owner shall have it's professional engineer provide an opinion for the need for an Environmental Assessment under the Class EA requirements for the provision of any services related to this Plan. All class EA's must be completed prior to the submission of engineering drawings.
112. The Owner shall have it's professional engineer notify existing property owners in writing, regarding the sewer and/or road works proposed to be constructed on existing City streets in conjunction with this subdivision, all in accordance with Council policy for "Guidelines for Notification to Public for Major Construction Projects".
113. The Owner shall not commence construction or installations of any services (eg. clearing or servicing of land) involved with this Plan prior to obtaining all necessary permits, approvals and/or certificates that need to be issued in conjunction with the development of the subdivision, unless otherwise approved by the City in writing (eg. Ministry of the Environment Certificates, City/Ministry/Government permits: Approved Works, water connection, water-taking, crown land, navigable waterways, approvals: Upper Thames River Conservation Authority, Ministry of Natural Resources, Ministry of the Environment, City, etc.)
114. Prior to any work on the site, the Owner shall decommission and permanently cap any abandoned wells located in this Plan, in accordance with current provincial legislation, regulations and standards. In the event that an existing well in this Plan is to be kept in service, the Owner shall protect the well and the underlying aquifer from any development activity.
115. In conjunction with the Design Studies submission, in the event the Owner wishes to phase this plan of subdivision, the Owner shall submit a phasing plan identifying all required temporary measures, and identify land and/or easements required for the routing of services which are necessary to service upstream lands outside this draft plan to the limit of the plan to be provided at the time of registration of each phase, all to the specifications and satisfaction of the City.
116. If any temporary measures are required to support the interim conditions in conjunction with the phasing, the Owner shall construct temporary measures and provide all necessary land and/or easements, to the specifications and satisfaction of the City Engineer, at no cost to the City.
117. The Owner shall remove any temporary works when no longer required and restore the land, at no cost to the City, to the specifications and satisfaction of the City.
118. The Owner shall decommission any abandoned infrastructure, at no cost to the City, including cutting the water service and capping it at the watermain, all to the specifications and satisfaction of the City.



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119. The Owner shall remove all existing accesses and restore all affected areas, all to the satisfaction of the City, at no cost to the City.
120. All costs related to the plan of subdivision shall be at the expense of the Owner, unless specifically stated otherwise in this approval.
121. Prior to the acceptance of engineering drawings, the Owner shall submit confirmation that they have complied with any requirements of Union Gas Limited with regards to their facilities at the southern limit of this plan of subdivision.
122. In conjunction with the Design Studies submission, the proposed block lotting plan shall be reviewed and accepted with respect to City services, road geometries, easements requirements, etc., to the satisfaction of the City.
123. The Owner shall co-ordinate the work associated with this Plan of Subdivision with the City's proposed construction of the SWM Facility in this plan of subdivision, to the satisfaction of the City, at no cost to the City.
124. Prior to Final Approval, the Owner shall make all necessary arrangements with any required owner(s) to have any existing easement(s) in this plan quit claimed to the satisfaction of the City and at no cost to the City. The Owner shall protect any existing private services in the said easement(s) until such time as they are removed and replaced with appropriate municipal and/or private services at no cost to the City.

Following the removal of any existing private services from the said easement and the appropriate municipal services and/or private services are installed and operational, the Owner shall make all necessary arrangement to have any section(s) of easement(s) in this plan quit claimed to the satisfaction of the City, at no cost to the City.

125. In conjunction with Design Studies submission, the Owner shall submit a Development Charge work plan outlining the costs associated with the design and construction of the DC eligible works. The work plan must be approved by the City Engineer and City Treasurer (as outlined in the most current DC By-law) prior to advancing a report to Planning and Environment Committee recommending approval of the special provisions for the subdivision agreement.
126. At the time this plan is registered, the Owner shall register all appropriate easements for all existing and proposed private and municipal storm and sanitary works required in this plan, to service external lands, all to the satisfaction of the City Engineer, at no cost to the City.
127. The Owner shall either register against the title of Block 71 in this Plan, or shall include in the agreement of purchase and sale for the transfer of Block, a covenant by the purchaser or transferee stating that the purchaser or transferee of the Block may be required to construct sewage sampling manholes, built to City standards in accordance with the City's Waste Discharge By-law No. WM-2, as amended, regulating the discharge of sewage into public sewage systems. If required, the sewage sampling manholes shall be installed on both storm and sanitary private drain connections, and shall be located wholly on private property, as close as possible to the street line, or as approved otherwise by the City Engineer.
128. In conjunction with the Design Studies submission, the Owner shall provide a concept of Street 'J' road crossing of the watercourses including all details (ie. culvert, watermain, sanitary sewer, road profile, etc.), all to the satisfaction of the City.



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APPENDIX “E”

Parker Jackson Subdivision -748094 Ontario Ltd./2624 Jackson Road Inc.
Draft Plan
39T-06507

Related Estimated Costs and Revenues

Estimated DC Funded Servicing Costs ^(Note 1)	Estimated Cost (excludes HST)
Claims for developer led construction from CSRF	
- Sanitary Sewer Internal Oversizing Subsidy (DC14-WW02001)	\$11,723
- Storm Sewer Internal Oversizing Subsidy (DC14-MS01001)	\$969,949
- Road Works Engineering	\$58,608
- Channelization (DC14-RS00067)	\$390,720
Total	\$1,430,999
Estimated Total DC Revenues ^(Note 2)	Estimated Revenue
CSRF	\$20,171,441
UWRF	\$1,816,259
TOTAL	\$21,987,700

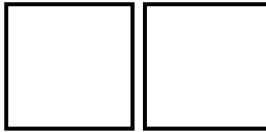
- 1 Estimated Costs are based on approximations provided by the applicant and include engineering, construction and contingency costs without HST. Final claims will be determined based on actual costs incurred in conjunction with the terms of the final subdivision agreement and the applicable By-law.
- 2 Estimated Revenues are calculated using 2017 DC rates and may take many years to recover. The revenue estimates includes DC cost recovery for “soft services” (fire, police, parks and recreation facilities, library, growth studies). There is no comparative cost allocation in the Estimated Cost section of the report, so the reader should use caution in comparing the Cost with the Revenue section.
- 3 The revenues and costs in the table above are not directly comparable. The City employs a “citywide” approach to recovery of costs of growth – any conclusions based on the summary of Estimated Costs and Revenues (above table) should be used cautiously.
- 4 The developer led construction work above will require a work plan to be provided and approved by the City. The work plan should include summary of work completed and costs incurred as well as estimated costs of all Engineering and construction of the eligible subdivision works.
- 5 Oversizing costs identified are based on preliminary estimates through draft plan phase. The extent of roadworks and the various pipe sizes and length of oversized sewers and watermain will be finalized through the detailed design process which may change the values noted.

Sept. 15 / 2017

Date

Reviewed by:

Matt Feldberg
Manager, Development Finance



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Planner: L. Mottram

TO:	CHAIR AND MEMBERS PLANNING AND ENVIRONMENT COMMITTEE
FROM:	GEORGE KOTSIFAS, P. ENG. MANAGING DIRECTOR, DEVELOPMENT & COMPLIANCE SERVICES AND CHIEF BUILDING OFFICIAL
SUBJECT:	APPLICATION BY: 748094 ONTARIO LTD. & 2624 JACKSON ROAD INC. FOR APPROVAL OF DRAFT PLAN OF SUBDIVISION OFFICIAL PLAN AND ZONING BY-LAW AMENDMENTS 1635 COMMISSIONERS ROAD EAST AND 2624 JACKSON ROAD APPLICATION BY: CITY OF LONDON OFFICIAL PLAN AMENDMENT 1663 & 1685 COMMISSIONERS ROAD EAST AND 2652 JACKSON ROAD MEETING ON SEPTEMBER 25, 2017

RECOMMENDATION

That, on the recommendation of the Senior Planner, Development Services, the following actions be taken with respect to the application of 748094 Ontario Ltd. and 2624 Jackson Road Inc. for the lands located at 1635 Commissioners Road East and 2624 Jackson Road; and the application by the City of London relating to Official Plan Amendments for 1663 Commissioners Road East, 1685 Commissioners Road East and 2652 Jackson Road:

- (k) the Approval Authority **BE ADVISED** of the issues, if any, raised at the Public Meeting with respect to the application for Draft Plan of Subdivision by 748094 Ontario Ltd. and 2624 Jackson Road Inc. relating to lands located at 1635 Commissioners Road East and 2624 Jackson Road;
- (l) the Approval Authority **BE ADVISED** that Municipal Council supports issuing Draft Approval of the proposed plan of subdivision as submitted by 748094 Ontario Ltd. and 2624 Jackson Road Inc., prepared by Stantec Consulting Ltd. and certified by Terry P. Dietz O.L.S. (Project No. 1614-03884 Drawing No.1, dated May 2, 2017), which shows shows thirty-nine (39) low density residential blocks, seventeen (17) medium density residential blocks, three (3) open space blocks, two (2) open space buffer blocks, six (6) park blocks, three (3) park/walkway blocks, one (1) part block, one (1) access/servicing block, one (1) school block, one (1) stormwater management block, one (1) existing hydro corridor block, two (2) future development blocks, twelve (12) reserve blocks, and four (4) road widening blocks, **SUBJECT TO** the conditions contained in the attached Appendix "D";
- (m) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on October 3, 2017 to amend the Official Plan for lands located at 1635 Commissioners Road East and 2624 Jackson Road to change the land use designations on Schedule 'A' – Land Use **FROM** "Urban Reserve - Community Growth" and "Environmental Review" **TO** "Low Density Residential", "Multi-family, Medium Density Residential", and "Open Space"; and to amend Schedule 'C' – Transportation Corridors to add "Secondary Collectors";
- (n) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on October 3, 2017 to amend the Official Plan for lands located at 1663 Commissioners Road East and 1685 Commissioners Road East to change the land use designation on Schedule 'A' – Land Use **FROM** "Urban Reserve - Community Growth" **TO** "Multi-family, Medium Density Residential";

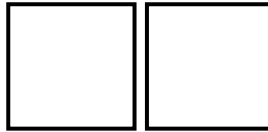


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- (o) Based on the City-initiated review of the Official Plan land use designations, **NO FURTHER ACTION** be taken with respect to lands located at 2652 Jackson Road. The property is adjacent a phase of the subdivision intended for future development requiring further detailed planning, and no changes to the land use designation are proposed at this time;
- (p) the proposed by-law attached hereto as Appendix "C" **BE INTRODUCED** at the Municipal Council meeting on October 3, 2017 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan as amended in Part 'C' above, to change the zoning of the subject lands **FROM** an Urban Reserve (UR4) Zone, an Environmental Review (ER) Zone, and an Agricultural (AG1) Zone **TO**:
- xii) a Holding Residential R1 Special Provision (h•h-100•R1-13()) Zone to permit single detached dwellings on lots with a minimum lot frontage of 9.0 metres and minimum lot area of 270 square metres; together with a special provision for a minimum rear yard depth of 6.0 metres;
 - xiii) a Holding Residential R1 (h•h-100•R1-4) Zone to permit single detached dwellings on lots with a minimum lot frontage of 12.0 metres and minimum lot area of 360 square metres;
 - xiv) a Holding Residential R4/R5/R6 (h•h-71•h-100•R4-6/R5-4/R6-5) Zone to permit street townhouse dwellings; townhouses and stacked townhouses up to a maximum density of 40 units per hectare and maximum height of 12 metres; and various forms of cluster housing including single detached, semi-detached, duplex, triplex, fourplex, townhouse, stacked townhouse, and apartment buildings up to a maximum density of 35 units per hectare and maximum height of 12 metres;
 - xv) a Holding Residential R4/R5/R6 (h•h-54•h-71•h-100•R4-6/R5-4/R6-5) Zone to permit street townhouse dwellings; townhouses and stacked townhouses up to a maximum density of 40 units per hectare and maximum height of 12 metres; and various forms of cluster housing including single detached, semi-detached, duplex, triplex, fourplex, townhouse, stacked townhouse, and apartment buildings up to a maximum density of 35 units per hectare and maximum height of 12 metres;
 - xvi) a holding Neighbourhood Facility / Residential R1 (h•h-100•NF/R1-4) Zone to permit such uses as elementary schools, places of worship, and day care centres; and to permit single detached dwellings on lots with a minimum lot frontage of 12.0 metres and minimum lot area of 360 square metres;
 - xvii) an Open Space (OS1) Zone to permit public parks, conservation lands, and recreational buildings associated with conservation lands and public parks;
 - xviii) an Open Space (OS5) Zone to permit conservation lands, conservation works, passive recreation uses which include hiking trails and multi-use pathways, and managed woodlots;
 - xix) an Urban Reserve Special Provision (UR4()) Zone to permit such uses as existing dwellings, agricultural uses, conservation lands, passive recreation uses, kennels, and private outdoor recreation clubs; together with a special provision for a minimum lot area of 7.0 hectares;
 - xx) a holding Urban Reserve Special Provision (h-82•UR4()) Zone to permit such uses as existing dwellings, agricultural uses, conservation lands, passive recreation uses, kennels, and private outdoor recreation clubs; together with a special provision for a minimum lot area of 160 square metres and no minimum lot frontage requirement;
 - xxi) an Agricultural Special Provision (AG1()) Zone to permit agricultural uses, kennels, conservation lands, nursery, passive recreation uses, farm markets, and greenhouses; together with a special provision for a minimum lot area of 2.6 hectares;
 - xxii) an Agricultural Special Provision (AG1()) Zone to permit agricultural uses, kennels, conservation lands, nursery, passive recreation uses, farm markets, and greenhouses; together with a special provision for a minimum lot area of 1.5 hectares and minimum lot frontage of 50 metres.

it being noted that the following holding provisions have also been applied:

- (h) - to ensure orderly development and adequate provision of municipal services, the "h" symbol shall not be deleted until the required security is provided and that the conditions of draft plan approval will ensure the execution of a subdivision agreement prior to development;
- (h-54) - to ensure completion of noise assessment reports and implementation of mitigation measures for development adjacent arterial roads;



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- (h-71)) - to encourage street oriented development the Owner shall prepare a building orientation plan to be incorporated into the approved Site Plan and Development Agreement;
 - (h-82) – to ensure consistent lotting pattern and that any part blocks are consolidated with adjacent lands;
 - (h-100) – to ensure there is adequate water service and appropriate access, a looped watermain system must be constructed and a second public access must be available.
- (q) **IT BEING NOTED** that modifications to Map 1 – Place Types and Map 3 – Street Classifications in The London Plan reflecting the amendments as recommended in Parts (c) and (d) above will be undertaken by Civic Administration and will be brought forward to Municipal Council as part of a future comprehensive review.
- (r) the applicant **BE ADVISED** that the Development Finance has summarized the estimated costs and revenues information as attached in Appendix "E".

PREVIOUS REPORTS PERTINENT TO THIS MATTER

November 12, 2007 – Report to Planning Committee – General Manager of Planning and Development - Placemaking Demonstration Project Part 1 - Placemaking Design Guidelines (Agenda Item #6)

PURPOSE AND EFFECT OF RECOMMENDED ACTION

The purpose and effect is to recommend that the Approval Authority for the City of London issue Draft Approval of the proposed Plan of Subdivision, subject to conditions; and Municipal Council approve the recommended Official Plan and Zoning By-law amendments.

RATIONALE

The rationale for approval of the recommended Official Plan and Zoning By-law amendments and support for the proposed draft plan of subdivision is as follows:

- i) The recommended Draft Plan, Official Plan and Zoning amendments conform to the policies of the Official Plan, and are consistent with the Provincial Policy Statement;
- ii) The proposal will utilize existing municipal services and preserve significant natural heritage features; provide for an attractive, pedestrian-oriented and compatible development; and contribute to compact urban form through the proposed range and mix of low and medium density residential uses.
- iii) In order to consider the proposed land use changes comprehensively, the City initiated a concurrent review of three existing residential lots that are located outside the limits of the Draft Plan of subdivision. Based on that review, it is appropriate to include the two “orphan” parcels on Commissioners Road East in the amendments to the Official Plan. At this time no action is recommended for the third property located at the corner of Jackson Road and Bradley Avenue as that part of the Draft Plan is being held for future development, and there are no proposed changes to the land use designation.

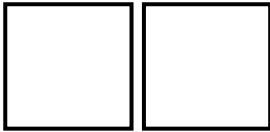


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BACKGROUND

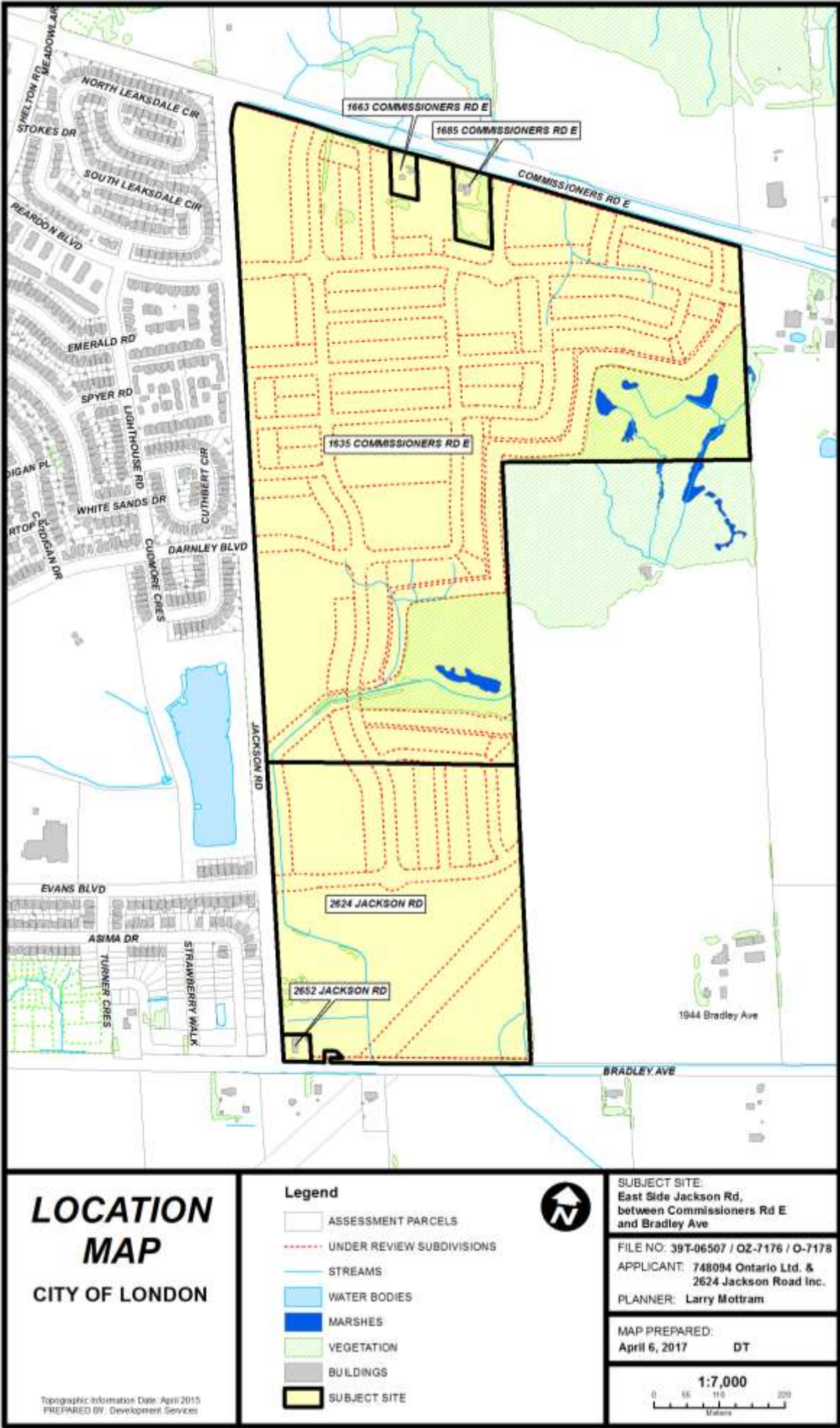
Date Application Accepted: April 2, 2015	Agent: Stantec Consulting Ltd.
REQUESTED ACTIONS:	
<u>Draft Plan of Subdivision</u> Approval of a draft plan of subdivision consisting of 38 low density residential blocks (Blocks 1-38), 17 medium density residential blocks (Blocks 39-55), 3 open space blocks (Blocks 56-58), 2 open space buffer blocks (Blocks 59-60), 6 park blocks (Blocks 61-66), 1 school block (Block 67), 1 stormwater management block (Block 68), 1 existing hydro corridor block (Block 69), 2 future development blocks (Blocks 70-71), and 4 road widening blocks (Blocks 72-75).	
<u>Official Plan Amendment</u> Possible Amendment to Schedule 'A' – Land Use map to change the land use designations from "Urban Reserve - Community Growth" and "Environmental Review" to "Low Density Residential", "Multi-family, Medium Density Residential", and "Open Space"; and, an amendment to Schedule 'C' – Transportation Corridors map to add "Secondary Collectors".	
<u>Zoning By-law Amendment</u> Amendment to Zoning By-law Z.-1 to change the zoning from an Urban Reserve (UR4) Zone, an Environmental Review (ER) Zone, and an Agricultural (AG1) Zone to the following zones: 1. Residential R1 Special Provision (R1-13) with a special provision for a minimum rear yard depth of 6.0 metres 2. Residential R1 (R1-4) 3. Residential (R4-6 / R5-4 / R6-5) 4. Neighbourhood Facility (NF) 5. Open Space (OS1) 6. Urban Reserve (UR4)	
NOTE: The original application request was for approval of a residential subdivision consisting of 36 low density residential blocks, 20 medium density residential blocks, 1 commercial block, 3 open space blocks, 2 open space buffer blocks, 3 park blocks, 1 school block, 1 stormwater management block, 1 existing hydro corridor block, 2 future development blocks, and 4 road widening blocks. In November 2016, based on responses received from the circulation of the draft plan, the applicant proposed further revisions summarized as follows: <ul style="list-style-type: none">- Updated road network and block layout- Reconfigured collector roads- Reconfigured School and Neighbourhood Park blocks- Additional Park block- Removal of Neighbourhood Commercial block previously shown at the corner of Jackson Road and Commissioners Road East	

SITE CHARACTERISTICS:
<ul style="list-style-type: none">• Current Land Use – agricultural (cash crops); woodlands and wetlands; three residential dwellings; and hydro transmission corridor• Frontage – Approx. 1600 metres (5,249 ft.) on Jackson Road• Depth – Approx. 835 metres (2,740 ft.)• Area – Approx. 82 hectares (203 acres)• Shape – Irregular

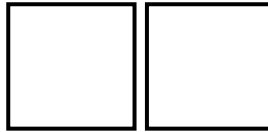


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Location Map



LOCATION: \\sbl\lgis\work\planning\projects_DNR\14_location_maps\39T-06507_location_map_8x14_portrait.mxd



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SURROUNDING LAND USES:

- **North** – agriculture
- **South** – agriculture and hydro transmission corridor
- **East** – agriculture and hydro transmission corridor
- **West** – low/medium density residential and SWM pond (Summerside subdivision)

OFFICIAL PLAN DESIGNATIONS: (refer to map on page 7)

“Urban Reserve Community Growth”, “Environmental Review” and “Agriculture”

EXISTING ZONING: (refer to map on page 8)

Urban Reserve (UR4), Environmental Review (ER) and Agricultural (AG1)

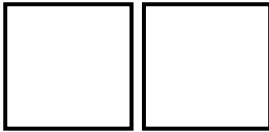
PLANNING HISTORY

In May 2006, an application was submitted to the City for approval of Draft Plan of Subdivision, Official Plan and Zoning By-law Amendments from 2624 Jackson Road Inc. and 748094 Ontario Limited for what was referred to at the time as the Parker-Jackson lands consisting of approximately 81 hectares on the east side of Jackson Road, just east of the present Summerside subdivision. The draft plan application was processed and eventually it was put on hold for several reasons, including concerns with the Environmental Impact Study, which was not accepted by the City as it required further assessment of the significance of a large wooded area centrally located within the plan, possible changes to the stormwater management block configuration, and the timing of SWM works to service the subdivision. In addition, the City at the time was conducting a Placemaking Demonstration Project, and this site was a candidate for the pilot project along with others. The owners expressed an interest and agreed to participate jointly with the City on the understanding that they were under no obligation to implement any of the findings. The application then remained inactive for quite some time while the Placemaking Project proceeded.

There was very little activity on the file until a revised draft plan submission was brought forward at an Initial Proposal Review meeting in June 2014. The revised plan was substantially different than the original submission. Changes to the revised plan included preservation of the existing wooded area as Open Space and incorporating some of the placemaking principles and design concepts that were advanced through the Placemaking Project. For example, the subdivision road network was redesigned on a grid pattern, replacing the previous pattern of closed loops, crescents and cul-de-sacs. Street townhouse blocks were introduced to provide opportunities for pedestrian-oriented streetscapes, as well as “window” streets along Commissioners Road East and Jackson Road.

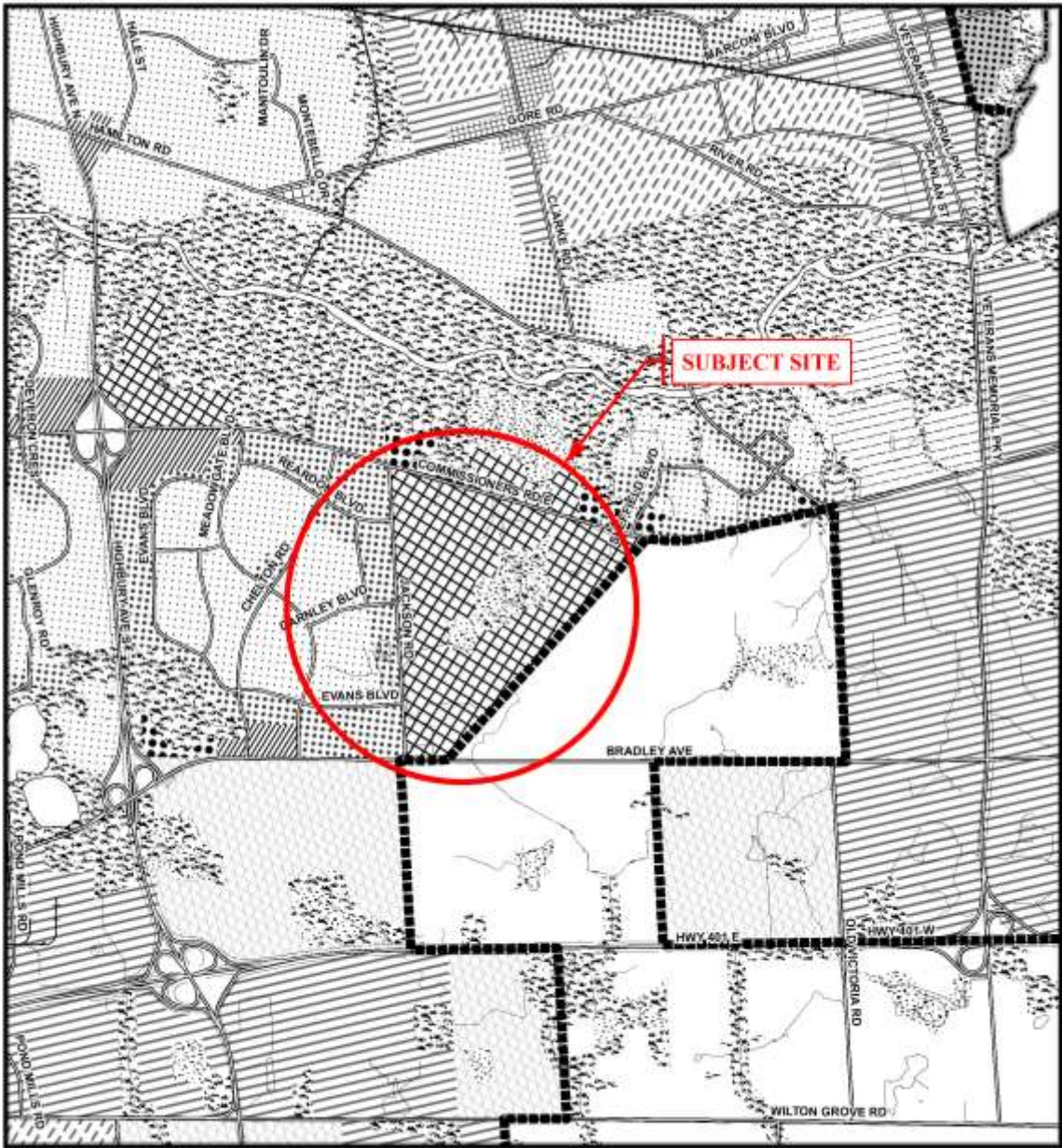
Further refinements were required to the draft plan as a result of feedback received from the Thames Valley District School Board indicating specific concerns with the size and configuration of the elementary school site. The applicant also wanted an opportunity to review options with respect to the open space buffer requirements adjacent the wooded area. Subsequent revisions were made with the most recent version of the plan incorporating a revised school block and a 30 metre wide buffer (25m plus 5m path) along the edge of the wooded area.

The functional plan for the stormwater management facility has now been approved. The Parker SWMF-Phase 1 is scheduled in accordance with the City’s 2018 Growth Management Implementation Strategy for construction in 2018.



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Official Plan Map



Legend

Downtown	Multi-Family, Medium Density Residential	Office Business Park
Wonderland Road Community Enterprise Corridor	Low Density Residential	General Industrial
Enclosed Regional Commercial Node	Office Area	Light Industrial
New Format Regional Commercial Node	Office/Residential	Commercial Industrial
Community Commercial Node	Regional Facility	Transitional Industrial
Neighbourhood Commercial Node	Community Facility	Rural Settlement
Main Street Commercial Corridor	Open Space	Environmental Review
Auto-Oriented Commercial Corridor	Urban Reserve - Community Growth	Agriculture
Multi-Family, High Density Residential	Urban Reserve - Industrial Growth	Urban Growth Boundary

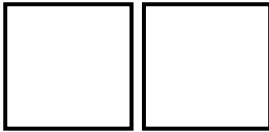
CITY OF LONDON
Department of
Planning and Development
OFFICIAL PLAN SCHEDULE A
- LANDUSE -

PREPARED BY: Development Services

Scale 1:30,000
Meters

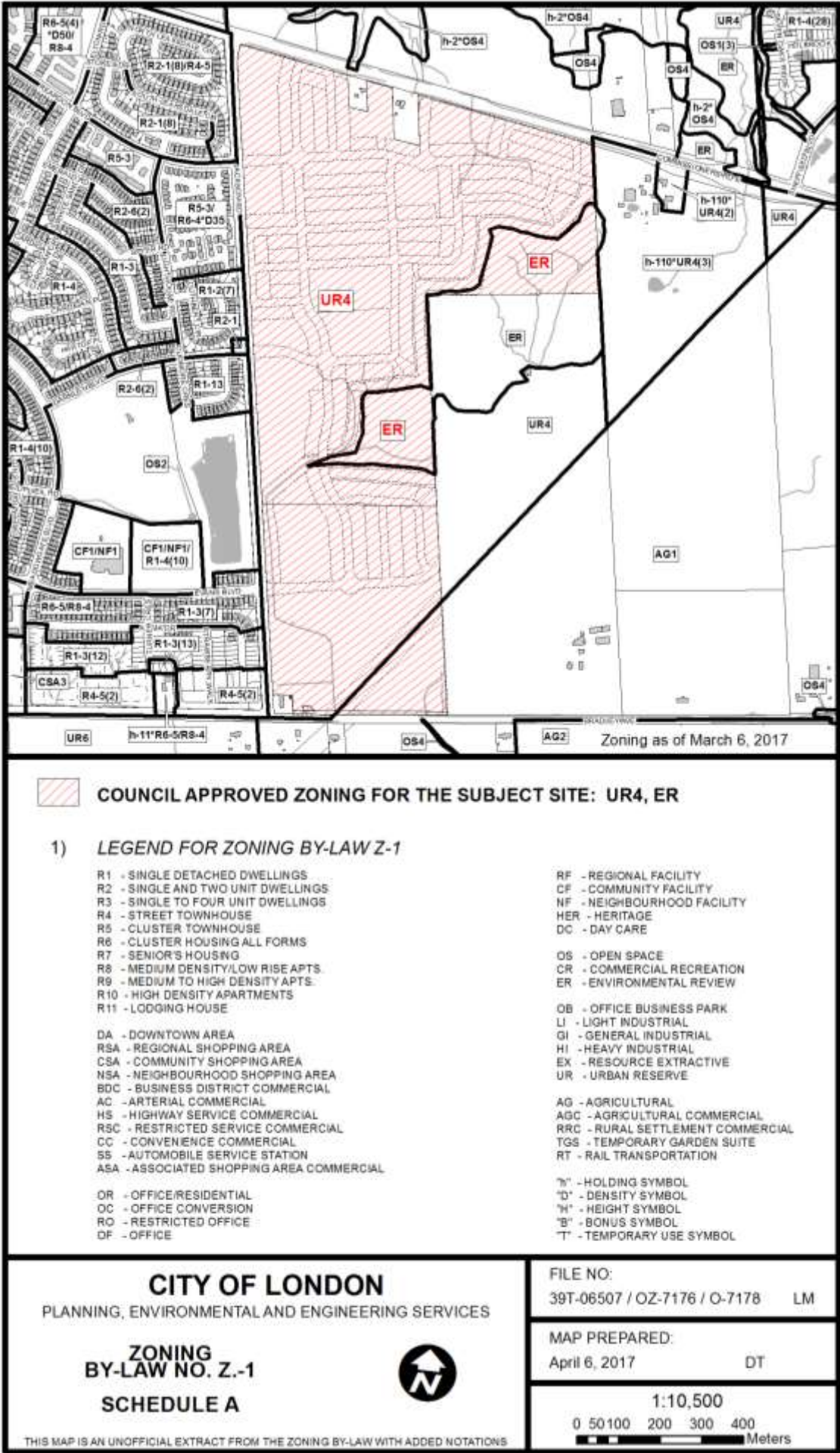
FILE NUMBER: 39T-06507 / OZ-7176 / O-7178
PLANNER: LM
TECHNICIAN: DT
DATE: April 6, 2017

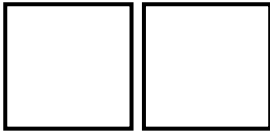
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Zoning Map

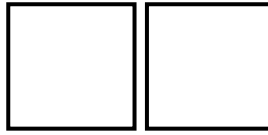




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Proposed Land Use Concept Plan





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Planner: L. Mottram

SIGNIFICANT DEPARTMENT/AGENCY COMMENTS

Bell Canada

We have reviewed the circulation regarding the above noted application. We have no conditions and/or objections to the application at this time.

We hereby advise the Developer, however, to contact Bell Canada during detailed design to confirm the provision of communication/telecommunication infrastructure needed to service the development.

Staff response: *Bell Canada conditions are captured in the standard subdivision agreement.*

Thames Valley District School Board

The updated application for draft plan of subdivision has been reviewed by this office. The revised school block meets the requirements as requested by the Thames Valley District School Board (TVDSB).

The proposed subdivision is presently within the attendance area of Westminster PS for Grades 3K to 8 and Lord Dorchester SS for grade 9-12. Due to increased enrolment the TVDSB is requesting that the following clause be included as a condition of Draft Plan Approval for the subject plan:

“The developer agrees to include in all of its agreements of purchase and sale with purchasers of residential lots and blocks, a provision advising such purchasers that the construction of additional public school accommodation is dependent upon funding approval from the Ontario Ministry of Education and, as a result, the property may be designated as part of a “Holding Zone” by Thames Valley District School Board and that any students residing in such Holding Zone may be designated to attend a “Holding School” until a long-term accommodation solution is in place. There can be no assurance that a new elementary or secondary school may be built to accommodate students residing within the Holding Zone.”

Staff response: *An elementary school site for the Thames Valley District School Board has been identified within the draft plan. The school board’s requested standard holding zone warning clause will be captured in the subdivision agreement.*

Agricultural Advisory Committee

The following comments with respect to the application by 748094 Ontario Inc. and 2624 Jackson Road Inc., relating to the lands located on the east side of Jackson Road between Commissioners Road East and Bradley Avenue BE FORWARDED to the Civic Administration for consideration. The Agricultural Advisory Committee is not supportive of the application due to:

- i) the encroachment on the urban growth boundary;
- ii) the priority of the City of London should be preserving the rural/urban interface; and,
- iii) approving this application promotes urban sprawl within City limits;

Staff response: *The City’s Urban Growth Boundary is delineated by Bradley Avenue and an existing hydro transmission corridor which crosses the southeast corner of the subject lands. Development is not proposed to go beyond the Urban Growth Boundary. However, the limits of the draft plan follow the legal property boundary which extends to Bradley Avenue resulting in the creation of a remnant parcel. As mentioned, development within this draft plan will not be permitted to extend beyond the current Urban Growth Boundary. As part of this recommendation, staff are recommending the resulting remnant parcel along Bradley Avenue (Block 75), as well as the hydro corridor block (Block 73), be zoned Agricultural (AG1()) consistent with the Official Plan designation and in so doing maintaining the integrity of the Urban Growth Boundary.*



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Hydro One Networks Inc.

Please be advised that Hydro One Networks Inc. ("HONI") has no objection in principle to the proposed plan of subdivision, provided the following are included as conditions of draft approval:

1. Prior to final approval, a copy of the lot grading and drainage plan, showing existing and final grades, must be submitted in triplicate to HONI for review and approval.
2. Any development in conjunction with the subdivision must not block vehicular access to any HONI facilities located on the right of way. During construction, there will be no storage of materials or mounding of earth, snow or other debris on the right-of-way.
3. Temporary fencing must be placed along the easement corridor during construction. Permanent fencing must be erected where subdivision lots directly abut the HONI easement at the developer's expense.
4. The subdivider shall make arrangements satisfactory to HONI for the crossing of the hydro right-of-way by any proposed roads. Separate proposals including detailed lighting and site servicing plans shall be submitted in triplicate to HONI for future road crossings. The developer must contact **Joan Zhao**, HONI Senior Real Estate Coordinator at **(905) 946-6230** to begin the process of acquiring a Construction and Encroachment Agreement.
5. The costs of any relocations or revisions to HONI facilities which are necessary to accommodate this subdivision will be borne by the developer.
6. The easement rights of HONI and its legal predecessors are to be protected and maintained.
7. If the proposed development is within close proximity to a Transmission or Distribution station the following applies:
 - (a) The Developer hereby confirms and agrees that every agreement of purchase and sale heretofore and hereafter entered into by the Developer with any purchaser(s) of any unit or proposed unit in the Development contains the following notice/warning provisions (or clauses substantially similar thereto in all respects), namely: "Each unit purchaser and/or lessee specifically acknowledges and agrees that the development of the Lands upon which this Development is being (or has been) constructed, will be (or has been) undertaken and completed in accordance with any requirements that may be imposed from time to time by any Governmental Authorities, and that the proximity of this Development to facilities, installations and/or equipment owned and/or operated by HONI may result in noise, vibration, electro-magnetic interference and stray current transmissions (hereinafter collectively referred to as the "**Interferences**") to this Development, and despite the inclusion of control features within this Development, Interferences from the aforementioned sources may, occasionally interfere with some activities of the occupants in this Development. Notwithstanding the above, each unit purchaser and/or lessee agrees to indemnify and save HONI harmless, from and against all claims, losses, judgments or actions arising or resulting from any and all of the Interferences. In addition, it is expressly acknowledged and agreed that HONI does not, and will not, accept any responsibility or liability for any of the Interferences in respect of this Development and/or its occupants. Furthermore, there may be alterations and/or expansions by HONI to its facilities and/or transformer station which may temporarily affect the living environment of the residents notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the Development. HONI will not be responsible for any complaints or claims or any kind howsoever arising from use, expansion and/or alterations of such facilities and/or operations on, over or under its transformer station. Furthermore, each unit purchaser and/or lessee acknowledges and agrees that an electro-magnetic, stray current and noise-warning/vibration clause similar to the foregoing shall be inserted into any succeeding or subsequent sales agreement, lease or sublease, and that this requirement shall be binding not only on the Purchaser hereunder but also upon the Purchaser's respective heirs, estate trustees, successors and permitted assigns, and shall not cease or terminate on the closing of this purchase and sale transaction with the Vendor/Declarant."
 - (b) The Developer covenants and agrees that so long as the City does not object thereto, the language set out in Section 3.1(d) hereof (or language substantially similar thereto) shall also be included in the Site Plan Agreement entered into by the Developer with City of London to be registered on title to the Development.

Staff response: *The recommended conditions of draft plan approval have captured the above requirements (Conditions #24 & #25).*



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Upper Thames River Conservation Authority (UTRCA)

RECOMMENDATIONS

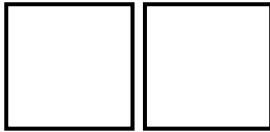
As indicated, the UTRCA is generally satisfied with the proposed subdivision configuration and offers the following conditions of draft plan approval:

1. That the Final Stormwater Management Report be circulated to the UTRCA for our review and approval.
2. That a report be prepared by a qualified ecological consultant as part of the subdivision Design Studies submission to address the UTRCA's outstanding concerns regarding the protection of the wetland and watercourse features that are located on the subject lands. The report shall address the water quality, timing and quantity to the swamp wetland communities as well as the Hampton - Scott Drain. This submission should include additional strategies to protect and maintain these features as well as a discussion regarding the need for additional run-off augmentation including how/who/when that will be determined. A monitoring program for the wetland as well as a hydrogeological assessment will also be required. We recommend that a meeting be arranged with City and UTRCA staff to scope the terms of reference for the submissions.
3. That a woodland compensation plan be prepared to address the woodland feature that will be lost as a result of the crossing of Street J over the Hampton-Scott Drain.
4. That a minimum 15 metre buffer be provided on both sides of the Hampton–Scott Drain. The blocks shall be sized appropriately to accommodate the necessary buffer. If there are any pinch points, the Conservation Authority would be prepared to consider a slightly smaller buffer on one side of the feature with an enhanced buffer on the opposite side. The draft plan shall be redlined accordingly to provide the required buffer which should also be applied to the feature which crosses Block 70 - Future Development.
5. If a multi-use, paved pathway is to be included in the plan of subdivision, a separate block outside of the 30 metre buffer (Block 59) for the significant woodland and wetland should be identified on the draft plan. We recommend that the draft plan be redlined accordingly.
6. That the necessary Section 28 approvals be obtained from the UTRCA prior to undertaking any site alteration or development within the regulated area. This approval process will also consider the two regulated wetland pockets that are located in the northwest corner of the subject lands.

Staff response: *The conditions of draft approval have captured the above recommendations (Conditions #19, #20, #21, #96, #98, #99 & #113). The UTRCA response acknowledged that the Conceptual Stormwater Management Report – Parker Jackson Lands prepared by Stantec (February 25, 2015) attempted to address potential impacts on the wetland. However, as part of the subdivision Design Study submission, the Conservation Authority will require the preparation of a report by an ecological consultant to address the water quality, timing and quantity to the swamp wetland communities as well as the Hampton - Scott Drain. This requirement has been included in the conditions of Draft Plan approval.*

The submitted draft plan has been updated by the applicant to include the minimum 15 metre buffer on both sides of the Hampton-Scott Drain within an appropriately sized Open Space block (Block 57). Buffer requirements along the Hampton-Scott Drain within Block 74 south of Street N will be addressed as part of a future phase draft plan approval and registration. Until then this block will continue to remain in an Urban Reserve (UR4) Zone and is subject to the setback regulations under Zoning By-law Z.-1 Section 4.20(3) Municipal Drains and Natural Watercourses.

Based on comments received from Environmental and Parks Planning staff regarding the proposed buffer and multi-use pathway, the buffer blocks are to be a minimum of 25 meters in width and shall include a minimum 5 meter pathway block between the buffer blocks and the residential development. The applicant has revised the draft plan accordingly to provide separate blocks for the 25 metre buffer (Blocks 60 & 61) and 5 metre pathway (Blocks 68 & 69).



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PUBLIC LIAISON:	<p>On December 8, 2016, an Updated Notice of Application for approval of Draft Plan of Subdivision, Official Plan and Zoning By-law Amendments was sent to 269 surrounding property owners. Notice was published in “The Londoner” on December 22, 2016.</p> <p>A previous Notice of Revised Application was sent out on April 20, 2015, and published in “The Londoner” on April 30, 2015.</p>	5 replies received
Nature of Liaison: see “Requested Action” section.		
<p>Responses: Two telephone inquiries for further information and clarification, and three written correspondences were received. Individual responses to the public liaison letter and publication in “The Londoner” are summarized at the end of this report.</p> <p>The main issues are:</p> <p>Lack of Commercial Services - Concern about the lack of commercial/retail facilities and services in this area. Any plans for local grocery stores, public libraries, and community facilities?</p> <p>Reliance on Automobile – Feels proposed residential subdivision will rely heavily on automobile use. There seems to be very few paths to through streets and neighbourhoods requiring people to walk much farther routes to homes, parks and schools. Will bus routes be extended to the area?</p> <p>Impact on Adjacent Farm / Maple Syrup Operation - Concerned about trespassing and vandalism. Owner requests chain link fence along perimeter of subdivision adjacent his farm and sugar bush. There are maple syrup lines all through the bush that stay up all year long, and with no chain link fence to keep trespassers out feels they could be forced out of business.</p>		

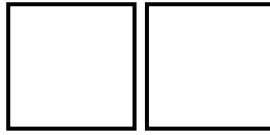
ANALYSIS

Existing Conditions

This subdivision comprises a total area of 81.5 hectares with approximately 1600 metres of almost continuous frontage along the east side of Jackson Road, from Commissioners Road to Bradley Avenue. There is approximately 760 metres of frontage along Commissioners Road East and approximately 350 metres of frontage on Jackson Road. The frontage along Commissioners Road East is broken up by two existing rural residential lots, as well as a third residential parcel located at the northeast corner of Jackson Road and Bradley Avenue, which are outside the limits of the Draft Plan. In order to consider the proposed land use changes comprehensively, the City included these “orphan” parcels concurrently as part of the application review and Official Plan amendments.

The site currently consists of open fields in agricultural use (cash crops) and an existing patch of woodland consisting of some wetland along the central and easterly portion of the subject lands. A drainage tributary flows from the woodland west through the field towards Jackson Road and then south eventually crossing Bradley Avenue. At this point it is an open channel drain referred to as the Scott-Hampton Drain. The southwest corner of the site is traversed by a hydro corridor easement and a transmission tower. There is a Union Gas pipeline and booster station located along the north side of Bradley Avenue.

The topography of the site slopes gradually from the north to the south. Elevations range from approximately 282 metres at the corner of Commissioners Road East and Jackson Road to 270 metres at Jackson Road and Bradley Ave.



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Surrounding land uses consist of vacant agricultural fields on the north side of Commissioners Road East, and Meadowlilly Woods and Thames River further to the north. Farms and cultivated fields exist on the adjacent lands to the east and to the south of Bradley Avenue, and an existing residential subdivision known as “Summerside” exists immediately to the west of Jackson Road.

There are three existing road connections to the Summerside subdivision along Jackson Road and they are Reardon Boulevard, Darnley Boulevard and Evans Boulevard. There are also opportunities for pedestrian and bike pathway connections to existing public parks and open space, and a stormwater management pond on the west side of Jackson Road.

Commissioners Road East and Bradley Avenue are classified as Arterial Roads, and Jackson Road is classified as a Primary Collector. A Transportation Impact Assessment was prepared by Stantec Consulting Ltd. and submitted with the application to assess the characteristics of the roads and intersections in the area, impact on the existing road network, and need for future improvements such as traffic signals and road widening.

Official Plan

Under Schedule ‘A’ - Land Use, the Parker-Jackson lands are designated as “Urban Reserve-Community Growth” and “Environmental Review”. A portion of these lands in the southeast corner of the property, south of the existing hydro transmission corridor, are designated “Agriculture”. Under Schedule ‘B-1’ – Natural Heritage Features, there are Unevaluated Vegetation Patch and Provincially Significant Wetland delineations overlapping on the central and easterly portion of the site. The subject lands are within a Big Picture Meta-Cores and Meta Corridors delineation, and are also located on the dividing line between the South Thames and Dingman Creek subwatersheds. Schedule ‘B-2’ – Natural Resources and Natural Hazards delineates a Conservation Authority Regulation Limit and a Riverine Erosion Hazard Limit for Confined Systems.

The application request is to amend Schedule ‘A’ – Land Use map to change the land use designations from “Urban Reserve - Community Growth” and “Environmental Review” to “Low Density Residential”, “Multi-family, Medium Density Residential”, and “Open Space”; and, an amendment to Schedule ‘C’ – Transportation Corridors map to add “Secondary Collectors”.

The Low Density designation primarily permits single, semi-detached and duplex forms of housing up to 30 units per hectare. The Multi-family, Medium Density designation is primarily intended for multiple forms of housing including row and cluster housing, low rise apartment buildings, rooming and boarding houses, small scale nursing homes, rest homes and homes for the aged up to a density of 75 units per hectare. This designation may also be developed for single detached, semi-detached and duplex housing. The Open Space designation allows for a range of parks and recreation, and natural heritage uses.

The draft plan of subdivision was accompanied by a colour concept plan illustrating the distribution of proposed land uses, development blocks, and road pattern. The low density designation would be applied to the residential blocks located primarily in the interior of the subdivision, but also to some window streets adjacent to Jackson Road and Commissioners Road East. The medium density blocks are oriented primarily towards the westerly and northerly perimeter of the site, adjacent the arterial and primary collector roads, and proposed secondary collector road system. This concept illustrates a transition in use, form and density from low density single detached dwellings to medium density housing, such as street townhouse, cluster townhouse and low-rise apartments.

The neighbourhood park and school blocks provide a central location to facilitate active transportation from within the community, as well as convenient access to the local and secondary collector road system for students from within the subdivision, and potentially students coming from the Summerside subdivision. A smaller neighbourhood park is located at the terminus of the main entrance to the community from Commissioners Road East. The natural heritage features contained within the plan are all to be designated as Open Space. These features include the 25 metre buffer from the surveyed drip-line of the wooded area and significant wetland, the 5.0 metre public pathway which runs contiguous with the buffer block, the open channel watercourse (Scott-Hampton Drain), and the planned future SWM facility.



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An amendment to Schedule 'C' Transportation Corridors will be required to add the proposed Secondary Collector roads. As shown on the draft plan, the Secondary Collector roads are Streets 'A', 'B', and 'N'; Street 'I' from Jackson Road to Street 'J'; and Street 'J' from Street 'B' to Street 'N'. Collector road intersections with Jackson Road are required to align with the existing roads in the Summerside subdivision, being Reardon Boulevard, Darnley Boulevard, and Evans Boulevard. Provision has also been made for the future extension of collector roads (Streets B and N) to serve lands to the east at such time as they are developed. Traffic calming is provided by roundabouts at key intersections within the subdivision road network.

The land use designations to the south of Street 'N' will remain unchanged. These lands are part of a phase of the subdivision intended for future development requiring further detailed planning.

The proposed land use concept submitted in support of the Draft Plan and Official Plan amendments illustrates the distribution of uses, and range of housing from single family, townhouses, cluster housing, street townhouse dwellings, school and parks, and natural heritage features to be protected and maintained as public open space. The recommended amendments to Land Use - Schedule 'A' and Transportation Corridors - Schedule 'B' are considered appropriate and generally in keeping with intent the Official Plan.

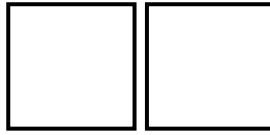
With respect to *The London Plan*, which has been adopted by City Council but is not yet in force and effect, the subject lands are within the "Neighbourhoods" Place Type permitting a range of uses such as single detached, semi-detached, duplex, triplex, and townhouse dwellings, and small-scale community facilities. "Green Space" and "Environmental Review" Place Types have also been applied to the subject lands. Uses within the Green Space place type are dependent upon the natural heritage features and areas contained on the subject lands, the hazards that are present, and the presence of natural resources which are to be protected. The recommended land uses are consistent with the Place Types in the London Plan, and the recommended Draft Plan implements such aspects as the walking and cycling routes identified in Active Mobility Network mapping. In accordance with City Building policies, neighbourhood parks have been located and designed within the neighbourhood to achieve a minimum of 50% of their perimeter bounded by a public street. It is noted in our recommendation that modifications to Map 1 – Place Types and Map 3 – Street Classifications in The London Plan will be undertaken by Civic Administration and will be brought forward to Municipal Council as part of a future comprehensive review.

Servicing / Infrastructure

The municipal sanitary sewer to service this development is the existing 825 mm (33") diameter sanitary sewer stub located in the Summerside subdivision approximately 105 metres west of Jackson Road, adjacent to the Summerside SWM pond. It is proposed that the sanitary sewer be extended from this point to Jackson Road where it will provide an outlet for the entire development as well as the future external lands located to the south and east. The ultimate sanitary outlet is an intake structure at the south limit of the existing Summerside District Combined Servicing Tunnel located on the extension of Lighthouse Road, south of Darnley Boulevard.

Sanitary servicing for the two properties at 1663 and 1685 Commissioners Road East will be provided by internal connections to the subdivision. Provision has been made on the draft plan for an access block (Block 77), and conditions of draft approval include provisions for construction of a single family private drain connections to the limits of the block in order to service 1663 Commissioners Road East. The developer will be required to construct a maintenance access road and provide a standard municipal easement for any section of the sewer not located within the road allowance, to the satisfaction of the City.

Access to an existing water supply is available along Commissioners Road East, Jackson Road and Bradley Avenue. The subject lands are within the vicinity of two pressure zone variations (high and low). Watermains for the subdivision will be required to connect to an existing high-level municipal system being the existing 900mm (36") diameter watermain on Jackson Road and the 600mm (24") watermain on Commissioners Road East. As part of the conditions of Draft Plan Approval, a full water servicing report will be required to be submitted to the City for approval, including water distribution system analysis and modeling.



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Storm sewers to serve this plan will connect to the proposed Parker Regional SWM Facility to be constructed on Block 72 within this draft plan, and to the existing Summerside SWM Facility located west of Jackson Road within the Summerside subdivision. These SWM Facilities will be linked and will outlet the majority of stormwater flows to the existing Summerside Tunnel system, and a minority of flows to the Hampton-Scott Drain (Tributary “J” to the Dingman Creek). Confirmation that the proposed SWM block is sized in accordance with the final accepted Parker SWM Facility Functional Stormwater Management Report will be required through the conditions of draft approval.

With respect to road and transportation infrastructure, a Transportation Impact Assessment (TIA) has been prepared and submitted by the proponents. The findings indicate the existing road network will require several improvement to accommodate background traffic and growth from new development. Widening Commissioners Road and signaling the intersections of Commissioners Road with Chelton Road and Jackson Road would be required under full build-out of the Parker-Jackson subdivision lands and undeveloped phases in the Summerside subdivision. The recommendations call for traffic signals to be installed at these intersections by 2026 to accommodate forecasted traffic volumes. Commissioners Road will require widening prior to 2028 with full build-out of the Parker-Jackson and Summerside subdivisions by 2026. Bradley Avenue is not expected to require additional capacity prior to its planned widening in 2030.

As a condition of this Draft Plan approval, sufficient land to widen Bradley Avenue and Commissioners Road East to 18.0 metres from the centreline of the original road allowance, will be required. Draft Plan conditions also require a revised TIA to include design criteria for turning lanes at Commissioners Road East at Street ‘A’ and Jackson Road.

The proposed draft plan features a continuous, multi-use pathway running contiguously with the open space buffer, connecting the development with the planned City-wide bicycle network. Sidewalks and pedestrian/bicycle connections to the path and public road system will provide direct and convenient routes through the subdivision and desirable conditions for cycling and walking.

Recommended Zoning

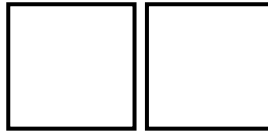
The following provides a synopsis of the recommended zones, permitted uses, regulations, and holding provisions to be applied to lots and blocks within the draft plan. Reference should be made to the Zoning Amendment Map found in Appendix “C” of this report.

Single Family Blocks 1 to 39 – Two types of Residential R1 Zone variations are recommended in order to accommodate a range and mix of lot sizes:

1. Holding Residential R1 Special Provision (h•h-100•R1-13()) Zone to permit single detached dwellings on lots with a minimum lot frontage of 9.0 metres and minimum lot area of 270 square metres; together with a special provision for a minimum rear yard depth of 6.0 metres. The applicant has requested a minimum rear yard depth of 6.0 metres in place of 7.0 metres for the R1-13 Zone. This zone variation has been applied in similar situations in small lot subdivisions elsewhere in the City, and staff have no issues with the requested special provision. This zone would be applied mainly to the blocks fronting local streets within the draft plan, including the window streets.
2. Holding Residential R1 (h•h-100•R1-4) Zone to permit single detached dwellings on lots with a minimum lot frontage of 12.0 metres and minimum lot area of 360 square metres. This zone would be applied mainly to blocks fronting along the secondary collector streets ‘B’ and ‘J’, as well as Streets ‘E’, ‘F’ and ‘I’ adjacent the park/pathway and open space buffer blocks.

Based on these Zone variations and standards for minimum lot area and frontage, the total lot yield for all blocks combined would be approximately 520 single detached lots.

Medium Density Blocks 40 to 56 – Holding Residential R4/R5/R6 (h•h-71•h-100•R4-6/R5-4/R6-5) Zone to permit a range of medium density forms, including street townhouse dwellings;



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townhouses and stacked townhouses up to a maximum density of 40 units per hectare and maximum height of 12 metres; and various forms of cluster housing including single detached, semi-detached, duplex, triplex, fourplex, townhouse, stacked townhouse, and apartment buildings up to a maximum density of 35 units per hectare and maximum height of 12 metres. The subdivision draft plan shows several street-fronting blocks specifically sized to accommodate street townhouse development. Larger medium density blocks (Blocks 44, 47, 50, 51, 55 & 56) are located closer or adjacent to Commissioners Road and Jackson Road creating a transition from low to medium density forms of development. Commissioners Road East is classified as an “Arterial” road and a holding (h-54) provision has been applied to the zoning of abutting residential blocks requiring a noise study and mitigation measures in accordance with City policy.

Based on the Zone densities and block sizes, the total dwelling unit yield for all medium density blocks combined would be approximately 142 street townhouse units and 347 cluster townhouse units.

School Block 71 – Holding Neighbourhood Facility / Residential R1 (h•h-100•NF/R1-4) Zone to permit such uses as elementary schools, places of worship, and day care centres; and to permit single detached dwellings on lots with a minimum lot frontage of 12.0 metres and minimum lot area of 360 square metres. The school block within the subdivision plan was requested by the Thames Valley District School Board for a future elementary school. The draft plan has been revised to accommodate a school site location and size that is suitable for the Board’s needs. Should the school block not be acquired in the future for elementary school purposes, the dual zoning applied to the block would yield a potential for 40 to 50 residential lots.

Parks and Pathway Blocks 62 to 70 - Open Space (OS1) Zone to permit public parks, conservation lands, and recreational buildings associated with conservation lands and public parks. This Zoning will be applied to the two neighbourhood parks, multi-use recreational pathway blocks, and trail access blocks. The zoning is also appropriate for the stormwater management block (Block 72) and the open channel drain (Block 57).

Open Space Blocks 58 to 61 – Open Space (OS5) Zone to permit conservation lands, conservation works, passive recreation uses which include hiking trails and multi-use pathways, and managed woodlots. This zone is appropriate for the natural heritage features within the subdivision plan that are to be protected and maintained as Open Space, including the adjacent buffer blocks.

Reserve Blocks 74 and 76 - Urban Reserve Special Provision (UR4()) Zoning is appropriate for the future development block (Block 74) fronting the south side of Street ‘N’. This block will be held in reserve for future development until detailed plans (site plan or subdivision) are submitted together with a rezoning application. A special provision is also recommended for minimum lot area. The other UR4() Zone is recommended for a tiny remnant parcel of land which resulted from revisions to the Draft Plan to correct the alignment of Street ‘A’ at Commissioners Road East. The intent is that the remnant parcel be consolidated with adjacent lands.

Blocks 73 and 75 - Agricultural Special Provision (AG1()) Zone to permit agricultural uses, kennels, conservation lands, nursery, passive recreation uses, farm markets, and greenhouses. The limits of the Draft Plan follow the legal property boundary which extends to Bradley Avenue resulting in the creation of a parcel outside of the Urban Growth Boundary. Urban-related uses are not permitted to extend beyond the current Urban Growth Boundary. Therefore, staff recommend that the resulting remnant parcel (Block 75), as well as the hydro corridor block (Block 73), be zoned Agricultural (AG1()) which would be appropriate and consistent with the Official Plan designation. Special provisions are also recommended for specific lot area and frontage requirements.

Holding Provisions

Since this subdivision will be developed in phases, it is recommended that the standard holding (h) provision be applied to all proposed residential blocks. The “h” provision is applied in almost all subdivision approvals for the purpose of ensuring adequate provision of municipal services, that the required security has been provided, and that a Subdivision Agreement or Development Agreement is entered into.



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A holding (h-54) provision for completion of a noise assessment report and implementation of noise attenuation measures for residential development adjacent an arterial road is recommended for the medium density blocks adjacent Commissioners Road East. The h-54 symbol would be deleted from the zoning upon the owner agreeing to implement all noise attenuation measures, acceptable to the City of London.

A holding (h-71) provision to encourage street oriented development and requiring the Owner to prepare a building orientation plan to be incorporated into the approved Site Plan and Development Agreement is also recommended.

A holding (h-82) provision intended to ensure a consistent lotting pattern and that any part blocks are consolidated with adjacent lands is recommended for the small remnant part block (Block 76).

A holding (h-100) provision is recommended for all residential blocks in the Subdivision in order to ensure there is adequate water service and appropriate access, a looped watermain system must be constructed and a second public access must be available.

Evaluation of the Draft Plan of Subdivision Design

This proposed Draft Plan has undergone a number of revisions and refinements to the design in response to input from the school board, parks planning, and urban design, as well as numerous technical red-line revisions that were incorporated into the final plan. A number of the subdivision design and placemaking features are summarized, as follows:

- the subdivision road pattern incorporates a strong grid street pattern connected to north-south and east-west secondary collector roads which functions as the “spine” of the community;
- window streets along Jackson Road and Commissioners Road East with blocks designed to enable front-facing dwellings to the public streets;
- potential for a variety of uses, forms, and scales along the street frontages of Jackson Road and Commissioners Road East;
- good connectivity with the Summerside community utilizing three existing road connections at Jackson Road; and opportunities for connection to existing pathways, public parks and open spaces;
- Street ‘A’ connection to Commissioners Road East provides a main entrance to the community and focal point in conjunction with a smaller neighbourhood park;
- a larger neighbourhood park and school site centrally located within the community, completely bound by public streets, and within a convenient walking distance to all future residents;
- natural heritage features are integrated with the community and public realm through the planned park/multi-use pathway system;
- several public park access points have been provided connecting the neighbourhood to the multi-use pathway as well as providing access and views to the open space; and,
- opportunities provided for future public road and pathway connections to adjacent lands to the east.

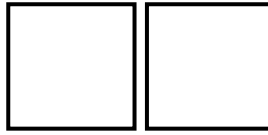
Design details for the medium density residential blocks will be reviewed more closely at Site Plan approval stage. The Site Plan process will include urban design and placemaking, site details related to the pedestrian interface between the proposed development and street sidewalks throughout subdivision, and details related to vehicular access. Holding provisions in the zoning have been applied to the all medium density blocks in order to ensure street orientation along street frontages.

Parks and Natural Heritage

The following summarizes the key comments and conditions from the City’s Environmental and Parks Planning section:

Natural Heritage System

The woodland patch 10144 meets the criteria for designation as a Significant Woodland and contains a Provincial Significant Wetland.



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The applicant has provided Blocks 60 and 61 as buffer to these natural heritage features.

As discussed with staff, the buffer blocks are to be a minimum of 25 meters in width and shall include a minimum 5 meter pathway block between the buffer blocks and the residential development. *Note: The draft plan has been revised to incorporate the pathway blocks (Blocks 68 to 70)*

The owner shall develop and deliver to all purchasers and transferees of the lots in this plan, a homeowner guide/education package as approved by the Manager of Parks Planning and Design that explains the stewardship of natural areas and the value of existing tree cover as well as indirect suburban effects on natural areas. The education package should form part of the Design Studies submission. (DP Condition No. 14)

In conjunction with the Design Studies submission, the owner will be required to provide a buffer planting plan for Blocks 60 and 61 for the maintenance and enhancement of the open space features in Block 58 and 59, to the satisfaction of the City Planner. (DP Condition No. 18)

In conjunction with the Design Studies submission, the Owner shall provide a woodland compensation plan to address the woodland feature that will be lost as a result of the crossing of Street J over the Hampton-Scott Drain. (DP Condition No. 21)

As a component of the Design Studies submission, the owner shall prepare and submit a tree preservation report and plan for lands within the proposed draft plan of subdivision. (DP Condition No. 11)

Parks and Open Space

Required parkland dedication shall be calculated pursuant to section 51 of the Planning Act at 5% of the lands within the application or 1 hectare per 300 units, whichever is greater for residential uses and 2% for commercial uses. It is the expectation of Environmental and Parks Planning that the majority of the required parkland dedication will be satisfied through land dedication with the remainder as a cash-in-lieu payment. *Note: All Park, Open Space, Buffer, and Walkway Blocks to be dedicated to the City are included in DP Condition No. 15*

Consistent with London's practice, Open Space lands that are being dedicated to the City (ie. Blocks 57, 58 and 59) are not included in the calculated parkland rate. These lands may be accepted as a parkland dedication, however at a constrained rate. The Council approved rate for hazard lands is 1:27.

In conjunction with the Design Studies submission, the owner will be required to provide a conceptual park plan for Blocks 62, 63, 64 and 65 which may include plantings, pathways and trees, to the satisfaction of the City Planner. (DP Condition No. 17)

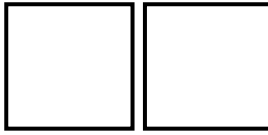
In conjunction with the Design Studies submission, the Owner shall provide a conceptual park plan delineating the alignment of the multi-use pathway through Blocks 68, 69, and 70; a multi-use pathway connection from Block 68 – through Street D to Commissioners Road East; and a conceptual buffer planting plan for Blocks 60 and 61, to the satisfaction of the Manager of Environmental and Parks Planning. (DP Condition No. 18)

In conjunction with the Design Studies submission, the Owner shall provide park concept plans for Blocks 66 and 67, to the satisfaction of the Manager of Environmental and Parks Planning. (DP Condition No. 16)

The Owner shall construct a 1.5m high chain link fencing without gates in accordance with current City park standards (SPO 4.8) or approved alternate, along the property limit interface of all existing and proposed private lots adjacent to existing and/or future Park and Open Space Blocks. (DP Condition No. 12)

Response to Public Comments

Lack of Services - *Concerns expressed about the lack of commercial/retail services and facilities in the area, such as grocery stores, libraries, and community facilities.*



File No: 39T-06507 / OZ-7176 / O-7178
Planner: L. Mottram

There is some commercial development and vacant commercially zoned lands existing at the southeast quadrant of Commissioners Road East and Highbury Avenue, zoned Community Shopping Area (CSA5). More commercial services such as food stores, drug stores, banks, restaurants, and a public library (LPL Pond Mills Branch) are located further to the west along Commissioners Road East, west of Highbury Ave. This area of the City is beginning to see more residential development activity which should help to build up the population base, generate demand and attract more local stores and services to the area. It should be noted that there are undeveloped lands on the north side of Commissioners Road East. These lands are designated Urban Reserve – Community Growth and may provide an opportunity for future small-scale commercial development given their location and frontage along an Arterial Road.

Automobile-Oriented Development – *Concerns expressed that the proposed residential subdivision will rely heavily on automobile use. Very few paths to through streets and neighbourhoods requiring people to walk much farther to homes, parks and schools. Will bus routes be extended to the area?*

The Transportation Impact Assessment submitted with the draft plan application included a review of active transportation opportunities. The study concluded that the City of London's planned active transportation system is not yet completed in this area of the City. Establishing a north-south bicycle route through the proposed Parker-Jackson lands will assist in connecting the development to the city-wide bicycle network. Sidewalks and pedestrian/bicycle connections that create direct and convenient routes through the subdivision will provide desirable conditions for cycling and walking. It is Staff's opinion that the planned pathway system, street network, parks, school, and open space network achieves these goals of active transportation. Public transit should be able to accommodate the proposed development with an extension of existing bus transit routes serving Pond Mills and the Summerside subdivision.

Impact on Adjacent Farm / Maple Syrup Operation - *Concern expressed by owner of adjacent farm property at 1944 Bradley Avenue about trespassing and vandalism. Owner requests metal chain link fence along perimeter of subdivision adjacent his farm and sugar bush. There are maple syrup lines all through the bush that stay up all year long, and with no chain link fence to keep trespassers out feels they could be forced out of business.*

Fencing the property boundary as requested by an adjacent property owner would place portions of the fence-line through a Provincially Significant Wetland. Without considering the impact on the wetland, a condition of draft plan approval requiring the installation of a fence would not be consistent with the Provincially Policy Statement. A Draft Plan condition has been prepared that the Owner shall install appropriate boundary demarcation to the satisfaction of the City, which may include signage and property boundary monuments, along the easterly and southerly property lines with the property at 1944 Bradley Avenue, at no cost to the City (DP Condition No. 27).

Provincial Policy Statement

The recommended Draft Plan and the recommended Official Plan and Zoning By-law amendments are consistent with the PPS 2014, as summarized as follows:

1. Building Strong Healthy Communities

The subject lands are located within the City's Urban Growth Boundary, with the exception of a small remnant of the original property that lies just beyond the boundary. As part of this draft plan approval, Official Plan and Zoning By-law Amendment process, the resulting remnant parcel and adjacent hydro corridor lands are proposed to be placed in an agricultural zone. This is consistent with the Official Plan designation and maintains the integrity of the Urban Growth Boundary. The proposed development meets objectives of creating healthy, liveable, safe, and sustainable communities by promoting efficient and resilient development patterns, and accommodating an appropriate range and mix of low and medium density residential, neighbourhood parks and open space uses to meet long-term needs. These lands are immediately adjacent to existing built-up area to the west. Development will utilize full municipal services which are available at the property



File No: 39T-06507 / OZ-7176 / O-7178
Planner: L. Mottram

boundary. The proposed development promotes active transportation opportunities by including a planned multi-use pathway for cycling and pedestrian movement, together with linkages to existing and future neighbourhoods.

2. Wise Use and Management of Resources

Natural heritage features and functions located within the subdivision, including a Provincially Significant Wetland and a significant woodland, will be protected and maintained in public open space, with appropriate open space buffer from the limits of development. Conditions of Draft Plan Approval will require further detailed studies by a qualified ecological consultants to address outstanding concerns expressed by the Conservation Authority regarding the protection of the wetland and watercourse features on the subject lands. Conditions are also in place to enhance the significant natural heritage features through buffer planting plans, re-naturalization and restoration plans. The subject lands have undergone Stages 1, 2 & 3 Archaeological Assessment. Conditions of Draft Approval will require confirmation that the archaeological assessment reports have been reviewed and accepted by the Ministry of Tourism, Culture and Sport. (DP Condition No. 26)

3. Protecting Public Health and Safety

Residential development blocks are setback from the riverine erosion hazard lands associated with the Hampton-Scott Drain. Conditions of draft approval will require a slope assessment report to address issues associated erosion, maintenance, and structural setbacks to the satisfaction of the City and the Conservation Authority (Condition No. 98). Further refinements to the setbacks and block lines may be made in the final plan to be registered. Otherwise, there are no other natural hazards or any known human-made hazards.



File No: 39T-06507 / OZ-7176 / O-7178
Planner: L. Mottram

CONCLUSION

It is the opinion of staff that the proposed Draft Plan of Subdivision, Official Plan and Zoning By-law amendments are consistent with the PPS and the City’s Official Plan. The recommended Draft Plan and conditions of draft approval will create a residential subdivision that offers a range of housing types and densities, provides good pedestrian accessibility and connectivity, and appropriate protection and enhancement of natural heritage features. The proposed plan represents good land use planning and an appropriate form of development.

PREPARED AND RECOMMENDED BY:	REVIEWED BY:
LARRY MOTTRAM, MCIP, RPP SENIOR PLANNER – DEVELOPMENT SERVICES	LOU POMPIII, MPA, RPP MANAGER, DEVELOPMENT PLANNING
CONCURRED IN BY:	SUBMITTED BY:
PAUL YEOMAN, RPP, PLE DIRECTOR, DEVELOPMENT SERVICES	GEORGE KOTSIFAS, P. ENG. MANAGING DIRECTOR, DEVELOPMENT & COMPLIANCE SERVICES AND CHIEF BUILDING OFFICIAL

November 13, 2017
GK/PY/LP/LM/lm "Attach."
Y:\Shared\DEVELOPMENT SERVICES\4 - Subdivisions\2006\39T-06507 ~ 2624 Jackson Road & 1635 Commissioners Rd E\2016 Revised Submission\Draft Approval\Parker Jackson PEC Report.docx



File No: 39T-06507 / OZ-7176 / O-7178
Planner: L. Mottram

Responses to Public Liaison Letter and Publication in “The Londoner”

In Person

John Brun
1663 Commissioners Road East
- Inquiry for further information
- Not opposed to medium density residential designation
- Concern about removing neighbourhood commercial designation at corner of Jackson Road and Commissioners Road E

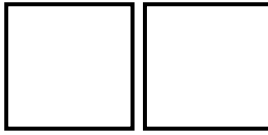
Mark Vanhie
1944 Bradley Avenue
- see written comments

Written

Edyta Deering
679 North Leaksdale Circle
- Concern about the lack of commercial/retail facilities and services in this area

Rachel Correa
335 Lighthouse Road
- Too much reliance on automobile
- Very few paths
- Any plans for local grocery stores, public libraries, and community facilities?
- Extension of London Transit bus routes

Raeval Farms (Mark W. Vanhie)
1944 Bradley Avenue
- Concerns about impact on adjacent farm / maple syrup operation
- Owner requests chain link fence along perimeter of subdivision adjacent his farm and sugar bush
- Concerned about trespassing/vandalism
- There are maple syrup lines all through the bush that stay up all year long, and with no chain link fence to keep trespassers out feels they could be forced out of business
- Has already experienced problems with vandalism and destruction



File No: 39T-06507 / OZ-7176 / O-7178
Planner: L. Mottram

Bibliography

Request for Approval:

Final Proposal Report – Parker-Jackson Lands prepared for Mr. Barry Zagdanski by Stantec Consulting Ltd., dated February 23, 2015

Urban Design Brief – Parker-Jackson Lands prepared for Dara Honeywood Z-Group by Stantec Consulting Ltd., dated February 3, 2015

City of London Subdivision Application Form completed by Stantec Consulting Ltd., dated February 23, 2015

Draft Plans of Subdivision prepared by Stantec Consulting Ltd. dated February 5, 2015, October 20, 2016 and May 2, 2017

City of London Combined Official Plan and Zoning By-law Amendment Application Form, completed by Stantec Consulting Ltd., dated February 23, 2015

Bibliography of submitted background reports and studies.

Reference Documents:

City of London Official Plan, June 19, 1989, as amended

City of London, Zoning By-law No. Z.-1, May 21, 1991, as amended

Ontario Ministry of Municipal Affairs and Housing, *Planning Act*, R.S.O. 1990, CHAPTER P. 13, as amended

Ontario Ministry of Municipal Affairs and Housing, *Provincial Policy Statement*, April 30, 2014

Correspondence: (located in City of London File No. 39T-06507 / OZ-7176 / O-7178 unless otherwise stated)

Various hard copy and e-mail correspondences



Development and Compliance Services Building Division

To: G. Kotsifas, P. Eng.
Managing Director, Development & Compliance Services
& Chief Building Official

From: P. Kokkoros, P. Eng.
Deputy Chief Building Official

Date: October 16, 2017

RE: Monthly Report for September 2017

Attached are the Building Division's monthly report for September 2017 and copies of the Summary of the Inspectors' Workload reports.

Permit Issuance

By the end of September, 3,887 permits had been issued with a construction value of approximately \$919.6 million, representing 2,104 new dwelling units. Compared to last year, this represents a 5.8% increase in the number of permits, an 11.5% decrease in the construction value and a 2.95% decrease in the number of dwelling units.

To the end of September, the number of single and semi-detached dwellings issued were 826, which was a 25% increase over last year.

At the end of September, there were 765 applications in process, representing approximately \$230 million in construction value and an additional 553 dwelling units, compared with 592 applications having a construction value of \$312 million and an additional 768 dwelling units for the same period last year.

The rate of incoming applications for the month of September averaged out to 19.6 applications a day for a total of 393 in 20 working days. There were 68 permit applications to build 68 new single detached dwellings, 30 townhouse applications to build 81 units, of which 19 were cluster single dwelling units.

There were 405 permits issued in September totalling \$75.4 million including 137 new dwelling units.

Inspections

BUILDING

Building Inspectors received 2,918 inspection requests and conducted 3,385 building related inspections. No inspections were completed relating to complaints, business licenses, orders and miscellaneous inspections. Based on a staff compliment of 11 inspectors, an average of 282 inspections were conducted this month per inspector.

Based on the 2,918 requested inspections for the month, 84% were achieved within the provincially mandated 48 hour time allowance.

PLUMBING

Plumbing Inspectors received 1,216 inspection requests and conducted 1,550 plumbing related inspections. An additional 3 inspections were completed relating to complaints, business licenses, orders and miscellaneous inspections. Based on a staff compliment of 5 inspectors, an average of 258 inspections were conducted this month per inspector.

Based on the 1,216 requested inspections for the month, 97% were achieved within the provincially mandated 48 hour time allowance.

Item # II.13.

NOTE:

In some cases, several inspections will be conducted on a project where one call for a specific individual inspection has been made. One call could result in multiple inspections being conducted and reported. Also, in other instances, inspections were prematurely booked, artificially increasing the number of deferred inspections.

AD:cm
Attach.

c.c.: A. DiCicco, T. Groeneweg, C. DeForest, O. Katolyk, D. Macar, M. Henderson

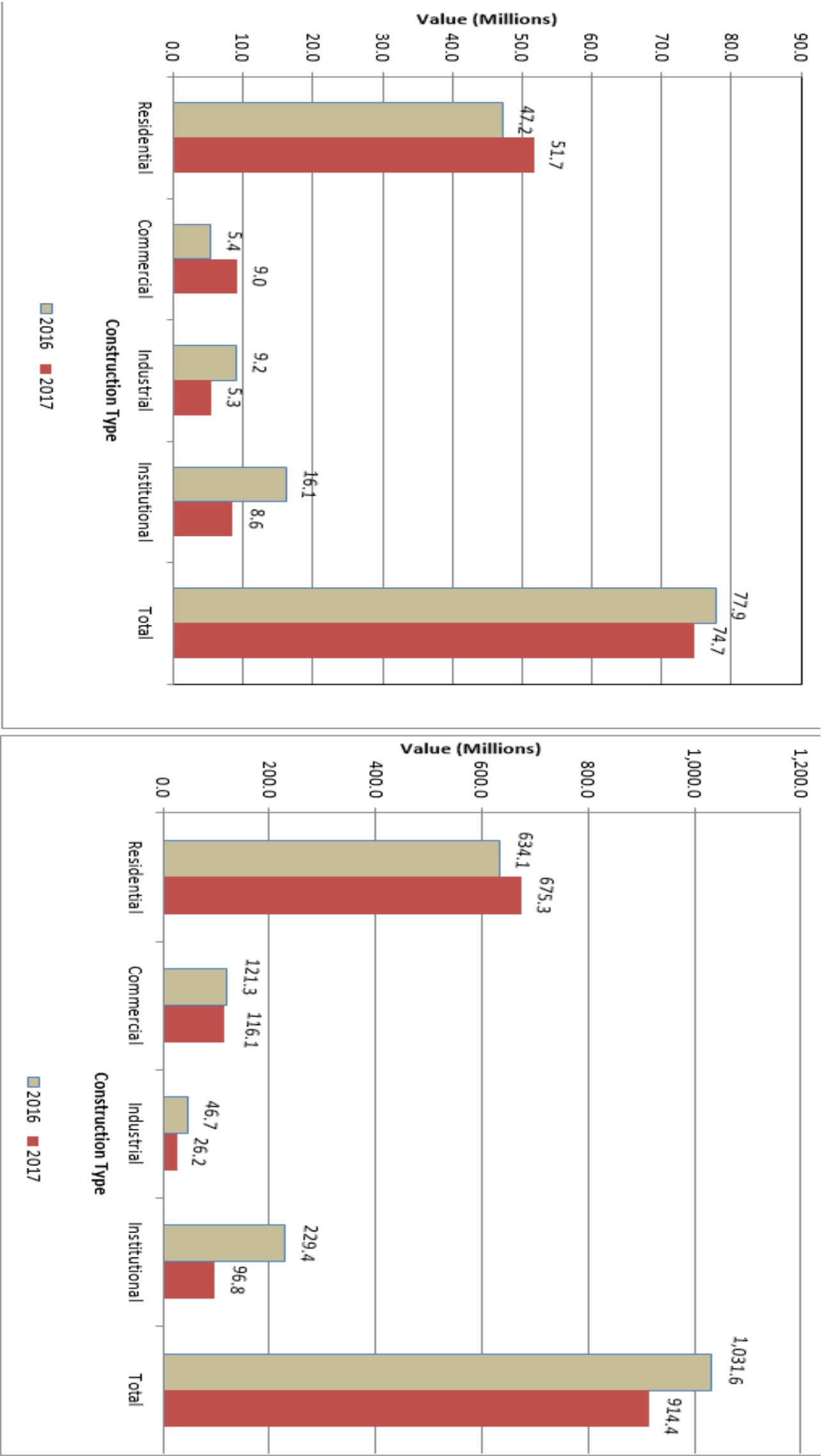
CITY OF LONDON

SUMMARY LISTING OF BUILDING CONSTRUCTION ACTIVITY FOR THE MONTH OF SEPTEMBER 2017

CLASSIFICATION	September 2017			to the end of September 2017			September 2016			to the end of September 2016		
	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS
SINGLE DETACHED DWELLINGS	84	36,209,760	84	826	339,581,999	826	78	30,603,216	78	660	256,988,406	659
SEMI DETACHED DWELLINGS	0	0	0	0	0	0	0	0	0	2	262,400	2
TOWNHOUSES	15	10,323,892	44	195	148,914,682	617	12	7,572,858	39	118	69,028,550	294
DUPLEX,TRIPLEX,QUAD,APT BLDG	1	200,000	2	8	131,920,460	614	4	4,243,220	25	15	253,579,460	1,195
RES-ALTER & ADDITIONS	160	4,957,960	7	1,535	54,847,647	47	163	4,822,194	0	1,387	54,280,928	16
COMMERCIAL - ERECT	3	3,671,930	0	15	32,869,080	0	2	1,915,200	0	15	23,581,440	0
COMMERCIAL - ADDITION	1	25,000	0	10	14,752,260	0	1	5,000	0	15	9,818,282	0
COMMERCIAL - OTHER	42	5,350,042	0	286	68,526,202	0	26	3,448,866	0	391	87,924,166	1
INDUSTRIAL - ERECT	1	729,756	0	3	4,267,476	0	2	7,732,377	1	3	9,232,377	1
INDUSTRIAL - ADDITION	1	5,000	0	13	14,305,475	0	1	1,391,500	0	11	24,761,280	0
INDUSTRIAL - OTHER	5	4,613,000	0	52	7,640,660	0	4	32,900	0	37	12,748,800	0
INSTITUTIONAL - ERECT	0	0	0	3	70,457,500	0	3	15,023,800	0	9	129,857,800	0
INSTITUTIONAL - ADDITION	0	0	0	1	1,200,000	0	1	642,600	0	7	73,842,600	0
INSTITUTIONAL - OTHER	11	8,581,400	0	127	25,120,723	0	3	451,200	0	158	25,651,348	0
AGRICULTURAL	2	320,000	0	3	520,000	0	0	0	0	6	3,271,820	0
SWIMMING POOL FENCES	15	334,928	0	201	3,918,338	0	21	474,299	0	205	3,774,732	0
ADMINISTRATIVE	26	51,325	0	160	794,250	0	21	35,950	0	176	553,525	0
DEMOLITION	10	0	6	83	0	59	12	0	7	76	0	53
SIGNS/CANOPY - CITY PROPERTY	2	0	0	33	0	0	5	0	0	24	0	0
SIGNS/CANOPY - PRIVATE PROPERTY	26	0	0	333	0	0	59	0	0	357	0	0
TOTALS	405	75,373,993	137	3,887	919,636,752	2,104	418	78,395,180	143	3,672	1,039,157,914	2,168

Note: 1) Administrative permits include Tents, Change of Use and Transfer of Ownership, Partial Occupancy.
2) Mobile Signs are no longer reported.
3) Construction Values have been rounded up.

October 16, 2017

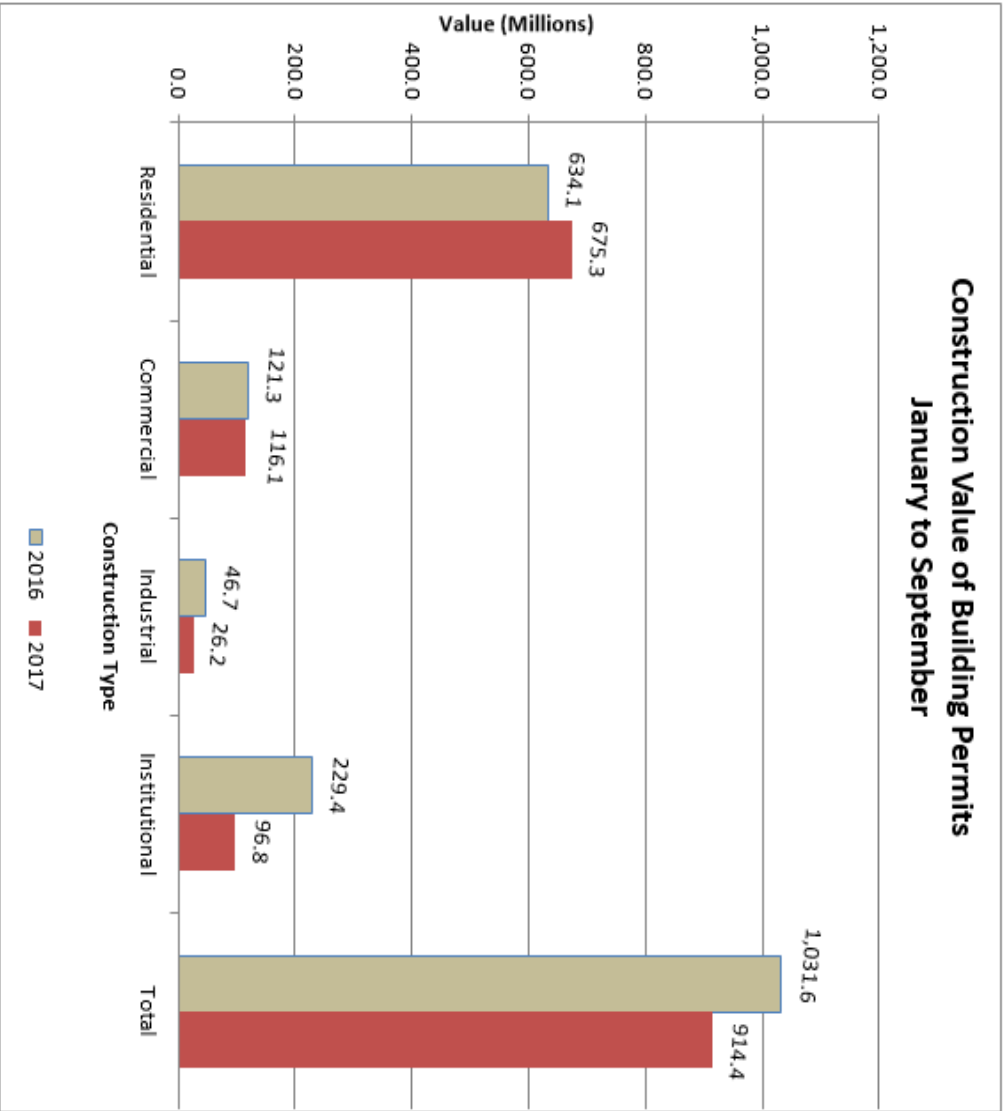
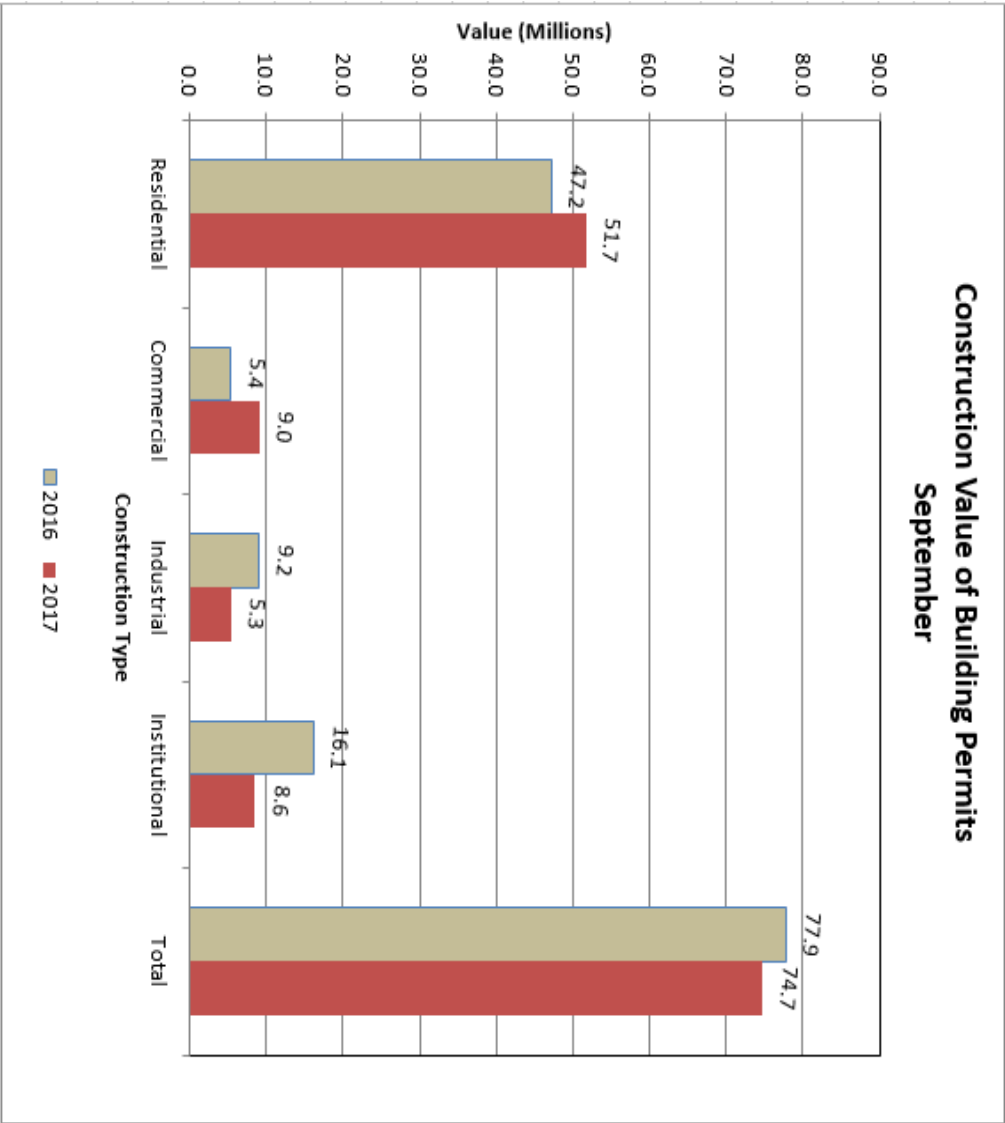


City of London - Building Division
Principal Permits Issued From September 01, 2017 to September 30, 2017

Owner	Project Location	Proposed Work	No. Of Units	Constr Value
Fanshawe College Technology Fanshawe College Of Applied Arts & Technology	1001 Fanshawe College Blvd	Alter-Community College-Is - Alter Interior For Replacement Of Classrooms	0	6,500,000
White Oaks Mail Holdings Ltd C/O Bentall Kennedy (Canada)	1105 Wellington Rd	Alter-Shopping Centre-Interior Fit-Up For Roots Mall Unit 495 Frr	0	125,600
University Of Western Ontario-Board Of Governors	1151 Richmond St	Alter-University-Instlt - Alter Sixth And Seventh Floor Of Interdis	0	500,000
Highbury North Centre Inc	1192 Highbury Ave N	Alter-Restaurant <= 30 People-Interior Alteration For Pizza Nova (Restaurant Und	0	190,000
Riverwood (London) Corp. C/O Harasym Homes Inc	1205 Riverside Dr 22	Erect-Townhouse - Cluster Sdd-Erect New Sdd, 1 Storeys, 2 Car Garage, 3 Bedrooms	1	351,400
Riverwood (London) Corp. C/O Harasym Homes Inc	1205 Riverside Dr 26	Erect-Townhouse - Cluster Sdd-Erect 1 Storey, 2 Car Garage, 4 Bedrooms, Partiall	1	359,000
Riverwood (London) Corp. C/O Harasym Homes Inc	1205 Riverside Dr 4	Erect-Townhouse - Cluster Sdd-Erect New Sdd, 1 Storeys, 2 Car Garage, 3 Bedrooms	1	301,400
Riverwood (London) Corp. C/O Harasym Homes Inc	1205 Riverside Dr 44	Erect-Townhouse - Cluster Sdd-Erect - 1 Storey, 2 Car Garage, 2 Bedrooms, Unfini	1	268,800
Sifton Properties Limited Sifton Properties Limited	1220 Riverbend Rd G	Erect-Townhouse - Condo-Erect - Townhouse Block - Block G, 7 Units, 2 Stor	7	1,475,600
Thames Valley District School Board Thames Valley District School Board	1250 Dundas St	Alter-Offices-Alter To Install Replacement Heat Pump And Fluid C	0	1,030,000
London City	1345 Cheapside St	Alter-Clubs, Recreational Facilities-Interior Alteration For Change Rooms	0	350,000
Wonderland Commercial Centre Inc	1371 Beaverbrook Ave	Alter-Restaurant -Cm - Alter - Interior Alter For Wendys	0	465,000
Wonderland Commercial Centre Inc	1375 Beaverbrook Ave	Erect-Offices-Erect Shell Retail Building (Rexall) With Medical	0	1,400,000
Aaron Construction Limited	1450 North Wenige Dr 15	Erect-Townhouse - Cluster Sdd-Erect New 1 Storey Sdd, 2 Car Garage, 2 Bedrooms,	1	360,000
Moonhill Inc Moonhill Homes Inc	1450 North Wenige Dr 31	Erect-Townhouse - Cluster Sdd-Erect 2 Storey, 2 Car Garage, 4 Bedrooms, Unfinish	1	367,880
Conax Properties Ltd	1505 Sise Rd	Instal-Warehousing-Instal Site Services For Warehouse	0	1,168,000
Sharpe Enterprises Corporation	15940 Robins Hill Rd	Alter-Industrial Laboratory-Alter Existing 2nd Floor For Office/ Washrooms Etc	0	375,000
Drewlo Holdings Inc.	1960 Dalnagany Rd H	Erect-Townhouse - Condo-Erect 6 Units Townhouse Condo Block H, (Block 17)	6	1,584,800
Forest Park (Fanshawe Ridge) Limited	2040 Shore Rd P	Erect-Townhouse - Condo-Rt- Erect 5 Unit Townhouse Block P. Unit 61,62,63,	5	1,069,600
London City	2150 Oxford St E	Erect-Warehousing-Erect New Warehouse Office Building Issued To Foun	0	729,756
Legacy Of Upper Richmond Village Inc.	2290 Torrey Pines Way 11	Erect-Townhouse - Cluster Sdd-Erect 1 Storey Townhouse. Gfa 163.0 Sq.M. 2 Car Ga	1	333,400
Kdm Corporation	2365 Auto Mall Ave	Instal-Automobile Repair Garage-Instal Storm Sewer	0	300,000
Sifton Properties Limited Sifton Properties Limited	2603 Holbrook Dr	Instal-Site Services-Instal Site Services Conditional Permit	0	700,000
Sifton Properties Limited Sifton Properties Limited	2810 Sherfield Pl	Instal-Site Services-Instal Site Services Conditional Permit	0	750,000
Fixtia Holdings Inc	305 Boiler Rd	Alter-Dental Offices-Alter Interior To Expand Dental Office. Frr Fpo	0	130,000
	323 Wortley Rd	Erect-Duplex-Erect 2 Unit Duplex	2	200,000
Sifton Properties Limited Sifton Properties Limited	3270 Singleton Ave 58	Erect-Townhouse - Cluster Sdd-Erect Sdd, 2storeys, 2 Car Garages, 3 Bedrooms, Un	1	256,860
1699259 Ontario Inc.	3319 Wonderland Rd S	Erect-Retail Store-Erect Shell Retail Building Frr Foundation Per	0	1,049,549
1699259 Ontario Inc.	3339 Wonderland Rd S	Erect-Retail Store-Erect Shell Commercial Building Frr Foundation	0	1,222,381
Rembrandt Developments (London) Inc.	3400 Castle Rock Pl N	Erect-Street Townhouse - Condo-Erect 5 Unit, Townhouse, W/ Attached Garages. Abov	5	892,152
Rembrandt Developments (London) Inc.	3400 Castle Rock Pl O	Erect-Street Townhouse - Condo-Erect 6 Unit, Townhouse, W/ Attached Garages. Abov	6	1,143,040
Rembrandt Developments (London) Inc.	3400 Castle Rock Pl Q	Erect-Street Townhouse - Condo-Erect 6 Unit, Townhouse, W/ Attached Garages. Abov	6	1,143,160
Nlage Homes Inc.	3560 Singleton Ave 4	Erect-Townhouse - Cluster Sdd-Erect New Cluster Sdd, 2 Storey, 2 Car Garage, 3 B	1	416,800
London City Centre London Inc.	380 Wellington St	Alter-Offices-Interior Alter For New Offices Suite 802 & 803	0	352,160
Public Works And Government Services	451 Talbot St	Instal-Offices-Instal - Replace Sump Pumps And Penetration Throu	0	120,000
	4598 Murray Rd	Erect-Poultry Barn-Erect Poultry Barn (64'X304') Frr	0	270,000
National Bank	465 Richmond St	Alter-Financial Institution-Alter Interior For Existing Bank	0	183,200
Homestead Holdings Ltd. Homestead Land Holdings	527 Gordon Ave	Alter-Apartment Building-Alter - Balcony/Guardrail Repair And Efts Overload	0	550,000

Permits_Issued_Greater_100000_Construction value

City of London - Building Division					October 16 20
Principal Permits Issued From September 01, 2017 to September 30, 2017					
Owner	Project Location	Proposed Work	No. Of Units	Constr Value	
Ltd.	527 Gordon Ave	Alter-Apartment Building-Alter - Balcony/Guardrail Repair And Eifs Overload	0	550,000	
	784 Wharmcliffe Rd S	Alter-Amusement Games Establishment-Interior Alteration For Skyzone - Shell Permit Onl	0	910,680	
University Of Western	800 Collip Cir	Alter-Research & Development Establishment-Alter - For Labs And Offices In Research Facilit	0	3,000,000	
London Centre London Health Sciences Centre	800 Commissioners Rd E	Alter-Hospitals-Alter Interior For Medication Rooms Located Throug	0	1,000,000	
London Centre London Health Sciences Centre	800 Commissioners Rd E	Alter-Hospitals-Install Replacement Chiller - Building D Level 3	0	120,000	
Canadian Commercial (850) Inc. C/O Soul Restaurants	850 Wellington Rd	Alter-Restaurant <= 30 People-Alter - Interior Alteration For Pizza Nova Restaur	0	190,000	
Canada					
Jm (Ont) Holdings	850 Wellington Rd	Alter-Restaurant <= 30 People-Interior Alter For Restaurant - Under 30 Seats - J	0	150,000	
Thames Valley District School Board Thames Valley District School Board	951 Leathorne St	Alter-Offices-Comm - Alt For Hvac Upgrade In Board Of Ed Buildin	0	144,000	
Total Permits	45	Units	46	Value	34,499,218
Includes all permits over \$100,000, except for single and semi-detached dwellings					
Commercial building permits issued - subject to Development Charges under By-law C.P.-1496-244					
Owner					
Maplerose Holdings (Canada) Inc					
Wonderland Commercial Centre Inc					
1699259 Ontario Inc.					
1699259 Ontario Inc.					
Commercial permits regardless of construction value.					



13TH REPORT OF THE
LONDON ADVISORY COMMITTEE ON HERITAGE

Meeting held on November 8, 2017, commencing at 5:39 PM, in Committee Rooms #1 and #2, Second Floor, London City Hall.

PRESENT: B. Vasquez (Acting Chair), S. Adamsson, J. Cushing, H. Elmslie, H. Garrett, S. Gibson, T. Jenkins, J. Manness, K. Waud and M. Whalley and J. Bunn (Secretary).

ABSENT: D. Brock and D. Dudek.

ALSO PRESENT: J. Dent, L. Dent, K. Gonyou, A. Macpherson and L. McNiven.

I. CALL TO ORDER

1. Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

II. SCHEDULED ITEMS

2. The Green in Wortley Village – Park Design Update

That it BE NOTED that the London Advisory Committee on Heritage (LACH) heard a presentation, as appended to the agenda, from D. Waverman and T. McCormick, Stantec Consulting Ltd., with respect to a park design update for The Green in Wortley Village.

3. Request for Demolition of a Heritage Listed Property - 491 Base Line Road East

That, on the recommendation of the Managing Director, Planning and City Planner, with the advice of the Heritage Planner, the following actions be taken with respect to a request for the demolition of the heritage listed property located at 491 Base Line Road East:

- a) the property located at 491 Base Line Road East BE REMOVED from the *Inventory of Heritage Resources* (the register);
- b) the Managing Director, Development and Compliance Services and Chief Building Official BE ADVISED that Municipal Council consents to the requested demolition of the above-noted property; and,
- c) the property owner BE REQUESTED to salvage the decorative wood paneled front door alcove and surround;

it being noted that the London Advisory Committee on Heritage received the attached presentation from L. Dent, Heritage Planner and verbal delegations from T. Dingman, Consultant and R. Mostafa and S. Ameen, the property owners with respect to this matter.

III. CONSENT ITEMS

4. 12th Report of the London Advisory Committee on Heritage.

That it BE NOTED that the 12th Report of the London Advisory Committee on Heritage, from its meeting held on October 11, 2017, was received.

5. Municipal Council Resolution

That the City Clerk BE REQUESTED to amend the London Advisory Committee on Heritage Terms of Reference to remove the Agricultural Advisory Committee voting representative from the membership; it being noted that the Municipal Council resolution from the meeting held on October 17, 2017 with respect to the

3rd Report of the Agricultural Advisory Committee and its related request, was received.

6. Notice of Application - Portion of 3700 Colonel Talbot Road and 3645 Bostwick Road, south of Pack Road

That the following actions be taken with respect to the Notice of Application, dated October 30, 2017, from N. Pasato, Senior Planner, with respect to the application by MHBC Planning related to the properties located at 3700 Colonel Talbot Road and 3645 Bostwick Road:

- a) it BE NOTED that the property located at 3700 Colonel Talbot Road is currently listed in the *Inventory of Heritage Resources* (the register); and,
- b) all future Notices with respect to this property BE REFERRED to the Stewardship Sub-Committee for consideration.

7. Notice of Public Information Centre 2 - Victoria Bridge - Municipal Class Environmental Assessment

That it BE NOTED that the Notice of Public Information Centre #2, dated November 1, 2017, from K. Grabowski, Project Manager, City of London and J. Pucchio, Project Manager, AECOM Canada, with respect to the Victoria Bridge Municipal Class Environmental Assessment, was received.

IV. SUB-COMMITTEES & WORKING GROUPS

None.

V. ITEMS FOR DISCUSSION

8. Building Permits and Heritage Demolition

That the Managing Director, Planning and City Planner and the Managing Director, Development and Compliance Services and Chief Building Official BE REQUESTED to provide a response with respect to the feasibility of requiring an approved Building Permit as a pre-condition for the approval of a request for demolition of a heritage designated property; it being noted that the London Advisory Committee on Heritage received a communication dated October 12, 2017 from S. Adamsson with respect to this matter.

9. Heritage Planners' Report

That the following actions be taken with respect to various updates and events:

- a) it BE NOTED that the attached submission from K. Gonyou and L. Dent, Heritage Planners, with respect to various updates and events, was received; and,
- b) it BE NOTED that the London Advisory Committee on Heritage (LACH) approved the expenditure of up to \$60.00 for refreshments at the Stewardship Sub-Committee meeting, hosting the Western University Public History Program presentations; it being noted that the LACH has sufficient funds in its 2017 Budget allotment for this expense and has done so for previous, similar meetings.

VI. DEFERRED MATTERS/ADDITIONAL BUSINESS

10. (ADDED) Architectural Conservancy of Ontario and Heritage London Foundation - 11th Annual Heritage Awards Program: Call for Nominations

That it BE NOTED that the 11th Annual Heritage Awards Program Call for Nominations communication from the Architectural Conservancy of Ontario and Heritage London Foundation, was received.

VII. CONFIDENTIAL

(Confidential Appendix enclosed for Members only.)

The London Advisory Committee on Heritage convened in closed session from 7:30 PM to 7:46 PM after having passed a motion to do so, with respect to the following matter:

C-1. (ADDED) A personal matter pertaining to identifiable individuals, including municipal employees, with respect to the 2018 Mayor's New Year's Honour List.

VIII. ADJOURNMENT

The meeting adjourned at 7:46 PM.

NEXT MEETING DATE: December 13, 2017



Request for Demolition Heritage Listed Property 491 Base Line Road East

London Advisory Committee on Heritage
Wednesday November 8, 2017

london.ca



Overview

- c1885
- 1 ½ -storey
- vernacular cottage
- currently a single detached dwelling converted to a duplex use

Heritage Status

- Listed



Property Location



Property location of 491 Base Line Road East



Aerial image of 491 Base Line Road East



Historical Background



Tremaines' Map of the County of Middlesex (1862), partial

General area of subject property



Illustrated Historical Atlas of the County of Middlesex, Map of the Township of Westminster (1878), partial of surrounding district

- subject property part of Watson's 1810 Survey (two concessions from "base line")
- registered Land Patent grant from Canada Company, 1819
- original owner of Con 1, Lot 26 (200 acres) – John Shenick



Description



Cottage, Front Elevation



Description



Cottage, Side Elevation – East



Cottage, Side Elevation – West



Description

Rear elevation showing addition



View of floor joists from basement – Brick exterior basement wall



Original decorative wood panelled front door alcove and surround



Demolition Request

- Request for the demolition – October 3, 2017
- Site visit by staff – October 16, 2017
- Request for the demolition of a heritage listed property must be resolved by Municipal Council within a 60-day period (by December 2, 2017 or deemed permitted)
- Consultation with the London Advisory Committee on Heritage and must provide for a public participation meeting before the Planning and Environment Committee
- LISTED properties are not designated, but are considered to have potential cultural heritage value or interest; further research required to determine cultural heritage value or interest (OHA 9/06)



Evaluation – OHA 9/06

Criteria		Evaluation
The property has design value or physical value because it...	is a rare, unique, representative or early example of a style, type, expression, material, or construction method.	<ul style="list-style-type: none"> • This vernacular cottage type is not a unique style in London; many such examples are found throughout the City.
	displays a high degree of craftsmanship or artistic merit.	<ul style="list-style-type: none"> • Any degree of craftsmanship or artistic merit that may have existed (re: stuccoed exterior, eared trim) has been obscured/removed by subsequent vinyl cladding on the exterior. • The decorative wood panelled front door alcove and surround remains as an isolated heritage feature devoid of architectural context.
	demonstrates a high degree of technical or scientific achievement.	<ul style="list-style-type: none"> • No evidence of a high degree of technical or scientific achievement was found.



Evaluation – OHA 9/06

Criteria		Evaluation
The property has historical value or associative value because it...	has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.	<ul style="list-style-type: none"> • The property is not known to have any significant historical associations
	yields, or has the potential to yield, information that contributes to an understanding of a community or culture.	<ul style="list-style-type: none"> • 491 Base Line Road East is not believed to yield or have the potential to yield information that contributes to an understanding of the community or its culture.
	demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	<ul style="list-style-type: none"> • The cottage at 491 Base Line Road East is vernacular and not attributed to a particular builder or architect.



Evaluation – OHA 9/06

Criteria		Evaluation
The property has contextual value because it...	is important in defining, maintaining, or supporting the character of an area.	<ul style="list-style-type: none"> • 491 Base Line Road East does not define, maintain, or support the character of the area • Currently the area is defined by late 1950s-1960s suburban bungalow development.
	is physically, functionally, visually, or historically linked to its surroundings.	<ul style="list-style-type: none"> • This property does not display any unique, significant, or outstanding links to its surroundings. • It is not typologically related to the (2) adjacent heritage properties.
	is a landmark.	<ul style="list-style-type: none"> • This property is not believed to be a landmark.



Recommendation Options

Options under the *Ontario Heritage Act*

1. Recommend designation under Section 29, *Ontario Heritage Act*, or,
2. Remove from Register (Inventory of Heritage Resources) and allow demolition to proceed.



Conclusion

- The property did not meet the criteria for designation using mandated criteria of the Ontario Heritage Act Regulation 9/06
- Designation of this property under the *Ontario Heritage Act* is not recommended.
- Municipal Council should consent to the demolition of this property and advise the Chief Building Official accordingly.



Staff Recommendations

...the following actions **BE TAKEN**:

- a) That 491 Base Line Road East **BE REMOVED** from the Inventory of Heritage Resources (the Register);
- b) That the Chief Building Official **BE ADVISED** that Municipal Council consents to the requested demolition on this property; and,
- c) That the property owner **BE REQUESTED** to salvage the decorative wood panelled front door alcove and surround.

Heritage Planners' Report to LACH: November 8, 2017

1. Heritage Alteration Permits processed under Delegated Authority By-law:
 - a. 272 Grosvenor Street (Bishop Hellmuth HCD) – rear addition
 - b. 194 Dundas Street (Downtown HCD) – adaptive re-use (interior)
 - c. 140 Wortley Road (Wortley Village-Old South HCD) – signage
2. Posted to Environmental Registry: Ministry of Tourism, Culture and Sport, *A Guide to Cultural Heritage Resources in the Land Use Planning Process* (revised version draft of 2006 infosheet series). www.ebr.gov.on.ca Registry # 013-0914
 - a. Comments due by November 17, 2017 – submit comments online
3. Western University Public History Program – student presentations on property research – Tuesday November 28 at 5:30pm, Committee Rooms 1-2, City Hall

Upcoming Heritage Events

- *Terrific Tales of London & Area*: Tuesdays at 7:00pm at the Central Branch, London Public Library (251 Dundas Street):
 - Tuesday November 14: John Lutman, “The Divinity of Architecture”
 - Tuesday November 21: Kym Wolfe, “Old East Village”
 - Tuesday November 28: Arthur McClelland, “Shad Martin”
 - Tuesday December 5: Caroline Whippley, “Brescia @ 100”
 - Tuesday December 12: Grant Maltman, “Sir Frederick Banting at War”
- Thrills and Chills Ghost Tours at Eldon House (481 Ridout Street North) on Saturdays (November 4, 11, & 18), www.eldonhouse.ca/events/
- Holiday events at Eldon House – see www.eldonhouse.ca/events/
- Elsie's Estate: 1917-2017 – Centenary Celebration of the Elsie Perrin Williams Estate (101 Windermere Road). More information 519-673-1164.
www.elsieperrinwilliamsestate.ca
 - Open daily 1:00pm-4:00pm Monday-Friday and 11:00am-4:00pm Saturday-Sunday
 - “Poetry of the First World War” by Western University English professor D. M. R. Bentley on Saturday November 11, 7:30pm (\$15)
 - Jennifer Robinson, author of *Midnight in Paris* and *Somewhere in France* on Sunday November 12, 2:00pm (\$15)
 - Dan Brock's illustrated tour of London in 1867 on Wednesday November 15 at 7:30pm 2:00pm (\$15)
 - Concert of French piano duets from the late 19th and early 20th centuries by Clark Bryan and Marion Miller on Saturday November 25 at 7:30pm (\$15)

ELSIE'S ESTATE: 1917-2017

EXPERIENCE THE ESTATE AS IT WAS IN ELSIE AND HADLEY'S HEYDAY LEARN MORE ABOUT LONDON'S RECLUSIVE HEIRESS

OPEN HOUSE

WEDNESDAY 8TH - WEDNESDAY 22ND NOVEMBER 2017

FREE TOURS WEEKDAYS 1 P.M. - 4 P.M.

SATURDAYS AND SUNDAYS 11 A.M. - 4 P.M.
(MORNINGS ARE RESERVED FOR GROUP OR SCHOOL BOOKINGS BY APPOINTMENT.)

SAT NOV 11TH 7:30 P.M. REMEMBRANCE DAY

"POETRY OF THE FIRST WORLD WAR" BY D.M.R. BENTLEY, PROFESSOR OF ENGLISH, WESTERN UNIVERSITY.

SUN NOV 12TH 2 P.M. - 4:30 P.M.

MEET JENNIFER ROBSON, BEST-SELLING AUTHOR OF WWI FICTION "MIDNIGHT IN PARIS" "SOMEWHERE IN FRANCE".

WEDNESDAY 15TH 7:30 P.M.

'LONDON IN 1967' ILLUSTRATED TALK ON THE ARCHITECTURE OF LONDON BY DAN BROCK
HERITAGE QUIZ NIGHT. "CITYSCAPE 150" ART AND PHOTO CONTEST: PRIZES AWARDED AT 7 P.M.

SATURDAY 25TH NOVEMBER 7:30 P.M.

CONCERT: "SOIRÉE À QUATRE MAINS". GEMS OF THE FRENCH PIANO DUET RÉPERTOIRE FROM THE LATE 19TH AND EARLY 20TH CENTURIES. CLARK BRYAN AND MARION MILLER.

SINGLE EVENT TICKET \$15 SERIES TICKET \$50

TICKETS AVAILABLE FROM EVENTBRITE.COM

ALL EVENTS TAKE PLACE AT THE ELSIE PERRIN WILLIAMS ESTATE - 101 WINDERMERE ROAD WEST.
ALL FUNDS RAISED WILL GO TO THE PRESERVATION OF THE HISTORIC ESTATE HOUSE

519-432-6620 INFO@ELSIEPERRINWILLIAMSESTATE.CA
WWW.ELSIEPERRINWILLIAMSESTATE.CA



14TH REPORT OF THE
LONDON ADVISORY COMMITTEE ON HERITAGE

Meeting held on November 16, 2017, commencing at 5:30 PM, in Committee Room #5, Second Floor, London City Hall.

PRESENT: D. Dudek (Chair), S. Adamsson, D. Brock, J. Cushing, H. Elmslie, H. Garrett, S. Gibson, J. Manness, B. Vasquez, K. Waud and M. Whalley and J. Bunn (Secretary).

ABSENT: T. Jenkins.

ALSO PRESENT: K. Gonyou, T. Koza, D. MacRae, E. Soldo and J. Yanchula.

I. CALL TO ORDER

1. Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

II. SCHEDULED ITEMS

2. Wharnccliffe Road South Environmental Assessment – 100 Stanley Street

That the Municipal Council and Civic Administration BE ADVISED of the following with respect to the staff report dated November 16, 2017, from the Director, Roads and Transportation, related to the Wharnccliffe Road South Environmental Assessment and the property located at 100 Stanley Street:

- a) the London Advisory Committee on Heritage (LACH) supports the property at 100 Stanley Street remaining in-situ; it being noted that the LACH appreciates the preliminary recommendation, as outlined in the above-noted staff report which includes the Heritage Impact Statement, to relocate the house but this is not the preferred option for the LACH; and,
- b) the LACH has serious concerns about the impact of the proposed road widening on the property located at 100 Stanley Street;

it being noted that the LACH received the attached presentation from G. Thompson, WSP Group and R. Unterman, Unterman McPhail Associates and heard a verbal delegation from N. Finlayson, the property owner.

III. CONSENT ITEMS

None.

IV. SUB-COMMITTEES & WORKING GROUPS

None.

V. ITEMS FOR DISCUSSION

None.

VI. DEFERRED MATTERS/ADDITIONAL BUSINESS

None.

VII. ADJOURNMENT

The meeting adjourned at 6:43 PM.

NEXT MEETING DATE: December 13, 2017



Wharncliffe Road South Class Environmental Assessment

Becher Street to Commissioners Road

Thursday, November 16, 2017
London Advisory Committee on Heritage



Presentation Outline

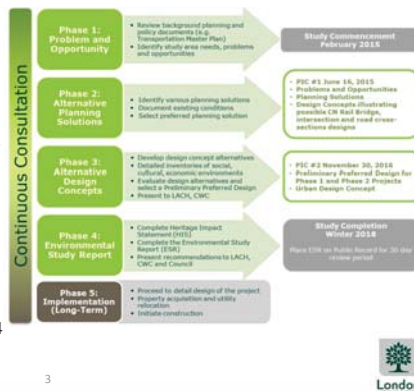
- Wharncliffe Road South Class EA Overview
 - Environmental Assessment Process
 - City of London Plan / Policy context
- Previous LACH Presentation (January 2017)
- Additional Work Completed
- Preliminary Recommendation for 100 Stanley Street
- Next Steps in the Class EA process
- Heritage Impact Statement Overview (Richard Unterman)

2



Municipal Class EA Process

- Municipal infrastructure projects subject to Ontario Environmental Assessment (EA) Act through the application of the Municipal Class EA.
- Considers socio-economic, cultural, natural environment in addition to the technical/engineering aspects.
- Often making decisions that deal with overlapping and sometimes competing interests.
- The Wharncliffe Road South Class EA has followed Phases 1 through 4 of the Class EA process.



3



Study Context

- Municipal Class EAs are based on higher level plans and policies.
- The City's Transportation Master Plan (TMP) is the key policy framework and plan / program for managing network, including transit and active transportation.
- 2014 Development Charges Background Study identified high level funding allocations and timing.



4



Wharncliffe Road South Class EA



5



Wharncliffe Road South Class EA

- With respect to Wharncliffe Road South, the TMP recommended two distinct projects that are now being addressed within this Class EA (Refer to previous slide for graphic details):
 - Project 1- TMP recommended implementation on the 5 to 10 year horizon (i.e. 2018 to 2023). The Development Charges Background Study (2014) recommended implementation in 2019.
 - Project 2 - The TMP recommended a 10 to 15 year horizon (i.e. 2023 to 2028).
- The TMP acknowledges that, even with a planned shift to transit and active transportation, many strategic road improvements will still be required.
- Wharncliffe Road South is an arterial road strategically positioned as a north-south route that offers a transportation alternative to Wellington Road for vehicular traffic and an opportunity to support a more efficient transit network.

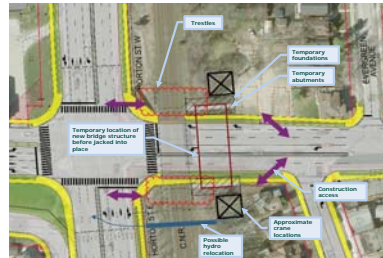
6





Previous Presentation to LACH

- Preliminary Preferred Design Plan and Public Information Centre 2 materials.
- Proposed CNR Bridge Replacement using “in-place” construction.
- Property impacts to 100 Stanley Street.
- LACH not supportive of any potential for demolition of 100 Stanley Street.



7



Review of Heritage Conservation Options

- To examine viable heritage conservation options and provide more certainty to the EA, an additional scope of work was incorporated into the study:
 - identify a range of heritage conservation options
 - complete technical reviews for:
 - construction staging and access in more detail
 - feasibility of maintaining or relocating the dwelling
 - relocation and routing of utilities and municipal services
 - identify key issues and constraints associated with the heritage options
 - prepare a Heritage Impact Statement (HIS) to inform the consideration of heritage value in recommending an approach.
 - consider cultural heritage, socio-economic and technical/engineering aspects and recommend a viable option for 100 Stanley Street.

8



Preliminary Recommendation - Relocate Dwelling to Nearby Property

- Conserves the exterior and interior attributes identified in the By-law.
- Site plan would be developed in future.
- Feasibility of the house move was confirmed and preliminary relocation logistics developed by experienced contractor.
- If approved by Council, and subject to planning approval, a more detailed relocation plan and heritage documentation would be prepared during detailed design.
- No other options to retain the dwelling in its current location are viable and LACH is not supportive of demolition.



9



Other Options Considered

Preserve 100 Stanley Street In-Situ

- New alignment for Wharnccliffe Road South located to the west of existing.
- Undesirable road design issues (intersections and bridge on a long curve).
- Substantial property impacts, therefore significantly higher cost.
- Significant impacts to neighbourhood (including row of 6 homes on Wharnccliffe and 4 homes on Evergreen removed with no opportunity for mitigation).
- Not a viable solution.

Modifications to 100 Stanley Street (Retain Dwelling)

- Retain dwelling on remnant parcel.
- Dwelling would be encased in soldier pile/hoarding for protection during entire construction period (18 to 24 months). Close proximity to significant area/height of temporary earth fill and crane pads.
- Significant change in quality of remnant parcel.
- Permanent utility easements and unencumbered access required on remnant parcel – locations not yet known.
- Risk of reaching a conclusion in detailed design that keeping the dwelling in place is not feasible, or not reasonable in that it would require a solution that carries significantly higher cost.
- Not a viable solution.

Demolition

- Permanent loss of cultural heritage value.
- Least costly option.
- Not supported by LACH.

10



Next Steps

- The preliminary recommendation to relocate the house will to be carried forward as part of the overall Environmental Study Report (ESR), to Civic Works Committee (CWC).
- CWC considers the recommendation within the context of the ESR and broader budget considerations to make a final recommendation to Council.
- Council will have the final approval authority for the ESR.
- The Council-approved ESR will be subject to a 30 day public review period. Upon resolution of any remaining issues and concerns, the City will proceed to detailed design.
- All process requirements related to the Ontario Heritage Act or permitting /approvals (e.g. Heritage Alteration Permit) will be undertaken during detailed design.

11



Heritage Impact Statement for 100 Stanley Street

12





HIS Content

- The HIS builds on the Cultural Heritage Assessment Report (CHAR) prepared for the Wharncliffe Road South Class EA Study and includes the following information:
 - Introduction
 - Background Research
 - Statement of Significance
 - Assessment of Existing Condition
 - Heritage Policies
 - Description of the Proposed Development
 - Assessment of the Potential Impacts of the Alternatives
 - Conservation Principles and Mitigation Strategies.

13



History

- The London Advertiser carried an advertisement on February 6, 1892 requesting tenders to be submitted to McBride & James, Architects, for the erection of a two-storey brick residence for John Taylor, Esq., and South London. Taylor's residence at Centre (Evergreen) Avenue and Wharncliffe Road South was built in 1894 and this may be a reference to that house.
- The owners and tenants of the property at 100 Stanley Street from the late 1800s to the present are as follows:
 - Owner, John Taylor and Estate (c1888 to 1918)
 - Tenant, Maria Theresa Arkell (1901-1902)
 - Tenant, Edgar S. Crawford (1909-1910)
 - Tenant, Robert Laird (1911)
 - Tenant and Owner, Thomas P. and Marie E. Elliot (c1911-1918 and 1918-1952)
 - Owner, Doris Gwendoline Swift (1950s to 1980s)
 - Owner, Stephanie Walkerdine and Catherine Dirksen, in trust
 - Owner, Joseph Hubbard
 - Owner, Nancy Finlayson (1989 to present)

14



HIS Conclusion

- The HIS addresses the direct and indirect heritage impacts related to the options considered by the project team.
- When City Council approves the Environmental Study Report, including the recommendation with respect to 100 Stanley Street, the recommendation should include means to best protect and enhance the cultural heritage value and heritage attributes of the cultural heritage resource including, but not limited to the following:
 - conservation strategies setting out a general course of action will be developed in further detail based on the result of City of London approval; and
 - a mitigation strategy including a conservation scope of work with proposed methods; an implementation and monitoring plan for the security and maintenance of the residence and property; recommendations for additional studies/plans related to, but not limited to: conservation; site specific design guidelines; interpretation/commemoration; and landscape restoration and stabilization; and additional record and documentation.

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This fire insurance plan shows the residence located at 100 Stanley Street [Western Libraries, Maps and Atlases. (Online), City of London Fire Insurance Plans. 1892, revised 1907, Plate 41].



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L.E. Dent

TO:	CHAIR AND MEMBERS PLANNING & ENVIRONMENT COMMITTEE MEETING ON MONDAY NOVEMBER 20, 2017
FROM:	JOHN M. FLEMING MANAGING DIRECTOR, PLANNING AND CITY PLANNER
SUBJECT:	REQUEST FOR DEMOLITION OF HERITAGE LISTED PROPERTY AT 491 BASE LINE ROAD EAST BY: ROMEL MOSTAFA AND SARA AMEEN

RECOMMENDATION

That, on the recommendation of the Managing Director, Planning & City Planner, with the advice of the Heritage Planner, with respect to the request for the demolition of a heritage listed property located at 491 Base Line Road East, the following actions **BE TAKEN**:

- a) That 491 Base Line Road East **BE REMOVED** from the *Inventory of Heritage Resources* (the Register);
- b) That the Chief Building Official **BE ADVISED** that Municipal Council consents to the requested demolition on this property; and,
- c) That the property owner **BE REQUESTED** to salvage the decorative wood panelled front door alcove and surround.

PURPOSE AND EFFECT OF RECOMMENDED ACTION
--

The recommended action would remove the property from the *Inventory of Heritage Resources* (the Register) pursuant to Section 27 of the *Ontario Heritage Act*, and allow the requested demolition to proceed.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

None.

BACKGROUND

Location and Property
491 Base Line Road East is a property located west of High Street and on the south side of Base Line Road East. It is located in the former Westminster Township as part of (Con 1, Lot 26), and is currently a single detached dwelling converted to a duplex use (Appendix A). The property is included on the *Inventory of Heritage Resources* which was adopted as the Register in 2007. It is listed as a priority 2 resource. Priority 2 properties merit evaluation for designation under Part IV of the *Ontario Heritage Act*. They may have significant architectural and/or historical value and may be worthy of protection under Part

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IV of the Ontario Heritage Act (*Inventory of Heritage Resources*).

Description

The subject building of this demolition request is a 1½ - storey, vernacular cottage (Appendix B). Based on a review of historical maps, census data and inspection of the basement, it is likely that the cottage was constructed c1885 – not c1840 as noted in the *Inventory of Heritage Resources*.

The cottage at 491 Base Line Road E. has a “T-shaped” plan with the front and rear portions appearing to be constructed at the same time based on the consistency of window style and detailing throughout. There is a small addition attached at the rear constructed on a concrete slab-on-grade foundation; it appears to be of a much more recent construction. The front façade is symmetrically composed with a central doorway that is flanked by two identical windows. The front porch was likely a later addition, as it awkwardly cuts into the top of the front door surround and front window lintels. The gabled roof is pitched and accommodates a partial second floor, with windows clearly visible on the gabled ends. Stairs to the upper floor have been permanently closed off blocking access. It appears that the second floor has not been occupied for many years. There is a full basement under the front portion of the building and a crawl space under the rear. The outer basement walls are brick with interior supporting brick piers. Floor framing is constructed with milled wood joists and wood plank subflooring.

The entire exterior of the cottage has been sheathed in vinyl siding over what was originally noted as stucco in the *Inventory*. The existence of stucco could not be verified as only non-invasive methods of observation were used to inspect the property during Staff’s site visit. Most windows appear to be original wood – two-over-two sash windows – w/newer storms added. Peaked detailing of the exterior window lintels is discernable, however eared trim noted in the *Inventory* has been obscured or removed during residing with vinyl. One noted feature particular to this cottage is the decorative wood panelled front door alcove and surround with arched header, sidelights and integrated transom.

Historically, the area surrounding 491 Base Line Road East was part of Watson’s 1810 Survey for Westminster Township (Baker, pp12-13; Crinklaw, p543). Two sets of concessions (Con 1 and 2) were laid out from this “base line” located south of the Thames River. In 1819, a Land Patent was granted to John Shenick for 200 acres (Con 1, Lot 26) which includes the subject property. Further, the 1851-52 Census of Canada noted that J. Shenick held 42 acres and a one-storey log dwelling on Con 1, Lot 26, with 142 acres being held by James Kay; a one-storey brick dwelling is noted on Kay’s property. However, no structure is indicated on the 1862 Tremaines’ Map (Con 1, Lot 26) – except for an inn at the corner of Wellington Road and Commissioners Road E. It is unlikely that either of these original structures (log or brick) are the current cottage at 491 Base Line Road E. The 1878 Map of the Township of Westminster from the *Illustrated Historical Atlas* indicates several structures at the corner of High Street and Base Line Road E.; it is likely that one of these may be the subject property along with an adjacent listed property at 495 Base Line Road E. with a date c1880 noted in the *Inventory of Heritage Resources*.

Today, much of the area surrounding the subject property was developed in the late 1950s-1960s, and modest post-war bungalows are the predominant house style. Wortley Village-Old South Heritage Conservation District is located 1.3 km north west of the subject property, and there are few heritage significant properties identified in the area. Also included on the *Inventory of Heritage Resources* are adjacent properties at 495 and 503 Base Line Road East. Neither the Wortley Village-Old South HCD District nor the

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adjacent heritage resources exert a strong presence on the character of the area.

Demolition Request

A request for the demolition of the heritage listed property was received on October 3, 2017. A request for the demolition of a heritage listed property must be resolved by Municipal Council within a 60-day period and must provide for a public participation meeting before the Planning and Environment Committee and consultation with the London Advisory Committee on Heritage. If Municipal Council does not make a decision on the demolition request by December 2, 2017, the request is deemed permitted.

Consultation

Pursuant to Council Policy for the demolition of heritage listed properties, notification of the demolition request was sent to 79 property owners within 120m of the subject property on November 1, 2017, as well as community stakeholders including the Architectural Conservancy Ontario – London Region, London & Middlesex Historical Society, and the Urban League. Notice was also published in *The Londoner* on November 2, 2017.

At the time of writing, no replies have been received seeking further information regarding this demolition request.

POLICY REVIEW

Section 2.6.1 of the *Provincial Policy Statement* (2014) directs that “significant built heritage resources and significant cultural heritage landscapes shall be conserved.” “Significant” is defined in the *Provincial Policy Statement* (2014) as, in regards to cultural heritage and archaeology, “resources that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, and event, or a people.” The objectives of Chapter 13 (Heritage) of the City of London’s *Official Plan* (1989, as amended), as well as the policies of *The London Plan* (adopted 2016), comply with these policies. The Strategic Plan for the City of London 2015-2019 identifies heritage conservation as an integral part of “Building a Sustainable City.”

Register

Municipal Council may include properties on the Register that it “believes to be of cultural heritage value or interest.” These properties are not designated, but are considered to have potential cultural heritage value or interest. 491 Base Line Road East is considered to have potential cultural heritage value or interest as a heritage listed property.

CULTURAL HERITAGE EVALUATION

In the *Inventory of Heritage Resources*, it states that further research is required to determine the cultural heritage value or interest of heritage listed properties. The potential cultural heritage value or interest of the property at 491 Base Line Road East was determined using the criteria of the *Ontario Heritage Act* Regulation 9/06. These criteria determine cultural heritage value or interest of individual properties based on the following:

- i. Physical or design value;
- ii. Historical or associative value; and/or,

L.E. Dent

iii. Contextual value.

A property is required to meet one or more of the abovementioned criteria to merit protection under Section 29 of the *Ontario Heritage Act*. Should the property not meet the criteria for designation, the demolition request should be granted.

A site visit was undertaken by the Heritage Planner on October 16, 2017.

A brief summary of the evaluation is provided below:

Criteria for Determining Cultural Heritage Value or Interest		
Criteria		Evaluation
The property has design value or physical value because it,	Is a rare, unique, representative or early example of a style, type, expression, material, or construction method	• This vernacular cottage type is not a unique style in London; many such examples are found throughout the City.
	Displays a high degree of craftsmanship or artistic merit	• Any degree of craftsmanship or artistic merit that may have existed (re: stuccoed exterior, eared trim) has been obscured/removed by subsequent vinyl cladding on the exterior. The decorative wood panelled front door alcove and surround remains as an isolated heritage feature devoid of architectural context.
	Demonstrates a high degree of technical or scientific achievement	• No evidence of a high degree of technical or scientific achievement was found.
The property has historical value or associative value because it,	Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community	• The property is not known to have any significant historical associations.
	Yields, or has the potential to yield, information that contributes to an understanding of a community or culture	• 491 Base Line Road East is not believed to yield or have the potential to yield information that contributes to an understanding of the community or its culture.
	Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community	• The cottage at 491 Base Line Road East is vernacular and not attributed to a particular builder or architect.
The property has contextual value because it,	Is important in defining, maintaining, or supporting the character of an area	• 491 Base Line Road East does not define, maintain, or support the character of the area; currently the area is defined by late 1950s-1960s suburban bungalow development.

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	Is physically, functionally, visually, or historically linked to its surroundings	• This property does not display any unique, significant, or outstanding links to its surroundings; it is not typologically related to the (2) adjacent heritage properties.
	Is a landmark	• This property is not believed to be a landmark.

CONCLUSION

The building at 491 Base Line Road East has been evaluated using the mandated criteria of *Ontario Heritage Act* Regulation 9/06. The property does not meet the criteria for designation. Designation of this property under the *Ontario Heritage Act* is not recommended. Municipal Council should consent to the demolition of this property and advise the Chief Building Official accordingly.

PREPARED BY:	SUBMITTED BY:
LAURA E. DENT, M.Arch, PhD, MCIP, RPP HERITAGE PLANNER URBAN REGENERATION	JIM YANCHULA, MCIP, RPP MANAGER URBAN REGENERATION
RECOMMENDED BY:	
JOHN M. FLEMING, MCIP, RPP MANAGING DIRECTOR, PLANNING AND CITY PLANNER	

2017-11-20
led/

Attach:
Appendix A – Maps
Appendix B – Images

Y:\Shared\policy\HERITAGE\REASONS.DES\Base Line Road East, 491\2017-11-20_PEC_demo.docx

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REFERENCES

Reference Documents

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- Philips, S.J. (1989). *Old House Dictionary. An Illustrated Guide to American Domestic Architecture 1600-1940*. Lakewood, Colorado: American Source Books.
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Other

- Site visit October 16, 2017, and photographs of the same date.

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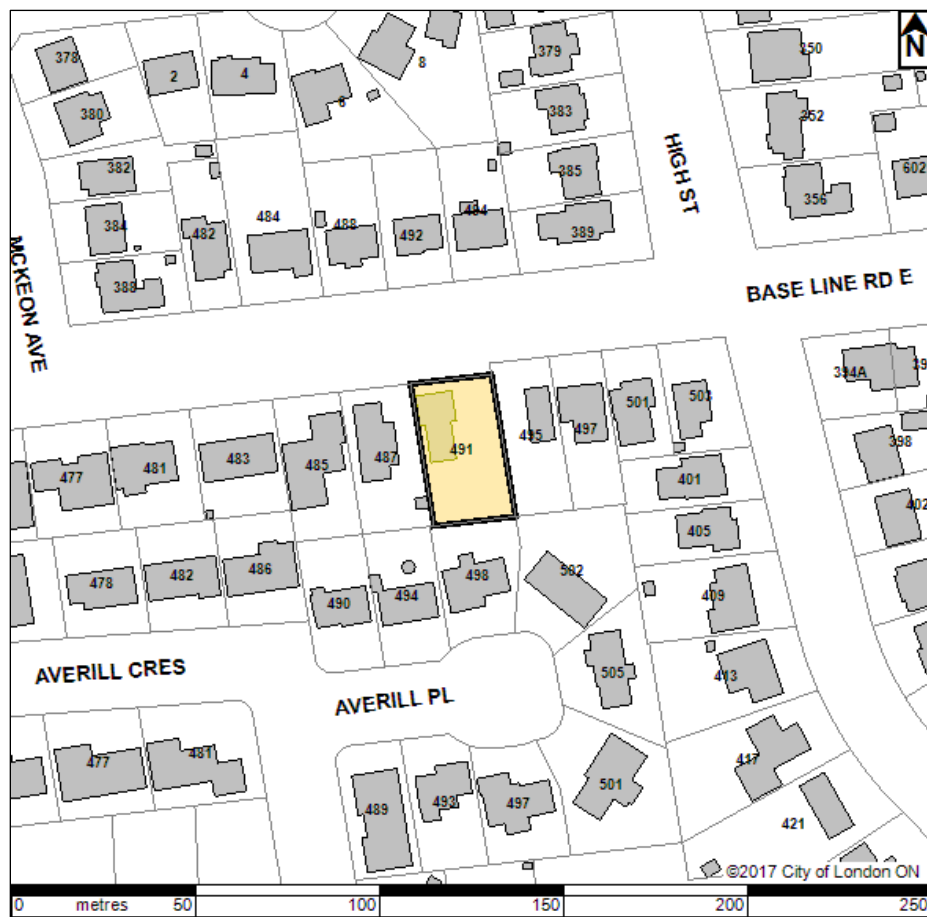
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APPENDIX A — Maps



Map 1: Property location of 491 Base Line Road East

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Property
location



Map 2: Aerial image of 491 Base Line Road East

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APPENDIX B — Images

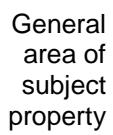
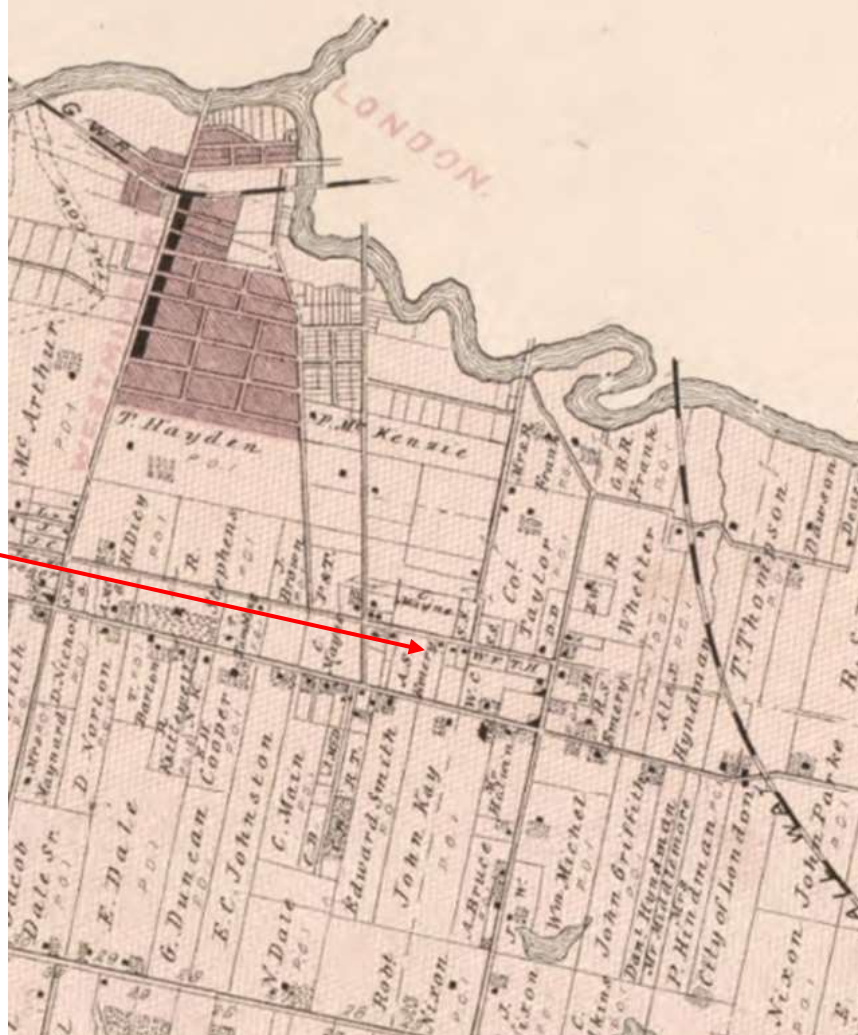
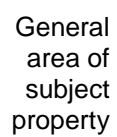


Image 1: Tremaines' Map of the County of Middlesex (1862), partial



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Image 2: Illustrated Historical Atlas of the County of Middlesex, Map of the Township of Westminster (1878), partial of surrounding district



General area of
subject property, and
likely property

Image 3: Illustrated Historical Atlas of the County of Middlesex, Map of the Township of Westminster (1878), partial

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Image 4: Cottage, Front Elevation

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Image 5: Cottage, Side Elevation – East



Image 6: Cottage, Side Elevation – West

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Image 7: Interior view of showing contemporary upgrades – carpeting and suspended ceilings	Image 8: Rear elevation showing addition
	
Image 9: Interior view of original windows	Image 10: Original decorative wood panelled front door alcove, surround and transom
	
Image 11: View of floor joists from basement	Image 12: Brick exterior basement wall

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L.E. Dent



Image 13: View of crawl space beneath rear portion of cottage



Image 14: Original decorative wood panelled front door alcove and surround

From: Kurt Denkers

Sent: Friday, November 03, 2017 10:36 AM

To: Lysynski, Heather <hlysynsk@London.ca>; Turner, Stephen <sturner@london.ca>

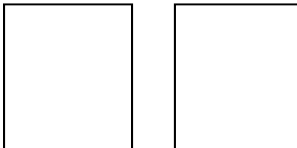
Subject: Request for demolition - [491 Base Line Road East](#)

Hello,

My fiancé and I live next door at [495 Base Line rd e](#). We are in full support of the demolition of this home so that the owners may build a new home for their family.

Regards,

Kurt Denkers.



E. Conway
File No: SPA17-031

TO:	CHAIR AND MEMBERS – PLANNING & ENVIRONMENT COMMITTEE
FROM:	GEORGE KOTSIFAS, P.ENG MANAGING DIRECTOR, DEVELOPMENT & COMPLIANCE SERVICES & CHIEF BUILDING OFFICIAL
SUBJECT:	APPLICATION BY: 2376563 ONTARIO INC. c/o ZELINKA PRIAMO LTD. 447 OLD WONDERLAND ROAD PUBLIC SITE PLAN MEETING NOVEMBER 20, 2017

RECOMMENDATION

That on the recommendation of the Manager, Development Planning, the following actions **BE TAKEN** with respect to the site plan control approval application relating to the property located at 447 Old Wonderland Road (proposed address of 555 Teeple Terrace):

- a) the Planning & Environment Committee **REPORT TO** the Approval Authority the issues, if any, raised at the public meeting with respect to the application for Site Plan Approval to permit the construction of a two storey medical office at the north east corner of Wonderland Road South and Teeple Terrace; and
- b) Council **ADVISE** the Approval Authority of any issues they may have with respect to the Site Plan Control application, and whether they support the Site Plan application.

PURPOSE AND EFFECT OF RECOMMENDED ACTION

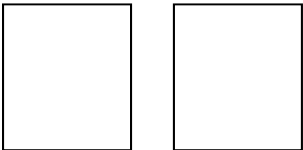
The purpose of this application is to obtain Site Plan Control Approval to permit a two storey medical office. As a result of a Council resolution on the matter of an information report regarding the Ontario Municipal Board decision permitting the Zoning By-law amendment for the subject development, the Site Plan Control application is to be heard at a public meeting of the Planning and Environment Committee.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
--

File Z-8228 - June 15, 2015; Report to the Planning and Environment Committee regarding Ontario Municipal Board (PL140366) decision and confirmation of public meeting requirement.

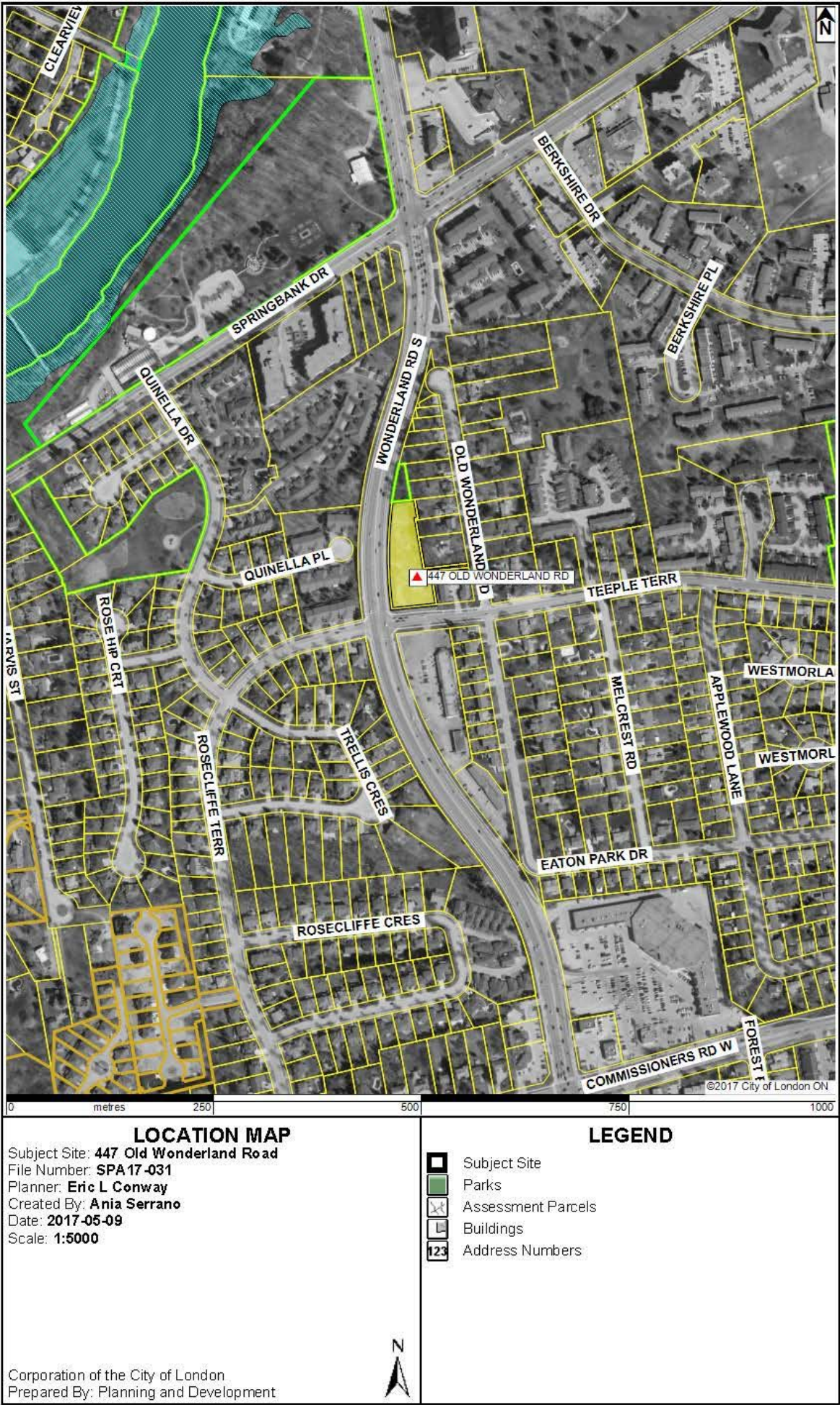
File Z-8228 – April 16, 2014; applicant appealed to the Ontario Municipal Board (“OMB”) on the basis of non-decision by Council in 120-days.

File Z-8228 – March 24, 2014; Report to the Planning and Environment Committee recommended approval of the above-noted Zoning By-law amendment. City Council referred the application back to Staff to consider the following.



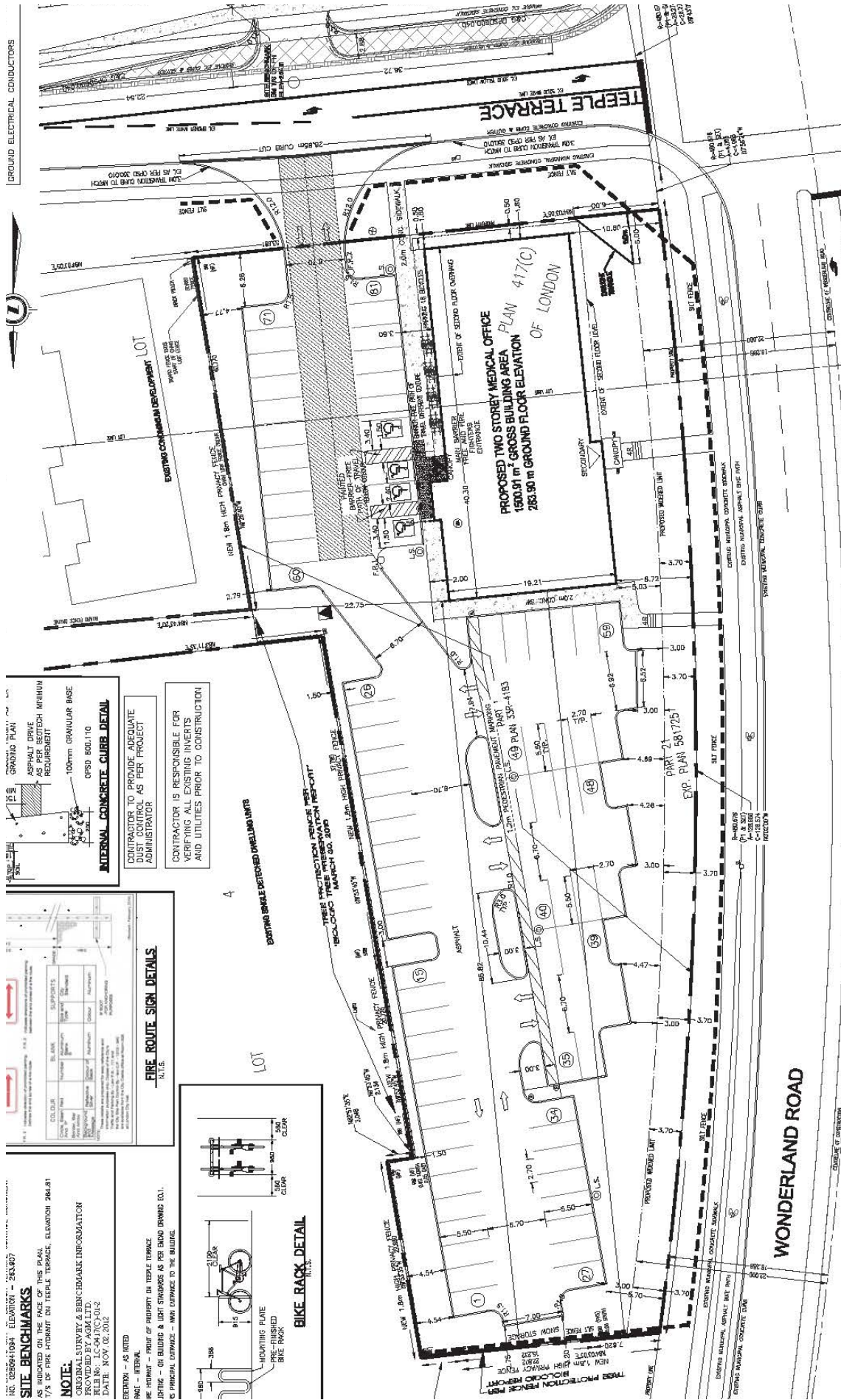
E. Conway
File No: SPA17-031

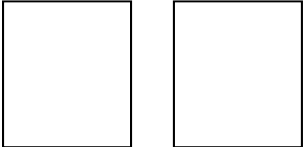
LOCATION MAP



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File No: SPA17-031

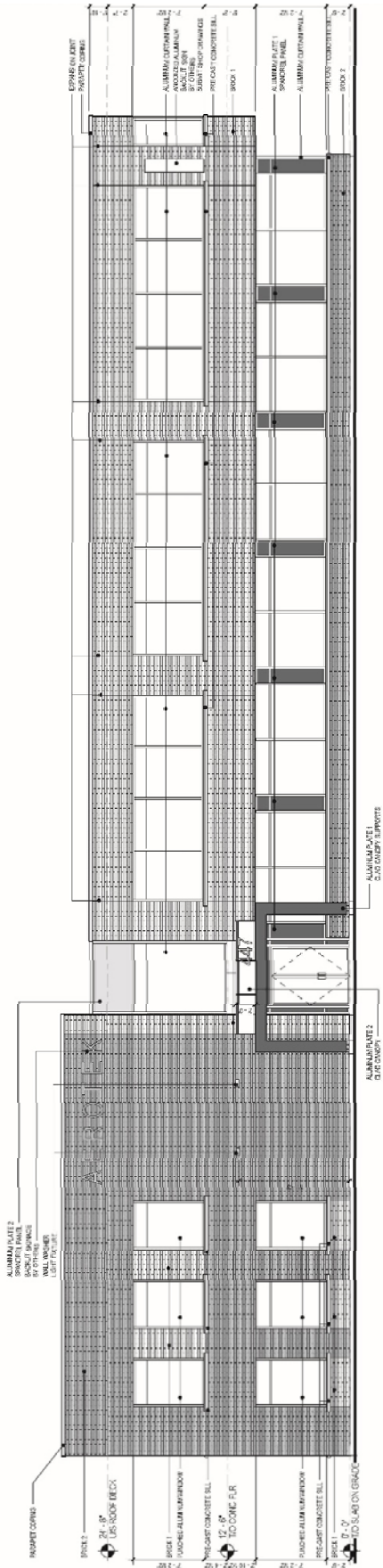
SITE PLAN



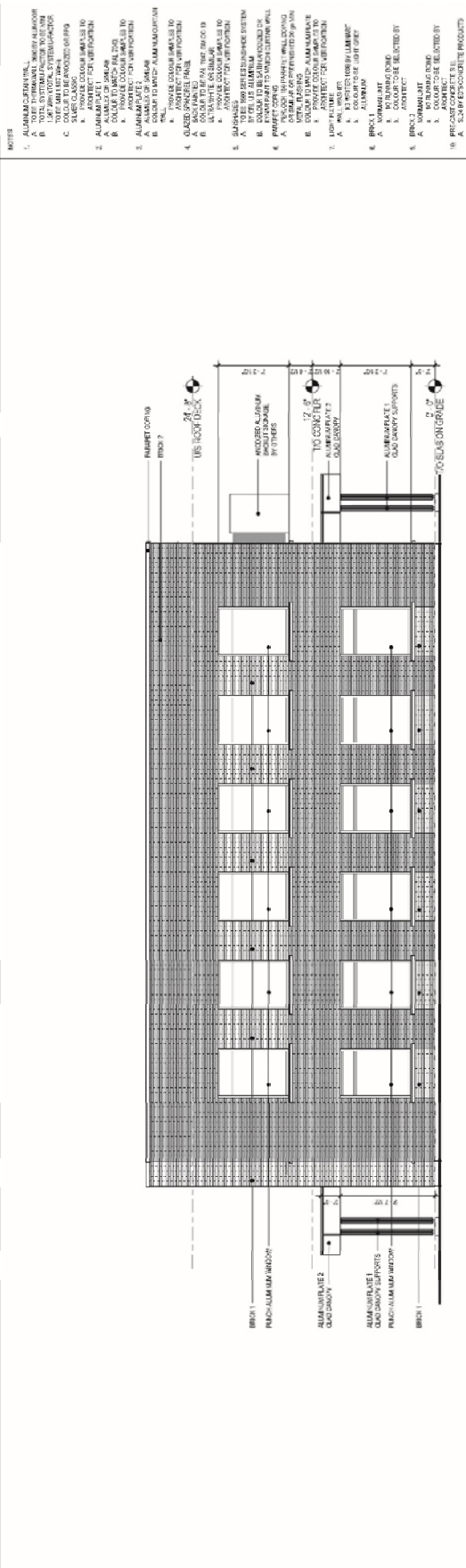


E. Conway
File No: SPA17-031

PROPOSED BUILDING ELEVATION – NORTH AND WEST



WEST ELEVATION
SHEET # 107
2

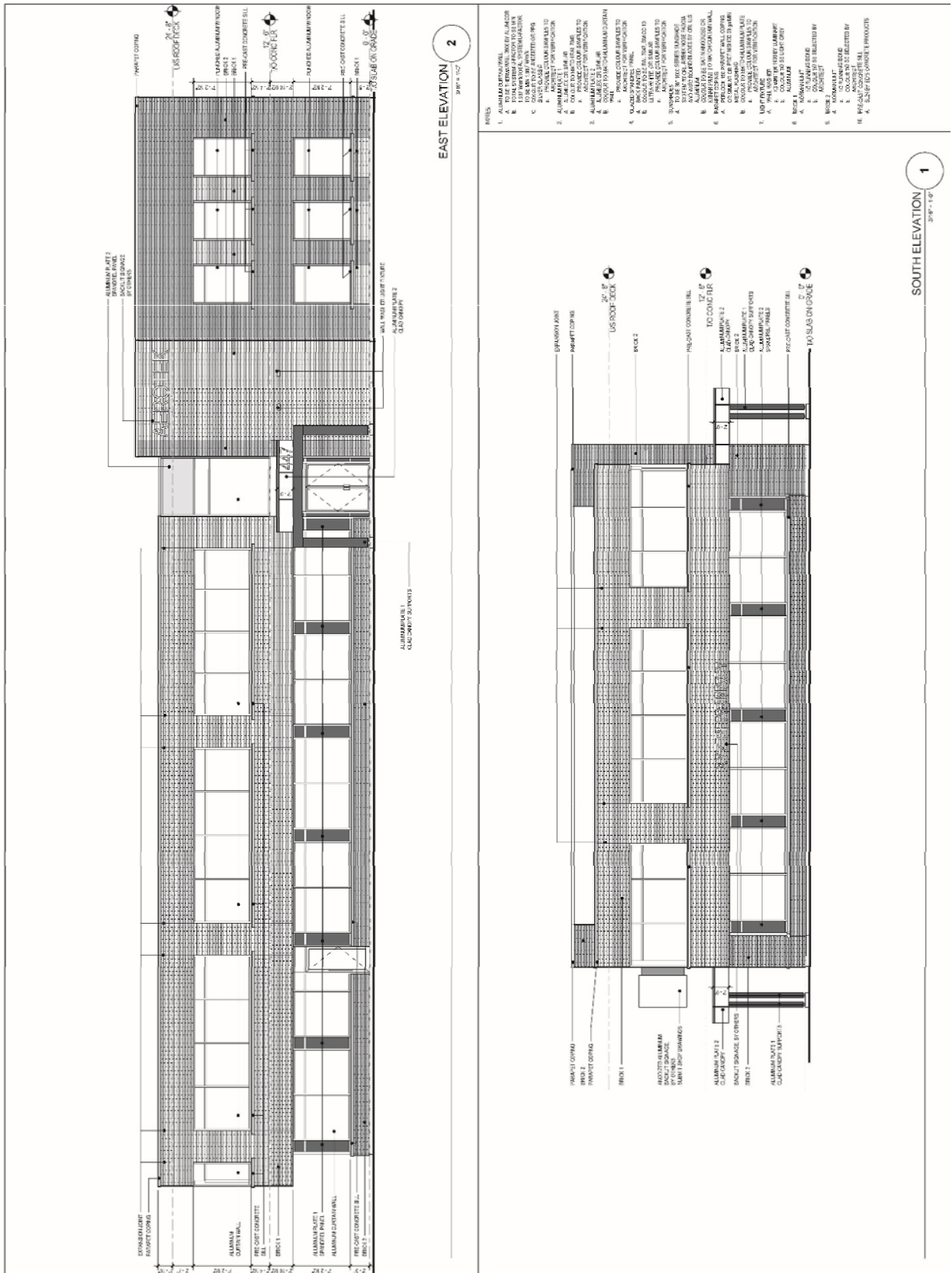


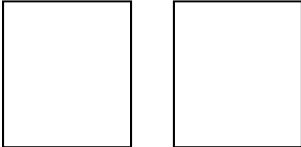
NORTH ELEVATION
SHEET # 108
1



E. Conway
File No: SPA17-031

PROPOSED ELEVATION – SOUTH AND EAST





E. Conway

File No: SPA17-031

APPLICATION DETAILS	
Date Application Accepted: August 1, 2017	Agent: Zelinka Priamo Ltd.
REQUESTED ACTION: Approval a Site Plan Control for a two-storey medical office	
SITE CHARACTERISTICS:	
<ul style="list-style-type: none">• Current Land Use – vacant- Frontage – Teeple Terrace – approx. 53 m• Depth – north-south - approx. 130 m• Area – 5512 m²• Shape – Irregular	
SURROUNDING LAND USES:	
<ul style="list-style-type: none">• North – Open Space - ‘Wonderland Road Park’• South – Commercial Shopping• East – Multi-Family Residential + Single Detached Residential• West – Multi-Family Residential	
OFFICIAL PLAN DESIGNATION: Multi Family, Medium Density Residential	
EXISTING ZONING: RO2(30)	

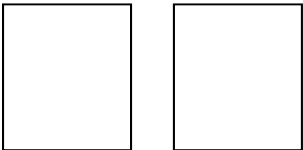
BACKGROUND

A Zoning By-law amendment application was submitted to the City of London in August 2013, by 2376563 Ontario Inc. The applicant requested an amendment to the Z.-1 Zoning By-law to facilitate the development of a Medical/Dental Office on the subject lands.

On March 25, 2014, a report to the Planning and Environment Committee recommended approval of a Zoning By-law amendment for the subject lands, permitting a land use change from an Open Space (OS1) Zone to a Holding Restricted Office Special Provision (h-5*h-64*RO2(_)) Zone. City Council referred the application back to Staff for further considerations.

On April 16, 2014, the applicant appealed to the Ontario Municipal Board (OMB) on the basis of non-decision by Council within 120-days.

On August 26, 2014, Staff brought a report forward to the Planning and Environment Committee recommending approval of a Zoning By-law amendment to permit a modified form of development requiring a 6-metre landscaped buffer on the property line abutting residential uses to the east. This was provided as a means to address concerns raised by abutting neighbours. The recommendation also added additional site-specific items for the Site Plan Approval Authority to consider as well as holding provisions requiring a public site plan meeting and a holding provision to address ground water concerns.



E. Conway

File No: SPA17-031

Council agreed with Staff’s recommendation and on September 2, 2014 advised the OMB that the recommend zoning be amended as per the Staff report dated August 26, 2014. The OMB hearing was held on February 3, 2015.

On March 5, 2015 the Ontario Municipal Board rendered its decision and allowed the appeal. Further, the Board opted to withhold the order pending the parties advising the Board that the Site Plan Approval process has been completed.

The Board also concluded that the City would be in a better position to determine whether a public site plan meeting should be conducted. On June 26, 2017 Council requested that the Site Plan Control Approval Authority host a public participation meeting before the Planning and Environment Committee.

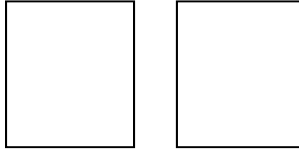
PUBLIC LIAISON:	<p>On May 10th, 2017, letters were sent out to area property owners within 120 metre radius advising of a site plan application and Public Site Plan Meeting for this property.</p> <p>On May 18th, 2017 Notice of the Public Meeting was published in the Londoner.</p> <p>On October 24th, 2017, letters were sent out to area property owners within 120 metre radius advising of a site plan application and Public Site Plan Meeting for this property.</p> <p>On November 2nd, 2017 Notice of the Public Meeting was published in the Londoner.</p>	<p>Four on behalf of about twenty Five</p>
Nature of Liaison: <p>Consideration for a site plan to permit a two storey medical/dental office at the northeast corner of Wonderland Road South and Teeple Terrace. Council has requested a public participation meeting before the Planning and Environmental Committee with respect to the application for site plan approval for the development.</p>		
Summary of Responses: <ul style="list-style-type: none">• Privacy for existing residences to the east• Increased traffic and potential impacts on Teeple Terrace.• Lighting of the parking area, particularly outside of office hours.• Illuminated signage proposed on the east• Erosion concerns over the grading of the property.• Email responses and letter submitted enclosed as “Appendix A”		

ANALYSIS

Description of the Site Plan

The proposed site plan provides for a building located in the south-west corner of the subject site. The building is proposed as two storeys with a total gross floor area of 1501m² An entrance on Wonderland Road as well as from the parking area on the east side of the building. The parking area has 81 parking spaces and 16 bicycle parking spaces, located on the east side of the building. The parking area is elevated relative to the sidewalk on Wonderland by approximately 90 cm. A walkway with four stairs is proposed along the north side of the building providing pedestrian access from Wonderland as well as an accessible sidewalk proposed along the east side of the building connecting to Teeple Terrace. Two LTC bus stops are located in close proximity to the site; one just east of the proposed access on Teeple Terrace and another at the southeast corner of Wonderland Road S and Teeple Terrace.

Privacy fencing (1.8 m in height) is proposed along the east side of the property. Plant materials



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are proposed throughout the parking area, generally in accordance with the Site Plan Design Manual as well as along Wonderland Road and Teeple Terrace.

Zoning By-law

The site is zoned Restricted Office (RO2(30)). Uses permitted include Clinics, Medical/dental Offices, Medical/dental Laboratories and Offices. This Zone provides for and regulates new office uses outside of the Downtown area in small-scale office buildings primarily in areas designated Multi-Family Medium Density or High Density Residential. The range of office uses and secondary uses which are provided for in the Official Plan have been differentiated on the basis of function, intensity and potential impacts.

The drawings submitted indicate that the intended users are a medical/dental office. Medical/dental offices requiring parking at a rate of 1 parking space per 15m² of gross floor area. The special provision permit 85 spaces or parking based on individual rates whichever is less. Special provision also permit 0 m yard setbacks along both Wonderland Road South and Teeple Terrace, and further limit the height of the proposed building to 9 metres.

Official Plan

The subject site is designated Multi-Family, Medium Density Residential. In accordance with Section 3.3. of the City's Official Plan, the designation permits a range of housing forms, including townhouses, cluster houses and apartment buildings up to four (4) storeys in height, as well as a range of secondary uses, including small scale office developments. Small scale office developments are permitted subject to location and compatibility criteria found in s. 3.6.

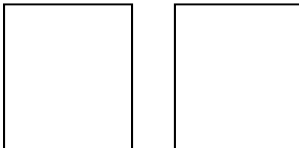
The location criteria requires office developments to be located on an arterial or primary collector road, and permits this type of development in established neighbourhoods only where the residential amenity of properties fronting onto the arterial or primary collector road has been substantially reduced (s. 3.6.8(i)). The proposed development's location on Wonderland Road meets the criteria, as Wonderland Road experiences high traffic volumes and related traffic noise with few residential properties fronting directly onto the roadway.

The compatibility criteria found in 3.6.8(ii) and (iii) consider buffering, scale, and appearance of the proposed development. The office building is proposed at the south west corner of the site, thereby maximizing the setback from the adjacent residential properties on Old Wonderland Road, and also acting a partial visual and noise screen from traffic along Wonderland Road. The proposed site plan contemplates landscape areas, privacy fencing, and appropriate building setbacks to protect the amenity of the adjacent residential properties. In particular, the site plan provides a landscape strip along the easterly property line ranging in width from 3.0 m to 5.0 m. The site plan also provides a 1.8 m privacy fence, and large deciduous trees along the said property line.

London Plan

The London Plan identifies the subject lands as being with the "Neighbourhood" Place Type. The "Neighbourhood" Place Type is intended to provide for a mix of low rise residential uses, which aim to establish attractive streetscapes, buildings, and public spaces. It is intended to provide easy access to daily goods and services within walking distance and employment opportunities close to residential areas. In addition to providing for a range of residential uses, it is further a goal of the London Plan to allow for an appropriate range of retail, service and office uses within neighbourhoods.

The site plan provides for a building intended for medical/dental offices. The range of retail, service and office uses that may be permitted in Neighbourhood Place Type will only be permitted if they are appropriate and compatible within a neighbourhood context. The subject lands are located at the intersection of Urban Thoroughfare and Neighbourhood Connector. The surrounding uses are characterized by a mix of low and medium density residential uses with rear and side lot configuration, along the west side of Wonderland Road (west of the site), commercial uses to the south of the site, and a mix of medium and low density residential uses to the east of the subject lands, interior to the Neighbourhood Place Type. The aforementioned screening and



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buffering, which is noteworthy along the easterly portion of the site, provides for a site plan which is appropriate and compatible with surrounding uses.

Public Comments

On October 24, 2017 notice of the site plan public meeting was mailed to area residents. Further, a notice of the public meeting was published on November 2, 2017 in the Londoner. Staff received responses from four (4) residents. One of which was acting on behalf of Condominium Corporation of approximately 25 additional residents. The primary concerns raised by the public included the following:

- Privacy for existing residences to the east,
- Increased traffic and potential impacts on Teeple Terrace,
- Lighting of the parking area, particularly outside of office hours,
- Illuminated signage proposed on the east,
- Erosion concerns over the grading of the property, and
- General site plan matters and questions including garbage and loading.

With respect to the matters above, the applicant has provided a 1.8m privacy fence along the easterly and northerly lot lines. Setbacks from adjacent parking areas/spaces range from 1.5 metres to 4.7 metres. The building is approximately 20 metres from the adjacent residential uses.

The applicant, as part of this application, is required to construct a turn lane on Teeple Terrace to accommodate stacking for two (2) vehicles into the site.

The applicant has submitted a Photometric plan, as part of the Site Plan Control Application. Staff require a minor adjustment to the plan, being the relocating of a lighting standard. Otherwise, the plan is acceptable. In addition, staff have requested that the illuminated building signage on the east elevation be removed.

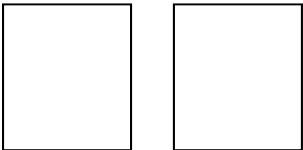
The applicant has provided a grading plan and servicing plan. The site is to be graded and serviced in a manner which does not impact abutting uses.

Lastly, loading for an office building in the Restricted Office (RO) zone is not required. Garbage pick-up will occur on a weekly basis, with the tenants bringing their own garbage to the curb for municipal pick-up.

Outstanding Site Plan Control Matters

On November 7, 2017 staff provided comments to the applicant, with respect their second submission for Site Plan Control Approval. The full set of comments are provided in "Appendix B" to this report. Below is a summary of main outstanding matters:

- Provide a noise study for any roof-top mechanical equipment to determine appropriate buffering from abutting residences.
- Provide a current tree preservation report for all plant materials within 3 m of proposed development.
- Relocate snow storage area to the west side of the parking area, rather than on the slope leading to the Open space area to the north.
- Revise the proposed parking lot lighting to be on the west side of the north-west drive aisle (opposite the abutting residences) and ensure all drawings match.
- Relocate plant materials proposed along west side of parking area out of the proposed swale and increase the number of shrubs and low plant materials along the Wonderland Road frontage to adequately buffer the elevated parking area.
- Revise the parking lot island to have understory plantings rather than sod.
- Reinstate the spandrel panels/glazing that was previously proposed (north of the entrance) on the two storey brick portion. The spandrel panels that were proposed between the windows on the first and second story and below the first storey windows helped to break up



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the massing of the two story brick portion of the building (see attached). Alternatively, explore opportunities to use different materials or brick colours to break up the massing.

- Remove the proposed exterior signage from the east side of the building.

Technical Revisions to the Traffic Management Plan, Site Servicing Plan, Grading Plan, External Line Painting Plan

A development agreement is required to address the outstanding matters noted above, and any additional issues that are directed to Staff by Municipal Council. The development agreement, incorporating the site plan, landscape plans, site engineering plans, external works plans, and building elevations is required to implement the approved plans and remove the holding provision. Special provisions within the agreement will address any other outstanding issues pertaining specifically to this site.

The Owner must provide the necessary security at the time of executing the agreement to ensure all surface works are completed in accordance with the approved plans.

Once the development agreement is finalized in accordance with relevant provisions of the Site Plan Control Area By-law, a report will be brought forward to a future PEC meeting, recommending removal of the holding provision.

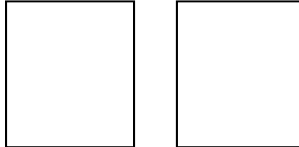
CONCLUSION

The proposed site plan has been reviewed and is in general conformity to the Official Plan and London Plan policies, Zoning By-law and Site Plan Control Area By-Law regulations. Revisions to the proposed drawings are expected as summarized in the above section.

PREPARED BY:	RECOMMENDED BY:
ERIC CONWAY LANDSCAPE PLANNER	MICHAEL PEASE, MCIP RPP MANAGER, DEVELOPMENT PLANNING
CONCURRED IN BY:	SUBMITTED BY:
PAUL YEOMAN, RPP PLE DIRECTOR, DEVELOPMENT SERVICES	GEORGE KOTSIFAS, P. ENG. MANAGING DIRECTOR, DEVELOPMENT & COMPLIANCE SERVICES & CHIEF BUILDING OFFICIAL

c: 2376563 Ontario Inc. c/o Zelinka Priamo Ltd.
318 Wellington Road
London ON N6C 4P4

Y:\Shared\DEVELOPMENT SERVICES\Site Plan.Section\2017 Compiled Site Plan Files\Old Wonderland Road 447 (EC)\PEC



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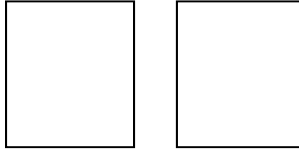
Appendix ‘A’

Responses to Public Liaison Letter and Publication in “The Londoner”

M. Reid
440 Wonderland Road

Below is a summary of a number of emails and phone calls with M. Reid.

Concerns with privacy and proposed fencing,
Concerns raised over on site lighting and evening lighting.
Concerns over the placement of signage on the east side of the building.



E. Conway
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June 6 2017

James & Joy Currie
430 Old Wonderland Road, London.

We have reviewed the proposed site plan for the subject property and have several concerns that should receive further attention. The site plan shows no area for garbage storage and no service road or areas for garbage trucks or large delivery vehicles.

Parking is so tight that a large vehicle will not be able to enter or leave the property safely. If service vehicles have to back up to loading areas and have a sounding device when backing up - there is no sound barriers between the subject property and the adjoining private homes. We have lived in a quiet environment for many years and trust the developer will install barriers so that we are not subject of noise pollution or parking lot light pollution at night .

The elevation of the proposed development suggests that the adjoining private homes will have a view of the rooftop heating and cooling systems for the building and the noise associated with such equipment. The revised site plan includes a buffer of about 5feet from the property line and we have suggested 18 feet would be more appropriate. The developer has stated that this building will be the gateway to our community. We hope they will consider the concerns of our community in the final plans for their development.

Item # III.16.

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E. Conway
File No: SPA17-031

June 1, 2017

To Eric Conway,

I am the President for Middlesex Standard Condominium Corporation # 502, 525 Teeple Terrace in London. Our Condominium Complex is adjacent to the proposed Site Plan. I also represent the five owners of this Condominium Corporation.

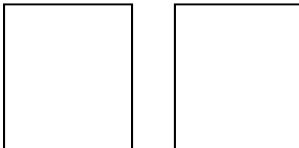
I'm writing to express our dissatisfaction with the site plan as presented in the Notice of Application.

As a group, we of Condo Corp # 502, have expressed our need for a proper 'sound attenuation fence' as described in the memo sent to the chair & members of the planning & environment committee on August 26th, 2014, from John Fleming.

We have always assumed that this at least would be one solution offered to us as a noise prevention measure to ensure some relief from the traffic noise from Wonderland Rd.

I ask that this much needed fence be reinstated as it is a feature we feel was never in doubt throughout this whole process.

David Rutherford
President
Middlesex Standard Condominium Corporation #502
1- 525 Teeple Terrace,



E. Conway
File No: SPA17-031

June 7, 2017

To Eric Conway.

Further to my Email sent to you on June 1, 2017 stating our Condominiums Corporations concerns regarding the proposed Notice of Application for the Site Plan Application.

After further consideration I think that it is important, that I point out a number of major concerns, that should be addressed regarding this proposed building.

Lighting – as per the plan I believe that there are a number of light standards that are positioned across the parking area. I am assuming that they will be left burning from dawn until dusk for visibility and security reasons. I assume that the architects have taken into consideration of its residential neighbours that are facing directly into these lights. Will these lights, which are generally very bright (especially LED) interfere with the sleep and well being of the residents that are near by?

Signage - that is shown on the upper southeast side of the building is directly pointing into our condominium complex, thus interfering with the natural light of the evening sky. Families should have the right to sit out in there back yards without being subjected to this unwanted light.

Sound generation –such as air conditioning and heating units could be a concern, especially if the units are mounted on the roof. Additionally delivery trucks and garbage trucks backing up with there annoying reverse beeping signals are noises that are not generally in a residential neighbourhood.

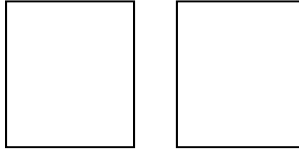
Privacy- With only a chain link fence, the residents of this condo complex will be looking right into the windows of this medical building and visa versa. This will become a problem for the residents facing the building.

Erosion – unless I have read the plans wrong, there are no retaining walls constructed on the property. We are considerably higher then the proposed elevation and will the town guarantee that our land will not suffer any affects of erosion of any manner, as a result of this proposed plan.

Location of Waste Receptacle – Where is the location of the waste receptacles? What would be the proximity to the residential unit? In the summer time especially, odours should be a prime consideration since there is medical waste.

Traffic - I have been told that a traffic study was done in the area a number of years ago, On a good day congestion at Teeple and Wonderland exists because of the volume of traffic that it receives. The plaza and the bus route, along with the addition traffic from this proposed development, will cause congestion.

Pedestrian traffic - What is stopping this developer from connecting a pathway from Old Wonderland to his property on this site after the medical building has been erected ? Our concerns are with the parking of cars along Old wonderland and the garbage that comes with pedestrian traffic (possibly using this as a shortcut down to Wonderland Road.)

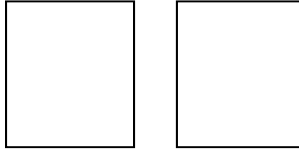


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Please combine this with our previous submission to you on June 1st 2017 by Email, regarding the need for a proper “sound attenuation fence” as described in the memo sent to the chair & members of the planning & environmental committee on August 26th, 2014, from John Fleming.

Thank you.

Dave Rutherford
President
MSCC # 502
1-525 Teeple Terrace
London ON N6K 4Y1



E. Conway
File No: SPA17-031

November 7, 2017

To: Eric Conway

Re: 447 Old Wonderland Road, (555 Teeple Terrace) file SPA17-031

As previously stated I am the President for Middlesex Standard Condominium Corporation # 502 located at 525 Teeple Terrace which is adjacent to the proposed Revised Site Plan.

Further to my E-mails sent to you on June 1st and 7th ...some further concerns have become evident that will affect our complex.

Privacy

The proposed fence is not tall enough to block out the view of the building and ensure that patient and staff on the second floor could look right into the back yards and windows of the condo owners thus affecting their personal privacy.

Perhaps a solution to this would require the developer to install frosted windows across the second floor so that the privacy could be maintained.

Lighting

The glare of light from the parking lot would be evident from their light standards. Perhaps baffles should be put on any standard that stands near the property line so light is forced forward and not into neighbouring yards.

I would also advocate that timers could control the number of light standards that would be left on during none business hours thus reducing the amount of intrusive light into the neighbouring properties.

Fencing

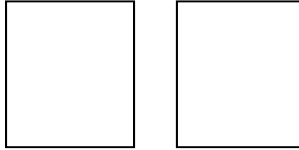
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This fence that the developer has proposed will not adequately deal with the noise of roof top heating and air conditioning units as it is not a SOUND ATTENUATION FENCE.

Perhaps the heating/cooling equipment could be screened from neighbours view and built with sound attenuation materials. This would be in addition to the sound attenuation fencing of course.

Signage

Discreet unlit sign can be on Teeple Terrace to mark the entrance , but anything larger and lit must be situated on the Wonderland Road side of the building.



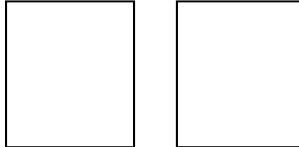
E. Conway
File No: SPA17-031

There can't be any signage lit or otherwise on the east side of the building facing the condominium residents.

The entrance sign on Teeple Terrace can't obstruct the line of view to oncoming traffic in either direction.

I trust these concerns will be addressed.

Yours truly,
David Rutherford
President
Middlesex Standard Condomium Corporation 502
1-525 Teeple Terrace
London, ON



E. Conway
File No: SPA17-031

June 6 2017

Eric Conway,
Landscape Planner in Development Services,
6th Floor, City Hall
London, Ontario

Dear Eric

Re: 447 Old Wonderland Rd, file SPA17-031

I wish to express my concerns regarding the Site Plan Application at the subject address.

Privacy

Privacy is a major concern and this Plan falls completely short of what our community has demanded from the beginning. If we read the Plan correctly, I and my neighbours are getting no fence and the only buffer is a 1.5m strip of grass. Without a fence our properties are open to anyone cutting through between Wonderland and Old Wonderland Rds. Without a fence snow will be piled along this narrow buffer and spill into our yards. The applicant must provide an 8 foot high sound attenuation fence along the entire east side of the subject property (6 feet high will not be effective especially for the condominium residents) and a landscaped buffer 6m deep. The applicant cut down several trees along the east property line in December 2015 and March 2016. The stumps were left alone. These stumps must not be disturbed as doing so will damage the roots of nearby trees on neighbouring properties. This is another reason for requiring a deeper buffer.

Light

Security lighting must include shielding to deflect the light downwards and not spill into the back yards of residences.

Garbage

A building this size will generate considerable garbage. The Plan gives no indication where garbage bins will be located. I am concerned about smell, vermin and noise of garbage trucks entering, loading and leaving.

Loading Dock

The Plan does not indicate a loading area for trucks to make deliveries. There should be a designated area for trucks *with enough space to turn around and exit* without having to backup onto Teeple Terrace. Trucks should not be allowed to park on Teeple Terrace to make deliveries as the location is too close to a very busy intersection.

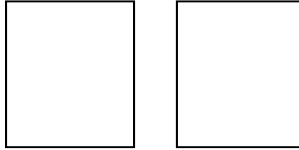
Erosion

The grading of the land, because of its location on a hill, is bound to cause erosion unless there is adequate retaining walls. There is no indication of retaining walls in the Plan.

Environment

There is an obvious seepage zone at the north end of the subject property. Has an environmental assessment of this been done?

Traffic



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Every day I experience concerns about the traffic at the intersection of Teeple Terrace and Wonderland Rd. Despite widening in 2012, it is still not wide enough for city buses to turn without going over the curb. At times traffic gets backed up at the intersection. This will be an increased concern with traffic flowing in and out of the subject property.

Building

The proposed building looks like a 1962 elementary school cheaply built. It looks cheap and is not appealing to the eye. Four years ago the applicant talked of enhancing the entrance to Berkshire Village. The natural woodlot looked much more appealing and interesting. If the community must have a building on this property, at least make it something that will truly enhance our neighbourhood.

Address

Access to the property will be off Teeple Terrace and the city must change the address of this property to reflect this. Otherwise people using GPS to locate the facility will be driving up and down Old Wonderland Rd looking in vain for the entrance while increasing the traffic flow on our cul-de-sac.

Narrow Strip

My neighbour has expressed an interest in buying the narrow strip of land next to her property. I hope this happens as it makes much more sense for that strip to be part of her property. If the applicant is unwilling to sell it, the city should ensure that pedestrian and vehicular traffic is never allowed on that strip so that the subject property has no access to Old Wonderland Rd. Access must only be allowed from Teeple Terrace.

This development will have a major effect on my enjoyment of my property and the neighbourhood. It is important that the City ensure that this development takes into account the taxpayers who live in this community.

Sincerely,

David Hall

439 Old Wonderland Road.

Submitted on June 7, 2017 by The Undersigned Members of the Old Wonderland & Area Community Association:

Barbara Cecchin

Carlo Cecchin

Jim Currie

Joy Currie

David Hall

Sara Hall

Ann Henderson

Ted Henderson

Weisje Henderson

David Rutherford

Trish Sargeant

Vivian Scott

Ralph Thomas

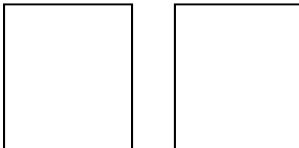
Vickie Thomas

Maureen Tucker

Ron Tucker

Mary Read

Norm Reid



E. Conway
File No: SPA17-031

November 8 2017

Dear Eric

Re: 447 Old Wonderland Rd, (555 Teeple Terrace) file SPA17-031

I wish to express my concerns regarding the Site Plan Application (Revised) at the subject address. There have apparently been few changes to this Site Plan from the one submitted this past spring. I trust that the responses submitted at that time by myself and the community will continue to be considered. I wish now to respond mainly to concerns arising out of the revised Site Plan and reinforce some previous concerns.

Privacy

A privacy fence of unspecified material and 1.8m in height has been added to the plan. This is an improvement *but as I stated in the spring, I feel that the applicant must provide an at least 8 foot high sound attenuation fence along the entire east side of the subject property* (6 feet high will not be effective especially for the condominium residents). The level of noise from Wonderland Road traffic had already noticeably increased when the applicant semi-levelled the land. Now the city's expressed plans to widen Wonderland Road in the near future is an acknowledgement of the anticipated increase in traffic and therefore even more noise. In addition, Wonderland Road is a hill ascending to the south. Traffic is extra noisy as vehicles come up the hill. Sound absorption in the fence will help to replace the absorption that was naturally provided previously. If sound absorption is not a possibility, then a brick wall, like the one on the other side of Wonderland Rd., 8 feet high, would blend the neighbourhood.

Also, a landscaped buffer 6m deep along the property line should be provided. The applicant cut down several more trees along the east property line in December 2015 and March 2016. The stumps were left alone. These stumps must not be disturbed as doing so will damage the roots of nearby mature trees (at least 60 feet high) on our neighbouring properties, including the city property to the north. I am particularly concerned about 2 stumps at the end of my property that are 5 feet from a mature 60 feet high tree. This is another reason for requiring a deeper buffer.

Light

Light pollution is still a concern as the parking lot lights will spill into my yard until trees have grown tall enough to block them. This will take several years. Lights on the facade of the building and in the parking lot should be dimmed between 9pm and 6am.

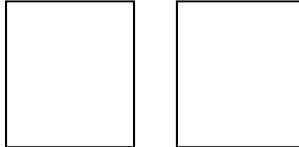
The photometric plan has incorrectly placed a light standard on the northeast property line. This should be corrected to agree with the placement in the other sheet marked "Site Plan".

Garbage

There is still no consideration for garbage collection. A medical building of this size will generate each week more than a few bags of garbage to be placed at the curb. Also, a medical building will generate bio-hazard garbage that will need special attention. There must be some accounting for garbage collection. Space must be provided for garbage bins, screening, and a turn-around for trucks.

Loading Dock and Traffic

The Plan still does not indicate a loading area for trucks to make deliveries. There should be a designated area for trucks *with enough space to turn around and exit*



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File No: SPA17-031

without having to back up onto Teeple Terrace. Trucks should not be allowed to park on Teeple Terrace to make deliveries as the location is too close to a very busy intersection. *No Stopping at Anytime* signs should be installed along Teeple between Old Wonderland and Wonderland Roads. Also, the Transit Commission may need to re-locate the bus stop so that it is not so close to the entrance. Relocating westerly, closer to Wonderland, would not be safe. Relocating easterly would place it east of Old Wonderland in front of residential houses, also not particularly desirable.

Grading and Erosion

The grading of the land, because of its location on a hill, is bound to cause erosion unless there are adequate retaining walls. There is still no indication of retaining walls in the Plan. The slope behind the condos in particular is quite steep. Is this slope within recommended guidelines?

Also, the north end of the subject property abutting city land will, I believe, require a retaining wall or else a relatively large gentle slope. If I read the Grading Plan correctly, it says the property line will be 1.5 metres above the Wonderland Rd sidewalk. But currently the property line is at least 3 metres above as it rises up a hill (see 2 accompanying photos, viewing north, property line along orange and black fences approximately)

Building

The revised site plan does not include any changes to the building. The current plan provides for an uninteresting edifice. If the applicant wishes to promote this “development” as providing a gateway to the subdivision (gee, I always thought the woods had provided a beautiful gateway), then he should ensure that the building blends in with the neighbourhood and provides not just any gateway, but an attractive gateway. Something as simple as a more interesting roof line would detract from the boxiness of the current design.

Also, the building is too large for the number of parking spaces. Has a variance been granted? Either more parking spaces need to be provided or the building needs to be made smaller.

Address

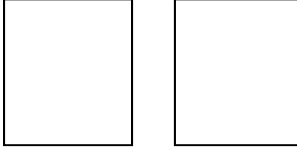
The new address off Teeple Terrace is a welcome change.

Narrow Strip

The blocking off of the narrow strip thus avoiding access from Old Wonderland Rd. is a welcome change.

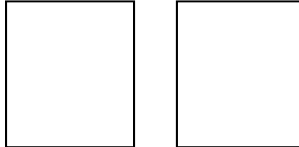
I trust my concerns will be added to those expressed in June 2017.

Sincerely,
David Hall
439 Old Wonderland Road.



E. Conway
File No: SPA17-031





E. Conway
File No: SPA17-031

Gail Dobson

October 25 2017

Tree protection: is this just for the duration of the Construction period?
I notice that they have a snow storage area at the end - right where there are trees being protected?
This snow and SALT will melt and drain down hill into the trees below.
This is detrimental to the health of the trees.

Once again, I am concerned about the back up of cars at the Wonderland and Teeple intersection.
Cars on Teeple Ter. wait a long time for the light in order to turn left.
They back up at least to the proposed entrance to 555 Teeple Ter.
Therefore not allowing cars turning into 555 Teeple from the East bound lane of Teeple.
This will result in cars backing up onto Wonderland Rd. which as you know is already very congested.
I foresee this back up of traffic extending even further east... which is residential and making access out of their driveways difficult and subjecting them to excessive exhaust fumes.

Why can't this development have an entrance onto Wonderland Rd.?
Due to the median, they will only be able to turn right.
This would alleviate the amount of traffic backing up on Teeple Terrace.

Nov 3 2017

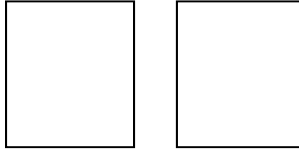
What is "on-road storage for 2-vehicles?"

I still feel that a right turn into the front of the building from Wonderland should be considered.
This really doesn't slow traffic down, especially if there is a short "ramp-exit" lane to make the turn.
Again, this will reduce the traffic turning on to Teeple Terrace.

But this will not address the issue of those on Teeple Terrace wanting to turn right onto Wonderland Road.
With the added vehicle traffic from the 555 Teeple development, it will certainly back up the street, causing more frustration than there already is.
The lights take a long time to turn green, resulting in cars backing up on Teeple.

I am aware of the widening of Wonderland project and have already voiced my opinion regarding this.
However, when speaking about this development, I feel the most important consideration should be the affect it will have on the residential neighbourhood.
The amount of traffic on Teeple Terrace has greatly increased over the years.
Again, this is a residential street and obviously any development will increase the traffic volume even further.
Especially when people are frustrated with the traffic volume on Wonderland Rd. They may elect to drive east instead to avoid it.

I also foresee cars now parking along Teeple Terrace... creating noise and affecting traffic flow along the street.



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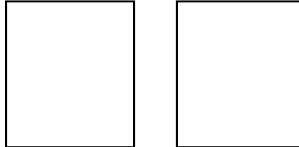
Will this development plan on charging for parking there? If so, then definitely, this will create an issue with cars parking on the streets.

This may seem insignificant to you, but my home, where I live and need quiet to sleep like everyone else, will be affected by this development.

I should not (nor anyone else on Teeple Terrace) be put into this situation for the benefit of a developer.

What are you doing to compensate for these issues that will arise?

I would like to call you but I am extremely busy right now and hope that you can answer a few more of my questions, before I call you.



E. Conway
File No: SPA17-031

November 7, 2017

To: Eric Conway

Re: 447 Old Wonderland Road, (555 Teeple Terrace) file SPA17-031

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Further to my E-mails sent to you on June 1st and 7th ...some further concerns have become evident that will affect our complex.

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The proposed fence is not tall enough to block out the view of the building and ensure that patient and staff on the second floor could look right into the back yards and windows of the condo owners thus affecting their personal privacy.

Perhaps a solution to this would require the developer to install frosted windows across the second floor so that the privacy could be maintained.

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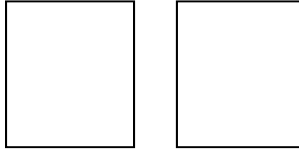
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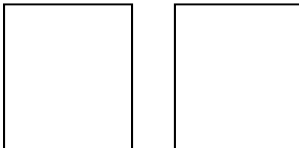
E. Conway
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I trust these concerns will be addressed.

Yours truly,
David Rutherford
President
Middlesex Standard Condomium Corporation 502
1-525 Teeple Terrace



E. Conway
File No: SPA17-031

Appendix 'B'

Second Submission Staff Comments

The following comments were prepared by staff and provided to the applicant on November 7, 2017 as a response to their second submission for Site Plan Control Approval:

1.0 General Application Comments

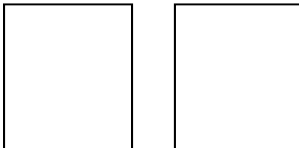
- 1) Refer to conditions of SP Control Approval dated June 14 2017. Public meeting is scheduled for November 20 2017 to satisfy condition 1.
- 2) Provide a reference plan for the road widening dedication along Wonderland Road South (22 m from centre-line) as well as the 6 x 6 m corner sight triangle at the intersection of Wonderland Road South and Teeple Terrace.
- 3) Provide an appraisal by an AACI member to determine the value of the land to determine the appropriate value of cash-in-lieu of Parkland dedication.
- 4) Provide a noise study for any roof-top mechanical equipment to determine appropriate buffering from abutting residences.
- 5) Provide a current tree preservation report for all plant materials within 3 m of proposed development.
- 6) Add file number (SPA17-031 to all drawings as well as the current and proposed address. Address change will be confirmed when the development agreement is executed by the City.

2.0 Site Plan & Landscape Comments

- 1) See green-line site plan, green-line landscape plan and copy of approved by-law amendment.
- 2) Add the complete zone code to the site data table (RO2(30)).
- 3) Add a detail for proposed fencing and add the fencing to the legend.
- 4) Relocate snow storage area to the west side of the parking area, rather than on the slop leading to the Open space area to the north.
- 5) Specify the locations of all external sign locations or add notes to the plan that no signs (other than those illustrated on the elevations) are proposed. If external signed is proposed, include proposed elevations and ensure the design is sensitive to abutting land uses.
- 6) Revise the proposed parking lot lighting to be on the west side of the north-west drive aisle (opposite the abutting residences) and ensure all drawings match.
- 7) Relocate plant materials proposed along west side of parking area out of the proposed swale and increase the number of shrubs and low plant materials along the Wonderland Road frontage to adequately buffer the elevated parking area.
- 8) Revise the parking lot island to have understory plantings rather than sod.
- 9) Remove tree protection fencing detail from the site plan.
- 10) See OBC checklist. Add OBC matrix to the site plan.
- 11) Add figures 7.1-7.5 from the SPCABL to the site plan or separate details sheet.
- 12) Include a detail for tactile mats and illustrate the location/
- 13) Ensure that there is adequate room between the building and proposed bicycle racks for all stall to be used.

3.0 Building Design Comments

- 1) See green-line elevation drawing (east/north) only.
- 2) Reinstate the spandrel panels/glazing that was previously proposed (north of the entrance) on the two storey brick portion. The spandrel panels that were proposed between the windows on the first and second story and below the first storey windows helped to break up the massing of the two story brick portion of the building (see attached). Alternatively, explore opportunities to use different materials or brick colours to break up the massing.
- 3) Remove the proposed exterior signage from the east side of the building.
- 4) Specify privacy film for the second story windows on the north and east sides of the



E. Conway
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- building.
- 5) Add metric dimensions to the elevations. Height is measured to the highest parapet. Dimension the building height to the highest parapet on all elevations.

4.0 Engineering Comments

See redline engineering plans.

Transportation:

- 1) The Traffic Management Plan has been reviewed and the following comment provided:
 - Provide notification to EMS & LTC. It may be necessary for LTC to detour buses if the northbound right-turn cannot be made.
 - Confirm that no travel lane closures will occur on Wonderland Road.
 - Provide pedestrian detour route due to sidewalk closures.
- 2) The Roadway Lighting and Traffic Control Division has provided the following comments with regard to the required traffic signal pole relocations and associated signal work. Regarding the traffic signal relocations, the required signal work is reasonably substantial as it involves the 2 poles and unfortunately an electrical hand hole that will require relocating.

The developer would be required to engage a City of London approved Signal Design Consultant to provide all the necessary design / construction drawings and tender documents detailing how the signal poles need to be relocated and reconnected into the existing traffic signal infrastructure. These design drawings would then have to be approved by the City Traffic Signal Division. A breakdown of the anticipated work is listed below:

- Provide temporary traffic signal poles outside of the construction area that include maintaining existing street lighting levels.
- Removal of the existing signal infrastructure, curb and sidewalk
- Construct the new traffic signal infrastructure at the new grades with new poles located to accommodate current AODA requirements.
- Restore the sidewalk with appropriate curb ramps and tactile plates.
- Place new pavement markings for the east leg crosswalk alignment (and potentially the south leg) as necessary
- Remove temporary signal equipment and restore

Impacting a major hand hole would usually trigger the requirement of a new under pavement road crossing to assist with the relocation, but we are fortunate at this location that there was a new un-used road crossing installed in 2012 that can be utilized. We would however have to link the new and the existing underground systems so we can connect the wiring.

Note: The pavement marking drawing has been reviewed and accepted.

Servicing:

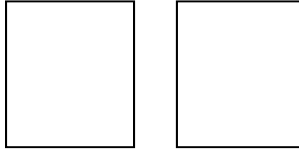
- 1) Re-use of the existing sanitary and storm PDC will be dependent on approval by the City's Customer Relations and Compliance Division; the owner will be required to provide a video inspection of the PDC's for their review. Approval from the City's Customer Relations and Compliance Division is required prior to the acceptance of the engineering plans.
- 2) Provide fire flow calculations for the proposed building, the Water Operations Divisions should be consulted to confirm available pressures and flows at the watermain.

While the proposed site plan implements Official Plan policies, Zoning regulations, and Site Plan guidelines, some further revisions to the site plan drawings are needed to implement requirements of the Site Plan Control Area By-Law, including the following:

- Minor revisions to the Site Servicing Plan to ensure the site is properly serviced to

Item # III.16.

Agenda Item # Page #



E. Conway
File No: SPA17-031

City of London standards.

- Minor revisions to the Grading Plan to ensure the overland flow of water is appropriate to City of London standards.
- Minor revisions to the External Line Painting Plan to ensure proper flow of traffic to City of London standards.



File: Dundas Place Management
Planner: K. Killen

TO:	CHAIR AND MEMBERS PLANNING AND ENVIRONMENT COMMITTEE
FROM:	JOHN M. FLEMING MANAGING DIRECTOR, PLANNING AND CITY PLANNER
SUBJECT:	DUNDAS PLACE MANAGEMENT AND DUNDAS PLACE FIELD HOUSE NOVEMBER 20, 2017

RECOMMENDATION

That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to Dundas Place Management and Dundas Place Field House:

- a) the Dundas Place, Place Management Model attached hereto as Appendix “B” **BE ADOPTED**;
- b) the Dundas Place Governance Model and the Dundas Place Operational Model attached hereto as Appendix “C” **BE ADOPTED**;
- c) subject to the approval of the 2018 Budget Amendment through the 2018 Budget Update process, attached hereto as Appendix “A”, Civic Administration **BE DIRECTED** to:
 - i) provide funding through Main Street London for the hiring of one full-time employee as the Dundas Place Manager for up to a two-year temporary term commencing in 2018;
 - ii) provide operational funding to achieve increased standards of maintenance, security and activation on Dundas Place;
 - iii) establish one Dundas Place Field House;
- d) the Core Area Steering Committee **BE DIRECTED** to set the mandate, goals, objectives, and performance measures of the Dundas Place Management entity and that the MainStreet London Board **BE REQUESTED** to execute management oversight of this entity; and,
- e) Civic Administration **BE DIRECTED** to report back at a future Planning and Environment Committee meeting to report on results of monitoring all aspects of Dundas Place Management by mid-2019 in order to inform the development of the 2020-2023 Multi Year Budget.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

- May 14, 2012: Civic Works Committee – Dundas Street Improvements Formulating an Implementation Plan
- August 25, 2014: Civic Works Committee – Dundas Flexible Street Scoping Study, Consulting Engineer Assignment Increase
- February 3, 2015: Civic Works Committee – Dundas Flexible Street Scoping Study
- February 26, 2015: Council – Dundas Flexible Street Project Source of Financing
- April 7, 2015: Planning and Environment Committee – Our Move Forward: London’s Downtown Plan
- June 2, 2015: Civic Works Committee – Appointment of Consulting Engineer for the Dundas Place Environmental Assessment
- January 28, 2016: Strategic Priorities and Policy Committee – Downtown Infrastructure Planning and Coordination
- October 4, 2016: Civic Works Committee – Infrastructure Canada Phase One Investments Public Transit Infrastructure Fund
- December 12, 2016: Civic Works Committee – Dundas Place Environmental Study Report
- February 7, 2017: Civic Works Committee – Dundas Place Detailed Design & Tendering Appointment of Consulting Engineer



**File: Dundas Place Management
Planner: K. Killen**

BACKGROUND

Dundas Place will physically transform Dundas Street between Wellington Street and the Thames River from a route to move through, to a destination for shopping, leisure, civic activities and celebrations. It will become a visibly unified space paved from building face to building face creating a flexible environment. While vehicles can still be permitted passage and parking when appropriate, the space will more effectively accommodate outdoor activities associated with the buildings along the street and be more easily transformed for planned functions and events when closing the street to vehicles.

Capital funding for the Environmental Assessment was approved by Municipal Council on February 26, 2015, in conjunction with the *Dundas Place Scoping Study*. The Scoping Study noted that the calculation of reliable operating and maintenance costs associated with Dundas Place, which will range from maintenance of the high-quality public realm to event programming and planning, can only be undertaken during the detailed design stage of this project.

In April 2015, Municipal Council adopted *Our Move Forward: London's Downtown Plan*. This Plan identified the first transformational project within the downtown as the redesign of Dundas Street as a linear public space with the flexibility to accommodate festivals, outdoor patios, and on-street parking when desired.

At its meeting held on September 13, 2016, Municipal Council resolved:

That the Civic Administration BE DIRECTED to report back at a future meeting of the appropriate Standing Committee with respect to the Dundas Street Flex Programming to be considered concurrently with:

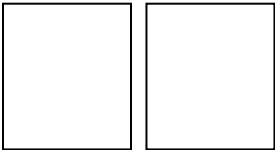
- a) the report on the Environmental Assessment is brought forward with draft Terms of Reference;*
- b) a Business Plan; and,*
- c) a pilot project being undertaken during the study period to study Market Lane to assist in establishing the "Dundas Flex Street Programming Authority" that would have the authority to establish programming for the Dundas Flex Street and would include the following individuals in the formulation of the draft Terms of Reference and Business Plan including, but not limited to, the following organizations:*

- *Budweiser Gardens;*
- *London Convention Centre;*
- *Downtown London Business Association;*
- *Tourism London;*
- *Fanshawe College;*
- *City of London Staff;*
- *London Arts Council;*
- *London Music Hall; and,*
- *the London Fringe Festival*

it being noted that the Planning and Environment Committee reviewed and received the following communications with respect to this matter:

- *a communication dated August 22, 2016, from Councillor T. Park; and,*
- *a communication dated September 1, 2016, from J. MacDonald, CEO and General Manager, Downtown London. (2016-D19) (AS AMENDED) (18/15/PEC)*

In December 2016, the Environmental Assessment for Dundas Place, which better defined the feasibility and limitations of the project, was presented to Council. The Environmental Assessment identified that "a robust programming and management strategy is equally important [as the physical redesign] to the transformation success." It also noted that "Dundas Place should be managed as an independent public place, not just as a public street, with a defined mandate and operating budget." In the associated staff report, the estimates for enhanced maintenance were revised and updated based on the new information obtained. The cost estimates for the Dundas Place management entity remained constant; however, it was noted that "significant annual investment into programming and activation may be required depending on the model selected,



**File: Dundas Place Management
Planner: K. Killen**

the nature and frequency of events and other desired soft services.” The extent of funding required for programming and activation was to be determined once the scope of the organizational concept was better defined.

The Core Area Steering Committee (CASC) was established in 2017. This is a subset of Senior Leadership Team Managing Directors whose responsibilities regularly involve addressing identified core area issues. The CASC is identified as the Executive Approval entity for progress on the Dundas Place capital project. Within the CASC, there is consensus that animation and activation as well as security will be of the utmost importance to ensure the success of Dundas Place. The CASC is directing a Market Lane pilot project integrating maintenance, security, and activation, in a time- and territory-limited way to “beta-test” approaches intended for Dundas Place. Results expected in December 2017 will help to inform future management of Dundas Place.

Throughout 2017, downtown events held on Dundas Street, entirely or in part, were evaluated and reported on to gather information and feedback. Through this process, it was consistently identified that a single point of contact would have made the organization and execution of such events more manageable. Event organizers have different levels of knowledge and experience, which makes the process of organizing these events somewhat inconsistent. The intent is to pass down this knowledge to a future Dundas Place management entity as a baseline and to inform future processes and procedures.

As a part of the 2018 annual budget update process, a request for additional funding has been submitted (Appendix “A”), which primarily addresses operating costs associated with Dundas Place. The subsequent recommendations in this report are subject to the approval of this Budget Amendment, as funding for hiring the Dundas Place Manager and to secure a field house is detailed within the Budget Amendment.

RATIONALE

The first Strategic Direction in *Our Move Forward: London’s Downtown Plan* is to “Make Dundas Street the most exciting place in London”. Following from this, Dundas Place is the first Transformational Project identified in the Plan. Dundas Place is intended to be a unique space in London and to reinvent London’s mainstreet to serve as a destination and a public space. Its function will be far beyond that of any other right-of-way. It will be readily adaptable for interior uses to be easily able to “spill out”. Events and activities will also be regularly programmed as the space is intended to be consistently active.

As Dundas Place will be a public space purpose-built for events and frequent closures to vehicle traffic, it bears comparison to other purpose-built public space, indoor or outdoor. Major parks, urban plazas, pedestrian malls, arenas, and performance halls all require dedicated staff to schedule activities, market events, clean and maintain the space, and provide security. The nature of these spaces demand a structured and dedicated management team for operations to run smoothly.

To ensure the success of Dundas Place as “the most exciting place in London”, it is essential that a place management model is established from day one. Staff need to be identified and assigned the duties required to operate and maintain the space for it to reach its full potential. Procedures need to be established in order for the different functions of the space to transition as required. Guidelines need to be established to direct event operators through the process of holding an event. As described by John Mant in the article *Place Management as a Core Role in Government* (2008), “A place manager is an officer who has been given clear responsibility and accountability “to do what is needed” to achieve the outcomes for a place.” In addition, Mant states that “allocating responsibility for place management provides an officer who can, at the very least, mediate the consequences for places of the application of system policies” (2008).

This concept of a “place manager” or a “place management office” is not a new or unique idea. Project for Public Spaces (PPS) identifies a “management plan” as one of the ten principles for a successful square (2005, PPS) and there are many examples throughout North American of urban public spaces with a dedicated management team. As mentioned previously, the notion that a management entity would be required as a component of Dundas Place was identified early in the planning stages for this project. The management method and organizational structure was

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**File: Dundas Place Management
Planner: K. Killen**

intended to be solidified prior to the construction of Dundas Place to ensure the space is managed from opening day.

PLACE MANAGEMENT STRATEGIES

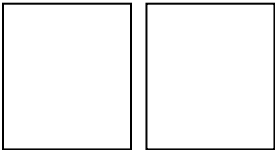
Public spaces in four Canadian cities were reviewed as input into this report: Sparks Street in Ottawa, Yonge-Dundas Square in Toronto, Stephen Avenue in Calgary, and City Square Plaza in Regina (refer to Appendix “D”). These public spaces are all located within their respective cities’ downtowns and are designed with the intent to provide flexible space for events and activities and therefore directly relevant to Dundas Place.

Toronto’s Yonge-Dundas Square is a one-acre outdoor public space surrounded on all sides by streets and designed as a focal point for the city’s downtown area. The City of Toronto established the Yonge-Dundas Square Board of Management in 2001 as the first public-private partnership in Canada to operate a public square. The Board is comprised of 15 members, with representation from the City of Toronto, the Downtown Yonge Business Improvement Area (BIA), local businesses, and the residential community. The board manages, operates, controls, and maintains the square's outdoor public space and activities on behalf of City Council. The Yonge-Dundas Square Team is responsible for implementation of the management strategy. This team is made up of eight staff members, led by a General Manager.

Calgary’s Stephen Avenue is a major pedestrian mall in downtown Calgary. The street is closed to vehicle traffic between 6:00am and 6:00pm throughout the year. The Calgary Downtown Association (CDA) takes the lead on event programming, with two CDA staff members dedicating approximately 70% of their time to the management of the Stephen Avenue. The City of Calgary contracts out maintenance staff for the space; these staff report to the Operations & Downtown Pedestrian Mall Manager (CDA staff). Additional staff are subcontracted as needed.

Sparks Street is a pedestrian mall in Ottawa open to vehicles only for servicing and deliveries. It has a dedicated group of four full-time employees and one summer student; this group reports to the Sparks Street BIA and the Sparks Street Mall Authority through the Executive Director. They have been experiencing some difficulties in terms of staffing and it has been suggested that one additional full-time employee and an additional summer student would be better able to cover evenings and weekends.

Regina’s City Square Plaza is a block of 12th Avenue, merging the downtown commercial hub to Victoria Park on a curbless street that is periodically closed to through traffic. It is unique in this review as the City of Regina did not have a management plan in place after City Square Plaza was re-designed in 2011. Due to this, they have faced many operational issues and have since prepared a “Visioning Report” to help guide the future operations of the plaza. They have identified significant gaps and are in the process of creating a more structured system for managing the space. Generally, the City of Regina staff work to book and coordinate services required for each event, while direct programs are delivered by community organizations and the Regina Downtown BIA.



File: Dundas Place Management
Planner: K. Killen

The table below (Table 1) summarizes the staffing and reporting structure of each location.

Table 1 – Summary of Place Management Models

	Dedicated Employees	Reporting Structure
Sparks Street, Ottawa	4 full-time staff (plus one summer student)	Employees report to the Executive Director, Sparks Street BIA and Mall Authority; the Executive director reports to two boards: Sparks Street BIA Board and Sparks Street Mall Authority Board
Yonge-Dundas Square, Toronto	8 full-time staff	Employees report to the General Manager who reports to a 15-member City board dedicated to the management of Yonge-Dundas Square
Stephen Avenue, Calgary	2 Calgary Downtown Association (CDA) staff dedicate 70% of their time to Stephen Avenue; 2 cleaners contracted by the City	The CDA staff report to the CDA Executive Director; the Executive Director reports to a 12-member board. The cleaners report to the Operations & Downtown Pedestrian Mall Manager (CDA staff), but are contracted by the City Roads Department.
City Square Plaza, Regina	1 City staff member dedicates most of their time in the spring/summer/fall	The City Community Consultant is located in the Sport and Recreation Branch and reports to the Coordinator of Sports Facilities and Special Events

The above examples illustrate that creating an entity to manage public outdoor spaces, which accommodate vehicles to varying degrees is becoming a common practice. However, there is not a consistent approach to managing these spaces. One common feature among them is that there are strong connections between the Business Improvement Associations and the City in the management models reviewed. Each is adapted (or adapting) to the context and circumstances in which they were created.

DUNDAS PLACE, PLACE MANAGEMENT

In determining how the place management entity for Dundas Place should function, there are three organizational structures that need to be established: (1) the Place Management Model, (2) the Governance Model, and (3) the Operational Model.

Place Management Model

The overarching place management model for Dundas Place was outlined in the Budget Amendment (Appendix “A”) and focuses on three main functions: the maintenance, activation, and security of Dundas Place (illustrated in Appendix “B”).

The physical maintenance of Dundas Place will require specialized procedures and targeted efforts to maintain the space to a high standard, as the Dundas Place segment of Dundas Street will have a different surface treatment than all other roads maintained by the City. Maintenance in terms of the cleanliness of the space, such as garbage, snow and graffiti removal, is also intended to be implemented to high standard. Enhanced maintenance may include such functions as more frequent or priority snow clearing, power washing, street sweeping, litter clean up, and garbage and recycling collection.

Activation of Dundas Place is critical to its success, especially in the early stages as Dundas Place establishes itself as a flexible environment for informal day-to-day use and staged events and activities. It will be essential to prepare and maintain a procedure manual specific to Dundas Place or to add and update policies to the existing *Special Events Policies and Procedures Manual* to direct events on Dundas Place. Further to this, it will be important for event organizers to be guided through the process and procedures to ensure that the events and planned activities in the space are organized, attractive, and well attended. Considerations also have to be made for



**File: Dundas Place Management
Planner: K. Killen**

scheduling and programming, facilitating street closures and bollard relocation, ensuring seasonal decorations and outdoor furniture are properly installed and stored, marketing and media relations, event promotions and liaising with the media. In addition, undertaking activities to generate revenue to assist in offsetting the expenditures associated with the operations of the space will need to be delegated. This could include sponsorships and fundraising events and researching and undertaking revenue-generating activities.

As Dundas Place is intended to be frequently programmed, coordinating police and security personnel to ensure that the space feels safe and welcoming to all will also be a priority. Security considerations may cover such matters as working with London Police Core Unit Foot Patrol as necessary, installing additional cameras, and contracting security personnel for specific times and/or events.

Governance Model

The proposed governance model for Dundas Place addresses the hierarchical reporting structure and funding flow for a Dundas Place Management entity. This model is illustrated in Appendix “C” of this report.

Municipal Council, through the Core Area Steering Committee (CASC), is intended to set the mandate, goals, objectives, and performance measures of the Dundas Place Management entity. The proposed Budget Amendment includes annual funding of \$75,000 and \$100,000 over the next two years to hire staff dedicated to the management of Dundas Place.

In terms of the reporting structure, MainStreet London already exists with a mandate to operationalize a strong connection between the London Downtown Business Association (LDBA) and the City of London. This organization was established in 2001 and several of its purposes are directly in line with the goals of Dundas Place, including (iii) promoting and developing cultural, artistic and educational events and activities in the downtown London area; (vi) fostering the cleanliness and beautification of the downtown London area; and, (viii) fostering goodwill and respect of the downtown London area. For this reason, funding is proposed to be directed to MainStreet London for Dundas Place Management staff. Hiring would be done by MainStreet London in coordination with the goals and objectives set by Council through the CASC. MainStreet London would provide the physical office space for the Dundas Place Management Staff and also act in a staff supervisory role through the MainStreet CEO. Recognizing that Dundas Place is a City “facility”, and the limitations that the *Municipal Act* places on Business Improvement Association activities, no funds from the LDBA levy will be allocated to the position.

Operational Model

The proposed operational model for Dundas Place takes into consideration staff and other resources and how tasks are assigned and communicated. It represents a two-way flow of information to ensure the operational duties are efficiently executed and coordinated. This model is illustrated in Appendix “C”.

One primary constraint is the available funding for a dedicated management office. If approved, the funding available would permit one full-time employee on a two-year temporary basis. A single person cannot fulfill the breadth of functions required to manage Dundas Place. Therefore, this position will need to draw from existing resources at the City and primarily be responsible for the coordination of efforts by liaising with City staff and the London Downtown Business Association (LDBA). The temporary nature of the position would allow flexibility in revising and adapting the position responsibilities after the two-year term concludes; however, it may also limit the field of candidates available for the position. A two-year full-time temporary employee dedicated to the management of Dundas Place will be a positive step in establishing a place management strategy. This staff position will be monitored throughout the two-year period and the results may ultimately lead to a permanent position, which will inform the development of the 2020-2023 Multi-Year Budget.

The new staff member is intended to be the Dundas Place Manager. This person is proposed to administratively report directly to the MainStreet London CEO and to coordinate with City and agency staff in executing the maintenance, activation, and security of Dundas Place. The Dundas Place Manager will need to coordinate their efforts with the resources of: the Core Area Steering Committee, the Core Area Coordinating Team, the Arts Council, the City of London Music Office, Tourism London, and the LDBA.



**File: Dundas Place Management
Planner: K. Killen**

DUNDAS PLACE MANAGER

Existing place management staff positions were used to guide the Dundas Place Manager sample job description (Appendix “E”), namely the Operations and Pedestrian Mall Manager (Calgary), the Executive Director, Sparks Street Business Improvement Area and Mall Authority (Ottawa), and the Manger of Events (Toronto). The Dundas Place Manager would be primarily responsible for ensuring that efforts are coordinated and efficient with respect to the day-to-day operations of Dundas Place and Market Lane. This includes functions which ensure the maintenance, activation, and security of the space. The Dundas Place Manager would work closely with existing City staff and resources to achieve the desired level of service. A summary of the initial responsibilities of the Dundas Place Manager is listed below, grouped by level of responsibility.

The Dundas Place Manager will be directly responsible for:

- Developing procedures and standards in coordination with various service providers and reviewing them annually
- Marketing and promoting events
- Updating Dundas Place social media
- Preparing media releases/statements related to Dundas Place
- Maintaining a calendar of events
- Scheduling and organizing events
- Recruiting events and partnering with the LDBA to recruit events
- Working with property and business owners to activate the street with regular attractions (bringing the inside activity out onto the street)
- Guiding event organizers through processes and procedures
- Investigating revenue-generating opportunities, such as sponsorships

The Dundas Place Manager will be responsible for liaising with staff for the coordination of:

- Closing streets and relocating/removing bollards
- Scheduling power washing, street sweeping, and litter pickup – regular schedule and before and after major events
- Scheduling the installation of seasonal decorations
- Scheduling repairs
- Arranging for additional security personnel as needed
- Developing branding unique to Dundas Place
- Arranging the set-up and removal of portable and moveable furniture, planters, and bollards
- Staging for events and activities

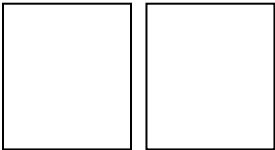
The Dundas Place Manager will not be directly responsible for:

- Traffic management/control
- Clearing and removing snow
- Collecting garbage and recycling
- Providing security and policing enforcement
- Repairing damage
- Lifecycle maintenance
- Producing events

Future Review

As Dundas Place will be a new environment and introduce a flexibility for uses that previously did not exist, it is anticipated that the role of the management entity will evolve over time as Dundas Place matures and establishes itself within the network of downtown spaces and within the city generally. It is important to acknowledge that it is impossible to comprehensively anticipate all needs of the Dundas Place Manager. That being said, much can be learned from the four management models reviewed and these practices were considered and adapted to the opportunities and constraints within London’s context for the recommended place management strategy.

As noted, the Dundas Place Manager staff position is intended to be a two-year full-time temporary position and it is anticipated that the role and responsibilities of this position be monitored by the CASC based on clear performance measures and reviewed by mid-2019. At the time of this review, it is intended that the position would be revised and modified as needed based on the experience gained; this may ultimately lead to a permanent full-time staff position, which



**File: Dundas Place Management
Planner: K. Killen**

will inform the development of the 2020-2023 Multi Year Budget.

FIELD HOUSE

Dundas Place, as mentioned, is intended to be a flexible environment suitable to a variety of events and activities. To support such activities, it will be important to have a multi-functional indoor space dedicated to Dundas Place, in a similar way that a field house supports an athletic field and the associated events. The Dundas Place “field house” may provide a space for public washrooms to support those who on Dundas Place. It would provide a dedicated space for storage of moveable furniture, street decorations, and some maintenance equipment. It would act as a greenroom and a backstage for performers. Additionally, it would also provide a space for tourist information and security personnel to be stationed. Depending on the characteristics of the selected space, not all of these functions may be accommodated at the outset.

Due to the many functions of a Dundas Place field house, the importance of the location of this space should not be overlooked. It will need to be easily accessed from Dundas Street and best located near a possible stage location. Due to the linear nature Dundas Place, it may be necessary to establish two field houses over time located at either end of Dundas Place for logistical purposes. However, it is appropriate to plan for one such facility and to evaluate the need for the second field house at a later time.

It is also important to consider the impact of the field house on the streetscape. The goal of Dundas Street is to have continuous active uses at street-level and the field house should not counteract this intent. As the planned uses of the field house are not active in nature, it would be appropriate for field houses to be located towards the rear of any building, allowing an active use to occupy the street front. However, the space available is somewhat limited and each option should be evaluated with the street-front presence as one factor.

BUDGET CONSIDERATIONS

As mentioned, the recommendation provided in this report is contingent on the approval of the Budget Amendment (Appendix “A”) submitted as a part of the 2018 budget update for additional operating funding for Dundas Place. This budget request includes the costs associated with hiring staff and renting and renovating space for one field house. This budget request also includes updated estimates for the costs associated with the enhanced maintenance, security and activation of Dundas Place. Although maintenance of the space will be undertaken by City staff, additional staff hours and equipment are factored in to the proposed operating budget for maintenance.

In addition, there should also be long-term consideration for one-time capital expenditures. Seasonal decorations and moveable street furniture will be needed to help activate the space and to create a unique environment. Since Dundas Place is intended to hold frequent events and activities, it may be practical to purchase items for use for City events and for rent by third-party events. Such items may include, but are not limited to: street banners, shade structures, event tents, tent weights, electrical mats, extension cords, stages, outdoor screens, sound equipment, sound dampening equipment (sound baffles), flexible outdoor seating, temporary fencing, and temporary lighting. These one-time capital expenditures may be considered during the review of the Dundas Place Management entity.

A review of the Dundas Place Management entity should be completed by mid-2019 to allow the results to inform the development of the 2020-2023 Multi-Year Budget.

CONCLUSION

File: Dundas Place Management
Planner: K. Killen

To ensure the success of Dundas Place, dedicated management is essential. A Dundas Place Manager will be the first point of contact for all things related to Dundas Place. This position is intended to be a temporary two-year full-time staff position and should be reviewed after the two-year period and modified as necessary. To further support the activities planned to take place along Dundas Place, a “field house” should be located along or near Dundas Street to allow easy access to Dundas Place.

Acknowledgements

We would like to acknowledge the significant contribution from City staff from Financial and Business Services, Transportation and Roadside Operations, Transportation Planning and Design, and Environmental and Engineering Services as well as the collaboration with the CEO of MainStreet London and the Chair of the London Downtown Business Association in assisting with the preparation of this report.

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RECOMMENDED BY:	
JOHN M. FLEMING, MCIP, RPP MANAGING DIRECTOR, PLANNING AND CITY PLANNER	

November 10, 2017
KK

- Attached:
- Appendix A – Budget Amendment
 - Appendix B – Dundas Place, Generalized Place Management Model
 - Appendix C – Dundas Place Governance and Operational Models
 - Appendix D – Place Management Strategy Review
 - Appendix E – Dundas Place Manager Sample Job Description

File: Dundas Place Management
Planner: K. Killen

Appendix A – Budget Amendment



STRATEGIC AREA OF FOCUS:

INITIATIVE:

SERVICE(S):

SERVICE LEAD(S):

GROWING OUR ECONOMY
DUNDAS PLACE – ONGOING PLACE MANAGEMENT
PLANNING SERVICES WITH ROADWAY PLANNING & DESIGN
JOHN FLEMING, MANAGING DIRECTOR, PLANNING AND CITY PLANNER;
KELLY SCHERR, MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES
AND CITY ENGINEER
COST DRIVER

Budget Amendment Tax Levy Impact (\$'000's)	2016	2017	2018	2019	2016-2019 TOTAL
Expenditure	\$0	\$0	\$75	\$755	\$830
Revenue	\$0	\$0	(\$75)	(\$380)	(\$455)
Net Requested Tax Levy (Cumulative)	\$0	\$0	\$0	\$375	\$375
Net Incremental Tax Levy	\$0	\$0	\$0	\$375	\$375
Annual Tax Levy Impact % ¹	0.0%	0.0%	0.0%	0.07%	

Note 1: The tax levy impact is calculated using the approved budget.

File: Dundas Place Management Planner: K. Killen

AMENDMENT 1: DUNDAS PLACE MANAGEMENT OFFICE

Operating Budget Table (\$'000's)

Maintenance, Security & Activation of Dundas Street/Place	2016	2017	2018		2019		2020-2025	
	Net	Net	Expenditure	Net	Expenditure	Net	Expenditure	Net
Approved Budget	250	250	250	250	300	300	2,400	2,400
Cumulative Amendment			75	0.1	475	375.1	4,500	4,500
Revised Budget			325	250	775	675	6,900	6,900

Note 1 – Partially funded by the Economic Development Reserve Fund, \$75 thousand in 2018 and \$100 thousand in 2019.

Capital Budget Table (\$'000's)

Dundas Place Field House	Expenditure					
	2016	2017	2018	2019	2020-2025	2020-2025
Approved Budget	0	0	0	0	0	0
Cumulative Amendment					280	0
Revised Budget				0	280	0
Source of Financing						
Approved Budget			0	0	0	0
Amendments	Capital Levy (CL)					
	Debtenture (D)				(280)	
	Reserve Fund (RF)					
	Other (O)					
Non-tax Supported (NTS)						
Revised Budget				0	(280)	0

2026 Capital Gross Expenditure: \$0

2027 Capital Gross Expenditure: \$0

Tax Levy Per Cent Impact Table

Tax Levy Impact (Incremental Changes)	2016	2017	2018	2019	2016-2019 Average
Operating Impact	0.0%	0.0%	0.0%	0.07%	0.02%
Capital Impact	0.0%	0.0%	0.0%	0.0%	0.0%

File: Dundas Place Management Planner: K. Killen

Staffing Table

Staffing Summary (Cumulative Changes)		2018	2019
# of Full-Time Employees Impacted		0 *	0 *
# of Full-Time Equivalents Impacted		1.0	1.0
Full-Time Equivalents Cost (\$000's)		\$75	\$100

* The Dundas Place Manager position is proposed to be funded on a temporary basis for 2018 and 2019 while the permanent management approach for Dundas Place is determined. As noted in the business case, this position may not be with the City of London.

Key Performance Indicator(s) Table

Metrics (Cumulative Changes)	2016	2017	2018**	2019**
Monthly average of unique visitors to Dundas Street, counted through W-L-F-I enabled devices	43,240	45,000	45,000	45,000
Number of new targeted businesses (Dundas)	6	6	3	6
Street-level storefront vacancy rate (Central London)	7.9%***	7.9%	7.9%	7.9%
Number of business frontages upgraded (Dundas)	2	0	3	4
Number of planned events held (Dundas)	7	7	3	10
Number of seasonal sidewalk patios (Dundas)	5	4	2	6

** Dundas Place will be under construction during this time. Metrics are anticipated to improve in 2020.

*** 2015 data

File: Dundas Place Management Planner: K. Killen

What is the reason(s) for the budget amendment(s)?

Purpose of Dundas Place

The Strategic Plan 2015-2019 highlights that investing in "London's downtown as the heart of our city" is a top priority. The Plan outlines ways to achieve this goal, which includes the construction of the "Dundas Flexible Street" (Dundas Place) and the establishment of a "Downtown Management Organization", both of which implement *Our Move Forward: London's Downtown Plan*.

The Dundas Place project aims to transform Dundas Street between Wellington Street and the Thames River into a flexible street, to become a prominent public destination and programming space for Londoners and visitors to arrive at for festivals, celebrations, small-scale events, and every-day shopping, leisure, and civic activities. The project will also address necessary life-cycle improvements and capacity upgrades to municipal infrastructure, coordinated with third-party utilities service upgrades, to create a visibly unified space paved flat from building face to building face. While still permitting vehicle passage and parking, it will more effectively accommodate "spill-out" activity associated with the buildings and businesses along it, and be easily transformed for planned functions and events.

Place Management Approach

While the capital project will be transformational for our Downtown, a three-pronged "place management" approach, integrating: (i) maintenance, (ii) security, and (iii) activation, will be critical to the successful operation of this space over time.

Base Budget and Proposed Budget Amendment by Year (note that these amounts are not cumulative)

\$000's	2018			2019			Annual Amount 2020-2024		
	Base Budget	Proposed Additional Amount	Total	Base Budget	Proposed Additional Amount	Total	Base Budget	Proposed Additional Amount	Total
Maintenance	250	0	250	300	125	425	400	450	850
Activation and Security	0	0	0	0	150	150	0	200	200
Dundas Place Place Manager¹	0	75	75	0	100	100	0	0	0
Dundas Place Field House	0	0	0	0	100 (operating) 280 (capital)	380	0	100 (operating)	100

Note 1 - Position is proposed to be funded from the Economic Development Reserve Fund on a temporary basis for 2018 and 2019 until the permanent management approach for Dundas Place is determined.

File: Dundas Place Management
Planner: K. Killen

New/Refined Information on Costs Determined Through Environmental Assessment Process

The business case for Strategic Investment #22, submitted through the 2016-2019 Multi Year Budget, focused on enabling the completion of the environmental assessment, as required by the *Environmental Assessment Act*, and the necessary rerouting of London Transit Commission (LTC) buses from Dundas Street. Consideration was also given at that time for increased maintenance standards and a Dundas Place management entity:

The initiative includes efforts to animate Dundas Street with a variety of programmed events and activities. This sets an expectation that the street acts as a destination regularly hosting civic and social events, which complement the informal and casual “day-to-day” pedestrian-oriented activities. For project success, the proposed facility requires a higher level of ongoing operations and maintenance than typical for the current Dundas Street. To achieve this, following its construction, estimated operating allocations of \$150,000 annually will fund extra materials and specialized equipment to effectively and efficiently clean the space, remove snow, transition it from vehicle to non-vehicle use, provide shade/shelter, demarcate spaces for certain uses, etc. The project requires consideration for establishing an entity dedicated to its ongoing maintenance, security, seasonal decorations, event programming and scheduling, revenue generation, and vehicular access.

This business case was submitted through the 2016-2019 Multi Year Budget, and a number of advancements in the Dundas Place project have been made since that time.

In December 2016, the Environmental Assessment for Dundas Place, which better defined the feasibility and limitations of the project, was presented to Council. The Environmental Assessment identified that “a robust programming and management strategy is equally important (as the physical redesign) to the transformation success.” It also noted that “Dundas Place should be managed as an independent public place, not just as a public street, with a defined mandate and operating budget.” In the associated staff report, the estimates for enhanced maintenance were revised and increased based on the new information obtained. The cost estimates for the Dundas Place management entity remained constant; however, it was noted that “significant annual investment into programming and activation may be required depending on the model selected, the nature and frequency of events and other desired soft services.” The extent of funding required for programming and activation was to be determined once the scope of the organizational concept was better defined.

Core Area Steering Committee Identify Importance of Maintenance, Programming and Security

The Core Area Steering Committee (CASC) was established in 2017. This Committee represents a subset of the Senior Leadership Team whose responsibilities regularly involve addressing identified core area issues. The CASC is identified as the Executive Approval entity for progress on the Dundas Place capital project. A first project taken on by the CASC was evaluating Market Lane and determining what is needed to address a variety of issues that had been identified by Staff, Council and the community in the Lane. This Market Lane project has served as a learning experience that can be applied to Dundas Place. Specifically, there is consensus among Core Area Steering Committee members that a high level of maintenance, programming and security is of the utmost importance to ensure the success of Dundas Place.

File: Dundas Place Management
Planner: K. Killen

Description of the Proposed Budget Amendment

a. Dundas Place – Place Manager

As noted above, a deliberate place management approach will be necessary for Dundas Place to succeed. This approach is not unlike that required for a shopping centre, where maintenance, furniture staging, event planning, programming, security, coordination with merchants are all coordinated by one office. The initial business case identified the need for a Downtown Management function (broader in scope), with a \$100k budget allocation expected to be required beginning in 2020.

The Dundas Place – Place Management Office responsibilities would include oversight and coordination of all three prongs of the place management approach: (i) maintenance; (ii) security; and (iii) activation for this defined area. It must be clear, however, that the Place Manager would not conduct the majority of maintenance activities themselves, but would coordinate with the appropriate City service area (e.g. Roads Operations and Parks Operations) to achieve an agreed-upon maintenance service level. Enhanced maintenance standards could include such functions as priority snow-clearing, regular streetscape power washing and steam cleaning, landscape weeding and watering and a dedicated crew for litter cleanup. Security considerations may cover such matters as additional cameras or contracted security personnel for specific times and/or events. Activation would include responsibilities such as scheduling events, planning for festivals, working with various potential partners (Tourism London, London's Music Officer, the Arts Council, etc.) to deliver other programming, facilitating street closures and street set-up (movement of Downtown furniture, stages, planters, bollards, etc.). The management entity would also be responsible for seeking revenue generation opportunities to assist in offsetting the expenditures associated with the space over time.

Staff believe it may be beneficial to house the Dundas Place Manager within the office space of the London Downtown Business Association (LDBA). This would allow for synergies between the activities currently undertaken by the LDBA and the new entity and cost efficiencies relating to office space, meeting space, management support, and clerical services. There are a variety of ways in which this may be explored – from funding the LDBA to hire a Place Manager (together with a service agreement to deliver this function) to a City position that is collaboratively housed within the LDBA offices. The possibilities for this kind of arrangement are being explored both internally and together with the LDBA. The Core Area Steering Committee will be asked to provide leadership on this issue as it progresses, with a goal of having the Dundas Place Manager in place by the 2nd Quarter of 2018.

Construction of Dundas Place is planned for two phases. Phase One construction from Ridout Street to Richmond Street is to commence in the Spring of 2018 and conclude in the Fall/Winter of 2018. Phase Two construction from Richmond Street to Wellington Street is planned to commence in the Spring of 2019 and conclude in the Fall/Winter of 2019. The current budget forecast anticipated that a management entity would be required starting in 2020, after both phases of construction are intended to be complete. This timeline would leave a completed Phase One unmanaged for over a year which would create a number of problems:

File: Dundas Place Management
Planner: K. Killen

Alternatively, hiring the Place Manager in early 2018 as recommended, will allow the Place Manager to develop standards of maintenance and operational criteria specific to Dundas Place in collaboration with City staff, to create a programming schedule to begin on the first day that the street is open and to deliver on activation immediately upon completion of construction. The Manager could also begin to investigate revenue-generating options, develop relationships with key stakeholders downtown, create service arrangements, coordinate set-up and tear-down processes and protocols, communicate and coordinate with downtown merchants and property owners, etc. Recognizing that the hiring will not occur until the beginning of the 2nd Quarter of 2018, only partial funding is identified for the position in 2018. The position is proposed to be funded from the Economic Development Reserve Fund on a temporary basis for 2018 and 2019 until the permanent management approach for Dundas Place is determined.

b. Dundas Place - Maintenance Requirement

The base budget, as submitted in the 2016-2019 Multi-Year Budget, identifies \$250,000 for the maintenance of Dundas Street, prior to completion of construction (up to and including 2018). Council approved an additional \$50,000 of operating budget in 2019 and another \$100,000 in 2020 (subject to budget approval), for a total budget of \$400,000 for the maintenance of Dundas Place by 2020, following complete construction of Dundas Place. These maintenance cost estimates were based on information available at the time the 2016-2019 Multi-year Budget was submitted.

In a staff report dated December 12, 2016, following more refined cost projections produced through the Environmental Assessment process, preliminary cost estimates were reported to Council for recommended levels of maintenance for Dundas Place, which included plowing, sweeping, localized steam cleaning and more frequent waste management. With this new information, a new estimated total cost of \$850,000 annually was identified for the new maintenance standard requirement for Dundas Place following complete construction. As \$400,000 has already been identified, it is estimated that an additional \$450,000 will be required annually, beginning in 2020, to ensure that the required standard of maintenance is achieved. As only half of Dundas Place will be completed by 2019, less funding is required for this interim transitional period (an additional \$125,000 beyond the base budget, rather than the additional \$450,000 needed in 2020).

The standards set for Dundas Place maintenance, security and activation in 2019 will also help to refine the level of funding required in the following 2020-2023 budget cycle. It is anticipated that Dundas Place will create revenue generation opportunities, which could help to off-set expenditures in the future. Rental of the space, permit fees, and advertisements are potential revenue generators for Dundas Place. The Dundas Place Management Office will be critical for "selling the space" and for tracking and projecting these revenues for future budget development.

c. Dundas Place - Activation and Security

No budget currently exists for activation or security, but as learned through the Market Lane experience, these elements are critical to the success of Dundas Place. Staff are recommending an amount of \$150,000 to be added to the Operating Budget in 2019, increasing to a total of \$200,000 for activation and security in 2020. These funds would be used for a variety of expenses that come with planning and delivering programming, such as: advertising and promotion, various fees, potential event incentives and partnerships, etc. In addition, security will be required in different forms from time to time. The proposed budget would accommodate these security fees as well. Once Dundas Place is established, it is anticipated that

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Planner: K. Killen

there will be opportunities for raising funds in new ways such as space rental, permit fees, advertisement and sponsorship fees, etc. These revenues may be able to offset some of these activation and security costs in the future.

d. Dundas Place - Field House

A physical indoor space ("field house") accessible on Dundas Place will be required to support the day-to-day operations of the space. This "field house" is intended for storing moveable furniture, bollards, planters and equipment, providing a location for public washrooms; and for use as a "back stage" for the events that will be occurring outdoors. No specific location has been secured for such a field house at this time, but preliminary estimates for one identified location suggests that a one-time capital cost of \$280,000 for renovations and an annual operating cost of \$100,000 is a reasonable estimate for the rent, utilities and operations of a "field house". As Dundas Place is a linear public space, there may be a need in the future for a second "field house" for logistical purposes; however, Staff believe it is appropriate to plan for one such facility and evaluate the need for a second as experience is gained managing the street.

What are the risks associated with not proceeding with the amendment?

A large capital investment is being made to design and construct four-blocks of Dundas Street to transform it into Dundas Place. This project is intended to stimulate investment in storefront improvements, support new and existing businesses, and encourage new development Downtown. It is also intended to have a transformative effect on Downtown's image, offer new space for community celebration and festivals, offer an every-day attraction for Londoners and tourists and support Council's Strategic Plan goal of improving Downtown as the heart of our City.

Without the proposed enhanced funding for (i) **activation**; (ii) **maintenance**; and (iii) **security** identified in this business case, there is a substantial risk that Dundas Place will not be successful over time. With the current level of investment in maintenance, the new streetscape will quickly deteriorate, rapidly diminishing the quality of the space and user experience. Accordingly, it may not achieve Council's goal for this civic space.

While the quality of physical space is important, the degree to which it is programmed with interesting and attractive activities and events is equally as critical. Without adequate funding for such programming, and the necessary security for various conditions, the space will not be used frequently by Londoners and visitors and the capital investment will not reach its potential. Without these proposed budget enhancements, Council's substantial investment in this capital project will not result in the goals that it is intended to achieve. There is a corresponding risk that the Downtown will not progress over time, and that investment in the core and the City as a whole may be negatively affected.

A Dundas Place Manager is necessary to ensure the space feels secure, well-maintained and active and that the environment and experience of these blocks of Dundas Street is demonstrably improved from its pre-construction state. If the first constructed half of Dundas Place is not managed (or managed adequately) from the outset there is a significant risk of establishing negative perceptions of the space and undermining Council's primary goals for this important municipal project.

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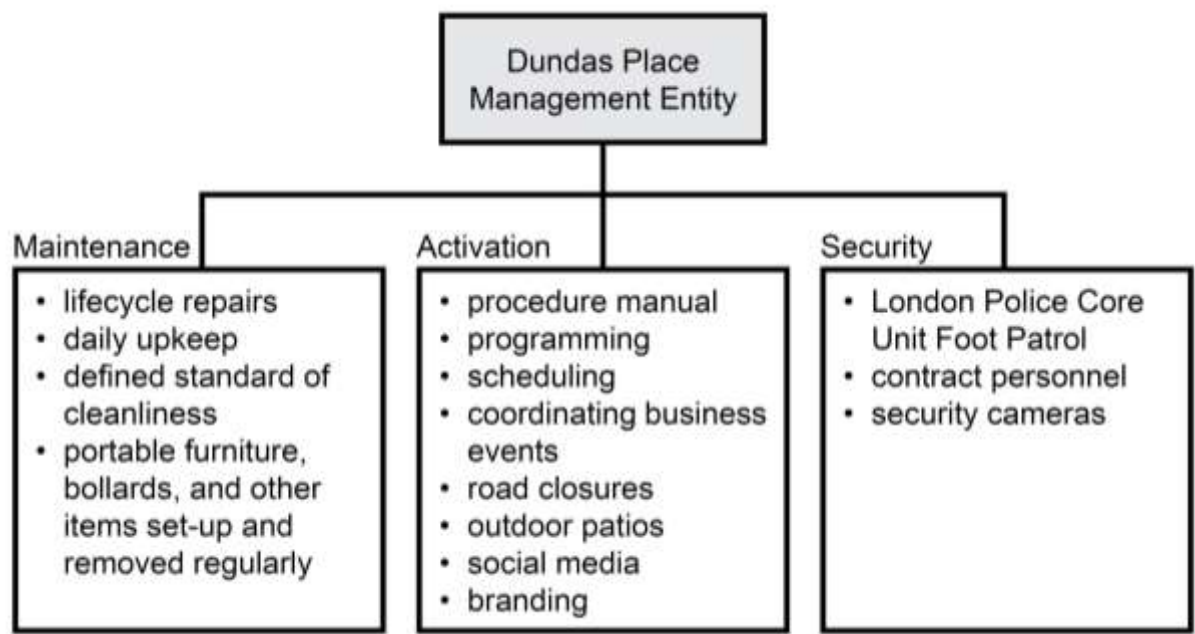
Additional Information

The documents listed below can be found on london.ca and mydundas.ca.

- Our Move Forward: London's Downtown Plan
<http://www.london.ca/business/Planning-Development/downtown/Documents/Our-Move-Forward-LondonsDTPlan-adopted-April-14-2015.pdf>
- Creating Dundas Place: A Flexible Street Scoping Study
<http://www.london.ca/residents/Roads-Transportation/Transportation/Planning/Documents/Creating-Dundas-Place-LR-2015-01-14.pdf>
- Dundas Place Environmental Study Report
http://docs.wixstatic.com/ugd/659d1e_9315be9cefcd04e30bca691289504153.pdf
- CWC Staff Report (Agenda Item 9):
<http://sire.london.ca/mvviewer.aspx?meetid=1377&dctype=AGENDA>

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Appendix B – Dundas Place, Generalized Place Management Model

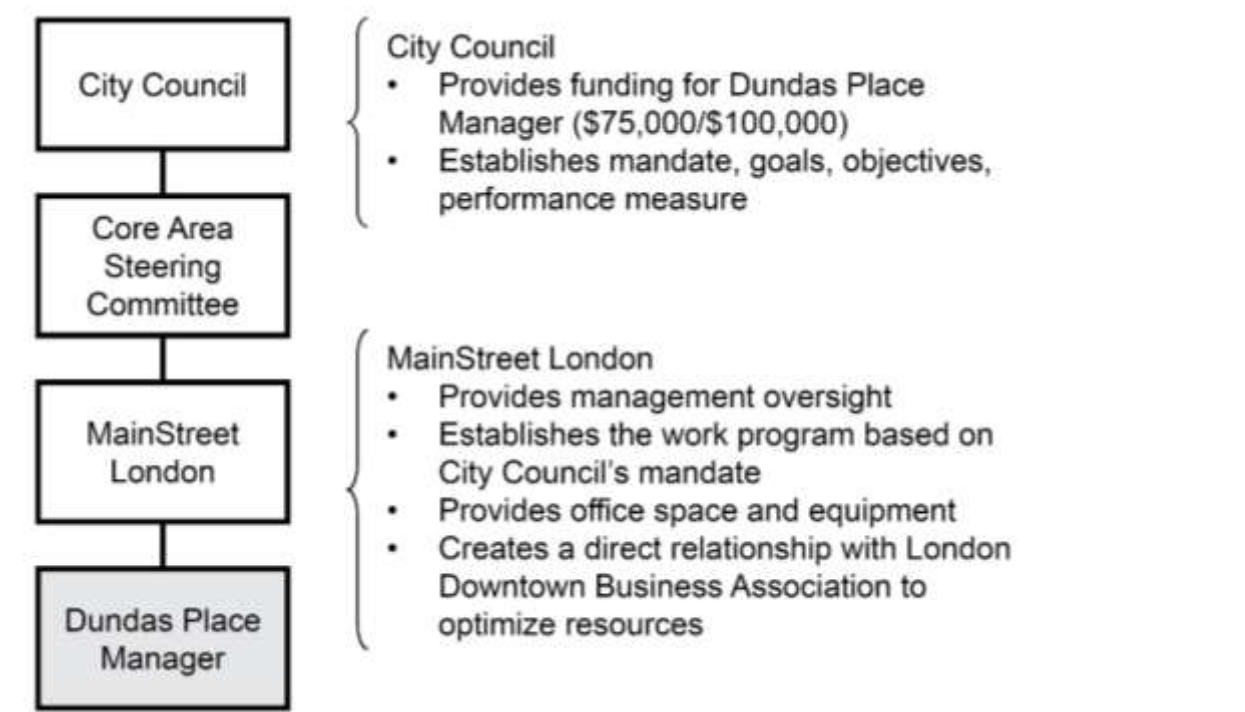


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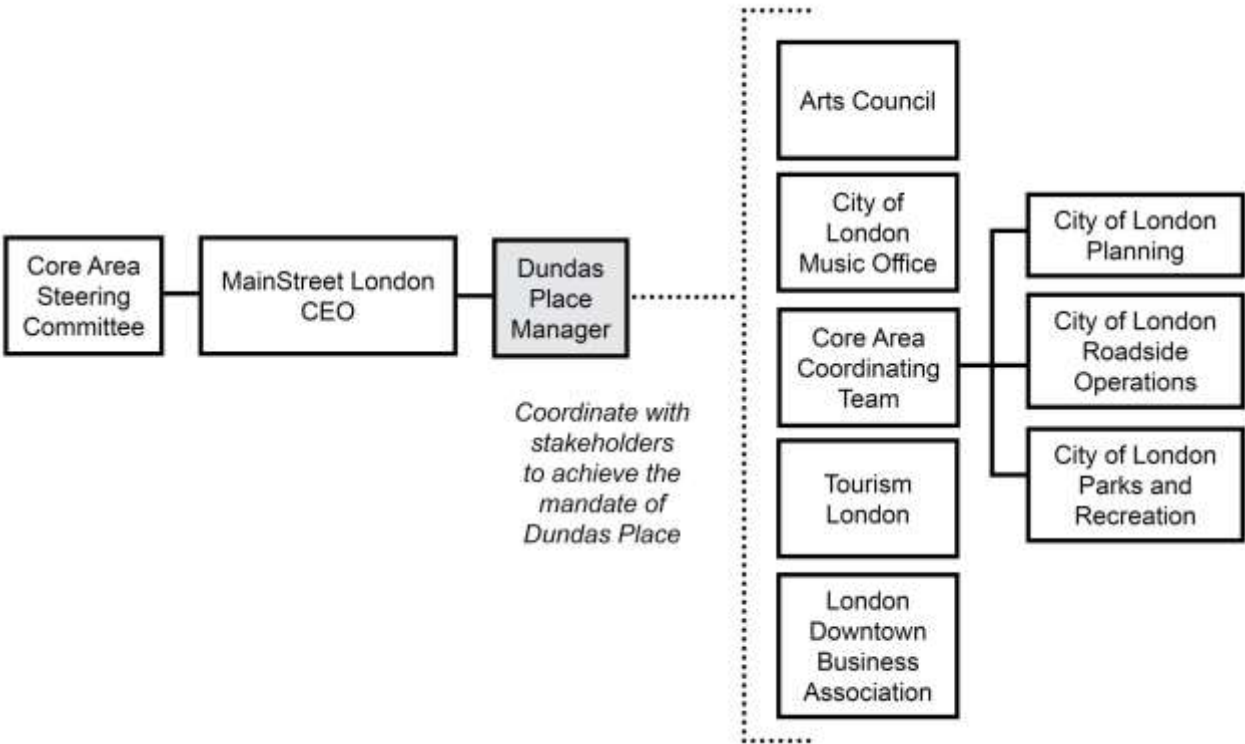
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Appendix C – Dundas Place Governance and Operational Models

Dundas Place Governance Model



Dundas Place Operational Model



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Appendix D – Place Management Strategy Review

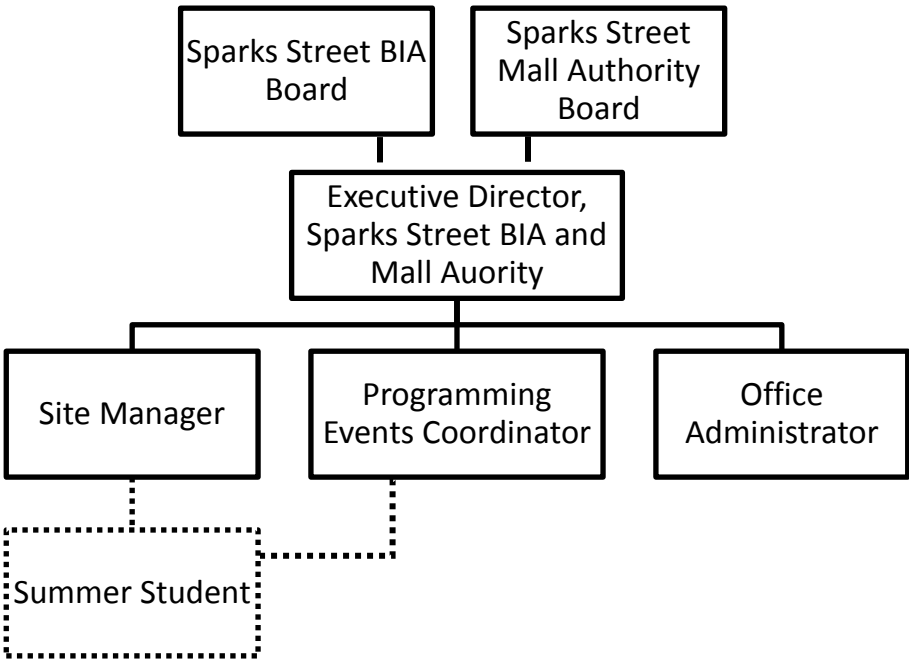
A best practices review was undertaken to identify how other municipalities address the management of similar public spaces within the North American context. A summary of the findings is below.

Sparks Street, Ottawa

Ottawa’s Sparks Street is a linear “town square” located in Ottawa’s downtown. Formally a right-of-way open to vehicular traffic, the street was closed permanently to vehicles after a temporary closure in 1961, transforming it into a pedestrian mall.

The Executive Director reports to two boards – the Sparks Street Business Improvement Area (BIA) Board and the Sparks Street Mall Authority Board. The Sparks Street BIA is responsible for promotion, events, business support and marketing. The Sparks Street Mall Authority is responsible for such things as upkeep, plants, Christmas decor, lighting, small surface repair, graffiti, patio rental, and parking permits. The street is still City of Ottawa property. As such, they are responsible for major repairs.

There are three full-time staff, including a Site Manager, a Programming Events Coordinator, and an Office Administrator, as well as a summer student reporting to the Executive Director. This organizational structure is illustrated below.



Yonge-Dundas Square, Toronto

Toronto’s Yonge-Dundas Square is a one-acre outdoor public space designed as a focal point for the city’s downtown area. The square hosts a number of activities, including community celebrations, theatrical events, concerts, receptions, and promotions.

The Yonge-Dundas Square Board of Management was established in 2001, and is the first public-private partnership in Canada to operate a public square. Yonge-Dundas Square is a business venture in partnership with the City of Toronto and the local business and residential communities, including the Downtown Yonge Business Improvement Area (BIA). The board manages, operates, controls, and maintains the Square's outdoor public space and activities on behalf of City Council.

- The board consists of 15 members composed of:
- the Council member for Ward 27, Toronto Centre Rosedale
 - 5 public members
 - 2 members of the Downtown Yonge BIA nominated by the BIA

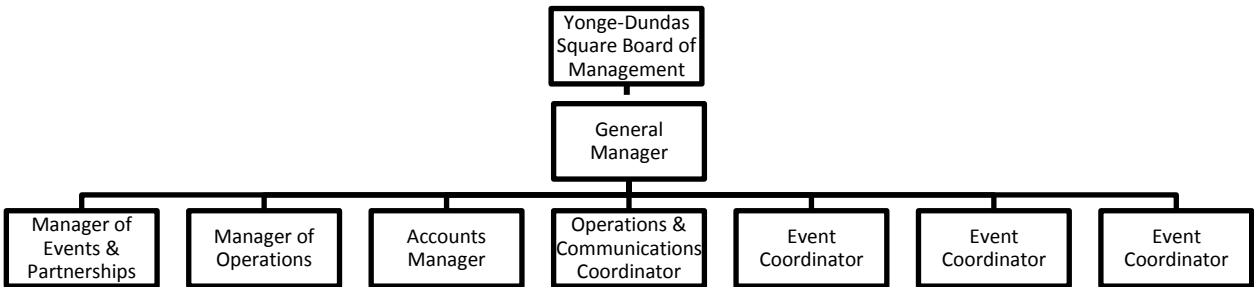
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- 1 member nominated by Ryerson University
- 1 member nominated by a local resident’s association
- 1 member nominated by the Corporation of Massey Hall and Roy Thomson Hall
- 1 employee of the Toronto Parking Authority (exofficio, no voting rights)
- 1 employee of the Toronto Police Service (exofficio, no voting rights)
- 2 City of Toronto staff (exofficio, no voting rights)

City Council appoints the board's chair. The board elects a vice chair from amongst its members. The term of office for public members is four years.

The team dedicated to the functioning of Yonge-Dundas Square includes eight members: a Manager of Events & Partnerships, a Manager of Operations, an Accounts Manager, an Operations & Communication Coordinator, and three Events Coordinators, who all report to the General Manager. This organizational structure is illustrated below.



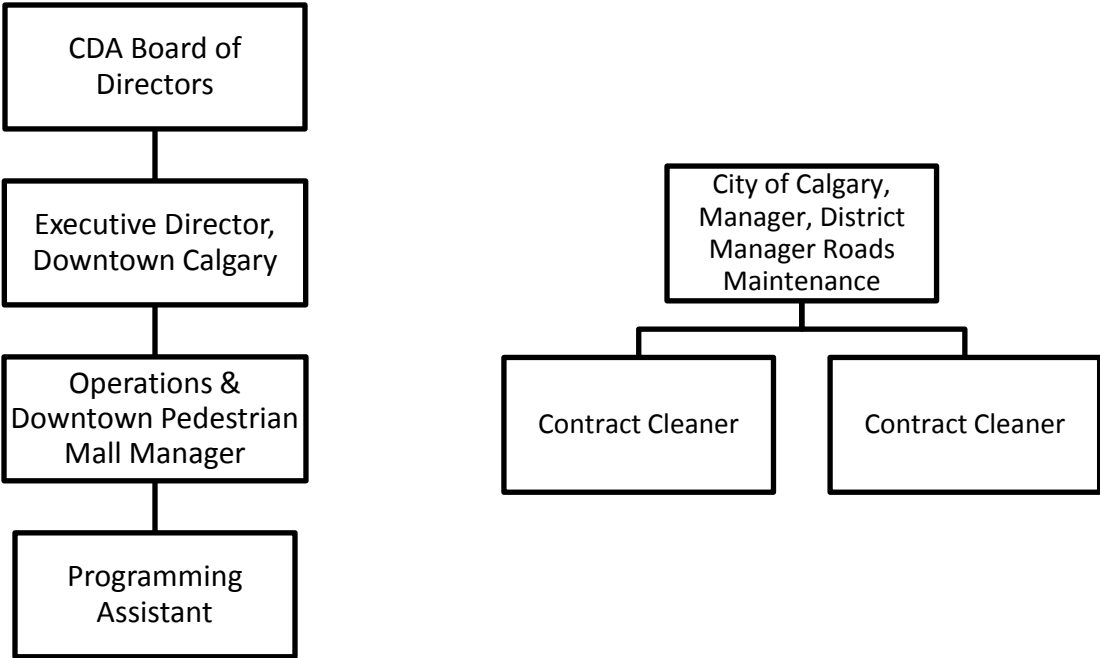
Stephen Avenue, Calgary

Calgary’s Stephen Avenue is a major pedestrian mall in downtown Calgary. The street is closed to vehicle traffic between 6:00am and 6:00pm daily. The Calgary Downtown Business Revitalization Zone Association (CDA) is the body predominantly responsible for the operations of Stephen Avenue. Two CDA staff each dedicate approximately 70% of their time to the management of Stephen Avenue. These staff report to the Executive Director of the CDA. The CDA itself is governed by a twelve-member Board of Directors comprised of ratepayers elected for three-year terms. The CDA is funded by a levy on the business taxes paid by the downtown businesses.

Two full-time contract cleaners are responsible for Stephen Avenue; these staff report to the Operations & Downtown Pedestrian Mall Manager, however their contract is managed by the City of Calgary’s Road Department. The additional cleaners are subcontracted as needed. This organizational structure is illustrated below.

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The by-law which establishes the Stephen Avenue Mall management and operations, indicates that when any person, group, firm or corporation wishes to carry on any activity on Stephen Avenue, an application has to be submitted and permission obtained from the CDA to do so. It also limits the use of the space to prioritize pedestrians by limiting or prohibiting skateboarding, rollerskating, and cycling.

City Square Plaza, Regina

Located in the heart of downtown Regina, City Square is an urban district that is comprised of Victoria Park, the F.W. Hill Mall and City Square Plaza. City Square is Regina’s premier outdoor cultural events facility, hosting dozens of events each year, from the Regina Farmers’ Market to daily performances on the F.W. Hill Mall stage to major festivals such as the annual Regina Folk Festival and the Regina Jazz Festival which spill over into all parts of City Square.

City Square Plaza, located adjacent to Victoria Park on 12th Avenue, underwent a re-design in 2011 to create the plaza space. This outdoor, four-season cultural events venue features a performance stage, programmable lighting, electrical and water services and plenty of space for participants, spectators and vendors. The new space is a vibrant, inviting, accessible and safe place that attracts more people and promotes greater pride in Regina. The new plaza space has hosted and booked a number of events including the first-ever Saskatchewan Fashion Week, the popular Regina Farmers’ Market, the Regina Folk Festival, JazzFest Regina and more.

City Square Plaza does not currently have any staff dedicated to its management. A City of Regina staff member, located in the Sport & Recreation Branch and referred to as a “Community Consultant”, spends a significant amount of during the spring, summer and fall working with groups to coordinate bookings and to provide access other City services. The support coming from other City departments does not include any dedicated staff. They have identified significant gaps, however, and possible instances of overlap as well with the Regina Downtown Business Improvement District (RDBID).

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**File: Dundas Place Management
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Due to identified issues and gaps with the operations and management of the plaza, a “Visioning Report” was prepared. This report was intended to guide the future management of City Square. Included within the recommendations is to collaborate with RDBID to determine clear roles and responsibilities; to develop a mechanism that allows for broader stakeholder engagement in suggesting projects; and, to enforce inter-departmental roles and responsibilities and other operational procedures. Also included are the recommendations to examine the municipal policies, procedures and charges with respect to City Square; to create comprehensive and accessible event guidelines; to create a strategic communication plan and brand for City Square; and, to create a Festivals and Events Strategy.



**File: Dundas Place Management
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Appendix E – Dundas Place Manager Sample Job Description

Position Title: Dundas Place Manager

Summary of Duties: Reports to the CEO of MainStreet London. Ensures Dundas Place is active, maintained and secure through coordination with City of London staff, property and business owners, and input from downtown stakeholders.

Work Preformed:

General

- Sit on and work closely with the Core Area Coordinating Team and the Special Events Coordination Committee
- Coordinate with City staff and other parties to ensure the operations of Dundas Place and Market Lane are efficient and effective
- Oversee the development and annual review of policies, procedures and standards related to Dundas Place events and activities
- Track performance measures established for Dundas Place
- Maintain strong relationships with property and business owners downtown, with specific attention to those located along Dundas Street
- Coordinates the use of the Dundas Place “field house”
- Respond to all enquiries regarding Dundas Place in a professional and timely manner
- Work frequent evening and weekend hours

Activation

- Act as a liaison to third-party users of Dundas Place and/or Market Lane and guide them through the applicable processes
- Manage and oversee the provision of equipment for events
- Maintain a calendar of all scheduled events taking place within Dundas Place and/or Market Lane
- Stay well-informed of activities occurring throughout the downtown, particularly in Victoria Park and Harris Park, to coordinate events or to avoid conflicts
- Recruit third-party events and encourage the use of Dundas Place for activities and events suited to the space
- Maintain Dundas Place social media platforms
- Prepare all media releases related to Dundas Place
- Develop branding unique to Dundas Place with the assistance of professional staff
- Market and promote activities and events scheduled to take place on Dundas Place
- Investigate and develop revenue-generating opportunities to off-set expenditures related to Dundas Place and Market Lane develop revenue-generating opportunities, such as permits, rentals, advertising and sponsorships
- Seek out sponsorship opportunities
- Work with City staff and the London Downtown Business Association in coordinating capital expenditures
- Coordinate and facilitate road closures as required

Maintenance

- Undertake regular inspections of Dundas Place, report issues, and arrange for repairs or additional maintenance as required
- Coordinate the maintenance of Dundas Place to ensure it does not conflict with other activities planned for the space

Security

- Work with City of London Police, Foot Patrol Officers, and additional security personnel to create a safe and secure environment
- Take a proactive approach to risk and emergency management for events

Qualifications:

- A post-secondary degree/diploma in a professional discipline pertinent to the job functions, such as business administration, marketing, or economic development, with a minimum of five years of related work experience

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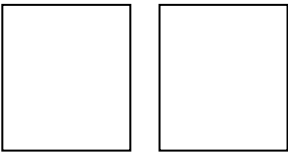
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Skills:

- Excellent leadership skills and experience managing/coordinating staff and service providers
- Skills in conflict resolution and problem solving and working with political and third-party clients
- Strong verbal and written communication skills, experience managing various social media platforms, and a proven track record in marketing
- Strong skills in event planning and project management
- Experience working with the media and/or media training is an asset
- Strong functional ability in the use of a standard office suite of computer programs and social media platforms

DRAFT



TO:	CHAIR AND MEMBERS PLANNING & ENVIRONMENT COMMITTEE MEETING ON NOVEMBER 20, 2017
FROM:	JOHN M. FLEMING MANAGING DIRECTOR, PLANNING AND CITY PLANNER
SUBJECT:	THE CITY OF LONDON TREE PROTECTION BY-LAW C.P. 1515-228 IMPLEMENTATION REVIEW
RECOMMENDATION	

That, on the recommendation of the Managing Director, Planning and City Planner, the following report **BE RECEIVED** for information regarding the Tree Protection By-Law C.P.-1515-228 Implementation Review.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

October 10, 2017	Planning & Environment Committee Report– Planning Services Work Program update
July 17, 2017	Planning & Environment Committee Report – Staffing Resources to support the new Tree Protection By-Law
August 22, 2016	Planning & Environment Committee Report – Adoption of the Tree Protection By-Law and direction of to monitor the implementation of the By-law and provide a status report and any recommended amendments to the By-law within a period of one year.
August 26, 2014	Planning & Environment Committee Report - Adoption of the Urban Forest Strategy and endorsement of an Implementation Plan that includes by-law revisions

PURPOSE

The purpose of this report is to inform Council of the impact to Urban Forestry’s work plan due to the implementation of the “The City of London Tree Protection By-Law C.P. 1515-228”.

Based on Council’s August 22, 2016 direction, a more comprehensive review of the Tree Protection By-Law will be performed in Q1 2018. A report will be provided to Council outlining community and stakeholder feedback, and any proposed changes to the By-Law including any direction that may be received from this report.

ANALYSIS

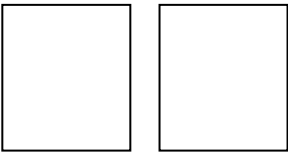
Council Adoption of the Tree Protection By-law

In August 2016, Municipal Council adopted “The City of London Tree Protection By-Law C.P. - 1515 -228”. The intent of the By-Law is to “Prohibit and regulate the destruction or injuring of trees in the City of London”. The By-Law replaced the “Tree Conservation By-Law C.P.-1466-249”.

By-law covers 50cm diameter trees vs 75cm diameter Distinctive Trees

In anticipation of the new By-Law, staffing resources were increased by two full-time equivalents (FTEs) to accommodate additional responsibilities related to its implementation and enforcement. The original organizational and staffing plan for the new By-Law was based on the trunk size of

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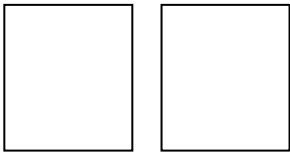
the “Distinctive Tree” category being greater than or equal to at 75 cm diameter at breast height (DBH).

Through the approvals process at Planning and Environment Committee and Council, a revision to the By-Law was made to amend the definition of “Distinctive Tree” to be greater than or equal to 50 cm DBH, instead of greater than or equal to 75 cm DBH. At that time, Administration indicated that this change would have a significant impact on the required resources to administer and enforce the proposed By-law. Accordingly, Council directed staff to move forward with the change to greater than or equal to 50 cm DBH and report back after a year of implementation to identify progress on implementation, potential revisions to the By-law, and any resource requirements resulting from the By-law.

Implications of the 50cm diameter Distinctive Tree size

Due to this size adjustment, applications for Distinctive Trees are about five times the number (517 vs 109) that would have been submitted if the definition had remained at greater than or equal to 75 cm DBH. There has been an obvious and expanding gap in the service delivery within Urban Forestry and its ability to continue to carry out specific projects recommended in the Council approved Urban Forest Strategy. Staff have been directed to prioritize the By-Law resulting in other project work being impacted by being delayed, not performed to standard, or not completed. Most recently, on October 11, 2017, a report was provided to the Planning and Environment Committee updating the Planning Services Work Program.

SUMMARY OF DISTINCTIVE TREE PERMITS & OTHER BY-LAW WORK	
September 1 st 2016 – October 13 th 2017	
Distinctive Trees	
Permit Applications:	
Distinctive Tree greater than or equal to 75 cm DBH	109
Distinctive Tree greater than or equal to 50 cm DBH	408
Permit Applications Denials:	
Distinctive Tree greater than or equal to 75 cm DBH	11
Distinctive Tree greater than or equal to 50 cm DBH	55
Estimated Applications - Dead Trees	15-20%
Tree protection areas (TPA)	
Permit Applications	92
Denials	4
Property Standards By-law (2017 only)	
Applications	70
Calls	153
Observed By Officer on Site	20
Follow up Inspections	36
Removals	373
Pruning	57
Estimated Number of Hours	216
Other by-law related work	
Inquiries (Only related to By-Law)	1,324
Written Warnings (2017 only)	6
Part I Offence Notices Issued	1
Part III Proceeding Commenced by Laying an Information (100hrs)	1
Orders to Discontinue	12
Appeals (30 hrs)	6
Estimated Enforcement Calls (2-3 per week per officer)	400
About 90% of these calls are non-infractions	360



In addition to the new By-Law requiring much more time to implement the Distinctive Tree component, there are other impacts that have influenced its implementation. During the first year much time and resources were needed to educate and guide applicants through the new process. Many application submissions were incomplete or incorrect. The quality of applications has improved, in particular with industry partners such as tree care companies.

One of the major challenges of enforcement is that it is reactive in nature. It is important for the new By-law to have vigor in its enforcement to ensure that it continues to have credibility. Enforcement calls can come into Urban Forestry through many sources such as internal work groups (Councillor’s Office, Forestry Operations, Site Plan, By-Law), and external parties (community groups, citizens). Calls need to be responded to quickly to make the difference between only one or several trees being removed, and to enhance the prospects of a successful prosecution or fine by catching perpetrators carrying out the activity. During the first year of the By-Law much time has been utilized educating the public and applicants about the By-Law as a result of enforcement calls.

When Urban Forestry receives a call, planned project work takes a back seat while this concern is being addressed. All enforcement calls result in a physical site visit but there is also work prior to going out into the field such as researching the site for active planning applications and reviewing ownership information. Results of an enforcement site visit can vary and range from no follow up; to issuing orders to stop work; to the creation of work orders and/or issuing of Offence Notices. All of these actions require time to research and to follow through.

Tree work and construction activities are seasonal in nature as is Urban Forestry’s work plan work (invasive plant management, community tree planting, community programs). This has the small staff resources stretched during our peak season (April-Oct).

Urban Forestry services both internal and external clients. Internal customers include other business units that rely on Urban Forestry expertise to provide input into reports and plans. Delayed responses can place additional strain on work units to provide Urban Forestry comments when needed, delay approvals or result in missed opportunities for improved tree protection and replanting. External clients submitted approximately 1,300 inquiries (phone, email) about the By-law, and also submit applications and various plans. Without adequate support these too can be delayed and lead to decreased customer service experiences.

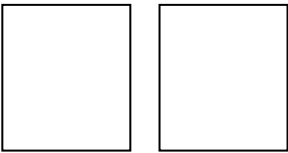
It is difficult to determine the impact that the Tree Protection By-Law has had on preserving our tree canopy cover over the first year. Some information at this stage is anecdotal. It is evident that Londoners care about their trees as illustrated by the large number of inquiries and calls to staff about the new Tree Protection By-Law. There is no practical way to determine how many trees, of the protected tree types in the new By-Law, have been saved that were otherwise being removed in London prior to the adoption of the By-Law.

Commitment to preserving our urban forest is a long term endeavor that will benefit future generations. This will entail longer term studies and analysis. The Urban Forest Strategy notes that canopy cover studies should be completed every 5 years and urban forest analysis every 10 years. This is to track the progress of achieving our tree canopy cover goal of 34% by 2065. The latest data collected for canopy cover was in 2015 with the most recent urban forest analysis in 2012.

To support the “Plant More” of the Urban Forest Strategy, some of the tree permit applications require tree planting as a condition of the permit and in other situations cash-in-lieu has been collected for tree planting elsewhere in the community.

Internal Efficiencies & Improvements Made

When the By-Law was adopted many new policies and procedures were needed to support the By-Law. This includes learning simple tasks such as how to process payments, and tracking information to more complex issues such as how to properly issues fines and the appeals process. It has been very much a “Learn as we go” or “Building an airplane while flying” process. However, internal improvements have been made where possible. Examples of some are noted below.



Review & Consistency Meetings

Staff initially met twice a week to review applications and processes. This was to help ensure that there was consistency in the application of the new By-Law and the permitting process. It was also important that the same information was being provided to applicants and others that had interactions with the new By-Law. Due to these meetings where staff could share information and experiences, they were brought up to speed quickly.

Addition of Clerical Staff (CRS) – Customer Service

This past July, permanent clerical support was secured for Urban Forestry with a focus on By-Law implementation. This was approved by Council utilizing existing funding. This position provides an improved customer service experience for those seeking assistance regarding the new By-Law. It is the first point of contact for customers and has reduced the time to process permits. This position also helps utilize existing resources in a more effective manner as routine and common questions can be answered without them being forwarded to the Urban Forestry Technologists (Municipal By-Law Enforcement Officers). This position also provides many administrative functions such as creating files, tracking, and data entry and receives and processes payments.

Data Entry – Duplication of Work

In efforts to continue to streamline and improve processes, staff are investigating ways to decrease the amount of time for data entry. Planning Services is creating a GIS based system that will limit the amount of redundant information needed to be inputted while improving tracking and reporting. Areas for improvement such as an online fillable permit application form and various other ways to receive payments are also being investigated. Requiring permits for dead trees was also evaluated and determined that it is practical to continue to do so as many applications are submitted noting the reason for the removal is that the tree is dead, when it is not.

Other improvements that are being looked into include redistribution of areas of work based on volume of work to be more equitable and decrease travel time, creation of a simpler application template to improve the information being submitted and accepting pictures of dead trees in the application process to avoid some site visits.

Reprioritization of Urban Forestry Work Program for 2018

Given the existing staffing resources, the Urban Forest Strategy and associated Implementation Plan has been reviewed reprioritizing the actions that support the short and long term strategic goals. As shown in the October 2017 report, the two projects that are on Council’s Strategic Plan, iTree Eco Analysis and Boulevard Tree Protection By-Law Revisions, have been prioritized. The review and update to the Tree Protection By-Law would also be undertaken, as directed by Council. In addition, a project has been added that would include internal service review regarding effective and efficient delivery of tree By-Law services. This project would be supported by Planning Services, Development & Compliance Services and Environmental & Engineering Services.

REVISED URBAN FORESTRY WORK PROGRAM

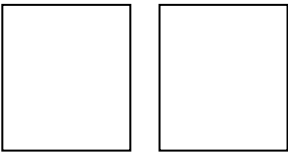
PROJECTS TO IMPLEMENT

Implementation & Enforcement of Tree Protection By-Law	On-going
Enforcement of Property Standards – tree hazards	On-going
Boulevard Tree Protection By-Law Revisions* (with tree species review)	Q2
Tree Protection By-Law Update	Q2
Internal Service Review on Efficiencies and Process Improvement	Q3
iTree Eco Analysis*	Q4 into 2019

PROJECTS AS RESOURCES PERMIT

Report Writing & Analysis	On-going
Plan reviews (subdivision, site)	Response Time Delay
Invasive Species Reduction Programs	
• Buckthorn Management Program	On-going
• Asian Long horned Beetle (ALB) Program (monitoring)	Delayed

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Woodland Management Capital Program On-going

PROJECTS WITH MODIFIED TIMEFRAME

Supporting Documents for By-Laws & Strategies	
• UF Communications & Education Strategy	Defer
• Watering Strategy	Defer
• Tree Compensation Guidelines	Defer
• Downtown Capital Tree Planting Projects	Defer
Take on additional Property Standards role	Defer
Take on responsibility for the Boulevard Tree By-law	Defer

*Note: * indicates that the item is within the 2015-2019 Council Strategic Plan*

The impact to not continuing to implement the short and medium term action items relate to “Engage the Community” is the delay in the creation of a comprehensive communication strategy. Currently, City Communications provides on-going support to Urban Forestry in many projects such as National Tree Day, and TreeME funding. However, this strategy would be to help reach our community and many partners in a targeted and effective manner. Many of the action items that have not been implemented effect how we are going to support their efforts to have a healthy and sustainable urban forest. This includes educating the public about proper tree care, and comprehensive workshops.

Overall Risks

With the approval of London’s Urban Forest Strategy, a comprehensive plan was put in place to manage our urban forest through short, medium and long-term actions. One of the UFS pillars is to “Protect More” and the Tree Protection By-law is key to that goal. At this time, administration of this one initiative is affecting other important goals, such as:

- Delaying implementation of the comprehensive Urban Forestry Strategic Plan and meeting special action plan goals;
- May delay the City in reaching its tree canopy cover goal of 34% by 2065;
- Reduced management and asset value of London’s trees; and,
- Loss or delay of the many benefits that trees provide in terms of environmental, social, health and recreational values.

OPTIONS TO MITIGATE THE ADMINISTRATIVE IMPACTS OF THE BY-LAW

Staff will continue to make progress on some key initiatives through 2018 as outlined above, but overall progress on our long-term Urban Forest Strategy is being impacted. To address this, Council may wish to consider the following options prior to, or through the next budget process:

1. **Modify work program and Urban Forest Strategy goals to suit current staff resources.**

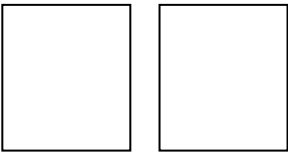
Continue with the Tree By-law Distinctive Tree size at 50cm and process administrative by-law changes resulting from upcoming stake-holder consultations. Formally adjust Urban Forestry’s work program as noted above and amend the Urban Forest Strategy as required.

Pros: - As noted above
Cons - As noted above
Costs: - No new resourcing costs. Potential “costs”, noted above in the risk assessment.

2. **Increase staffing resources through the addition of two Forestry Technologist & leave the By-Law Distinctive Tree as greater than or equal to 50 cm DBH**

The addition of two employees would be used to redistribute the By-Law implementation and enforcement from three geographical areas into five. This will allow staff to focus also on project work that supports the Urban Forest Strategic Plan and other Council priorities. This will also permit Urban Forestry to take on the added responsibilities of implementation and enforcement

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of the revised Boulevard Tree By-Law and comprehensively manage the hazard tree piece of the Property Standards By-Law.

- | | |
|-------|---|
| Pros | <ul style="list-style-type: none">- Balanced work plan with achievable Urban Forest Strategy- Efficiencies found throughout the Corporation that are urban forestry related work.- Smoother implementation process and enforcement of the upcoming revised Boulevard Tree By-Law.- Improved customer service with the hazard tree for the Property Standards By-Law and reducing overall staff time. |
| Cons | <ul style="list-style-type: none">- Impact to budget |
| Costs | <ul style="list-style-type: none">- Permanent increase in Urban Forestry operating budget of \$138,000 starting in 2019 |

3. Increase the size of the Distinctive Tree category to greater than or equal to 75 cm DBH

Based on the numbers provided, it is estimated that changing the distinctive tree size to greater than or equal to 75 cm DBH will result in workload being greatly reduced. There would be far fewer permit applications and associated work related to them (i.e. data entry, enforcement activities, calls). Much work related to communication, education and awareness has been completed around the new By-Law.

Although it is a very small sample group, a few observations about the smaller size can be made from the permit application denials. There were 11 issued for greater than or equal to 75 cm DBH and 44 for equal to or greater than 50 cm DBH. Applications were generally denied as the trees were in good health and condition. When looking at the types of the trees that were denied, it was noted that the majority of denials were for the smaller sized category and were more diverse. Although many small trees comprise this category, it represents proportionally more canopy cover.

- | | |
|-------|---|
| Pros | <ul style="list-style-type: none">- Significantly reduce the work load of the implementation and enforcement of the new By-Law allowing more time and resources to implement Urban Forest Strategy and work plans in a timely manner. |
| Cons | <ul style="list-style-type: none">- The Distinctive Tree component of the By-Law will apply to trees that are older and nearing the end of their lifecycle.- Changing the size requirements could lead to public confusion and perhaps even a loss of the City’s credibility. |
| Costs | <ul style="list-style-type: none">- No significant impact, noting minor costs may be incurred related to community engagement and education and updates to existing materials and manuals, which can be accommodated within existing budgets.- A cost savings may also be realized in overtime costs as not as many enforcement call are being addressed. Overtime has been used to address enforcement issues that require investigation that may extend past normal working hours. |

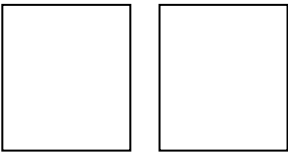
CONCLUSION

The City of London’s urban forest is an asset that grows in value over time. Based on the Urban Forest Effects Model (2008) study, it is valued at \$1.5 billion and provides the following ecosystem goods and services and functions:

- \$10.3 million for carbon stored in existing trees
- \$4.5 million for the removal of air contaminants
- \$1.7 million for energy conservation

London is “The Forest City” and over the years, with Council support, it has become a leader in its field through the adoption of the Urban Forest Strategy. The Tree Protection By-Law is a major piece in Strategy to “protect more” to ensure that Londoners will have a healthy, sustainable urban forestry for current and future generations. Staff have adjusted the Urban Forestry work plan for 2018 to reflect the available resources. Future direction will be requested with respect to

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managing the challenges associated with the implementation of this by-law and the many other aspects of the Urban Forestry Strategy going forward.

PREPARED BY:	SUBMITTED BY:
JILL-ANNE SPENCE MANAGER, URBAN FORESTRY	ANDREW MACPHERSON MANAGER, ENVIRONMENTAL & PARKS PLANNING
RECOMMENDED BY:	
JOHN M. FLEMING, MICP, RPP MANAGER DIRECTOR, PLANNING AND CITY PLANNER	

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Property and Corporate
Management*

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November 1, 2017

**Chair and Members of Planning and Environment Committee
City of London**

P.O. Box 5035
London Ontario
N6A 4L9

**Re: Delegation Status for Report on Waiving Development Charges
150 Dundas Street, London, Ontario**

Dear Chair and members of the Planning and Environment Committee:

Please be advised that I would like to request a Delegation Status for the Committee Agenda when the report on the updating of the Waiving Development Charges program is being presented.

Yours Truly,
ATLANTIS REALTY SERVICES, INC.

A handwritten signature in blue ink, appearing to read "MZ", is written over the company name.

Mark Zucchet
Vice President, Property Management

MZ:ds

4TH REPORT OF THE
AGRICULTURAL ADVISORY COMMITTEE

Meeting held on November 15, 2017, commencing at 7:00 PM, in Committee Room #1, Second Floor, London City Hall.

PRESENT: L. McKenna (Chair), S. Franke, L. Hollingsworth, A. Lawrence, M. McAlpine and S. Twynstra and J. Bunn (Secretary).

ABSENT: H. Fletcher.

ALSO PRESENT: L. Mottram.

I. CALL TO ORDER

1. Disclosures of Pecuniary Interest

That it BE NOTED that S. Franke disclosed a pecuniary interest in clause 6 of this report, having to do with a request for a funding contribution to the Resilient Cities Conference, by indicating that her employer is involved with the conference.

II. SCHEDULED ITEMS

None.

III. CONSENT ITEMS

2. 3rd Report of the Agricultural Advisory Committee

That it BE NOTED that the 3rd Report of the Agricultural Advisory Committee, from its meeting held on September 20, 2017, was received.

3. 9th and 10th Reports of the Advisory Committee on the Environment

That it BE NOTED that the 9th and 10th Reports of the Advisory Committee on the Environment, from its meetings held on October 4, 2017 and November 1, 2017, were received.

4. Municipal Council Resolution

That it BE NOTED that the Municipal Council resolution from its meeting held on October 17, 2017, with respect to the 3rd Report of the Agricultural Advisory Committee, was received.

IV. SUB-COMMITTEES & WORKING GROUPS

None.

V. ITEMS FOR DISCUSSION

5. Notice of Application - 2533430 Ontario Inc. - 6188 Colonel Talbot Road - RESUBMITTED

That the following actions be taken with respect to the Notice of Application dated July 5, 2017, from J. Adema, Planner II, with respect to an application by 2533430 Ontario Inc. related to the property located at 6188 Colonel Talbot Road:

- a) Municipal Council and the Managing Director, Planning and City Planner BE ADVISED that the Agricultural Advisory Committee (AAC) supports the application by 2533430 Ontario Inc. regarding a hydroponic mushroom farm on the property located at 6188 Colonel Talbot Road; and,

- b) the Municipal Council and Civic Administration BE ENCOURAGED to explore new, innovative agricultural businesses and opportunities in the City of London and to find solutions for the growth of these enterprises.

6. Funding Contribution for Resilient Cities Conference (M. McAlpine)

That support in the amount of \$500.00 from the 2017 Agricultural Advisory Committee (AAC) budget for the Advisory Committee on the Environment Resilient Cities Conference BE APPROVED; it being noted that the AAC has sufficient funds in its 2017 Budget allotment for this expense.

7. Work Plan

That it BE NOTED that the Agricultural Advisory Committee held a general discussion regarding its 2018 Work Plan.

VI. DEFERRED MATTERS/ADDITIONAL BUSINESS

None.

VII. ADJOURNMENT

The meeting adjourned at 8:02 PM.

NEXT MEETING DATE: January 17, 2018