Council Agenda
Including Addeds

17th Meeting of City Council
October 2, 2018, 4:00 PM
Council Chambers

The City of London is committed to making every effort to provide alternate formats and communication supports for Council, Standing or Advisory Committee meetings and information, upon request. To make a request for any City service, please contact accessibility@london.ca or 519-661-2489 ext. 2425.

The Council will break for dinner at approximately 6:30 PM, as required.

Pages

1. Disclosures of Pecuniary Interest

2. Recognitions

3. Review of Confidential Matters to be Considered in Public

4. Council, In Closed Session

Motion for Council, In Closed Session (Council will remain In Closed Session until approximately 5:15 PM, at which time Council will rise and reconvene in Public Session; Council may resume In Closed Session later in the meeting, if required.)

4.1 Labour Relations/Employee Negotiations/Litigation/Potential Litigation/Solicitor-Client Privileged Advice

A matter pertaining to reports, advice and recommendations of officers and employees of the Corporation concerning labour relations and employee negotiations in regards to one of the Corporation's unions and litigation or potential litigation affecting the municipality, and advice which is subject to solicitor-client privilege, including communications necessary for that purpose. (6.1/17/CSC)

5. Confirmation and Signing of the Minutes of the Previous Meeting(s)

5.1 16th Meeting held on September 18, 2018 — 7

6. Communications and Petitions

6.1 Application - 230 North Centre Road (OZ-8874)

(Refer to the Planning and Environment Committee Stage for Consideration with Clause 3.8 of the 15th Report of the Planning and Environment Committee)

1. R. Bikowski — 78
2. V. Digby, Foxborough Chase Condo Corp. — 79
3. I. Rozek — 80
4. R. Webb — 81

5. A. Chan 82

6. R. Wilson 83

7. D. Lawrence 84

8. R. Whimster 85

9. (ADDED) R. Hatherell *86*

7. Motions of Which Notice is Given

8. Reports

8.1 13th Report of the Civic Works Committee 87

1. Disclosures of Pecuniary Interest

2. (2.1) 4th Report of the Waste Management Working Group

3. (2.2) Single Source – Trailer-Mounted Recycled Asphalt Heaters

4. (2.5) Richmond Street - Fanshawe Park Road - Intersection Improvements - Environmental Study Report

5. (2.6) Rail Safety Week

6. (2.8) Riverside Drive Bridge Over CNR Rehabilitation - Detailed Design, Tendering, and Contract Administration - Appointment of Consulting Engineer

7. (2.9) Amendments to the Traffic and Parking By-law (Relates to Bill No. 572)

8. (2.10) Hyde Park Community Storm Drainage and Stormwater Management Servicing - Municipal Class Environmental Assessment Addendum - Schedule B Master Plan - Notice of Study Completion

9. (2.11) Sewer Private Drain Connection Policy Review

10. (2.13) Potential Savings in Consultant Costs

11. (2.14) Appointment of Consulting Services for Municipal Class Environmental Assessment - Kilally South, East Basin (ESSWM-KILSE)

12. (2.15) Mockingbird Crescent Low Impact Development - Voluntary Pilot Project

13. (2.16) Municipal Waste and Resource Materials Collection By-law Amendment (Relates to Bill No. 573)

14. (2.3) Road Traffic Noice Impact Study - Highbury Avenue From Bradley Avenue to the Thames River

15. (2.4) Byron South Neighbourhood Sidewalk Connectivity Plan

16. (2.7) Downtown King Street Cycling Improvements

17. (2.12) Business Case - Switching to Compressed Natural Gas (CNG) Waste Collection Vehicles

18. (3.1) Proposed Terms of Reference - Environmental Assessment of the Proposed W12A Landfill Expansion

19. (3.2) 60% Waste Diversion Action Plan

20. (3.3) Renaming of Pleasantview Drive

21. (4.1) 8th Report of the Cycling Advisory Committee

22. (4.2) Traffic Signalization at Priority Intersections

23. (4.3) Unassumed Laneways

24. (4.4) Public Education and Empathy Program and Speed Markers

25. (5.1) Deferred Matters List

8.2 15th Report of the Planning and Environment Committee 118

1. Disclosures of Pecuniary Interest

2. (2.1) 9th Report of the Advisory Committee on the Environment

3. (2.2) Application - Creekview Subdivision - Request for a Three Year Extension of Draft Plan of Subdivision Approval (39T-05512)

4. (2.3) Application - 982 Gainsborough Road (H-8908) (Relates to Bill No. 574)

5. (2.4) Application - 1090, 1092 and 1096 Hamilton Road (Relates to Bill No. 575)

6. (2.5) Application - Part Lot Control - 1245 Michael Street - Blocks 1 and 2 - 33M-745 (P-8858) (Relates to Bill No. 571)

7. (2.6) Amendment to By-law CP-1 - Expansion of Old East Village Business Improvement Plan (Relates to Bill No. 569)

8. (2.7) Designation of an Improvement Area Under Section 204 of The Municipal Act 2001 - Hamilton Road Business Improvement Area (Relates to Bill No. 570)

9. (3.1) VersaBank Incentives - 1979 Otter Place - Request to Extend Airport Area Community Improvement Plan (CIP) Tax Increment Grant

10. (3.2) Application - 1877 Sandy Somerville Lanes - Request for Draft Plan of Subdivision Approval (39T-18503)

11. (3.3) Application - 418 Oxford Street East (SPA-18-061)

12. (3.4) Application - 3425 Emily Carr Lane (39T-16508/Z-8697) (Relates to Bill No. 576)

13. (3.5) Application - 745-747 Waterloo Street (Z-8921) (Relates to Bill No. 577)

14. (3.6) Application - 723 Lorne Avenue (former Lorne Avenue Public School Site) (Z-8454) (Relates to Bill No. 578)

15. (3.7) Application - 900 King Street and 925 Dundas Street (OZ-8937) (Relates to Bill No.s 579 and 580)

16. (3.8) Application - 230 North Centre Road (OZ-8874)

17. (4.1) 9th Report of the London Advisory Committee on Heritage

18. (4.2) Byron Valley Conceptual Nature Trail Plan

8.3 17th Report of the Corporate Services Committee 176

1. Disclosures of Pecuniary Interest

2. (2.3) 2018 Mid-Year Capital Budget Monitoring Report

3. (2.5) Asset Review: Class A- Vacant Land and Buildings and Class C - Major Venues, Non-Core Services and Assets

4. (2.7) Vehicle Donation to ReForest London (Relates to Bill No. 568)

5. (2.1) City of London 2019 Provincial and Federal Budget Submissions

6. (2.2) Reserves Rationalization Report

7. (2.4) 2018 Operating Budget Mid-Year Monitoring Report - Property Tax, Water, Wastewater and Treatment Budgets

8. (2.6) Update #2: Harassment and Discrimination - Third Party Review

9. (3.1) Tax Adjustment Agenda

9. Added Reports

9.1 17th Report of Council in Closed Session

10. Deferred Matters

11. Enquiries

12. Emergent Motions

13. By-laws

By-laws to be read a first, second and third time:

13.1 Bill No. 567 By-law No. A.-____-___ 183

A by-law to confirm the proceeding of the Council Meeting held on the 2nd day of October, 2018. (City Clerk)

13.2 Bill No. 568 By-law No. A.-____-___ 184

A by-law to make a grant of a City owned surplus truck to ReForest London. (2.7/17/CSC)

A by-law to amend the Official Plan for the City of London, 1989 relating to 900 King Street and 925 Dundas Street. (3.7a/15/PEC)

13.14 Bill No. 580 By-law No. Z.-1-18_____ 238

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 900 King Street and 925 Dundas Street and to amend Section 2 (Definitions). (3.7b/15/PEC)

14. Adjournment

Council

Minutes

16th Meeting of City Council
September 18, 2018, 4:00 PM

Present:	Mayor M. Brown, M. van Holst, B. Armstrong, M. Salih, J. Helmer, M. Cassidy, P. Squire, P. Hubert, A. Hopkins, V. Ridley, S. Turner, H. Usher, T. Park, J. Zaifman
Absent:	J. Morgan
Also Present:	M. Hayward, A. Anderson, M. Balogun, G. Belch, B. Card, I. Collins, B. Coxhead, J. Farmer Bosma, J. Fleming, O. Katolyk, G. Kotsifas, L. Livingstone, S. Mathers, P. McKague, D. O'Brien, D. Purdy, M. Schulthess, E. Skalski, S. Spring, S. Stafford, B. Warner, B. Westlake-Power and G. Zhang.

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

1. Disclosures of Pecuniary Interest

Councillor T. Park discloses a pecuniary interest in clause 3.2 of the 14th Report of the Planning and Environment Committee, having to do with the properties located at 147-149 Wellington Street and 253-257 Grey Street, by indicating that her family owns property in the area.

Councillor V. Ridley discloses a pecuniary interest in clause 3.2 of the 14th Report of the Planning and Environment Committee, having to do with the properties located at 147-149 Wellington Street and 253-257 Grey Street, by indicating that her family owns property in the area.

3. Review of Confidential Matters to be Considered in Public

None.

4. Council, In Closed Session

Motion made by: T. Park
Seconded by: A. Hopkins

That Council rise and go into Council, In Closed Session, for the purpose of considering the following matters:

4.1 Solicitor-Client Privileged Advice

A matter pertaining to instructions and directions to officers and employees of the Corporation pertaining to a lease amendment; advice that is subject to solicitor-client privilege, including communications necessary for that purpose; reports or advice or recommendations of officers and employees of the Corporation pertaining to a proposed lease amendment; commercial and financial information supplied in confidence pertaining to the proposed lease amendment, the disclosure of which could reasonably be expected to prejudice significantly the competitive position or interfere significantly with the contractual or other negotiations of the Corporation, result in similar information no longer being supplied to the Corporation where it is in the public interest that similar information continue to be so supplied, and result in undue loss or gain to any person, group, committee or financial institution or agency; commercial, information relating to the proposed acquisition that belongs to the Corporation that has monetary value or potential monetary value; information concerning the

proposed lease amendment whose disclosure could reasonably be expected to prejudice the economic interests of the Corporation or its competitive position; information concerning the proposed lease amendment whose disclosure could reasonably be expected to be injurious to the financial interests of the Corporation; and instructions to be applied to any negotiations carried on or to be carried on by or on behalf of the Corporation concerning the proposed lease amendment. (6.1/16/CSC)

4.2 Land Acquisition/Solicitor-Client Privileged Advice

A matter pertaining to instructions and directions to officers and employees of the Corporation pertaining to a proposed acquisition of land; advice that is subject to solicitor-client privilege, including communications necessary for that purpose; reports or advice or recommendations of officers and employees of the Corporation pertaining to a proposed acquisition of land; commercial and financial information supplied in confidence pertaining to the proposed acquisition the disclosure of which could reasonably be expected to prejudice significantly the competitive position or interfere significantly with the contractual or other negotiations of the Corporation, result in similar information no longer being supplied to the Corporation where it is in the public interest that similar information continue to be so supplied, and result in undue loss or gain to any person, group, committee or financial institution or agency; commercial, information relating to the proposed acquisition that belongs to the Corporation that has monetary value or potential monetary value; information concerning the proposed acquisition whose disclosure could reasonably be expected to prejudice the economic interests of the Corporation or its competitive position; information concerning the proposed acquisition whose disclosure could reasonably be expected to be injurious to the financial interests of the Corporation; and instructions to be applied to any negotiations carried on or to be carried on by or on behalf of the Corporation concerning the proposed acquisition. (6.2/16/CSC)

4.3 Security of Property

A matter pertaining to the security of the property of the municipality, including advice, recommendations and communications of officers and employees of the Corporation. (6.3/16/CSC)

4.4 Identifiable Individual/Litigation/Potential Litigation/Solicitor-Client Privileged Advice

A matter pertaining to an identifiable individual; employment-related matters; litigation or potential litigation affecting the municipality; advice that is subject to solicitor-client privilege, including communications necessary for that purpose; advice or recommendations of officers and employees of the Corporation, including communications necessary for that purpose and for the purpose of providing instructions and directions to officers and employees of the Corporation. (6.4/16/CSC)

4.5 Litigation/Potential Litigation/Solicitor-Client Privileged Advice

A matter pertaining to litigation with respect to the partial expropriation of property located at 4501 Dingman Drive, including matters before administrative tribunals, affecting the municipality or local board, and specifically OMB File No. LC 130020; advice that is subject to solicitor-client privilege, including communications necessary for that purpose, in connection with the expropriation of property located at 4501 Dingman Drive; and directions and instructions to officers and employees or agents of the municipality regarding settlement negotiations and conduct of litigation in connection with the expropriation of a property located at 4501 Dingman Drive. (6.5/16/CSC)

4.6 Solicitor-Client Privileged Advice

A matter pertaining to advice that is subject to solicitor-client privilege, including communications necessary for that purpose, and giving directions or instructions to the solicitors, officers or employees of the municipality in connection with such advice relating to the Vehicle for Hire By-law L.-130-71. (6.1/13/CPSC)

4.7 (ADDED) Land Disposition/Solicitor-Client Privileged Advice

A matter pertaining to instructions and directions to officers and employees of the Corporation pertaining to a proposed disposition of land; advice that is subject to solicitor-client privilege, including communications necessary for that purpose; reports or advice or recommendations of officers and employees of the Corporation pertaining to a proposed disposition of land; commercial and financial information supplied in confidence pertaining to the proposed disposition the disclosure of which could reasonably be expected to prejudice significantly the competitive position or interfere significantly with the contractual or other negotiations of the Corporation, result in similar information no longer being supplied to the Corporation where it is in the public interest that similar information continue to be so supplied, and result in undue loss or gain to any person, group, committee or financial institution or agency; commercial, information relating to the proposed disposition that belongs to the Corporation that has monetary value or potential monetary value; information concerning the proposed disposition whose disclosure could reasonably be expected to prejudice the economic interests of the Corporation or its competitive position; information concerning the proposed disposition whose disclosure could reasonably be expected to be injurious to the financial interests of the Corporation; information relating to a position, plan, procedure, criteria and instructions to be applied to any negotiations carried on or to be carried on by or on behalf of the Corporation concerning the proposed disposition.

Yeas: (14): Mayor M. Brown, M. van Holst, B. Armstrong, M. Salih, J. Helmer, M. Cassidy, P. Squire, P. Hubert, A. Hopkins, V. Ridley, S. Turner, H. Usher, T. Park, and J. Zaifman

Absent: (0): J. Morgan

Motion Passed (14 to 0)

The Council rises and goes into the Council, In Closed Session, at 4:20 PM, with Mayor M. Brown in the Chair and all Members present except Councillor J. Morgan.

The Council, In Closed Session, rises at 5:07 PM and Council reconvenes at 5:10 PM, with Mayor M. Brown in the Chair and all Members present except Councillor J. Morgan.

5. Confirmation and Signing of the Minutes of the Previous Meeting(s)

Motion made by: M. van Holst
Seconded by: J. Helmer

That the Minutes of the 15th Meeting held on August 28, 2018, BE APPROVED.

Yeas: (14): Mayor M. Brown, M. van Holst, B. Armstrong, M. Salih, J. Helmer, M. Cassidy, P. Squire, P. Hubert, A. Hopkins, V. Ridley, S. Turner, H. Usher, T. Park, and J. Zaifman

Absent: (0): J. Morgan

Motion Passed (14 to 0)

6. Communications and Petitions

Motion made by: M. Salih
Seconded by: M. van Holst

That the following communications BE REFERRED, as noted on the Added Agenda:

6.1 (ADDED) Reinstatement of Demolition Control By-law

1. J. Grainger, ACO London

2. S. Trosow, 43 Mayfair Drive

6.2 (ADDED) S. Trosow, 43 Mayfair Drive - 147-149 Wellington Street - 253 and 257 Grey Street (Z-8905)

6.3 (ADDED) Vehicle for Hire By-law

1. Councillor van Holst

2. I. Omer, U-Need-A-Cab, H. Savehilaghi, Yellow London Taxi, K. Tarhuni, Green Taxi and N. Abbasey, Your Taxi.london

Yeas: (14): Mayor M. Brown, M. van Holst, B. Armstrong, M. Salih, J. Helmer, M. Cassidy, P. Squire, P. Hubert, A. Hopkins, V. Ridley, S. Turner, H. Usher, T. Park, and J. Zaifman

Absent: (0): J. Morgan

Motion Passed (14 to 0)

Motion made by: M. Salih
Seconded by: J. Helmer

That pursuant to section 6.4 of the Council Procedure By-law, the order of business be changed to permit consideration clause 3.1 of the 13th Report of the Community and Protective Services Committee (Item No. 3 of Stage 8.3 of the Council Agenda), having to do with the Vehicle for Hire By-law, to be dealt with at this time.

Yeas: (14): Mayor M. Brown, M. van Holst, B. Armstrong, M. Salih, J. Helmer, M. Cassidy, P. Squire, P. Hubert, A. Hopkins, V. Ridley, S. Turner, H. Usher, T. Park, and J. Zaifman

Absent: (0): J. Morgan

Motion Passed (14 to 0)

8. Reports

8.3 13th Report of the Community and Protective Services Committee

3. (3.1) Vehicle for Hire By-law

Motion made by: M. Cassidy

That the following actions be taken with respect to the Vehicle for Hire By-law:

a) the Civic Administration BE DIRECTED to report back to the Community and Protective Services Committee (CPSC) with respect to Vehicle for Hire By-law revisions, in the spirit and intent of the related staff report, that includes the following:

i) Administration/Licensing Fees and Application Process:

- removal of the following fees:
- vehicle broker affiliation;
- owner licence transfer;
- vehicle substitution;
- driver licence fee for private vehicles for hire;
- administration fee for short term licences (less than 24 months);
- addition of a new fee for smaller fleets of private vehicles for hire;
- reduction of the appeal fee;
- increased per trip fee for private vehicles for hire; and,
- streamlined application process for private vehicles for hire;

ii) Fares – deregulation of fares to allow broker flexibility and continuation of minimum fare; it being noted that brokers will be subject to administrative regulations related to fares;

iii) Age of Vehicles – increased allowable age limit for cabs, limousines and private vehicles for hire, to ten years; it being noted that older vehicles could be subject to additional safety checks by way of an administrative regulation; and,

iv) Cap on Accessible Cabs – the ratio of accessible cab owner licences be decreased, resulting in 10 additional licences to be issued from the Accessible Cab Priority List;

b) the Civic Administration BE DIRECTED to report back to the CPSC with respect to:

i) potential incentives, including, but not limited to, potential incentives and/or grants for converting and/or operating accessible vehicles and fare incentives; it being noted that this report should address the feasibility of accommodating incentives retroactively; and,

ii) the results of further consultation with stakeholders, regarding the cap on cab owner licences and potential economic ramifications to the industry, of the revision to the current cap;

it being noted that the CPSC received the ~~attached~~ presentation from the Chief Municipal Law Enforcement Officer;

it being pointed out that at the public participation meeting associated with this matter the individuals indicated on the ~~attached~~ public participation meeting record made oral submissions regarding this matter. (2018-P09)

Amendment:

Motion made by: V. Ridley
Seconded by: J. Helmer

That part a) of clause 3.1 of the 13th Report of the Community and Protective Services Committee (Item 8.3 – 3 on the Council Agenda) be amended by adding the following new part v):

“v) Ratio on Cabs Plates – the plate to population ratio for cabs be changed from 1:1100 of to 1:1050; it being noted that this proposal will be included in the ongoing consultation with the industry noted in part b) below;"

Yeas: (7): Mayor M. Brown, M. van Holst, J. Helmer, M. Cassidy, V. Ridley, H. Usher, and J. Zaifman

Nays: (7): B. Armstrong, M. Salih, P. Squire, P. Hubert, A. Hopkins, S. Turner, and T. Park

Absent: (0): J. Morgan

Motion Failed (7 to 7)

Amendment:

Motion made by: J. Helmer
Seconded by: M. van Holst

That part a) of clause 3.1 of the 13th Report of the Community and Protective Services Committee (Item 8.3 – 3 on the Council Agenda) be amended by adding the following new part v):

"v) remove the requirement for cameras;"

Yeas: (9): Mayor M. Brown, M. van Holst, M. Salih, J. Helmer, M. Cassidy, P. Squire, V. Ridley, T. Park, and J. Zaifman

Nays: (5): B. Armstrong, P. Hubert, A. Hopkins, S. Turner, and H. Usher

Absent: (0): J. Morgan

Motion Passed (9 to 5)

Motion made by: M. Cassidy

Motion to approve part a) i) of clause 3.1:

That the following actions be taken with respect to the Vehicle for Hire By-law:

a) the Civic Administration BE DIRECTED to report back to the Community and Protective Services Committee (CPSC) with respect to Vehicle for Hire By-law revisions, in the spirit and intent of the related staff report, that includes the following:

i) Administration/Licensing Fees and Application Process:

- removal of the following fees:
- vehicle broker affiliation;
- owner licence transfer;
- vehicle substitution;
- driver licence fee for private vehicles for hire;
- administration fee for short term licences (less than 24 months);
- addition of a new fee for smaller fleets of private vehicles for hire;
- reduction of the appeal fee;
- increased per trip fee for private vehicles for hire; and,
- streamlined application process for private vehicles for hire;

Yeas: (14): Mayor M. Brown, M. van Holst, B. Armstrong, M. Salih, J. Helmer, M. Cassidy, P. Squire, P. Hubert, A. Hopkins, V. Ridley, S. Turner, H. Usher, T. Park, and J. Zaifman

Absent: (0): J. Morgan

Motion Passed (14 to 0)

Motion made by: M. Cassidy

Motion to approve part a) ii) of clause 3.1:

ii) Fares – deregulation of fares to allow broker flexibility and continuation of minimum fare; it being noted that brokers will be subject to administrative regulations related to fares;

Yeas: (8): Mayor M. Brown, J. Helmer, M. Cassidy, A. Hopkins, V. Ridley, H. Usher, T. Park, and J. Zaifman

Nays: (6): M. van Holst, B. Armstrong, M. Salih, P. Squire, P. Hubert, and S. Turner

Absent: (0): J. Morgan

Motion Passed (8 to 6)

Motion made by: M. Cassidy

Motion to approve part a) iii) of clause 3.1:

iii) Age of Vehicles – increased allowable age limit for cabs, limousines and private vehicles for hire, to ten years; it being noted that older vehicles could be subject to additional safety checks by way of an administrative regulation; and,

Yeas: (11): Mayor M. Brown, M. van Holst, J. Helmer, M. Cassidy, P. Squire, P. Hubert, A. Hopkins, V. Ridley, H. Usher, T. Park, and J. Zaifman

Nays: (3): B. Armstrong, M. Salih, and S. Turner

Absent: (0): J. Morgan

Motion Passed (11 to 3)

Motion made by: M. Cassidy

Motion to approve part a) iv) of clause 3.1:

iv) Cap on Accessible Cabs – the ratio of accessible cab owner licences be decreased, resulting in 10 additional licences to be issued from the Accessible Cab Priority List;

Yeas: (14): Mayor M. Brown, M. van Holst, B. Armstrong, M. Salih, J. Helmer, M. Cassidy, P. Squire, P. Hubert, A. Hopkins, V. Ridley, S. Turner, H. Usher, T. Park, and J. Zaifman

Absent: (0): J. Morgan

Motion Passed (14 to 0)

Motion made by: M. Cassidy
Seconded by: H. Usher

Motion to approve clause 3.1, part a), as amended.

Yeas: (11): Mayor M. Brown, M. van Holst, B. Armstrong, M. Salih, J. Helmer, M. Cassidy, P. Squire, V. Ridley, H. Usher, T. Park, and J. Zaifman

Nays: (3): P. Hubert, A. Hopkins, and S. Turner

Absent: (0): J. Morgan

Motion Passed (11 to 3)

Motion made by: M. Cassidy

Motion to approve part b) i) of clause 3.1:

b) the Civic Administration BE DIRECTED to report back to the CPSC with respect to:

i) potential incentives, including, but not limited to, potential incentives and/or grants for converting and/or operating accessible vehicles and fare incentives; it being noted that this report should address the feasibility of accommodating incentives retroactively; and,

Yeas: (14): Mayor M. Brown, M. van Holst, B. Armstrong, M. Salih, J. Helmer, M. Cassidy, P. Squire, P. Hubert, A. Hopkins, V. Ridley, S. Turner, H. Usher, T. Park, and J. Zaifman

Absent: (0): J. Morgan

Motion Passed (14 to 0)

Motion made by: M. Cassidy

Motion to approve part b) ii) of clause 3.1:

ii) the results of further consultation with stakeholders, regarding the cap on cab owner licences and potential economic ramifications to the industry, of the revision to the current cap;

it being noted that the CPSC received the ~~attached~~ presentation from the Chief Municipal Law Enforcement Officer;

it being pointed out that at the public participation meeting associated with this matter the individuals indicated on the ~~attached~~ public participation meeting record made oral submissions regarding this matter. (2018-P09)

Yeas: (14): Mayor M. Brown, M. van Holst, B. Armstrong, M. Salih, J. Helmer, M. Cassidy, P. Squire, P. Hubert, A. Hopkins, V. Ridley, S. Turner, H. Usher, T. Park, and J. Zaifman

Absent: (0): J. Morgan

Motion Passed (14 to 0)

Motion made by: M. van Holst
Seconded by: B. Armstrong

Motion to add a new part c) as follows:

c) staff BE DIRECTED to report back on methods available to equitably deal with the loss in value of transferable plates.

Yeas: (5): Mayor M. Brown, M. van Holst, B. Armstrong, M. Salih, and H. Usher

Nays: (9): J. Helmer, M. Cassidy, P. Squire, P. Hubert, A. Hopkins, V. Ridley, S. Turner, T. Park, and J. Zaifman

Absent: (0): J. Morgan

Motion Failed (5 to 9)

Item 3, clause 3.1, as amended, reads as follows:

That the following actions be taken with respect to the Vehicle for Hire By-law:

a) the Civic Administration BE DIRECTED to report back to the Community and Protective Services Committee (CPSC) with respect to Vehicle for Hire By-law revisions, in the spirit and intent of the related staff report, that include the following:

i) Administration/Licensing Fees and Application Process:

- removal of the following fees:
- vehicle broker affiliation;
- owner licence transfer;
- vehicle substitution;
- driver licence fee for private vehicles for hire; ,
- administration fee for short term licences (less than 24 months);
- addition of a new fee for smaller fleets of private vehicles for hire;
- reduction of the appeal fee;
- increased per trip fee for private vehicles for hire; and,
- streamlined application process for private vehicles for hire;

ii) Fares – deregulation of fares to allow broker flexibility and continuation of minimum fare; it being noted that brokers will be subject to administrative regulations related to fares;

iii) Age of Vehicles – increased allowable age limit for cabs, limousines and private vehicles for hire, to ten years; it being noted that older vehicles could be subject to additional safety checks by way of an administrative regulation; and,

iv) Cap on Accessible Cabs – the ratio of accessible cab owner licences be decreased, resulting in 10 additional licences to be issued from the Accessible Cab Priority List;

v) Removal of the requirement for cameras;

b) the Civic Administration BE DIRECTED to report back to the CPSC with respect to:

i) potential incentives, including, but not limited to, potential incentives and/or grants for converting and/or operating accessible vehicles and fare incentives; it being noted that this report should address the feasibility of accommodating incentives retroactively; and,

ii) the results of further consultation with stakeholders, regarding the cap on cab owner licences and potential economic ramifications to the industry, of the revision to the current cap;

it being noted that the CPSC received the ~~attached~~ presentation from the Chief Municipal Law Enforcement Officer;

it being pointed out that at the public participation meeting associated with this matter the individuals indicated on the ~~attached~~ public participation meeting record made oral submissions regarding this matter. (2018-P09)

7. Motions of Which Notice is Given

None.

2. Recognitions

2.1 Recognition of City of London Employees who have achieved 25 years of service during 2018

The Mayor and Council recognize the service of the following employees:

From City Manager's Office: Lorelei Fisher

From London Police Service: Lynn Heinitz, David Poustie, Douglas Schmidt, Stephen Stokan, Frank Torres

From Development and Compliance Services: Sean McHugh, Jay Zendrowski

From Environmental and Engineering Services: Randy Bartholomew, Wanda Clarke, Carol Hayward, Michael John Wemyss, Ryan Williams

From Finance and Corporate Services: John Devito, Mike Lawlis, Carrie Lynn McKaig, Debby Sedge

From Housing, Social Services and Dearness Home: Lynn-Marie Birkby, Angela Brock, Freedom Burgess, Robert Chatterson, Debbie Clymans, Susan Deane, Sherry Dixon-Evans, Jennifer Downie, Marcela D-Morvai, Steven Holland, Susie Izmirian, Sheri Jones, Martina Kaiser, Monique Lalonde, Mona Lang, Jen Poirier, Andrea Pounder, Janet Robertson, Terri Robertson, Bhagat (Bob) Singh, Agata Sokalski, Ewa Supinski, Anna Swirski, Witold Swirski, Wieslawa Wachowiak, Marilyn Wahl, Robert Walsh, Victoria E. M. Webster, Kellie Williams, Dorota Wojnas, Danuta Zurawski

From Human Resources and Corporate Services: Allison Snyder

From Legal and Corporate Services: Les Hutton, Christine Szela

From Neighbourhood, Children and Fire Services: Brian Aziz, Tracy Bradt, Robert Brickman, Todd Broomhead, J. Wayne Brown, John Mark Charlton, Robert Cosens, David Glenn Cowdrey, Gerard Decloux, William R. Flinn, Shawn Hannon, David Hatfield, Jim Howell, Dan Hunter, Robert P. Hunter, Jeff Johnston, Brad Judd, Brad Killeleagh, Phillip King, Wes Kirk, Frederick Lane, Derrick Martin, Tim Masterson, Jeff May, Scott Millson, Steve Phelps, Ron Prince, Steve Prior, Todd Rannie, Michael M. Scratch, Gordon H. Smith, Bradley James Tanner, Daryl Thompson, Gregory Peter Tomczyk, David Varga, Robert Warren, Gowyn Wilcox, Timothy Wilson

From Parks and Recreation Services: Bruce Matthews

Motion made by: M. Salih
Seconded by: T. Park

That the Council recess.

Motion Passed

The Council recesses at 7:03 PM and reconvenes at 8:09 PM, with Mayor M. Brown in the Chair and all Members present except Counillors B. Armstrong, M. Salih, J. Morgan and J. Zaifman.

8. Reports

8.1 16th Report of the Corporate Services Committee

Motion made by: J. Helmer

That the 16th Report of the Corporate Services Committee BE APPROVED, excluding item 3 (3.1).

Yeas: (11): Mayor M. Brown, M. van Holst, J. Helmer, M. Cassidy, P. Squire, P. Hubert, A. Hopkins, V. Ridley, S. Turner, H. Usher, and T. Park

Absent: (0): B. Armstrong, M. Salih, J. Morgan, and J. Zaifman

Motion Passed (14 to 0)

1. Disclosures of Pecuniary Interest

Motion made by: J. Helmer

That it BE NOTED that no pecuniary interests were disclosed.

Motion Passed

2. (2.1) Access and Privacy Policy (Relates to Bill No. 548)

Motion made by: J. Helmer

That, on the recommendation of the City Clerk the proposed by-law appended to the staff report dated September 11, 2018 as Appendix “A” BE INTRODUCED at the Municipal Council meeting to be held on September 18, 2018, to adopt a Council Policy with respect to Access and Privacy under the Municipal Freedom of Information and Protection of Privacy Act, R.S.O. 1990, (“MFIPPA” or the “Act”).

Motion Passed

4. (4.1) Request of a Vehicle Donation to ReForest London

Motion made by: J. Helmer

That the request of ReForest London for the donation of a used City of London truck BE REFERRED to the Civic Administration for a report back with respect to the necessary sources of financing for the costs associated with the request.

Motion Passed

3. (3.1) Annual Meeting Calendar

At 8:25 PM, his Worship the Mayor places Councillor A. Hopkins in the Chair, and takes a seat at the Council Board.

At 8:30 PM, his Worship the Mayor resumes the Chair, and Councillor A. Hopkins takes her seat at the Council Board.

Motion made by: P. Hubert

That the draft meeting calendar for the period of January 1, 2019 to December 1, 2019, reflecting the current meeting schedule, attached as Appendix B to the staff report dated September 11, 2018, BE APPROVED;

it being noted that a communication dated August 30, 2018, from S. Levin was received;

it being pointed out that no members of the public made presentations at the public participation meeting with respect to this matter.

Yeas: (6): P. Squire, P. Hubert, A. Hopkins, S. Turner, H. Usher, and T. Park

Nays: (5): Mayor M. Brown, M. van Holst, J. Helmer, M. Cassidy, and V. Ridley

Absent: (0): B. Armstrong, M. Salih, J. Morgan, and J. Zaifman

Motion Passed (6 to 5)

8.2 14th Report of the Planning and Environment Committee

Motion made by: S. Turner

That the 14th Report of the Planning and Environment Committee Be APPROVED, excluding item 12 (3.2) and 18 (4.3).

Yeas: (11): Mayor M. Brown, M. van Holst, J. Helmer, M. Cassidy, P. Squire, P. Hubert, A. Hopkins, V. Ridley, S. Turner, H. Usher, and T. Park

Absent: (0): B. Armstrong, M. Salih, J. Morgan, and J. Zaifman

Motion Passed (11 to 0)

1. Disclosures of Pecuniary Interest

Motion made by: S. Turner

That it BE NOTED that Councillor T. Park disclosed a pecuniary interest in clause 3.2 of this Report, having to do with the properties located at 147-149 Wellington Street and 253-257 Grey Street, by indicating that her family owns property in the area.

Motion Passed

2. (2.1) List of Approved Tree Species

Motion made by: S. Turner

That, on the recommendation of the Managing Director, Planning and City Planner, the staff report dated September 10, 2018 entitled "List of Approved Tree Species PEC Deferred Matter #2" BE RECEIVED for information. (2018-E04)

Motion Passed

3. (2.2) Passage of Heritage Designating By-law for 660 Sunningdale Road East (Relates to Bill No. 549)

Motion made by: S. Turner

That, on the recommendation of the Managing Director, Planning and City Planner, with the advice of the Heritage Planner, the by-law appended to the staff report dated September 10, 2018, to designate the property located at 660 Sunningdale Road East, to be of cultural heritage value or interest BE INTRODUCED at the Municipal Council meeting to be held on September 18, 2018; it being noted that this matter has been considered by the London Advisory Committee on Heritage and public notice has been completed with respect to the designation in compliance with the requirements of the Ontario Heritage Act. (2018-R01)

Motion Passed

4. (2.3) Passage of Heritage Designating By-law for 2096 Wonderland Road (Relates to Bill No. 550)

Motion made by: S. Turner

That, on the recommendation of the Managing Director, Planning and City Planner, with the advice of the Heritage Planner, the by-law appended to the staff report dated September 10, 2018, to designate the property located at 2096 Wonderland Road North, to be of cultural heritage value or interest BE INTRODUCED at the Municipal Council meeting to be held on September 18, 2018; it being noted that this matter has been considered by the London Advisory Committee on Heritage and public notice has been completed with respect to the designation in compliance with the requirements of the Ontario Heritage Act. (2018-R01)

Motion Passed

5. (2.4) Application - 1245 Michael Street (Blocks 1-5, Plan 33M-745) (P-8858)

Motion made by: S. Turner

That, on the recommendation of the Senior Planner, Development Services, the following actions be taken with respect to the application by Wastell Builders (London) Inc., to exempt lands from Part Lot Control:

a) pursuant to subsection 50(7) of the Planning Act, R.S.O. 1990, c. P.13, the proposed by-law appended to the staff report dated September 10, 2018 BE INTRODUCED at a future Municipal Council meeting, to exempt Blocks 1-5, Plan 33M-745 from the Part Lot Control provisions of subsection 50(5) of the said Act, for a period not to exceed three (3) years; it being noted that the Applicant has requested that three separate exemption by-laws/reference plans for approval be brought forward to future meetings of the Planning and Environment Committee and Council;

b) the following conditions of approval BE REQUIRED to be completed prior to the passage of a Part Lot Control By-law for Blocks 1-5, Plan 33M-745 as noted in clause a) above:

i) the Applicant submit a draft reference plan to Development Services for review and approval to ensure the proposed part lots and development plans comply with the regulations of the Zoning By-law, prior to the reference plan being deposited in the land registry office;

ii) the Applicant submits to Development Services a digital copy together with a hard copy of each reference plan to be deposited. The digital file shall be assembled in accordance with the City of London's Digital Submission / Drafting Standards and be referenced to the City's NAD83 UTM Control Reference;

iii) the Applicant submit each draft reference plan to London Hydro showing driveway locations and obtain approval for hydro servicing locations and above ground hydro equipment locations prior to the reference plan being deposited in the land registry office;

iv) the Applicant submit to the City for review and approval prior to the reference plan being deposited in the land registry office; any revised lot grading and servicing plans in accordance with the final lot layout to divide the blocks should there be further division of property contemplated as a result of the approval of the reference plan;

v) the Applicant shall enter into any amending subdivision agreement with the City, if necessary;

vi) the Applicant shall agree to construct all services, including private drain connections and water services, in accordance with the approved final design of the lots;

vii) the Applicant shall obtain confirmation from Development Services that the assignment of municipal numbering has been completed in accordance with the reference plan(s) to be deposited;

viii) the Applicant shall obtain approval from Development Services for each reference plan to be registered prior to the reference plan being registered in the land registry office;

ix) the Applicant shall submit to the City confirmation that an approved reference plan for final lot development has been deposited in the Land Registry Office; and,

x) the site plan and development agreement be registered prior to passage of the exemption from part lot control by-law;

c) the Applicant BE ADVISED that the cost of registration of this by-law is to be borne by the applicant in accordance with City policy. (2018-D09)

Motion Passed

6. (2.6) City Services Reserve Fund Claimable Works for the SS15A Southwest Area Trunk Sewer

Motion made by: S. Turner

That, on the recommendation of the Managing Director, Development and Compliance Services and Chief Building Official, the following actions be taken with respect to the subdivision

agreement between The Corporation of the City of London and Colonel Talbot Developments Inc. (Auburn Developments), for construction of the SS15A Southwest Area Trunk Sewer within the Hunt Lands Subdivision:

a) the revised Special Provisions contained in the Subdivision Agreement for construction of the SS15A Southwest Area Trunk Sewer within the Hunt Lands Subdivision (39T-12503) outlined in Section 2.0 of the staff report dated September 10, 2018, BE APPROVED;

b) the financing for this project BE APPROVED as set out in the Source of Financing Report appended to the staff report dated September 10, 2018 as Appendix "A". (2018-F01)

Motion Passed

7. (2.7) Application - 1835 Shore Road (H-8890) (Relates to Bill No. 560)

Motion made by: S. Turner

That, on the recommendation of the Senior Planner, Development Services, based on the application by Sifton Properties Limited, relating to lands located at 1835 Shore Road, the proposed by-law appended to the staff report dated September 10, 2018 BE INTRODUCED at the Municipal Council meeting to be held on September 18, 2018 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 Residential R5/R6 Special Provision (h•h-206•R5-6(10)/R6-5(42)) Zone TO a Residential R5/R6 Special Provision (R5-6(10)/R6-5(42)) Zone to remove the h and h-206 holding provisions. (2018-D09)

Motion Passed

8. (2.8) 3105 Bostwick Road - Talbot Village Subdivision - Phase 6

Motion made by: S. Turner

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 Topping Family Farm Inc. for the subdivision of lands over Part of Lot 76, East of the North Branch of the Talbot Road, (Geographic Township of Westminster), City of London, County of Middlesex, situated on the north side of the Pack Road, east of Settlement Trail, and south of Old Garrison Boulevard, municipally known as 3105 Bostwick
Road:

a) the Special Provisions, to be contained in a Subdivision Agreement between The Corporation of the City of London and Topping Family Farm Inc., for the Talbot Village Subdivision, Phase 6 (39T-14506) appended to the staff report dated September 10, 2018 as Appendix "A", BE APPROVED;

b) the Applicant BE ADVISED that Development Finance has summarized the claims and revenues appended to the staff report dated September 10, 2018 as Appendix "B";

c) the financing for this project BE APPROVED as set out in the Source of Financing Report appended to the staff report dated September 10, 2018 as Appendix “C”;

d) the Mayor and the City Clerk BE AUTHORIZED to execute this Agreement, any amending agreements and all documents required to fulfil its conditions. (2018-D09)

Motion Passed

9. (2.9) Building Division Monthly Report for July 2018

Motion made by: S. Turner

That the Building Division Monthly Report for the month of July, 2018 BE RECEIVED for information. (2018-F-21)

Motion Passed

10. (2.5) Application - 89 York Street (H-8861)

Motion made by: S. Turner

That, consideration of the application by Endri Poletti Architect Inc., relating to the request to remove the h-1 and h--3 holding provisions on the property located at 89 York Street, BE POSTPONED to a future Planning and Environment Committee meeting. (2018-D09)

Motion Passed

11. (3.1) Swimming Pool Fence By-law Amendments - City Initiated (Relates to Bill No. 551)

Motion made by: S. Turner

That on the recommendation of the Managing Director, Development and Compliance Services and Chief Building Official, the proposed by-law appended to the staff report dated September 10, 2018 BE INTRODUCED at the Municipal Council meeting to be held on September 18, 2018 to amend By-law No. PS-5, as amended, entitled “Swimming Pool Fence By-law” in order to amend fee Schedule “A” relating to pool fence application permits; it being noted the last swimming pool fence fee increase took place in 1997;

it being noted that no individuals spoke at the public participation meeting associated with this matter. (2018-F21)

Motion Passed

13. (3.3) Application - 1196 Sunningdale Road West - Zoning By-law Amendment (Z-8916) (Relates to Bill No. 561)

Motion made by: S. Turner

That, on the recommendation of the Senior Planner, Development Services, based on the application by Landea Developments Inc., relating to the property located at 1196 Sunningdale Road West,

the proposed by-law appended to the staff report dated September 10, 2018 BE INTRODUCED at the Municipal Council meeting on September 18, 2018 to amend Zoning By-law No. Z.-1, (in conformity with the Official Plan), to change the zoning of the subject property FROM a Holding Residential R1 (h*h-100*R1-4) Zone and a Holding Residential R1 (h-h*-100*R1-13) Zone TO a Holding Residential R1 Special Provision (h-h-100*R1-4 (_)) Zone, Holding Residential R1 Special Provision (h-h-100*R1-4 (_)) Zone, Holding Residential R1 Special Provision (h-h-100*R1-4 (_)) Zone and a Holding Residential R1 Special Provision (h-h-100*R1-13 (_)) Zone;

it being pointed out that at the public participation meeting associated with these matters, the individual indicated on the ~~attached~~ public participation meeting record made an oral submission regarding these matters. (2018-D09)

Motion Passed

14. (3.4) 3493 Colonel Talbot Road (Z-8922) (Relates to Bill No. 562)

Motion made by: S. Turner

That, on the recommendation of the Manager, Development Planning, based on the application by the 2219008 Ontario Ltd., c/o MHBC Planning Ltd., relating to the properties located at 3493 Colonel Talbot Road, 3418 to 3538 Silverleaf Chase, 3428 to 3556 Grand Oak Cross, 7392 to 7578 Silver Creek Crescent and 7325 to 7375 Silver Creek Circle, the proposed by-law appended to the staff report dated September 10, 2018 BE INTRODUCED at the Municipal Council meeting September 18, 2018 to amend Zoning By-law No. Z.-1, (in conformity with the Official Plan), FROM a Residential R1 Special Provision (R1-8(5)) Zone and a Holding Residential R1 Special Provision (h*h-100*R1-8(5)) TO a Residential R1 Special Provision (R1-8(_)) Zone and a Holding Residential R1 Special Provision (h*h-100*R1-8(_)) Zone, to permit a minimum front/exterior side yard depth of 4.5 metres for main buildings fronting a local street or secondary collector while maintaining the existing garage setback regulations, a minimum interior side yard depth of 1.2 metres; except that where no private garage is attached to the dwelling, one yard shall be 3.0 metres, a minimum rear yard depth of 7.0 metres, 35% minimum landscaped open space, and 40% maximum lot coverage;

it being pointed out that at the public participation meeting associated with these matters, the individual indicated on the ~~attached~~ public participation meeting record made an oral submission regarding these matters. (2018-D09)

Motion Passed

15. (3.5) Application for Draft Plan of Vacant Land Condominium Zoning By-law Amendment - 459 Hale Street (39-CD-18503/Z-8886) (Relates to Bill No. 563)

Motion made by: S. Turner

That, on the recommendation of the Senior Planner, Development Services, the following actions be taken with respect to the application by Artisan Homes Inc., relating to the lands located at 459 Hale Street:

a) the proposed by-law appended to the staff report dated September 10, 2018 BE INTRODUCED at the Municipal Council meeting to be held on September 18, 2018 to amend Zoning By-law No. Z.-1, (in conformity with the Official Plan), to change the zoning of the subject lands FROM a Residential R1 (R1-5) Zone TO a Residential R6 Special Provision (R6-2( )) Zone, to permit cluster housing in the form of single detached dwellings with a special provision to permit a minimum lot frontage of 8.0 metres and maximum density of 22 units per hectare; and,

b) the Approval Authority BE ADVISED that the following issues were raised at the public participation meeting with respect to the application for Draft Plan of Vacant Land Condominium relating to the property located at 459 Hale Street:

i) the provision of enhanced landscaping along the side and rear yards, in particular, the use of larger trees that would provide more of a buffer between the existing residential homes and the new homes;

ii) the loss of privacy;

iii) the close proximity of the proposed condominiums to the existing neighbours;

iv) the loss of existing wildlife;

v) the increase in noise;

vi) the loss of view;

vii) the need to relocate recreational equipment in backyards;

viii) water run-off concerns;

ix) the proposed dwellings are out of character with the existing neighbourhood;

x) garbage collection;

it being pointed out that at the public participation meeting associated with these matters, the individuals indicated on the ~~attached~~ public participation meeting record made oral submissions regarding these matters. (2018-D09)

Motion Passed

16. (4.1) 9th Report of the Environmental and Ecological Planning Advisory Committee

Motion made by: S. Turner

That the following action be taken with respect to the 9th report of the Environmental and Ecological Planning Advisory Committee from its meeting held on August 16, 2018:

a) C. Smith, Senior Planner, BE ADVISED of the following comments with respect to the application by Sifton Properties Limited, relating to the property located at 1877 Sandy Somerville Lane:

i) the block be fenced with no gates;

ii) signage be posted, with a positive message, advising why the area is environmentally significant; and,

iii) a trail map be included on the above-noted signage;

b) K. Oudekerk, Environmental Services Engineer, BE ADVISED that S. Hall, S. Levin and R. Trudeau, are the Environmental and Ecological Planning Advisory Committee (EEPAC) representatives on the draft Project File for the East London Sanitary Servicing Study; it being noted that the EEPAC reviewed and received a communication dated August 2, 2018, from K. Oudekerk, with respect to this matter;

c) the Working Group comments appended to the 9th Report of the Environmental and Ecological Planning Advisory Committee, with respect to the Environmental Impact Statement and exp Hydrogeology report relating to the W3 Farms/York Developments application, relating to the properties located at 3700 Colonel Talbot Road and 3645 Bostwick Road BE FORWARDED to N. Pasato, Senior Planner, for consideration; and,

d) clauses 1.1, 2.1, 2.2, 3.1, 3.3, 6.1 and 6.3 BE RECEIVED.

Motion Passed

17. (4.2) The City of London Boulevard Tree Protection By-law Amendments

Motion made by: S. Turner

That, on the recommendation of the Managing Director, Planning and City Planner and the Managing Director, Environmental & Engineering Services and City Engineer, the following actions be taken in regards to The City of London Boulevard Tree Protection By-law:

a) the staff report dated September 10, 2018 entitled "The City of London Boulevard Tree Protection By-law - Amendments" BE RECEIVED for information;

b) the proposed By-law BE REFERRED to the Trees & Forest Advisory Committee for review and comment; and,

c) the proposed By-law BE REFERRED to a public participation meeting to be held by the Planning and Environment Committee in Q1 2019 for the purpose of seeking public input and comments on the proposed By-law. (2018-E04)

Motion Passed

19. (5.1) Deferred Matters List

Motion made by: S. Turner

That the Managing Director, Development and Compliance Services & Chief Building Official and the Managing Director, Planning and City Planner, BE DIRECTED to update the Deferred Matters List to remove any items that have been addressed by the Civic Administration.

Motion Passed

At 8:55 PM, Councillor T. Park leaves the meeting.

12. (3.2) 147-149 Wellington Street - 253 and 257 Grey Street (Z-8905)

Motion made by: S. Turner

That, the following actions be taken with respect to the application of JAM Properties Inc., relating to the properties located at 147-149 Wellington Street and 253-257 Grey Street:

a) the comments received from the public during the public engagement process appended to the staff report dated September 10, 2018 as Appendix “A”, BE RECEIVED;

b) Planning staff BE DIRECTED to make the necessary arrangements to hold a future public participation meeting regarding the above-noted application in accordance with the Planning Act, R.S.O 1990, c.P. 13; and,

c) the Civic Administration BE REQUESTED to include, as part of any recommended bonus zoning, the provision of a portion of the total units of the proposed building as affordable housing units;

it being noted that staff will continue to process the application and will consider the public, agency, and other feedback received during the review of the subject application as part of the staff evaluation to be presented at a future public participation meeting;

it being pointed out that at the public participation meeting associated with these matters, the individuals indicated on the attached public participation meeting record made oral submissions regarding these matters. (2018-D09)

Yeas: (9): Mayor M. Brown, M. van Holst, J. Helmer, M. Cassidy, P. Squire, P. Hubert, A. Hopkins, S. Turner, and H. Usher

Recuse: (1): V. Ridley

Absent: (0): B. Armstrong, M. Salih, J. Morgan, T. Park and J. Zaifman

Motion Passed (9 to 0)

At 8:59 PM, Councillor Park returns to the meeting.

18. (4.3) Reinstatement of Demolition Control By-law

Motion made by: S. Turner

That the communication dated August 21, 2018, from J. Grainger, President, London Region Branch, Architectural Conservancy of Ontario, with respect to their request to reinstate the Demolition Control By-law BE REFERRED to the Managing Director, Development and Compliance Services & Chief Building Official to respond directly to Ms. Grainger. (2018-P10D)

Amendment:

Motion made by: A. Hopkins
Seconded by: S. Turner

That Item 18, clause 4.3, BE AMENDED to add the referral of the communication dated September 12, 2018 from ACO London to staff for a response.

Yeas: (11): Mayor M. Brown, M. van Holst, J. Helmer, M. Cassidy, P. Squire, P. Hubert, A. Hopkins, V. Ridley, S. Turner, H. Usher, and T. Park

Absent: (0): B. Armstrong, M. Salih, J. Morgan, and J. Zaifman

Motion Passed (11 to 0)

Amendment:

Motion made by: S. Turner
Seconded by: H. Usher

That Item 18, as amended, BE APPROVED.

Yeas: (11): Mayor M. Brown, M. van Holst, J. Helmer, M. Cassidy, P. Squire, P. Hubert, A. Hopkins, V. Ridley, S. Turner, H. Usher, and T. Park

Absent: (0): B. Armstrong, M. Salih, J. Morgan, and J. Zaifman

Motion Passed (11 to 0)

Item 18, as amended, reads as follows:

That the communication dated August 21, 2018, from J. Grainger, President, London Region Branch, Architectural Conservancy of Ontario, and the communication dated September 12, 2018 from J. Grainger, both with respect to their request to reinstate the Demolition Control By-law BE REFERRED to the Managing Director, Development and Compliance Services & Chief Building Official to respond directly to Ms. Grainger.

8.3 13th Report of the Community and Protective Services Committee

Motion made by: M. Cassidy

That the 13th Report of the Community and Protective Services Committee BE APPROVED, excluding Item 3(3.1).

Yeas: (11): Mayor M. Brown, M. van Holst, J. Helmer, M. Cassidy, P. Squire, P. Hubert, A. Hopkins, V. Ridley, S. Turner, H. Usher, and T. Park

Absent: (0): B. Armstrong, M. Salih, J. Morgan, and J. Zaifman

Motion Passed (11 to 0)

1. Disclosures of Pecuniary Interest

Motion made by: M. Cassidy

That it BE NOTED that no pecuniary interests were disclosed

Motion Passed

2. (2.1) Contract Award - Tender No. T18-83 – Vehicle Hoist for Apparatus Repair Bay - Irregular Result

Motion made by: M. Cassidy

That, on the recommendation of the Fire Chief, with the concurrence of the Managing Director, Neighbourhood, Children

and Fire Services, the following actions be taken with respect to the staff report dated September 11, 2018 related to a Vehicle Hoist for the Fire Station 2 Apparatus Repair Bay:

a) the bid submitted by Garage Supply Contracting Inc., 325 Line 13 N, Oro-Medonte, Ontario N0L 1T0, at its tendered price of $190,020.00, (HST extra), BE ACCEPTED; it being noted that this is an Irregular Result under Section 8.10 (b) of the Procurement of Goods and Services Policy;

b) the financing for this project BE APPROVED as set out in the Sources of Financing Report appended to the above-noted staff report;

c) the Civic Administration BE AUTHORIZED to undertake all the administrative acts which are necessary in connection with this project;

d) the approval given herein BE CONDITIONAL upon the Corporation entering into a formal contract with the contractor for the work; and,

e) the Mayor and the City Clerk BE AUTHORIZED to execute any contract or other documents, if required, to give effect to these recommendations. (2018-F18)

Motion Passed

4. (4.1) Parking Permit - Overnight Parking for Health Care Workers

Motion made by: M. Cassidy

That the Civic Administration BE DIRECTED to work with health care agencies in the City of London to make available parking passes, on a set term length (renewable), based on compassionate grounds where overnight care is being provided; it being noted that a communication dated September 11, 2018, from Councillors M. Cassidy and T. Park, was received with respect to this matter. (2018-T02)

Motion Passed

5. (4.2) Request for Delegation Status - A. Oudshoorn - London Homeless Coalition Update

Motion made by: M. Cassidy

That the delegation request from A. Oudshoorn, with respect to an update on the London Homeless Coalition, BE APPROVED for the October 10, 2018 meeting of the Community and Protective Services Committee. (2018-S14)

Motion Passed

6. (5.1) Deferred Matters List

Motion made by: M. Cassidy

That the Deferred Matters List for the Community and Protective Services Committee, as at August 31, 2018, BE RECEIVED.

Motion Passed

9. Added Reports

9.2 10th Report of the Strategic Priorities and Policy Committee

Motion made by: V. Ridley

That the 10th Report of the Strategic Priorities and Policy Committee BE APPROVED, excluding part b) of Item 5 (3.2).

Yeas: (11): Mayor M. Brown, M. van Holst, J. Helmer, M. Cassidy, P. Squire, P. Hubert, A. Hopkins, V. Ridley, S. Turner, H. Usher, and T. Park

Absent: (0): B. Armstrong, M. Salih, J. Morgan, and J. Zaifman

Motion Passed (11 to 0)

Motion made by: V. Ridley

Motion to approve part b), of Item 5, (3.2), as follows:

b) based on the financial and environmental benefits shown by the modelling done by CUTRIC, electrification of London's Bus Rapid Transit system BE ENDORSED-IN-PRINCIPLE;

Yeas: (9): Mayor M. Brown, J. Helmer, M. Cassidy, P. Hubert, A. Hopkins, V. Ridley, S. Turner, H. Usher, and T. Park

Nays: (2): M. van Holst, and P. Squire

Absent: (0): B. Armstrong, M. Salih, J. Morgan, and J. Zaifman

Motion Passed (9 to 2)

1. (1.1) Disclosures of Pecuniary Interest

Motion made by: V. Ridley

That it BE NOTED that Councillor J. Morgan disclosed a pecuniary interest in parts of clause 3.2 of this report, having to do with a presentation related to Bus Rapid Transit, by indicating that his employer, Western University, has previously stated preferences related to this matter in terms of desired vehicle requirements.

Motion Passed

2. (2.1) London Community Grants Program Innovation and Capital Funding Allocations (2019)

Motion made by: V. Ridley

That, on the recommendation of the Managing Director of Neighbourhood, Children and Fire Services, the following actions be taken with respect to the staff report dated September 17, 2018 providing an update on the London Community Grants Program:

a) the above-noted report BE RECEIVED; and,

b) the Mayor BE REQUESTED to forward a letter of thanks to the Community Review Panel members who supported the London

Community Grants Program from 2016 to 2019, for their work in reviewing and approving applications under the program.

Motion Passed

3. (2.2) Service Review Initiatives 2018 Update

Motion made by: V. Ridley

That, on the recommendation of the City Manager and the Managing Director, Corporate Services and City Treasurer, Chief Financial Officer, the staff report dated September 17, 2018 regarding an update on 2018 service review initiatives BE RECEIVED for information.

Motion Passed

4. (3.1) Amendments to Consolidated Fees and Charges By-law

Motion made by: V. Ridley

That, on the recommendation of the City Clerk, with the concurrence of the Managing Director, Corporate Services and City Treasurer, Chief Financial Officer, the proposed by-law appended to the staff report dated September 17, 2018 as Appendix “A” BE INTRODUCED at the Municipal Council meeting on September 18, 2018 for the purpose of repealing By-law No. A-52, as amended, being “A by-law to provide for Various Fees and Charges” and replacing it with a new Fees and Charges By-law that adds and adjusts certain fees and charges for services or activities provided by the City of London;

it being noted that the Strategic Priorities and Policy Committee received a communication dated September 13, 2018 from B. Veitch, President, London Development Institute with respect to this matter;

it being pointed out that at the public participation meeting associated with this matter the individual indicated on the ~~attached~~ public participation meeting record, made an oral submission regarding this matter.

Motion Passed

5. (3.2) Dr. Josipa Petrunic, Executive Director and Chief Executive Officer, Canadian Urban Transit Research and Innovation Consortium - Rapid Transit

That the following actions be taken with respect to the presentation of J. Petrunic, Canadian Urban Transit Research and Innovation Consortium (CUTRIC), related to the potential electrification of the rapid transit project:

a) the ~~attached~~ presentation from Dr. J. Petrunic, Executive Director and Chief Executive Officer, Canadian Urban Transit Research and Innovation Consortium with respect to Rapid Transit BE RECEIVED;

b) based on the financial and environmental benefits shown by the modelling done by CUTRIC, electrification of London’s Bus Rapid Transit system BE ENDORSED-IN-PRINCIPLE;

c) the Civic Administration BE DIRECTED to continue working with the London Transit Commission and Canadian Urban Transit Research & Innovation Consortium (CUTRIC) on economic modelling for electrification, including maintenance; and,

d) the Civic Administration BE DIRECTED to work with the London Transit Commission and the Canadian Urban Transit Research & Innovation Consortium (CUTRIC) on securing funding and partnerships that would allow London to implement electric buses as part of London's Bus Rapid Transit.

Motion Failed

6. (4.1) London Convention Centre Board Appointments

Motion made by: V. Ridley

That the City Clerk BE DIRECTED to bring forward to a future meeting of Municipal Council a by-law to incorporate the changes to the London Convention Centre Corporation By-law as requested in the communication dated September 5, 2018 from L. Da Silva.

Motion Passed

7. (5.1) Core Area Informed Response

Motion made by: V. Ridley

The ~~attached~~ presentation by the City Manager regarding Core Area Informed Response BE RECEIVED.

Motion Passed

8. (5.2) 12th Report of the Governance Working Group

Motion made by: V. Ridley

That the following actions be taken with respect to the 12th Report of the Governance Working Group from its meeting held on September 17, 2018:

a) the following actions be taken with respect to updating the terms of reference and mandate of the Striking Committee:

i) the ~~attached~~, revised, proposed by-law BE INTRODUCED at a future meeting of the Municipal Council, to amend By-law No. CPOL.-59(a)-401, Council Policy, "General Policy for Advisory Committees" by deleting section 4.3 Resignations and Appointments, and section 4.4 Eligibility for Appointment and replacing them with new sections 4.3 and 4.4 to incorporate the following amendments:

- three additional Members-at-large to the membership composition;
- requirement that Striking Committee members not be applicants for any of the Committees whose membership is recommended for appointment by the Striking Committee, or for the city Agencies, Boards or Commissions; and,
- remove a former member of municipal council from the membership composition;

ii) subject to the approval of part a), above, the City Clerk BE DIRECTED to take the necessary actions, including a public participation meeting before the Corporate Services Committee, to amend the Council Procedure By-law to reflect the proposed changes; and

b) clause 1.1 BE RECEIVED.

Motion Passed

9.1 16th Report of Council in Closed Session

PRESENT: Mayor M. Brown, Councillors M. van Holst, B. Armstrong, M. Salih, J. Helmer, M. Cassidy, P. Squire, P. Hubert, A. Hopkins, V. Ridley, S. Turner, H. Usher, T. Park and J. Zaifman.

ABSENT: Councillor J. Morgan.

ALSO PRESENT: M. Hayward, M. Balogun, A.L. Barbon, G. Belch, B. Card, B. Coxhead, O. Katolyk, G. Kotsifas, D. O'Brien, C. Saunders, B. Warner, B. Westlake-Power and G. Zhang.

Motion made by: V. Ridley

1. Lease Amending Agreement – 355 Wellington Street – Citi-Plaza

That, on the recommendation of the Managing Director, Corporate Services and City Treasurer, Chief Financial Officer, on the advice of the Manager of Realty Services, the Lease Amending Agreement attached as Schedule “A” between I. F. Propco Holdings (Ontario) 31 Ltd. (the “Landlord”) and the City, for the lease of office space at 355 Wellington Street, known as Citi Plaza BE APPROVED.

2. Property Acquisition – 2531 Bradley Avenue – Industrial Land Purchase Strategy

That, on the recommendation of the Managing Director, Corporate Services and City Treasurer, Chief Financial Officer, on the advice of the Manager of Realty Services, the following actions be taken with respect to the acquisition of the property located at 2531 Bradley Avenue:

a) the offer submitted by Gerd Verres (the “Vendor”) to sell to the City land municipally known as 2531 Bradley Avenue, located on the south side of Bradley Avenue and east of Veteran’s Memorial Parkway, further described Part of Lot 4, Concession 2, as in 830581; together with 142557, formerly in the Town of Westminster now In the City of London, County of Middlesex, being PIN 081970026 and Part of Lot 4, Concession 2 As In 830581; together with 142557, formerly in the Town of Westminster now in the City of London, County of Middlesex, being PIN 081970027, containing an area of approximately 45.9 acres, for the purpose of the development of the future Innovation Park Phase V, for the sum of $2,708,100.00 BE APPROVED, subject to the following conditions:

i) the City having until January 31, 2019 to examine title to the Property and at its own expense and to satisfy itself that there are no outstanding work orders or deficiency notices affecting the Property;

ii) the City having until January 31, 2019 to carry out geotechnical, soil, water, species at risk, and environmental tests satisfactory to the City;

iii) the City having until January 31, 2019 to satisfy itself in its sole and absolute discretion as to the archaeological outcome of the Property;

iv) the City having until January 31, 2019 to satisfy itself with the Storm Water Management Review and approvals for a new road crossing along the Hydro One transmission corridor;

v) the City having until January 31, 2019 to obtain, at its expense, the appropriate amendments to the Official Plan and Zoning By-Law necessary for the Purchase to develop and use the property for an industrial use;

vi) the City agrees to prepare and deposit on title, on or before the closing and at its expense, a reference plan describing the Property;

b) the financing for the acquisition BE APPROVED as set out in the Source of Financing Report attached hereto as Appendix "A".

Yeas: (11): Mayor M. Brown, M. van Holst, J. Helmer, M. Cassidy, P. Squire, P. Hubert, A. Hopkins, V. Ridley, S. Turner, H. Usher, and T. Park

Absent: (0): B. Armstrong, M. Salih, J. Morgan, and J. Zaifman

Motion Passed (11 to 0)

10. Deferred Matters

None.

11. Enquiries

Councillor M. Cassidy enquires with respect to July Council direction related to the application for the property located at 230 North Centre Road directing staff to continue to work with the applicant and the community. The Managing Director Planning, City Planner, notes that the report coming forward to the next Planning and Environment Committee meeting will have a description of the work that has been undertaken, including the changes to the proposed development.

Councillor M. van Holst enquires with respect to the need for a higher degree of maintenance on the Veteran's Memorial Parkway. The Managing Director, Parks and Recreation notes various steps taken, and that work is underway with the community.

12. Emergent Motions

None.

13. By-laws

Motion made by: H. Usher
Seconded by: P. Hubert

That Introduction and First Reading of Bill No.'s 546 to 563 and the Added Bill No.'s 564 to 566, BE APPROVED.

Yeas: (10): Mayor M. Brown, M. van Holst, J. Helmer, M. Cassidy, P. Squire, P. Hubert, A. Hopkins, S. Turner, H. Usher, and T. Park

Absent: (0): B. Armstrong, M. Salih, J. Morgan, V. Ridley, and J. Zaifman

Motion Passed (10 to 0)

Motion made by: M. van Holst
Seconded by: M. Cassidy

That Second Reading of Bill No.'s 546 to 563 and the Added Bill No.’s 564 to 566, BE APPROVED.

Yeas: (10): Mayor M. Brown, M. van Holst, J. Helmer, M. Cassidy, P. Squire, P. Hubert, A. Hopkins, S. Turner, H. Usher, and T. Park

Absent: (0): B. Armstrong, M. Salih, J. Morgan, V. Ridley, and J. Zaifman

Motion Passed (10 to 0)

Motion made by: A. Hopkins
Seconded by: T. Park

That Third Reading and Enactment of 546 to 563 and the Added Bill No.’s 564 to 566, BE APPROVED.

Yeas: (10): Mayor M. Brown, M. van Holst, J. Helmer, M. Cassidy, P. Squire, P. Hubert, A. Hopkins, S. Turner, H. Usher, and T. Park

Absent: (0): B. Armstrong, M. Salih, J. Morgan, and J. Zaifman

Motion Passed (10 to 0)

The following by-laws are enacted as by-laws of The Corporation of the City of London:

Bill No. 546 By-law No. A.-7775-472	A by-law to confirm the proceeding of the Council Meeting held on the 18 th day of September, 2018. (City Clerk)
Bill. No. 547	NOT USED
Bill No. 548 By-law No. CPOL.-378-473	A by-law to adopt a new Council policy entitled “Access and Privacy Policy”. (2.1/16/CSC)
Bill No. 549 By-law No. L.S.P.-3476-474	A by-law to designate 660 Sunningdale Road East to be of cultural heritage value or interest. (2.2/14/PEC)
Bill No. 550 By-law No. L.S.P.-3477-475	A by-law to designate 2096 Wonderland Road North to be of cultural heritage value or interest. (2.3/14/PEC)
Bill No. 551 By-law No. PS.-5-18005	A By-law to amend By-law PS-5 entitled “A by-law to provide for the owners of privately-owned outdoor swimming pools to erect and maintain fences.” (3.1/14/PEC)
Bill No. 552 By-law No. PS.-113-18026	A by-law to amend By-law PS-113 entitled, “A by-law to regulate traffic and the parking of motor vehicles in the City of London.” (2.2/12/CWC)
Bill No. 553 By-law No. S.-5950-476	A by-law to assume certain works and services in the City of London. (Tennent Subdivision - 33M-668) (Chief Surveyor)
Bill No. 554 By-law No. S.-5951-477	A by-law to assume certain works and services in the City of London. (Claybar Subdivision - Phase 1, Stage 1) (Chief Surveyor)

Bill No. 555 By-law No. S.-5952-478	A by-law to assume certain works and services in the City of London. (Claybar Subdivision - Phase 2) (Chief Surveyor)
Bill No. 556 By-law No. S.-5954-479	A by-law to assume certain works and services in the City of London. (Claybar Subdivision - Phase 3, Stage 1) (Chief Surveyor)
Bill No. 557 By-law No. S.-5955-480	A by-law to lay out, constitute, establish and assume certain reserves in the City of London as public highway. (as part of Kleinburg Drive). (Chief Surveyor - for the purpose of unobstructed legal access thoughout the subdivision)
Bill No. 558 By-law No. S.-5956-481	A by-law to lay out, constitute, establish and assume lands in the City of London as public highway. (as widening to Whetter Avenue, west of Thompson Road) (Chief Surveyor - pursuant to Consent B.044-14)
Bill No. 559	NOT USED
Bill No. 560 By-law No. Z.-1-182688	A by-law to amend By-law No. Z.-1 to remove holding provisions from the zoning for lands located at 1835 Shore Road. (2.7/14/PEC)
Bill No. 561 By-law No. Z.-1-182689	A by-law to amend By-law No. Z.-1 to rezone an area of land located at 1196 Sunningdale Road West. (3.3/14/PEC)
Bill No. 562 By-law No. Z.-1-182690	A by-law to amend By-law No. Z.-1 to rezone properties located at 3493 Colonel Talbot Road, 3418 to 3538 Silverleaf Chase, 3428 to 3556 Grand Oak Cross, 7392 to 7578 Silver Creek Crescent and 7325 to 7375 Silver Creek Circle. (3.4/14/PEC)
Bill No. 563 By-law No. Z.-1-182691	A by-law to amend By-law No. Z.-1 to rezone an area of land located at 459 Hale Street. (3.5/14/PEC)
Bill No. 564 By-law No. A-53	A by-law to provide for Various Fees and Charges and to repeal By-law A-52 being “A by-law to provide for Various Fees and Charges”.
Bill. No. 565 By-law No. A.-7776-482	A By-law to authorize and approve the Lease Amending Agreement for office space leased at 355 Wellington Street, known as Citi Plaza, and to authorize the Mayor and City Clerk to execute the Lease Amending Agreement between The Corporation of the City of London and I. F. Propco Holdings (Ontario) 31 Ltd. (6.1/16/CSC)

Bill No. 566 By-law No. A.-7777-483	A by-law to authorize and approve an Agreement of Purchase and Sale between The Corporation of the City of London and Gerd Verres, for the acquisition of property located at 2531 Bradley Avenue, in the City of London, for industrial land strategy development, and to authorize the Mayor and the City Clerk to execute the Agreement. (6.2/16/CSC)

14. Adjournment

Motion made by: M. Cassidy

Seconded by: S. Turner

That the meeting adjourn.

Meeting adjourns at 9:24 PM.

_____

Matt Brown, Mayor

_____

Catharine Saunders, City Clerk

Strategic Priorities and Policy Committee

Report

10th Meeting of the Strategic Priorities and Policy Committee
September 17, 2018

PRESENT: Mayor M. Brown, Councillors M. van Holst, B. Armstrong, M. Salih, J. Helmer, M. Cassidy, P. Squire, J. Morgan, P. Hubert, A. Hopkins, V. Ridley, S. Turner, H. Usher, T. Park, J. Zaifman

ALSO PRESENT: M. Hayward, A. Barbon, B. Card, B. Coxhead, H. Chapman, S. Datars Bere, M. Feldberg, J. Fleming, O. Katolyk, G. Kotsifas, L. Livingstone, P. Mckague, D. O'Brien, A. Rammeloo, J. Ramsay, C. Saunders, S. Spring, S. Stafford, M. Tomazincic, B. Westlake-Power and J. Yanchula.

1. Disclosures of Pecuniary Interest

That it BE NOTED that Councillor J. Morgan disclosed a pecuniary interest in parts of clause 3.2 of this report, having to do with a presentation related to Bus Rapid Transit, by indicating that his employer, Western University, has previously stated preferences related to this matter in terms of desired vehicle requirements.

2. Consent

2.1 London Community Grants Program Innovation and Capital Funding Allocations (2019)

Moved by: S. Turner
Seconded by: A. Hopkins

That, on the recommendation of the Managing Director of Neighbourhood, Children and Fire Services, the following actions be taken with respect to the staff report dated September 17, 2018 providing an update on the London Community Grants Program:

a) the above-noted report BE RECEIVED;

b) the Mayor BE REQUESTED to forward a letter of thanks to the Community Review Panel members who supported the London Community Grants Program from 2016 to 2019, for their work in reviewing and approving applications under the program.

Yeas: (15): Mayor M. Brown, M. van Holst, B. Armstrong, M. Salih, J. Helmer, M. Cassidy, P. Squire, J. Morgan, P. Hubert, A. Hopkins, V. Ridley, S. Turner, H. Usher, T. Park, and J. Zaifman

Motion Passed (15 to 0)

Voting Record

Moved by: T. Park
Seconded by: H. Usher

Motion to direct the Mayor to communicate Council's thanks to each of the panel members.

Yeas: (15): Mayor M. Brown, M. van Holst, B. Armstrong, M. Salih, J. Helmer, M. Cassidy, P. Squire, J. Morgan, P. Hubert, A. Hopkins, V. Ridley, S. Turner, H. Usher, T. Park, and J. Zaifman

Motion Passed (15 to 0)

2.2 Service Review Initiatives 2018 Update

Moved by: M. van Holst
Seconded by: H. Usher

That, on the recommendation of the City Manager and the Managing Director, Corporate Services and City Treasurer, Chief Financial Officer, the staff report dated September 17, 2018 regarding an update on 2018 service review initiatives BE RECEIVED for information.

Yeas: (15): Mayor M. Brown, M. van Holst, B. Armstrong, M. Salih, J. Helmer, M. Cassidy, P. Squire, J. Morgan, P. Hubert, A. Hopkins, V. Ridley, S. Turner, H. Usher, T. Park, and J. Zaifman

Motion Passed (15 to 0)

3. Scheduled Items

3.1 Amendments to Consolidated Fees and Charges By-law

Moved by: P. Hubert
Seconded by: H. Usher

That, on the recommendation of the City Clerk, with the concurrence of the Managing Director, Corporate Services and City Treasurer, Chief Financial Officer, the proposed by-law appended to the staff report dated September 17, 2018 as Appendix "A" BE INTRODUCED at the Municipal Council meeting on September 18, 2018 for the purpose of repealing By-law No. A-52, as amended, being "A by-law to provide for Various Fees and Charges" and replacing it with a new Fees and Charges By-law that adds and adjusts certain fees and charges for services or activities provided by the City of London;

it being noted that the Strategic Priorities and Policy Committee received a communication dated September 13, 2018 from B. Veitch, President, London Development Institute with respect to this matter;

it being pointed out that at the public participation meeting associated with this matter the individual indicated on the attached public participation meeting record, made an oral submission regarding this matter.

Yeas: (14): Mayor M. Brown, M. van Holst, B. Armstrong, J. Helmer, M. Cassidy, P. Squire, J. Morgan, P. Hubert, A. Hopkins, V. Ridley, S. Turner, H. Usher, T. Park, and J. Zaifman

Nays: (1): M. Salih

Motion Passed (14 to 1)

Voting Record

Moved by: A. Hopkins
Seconded by: J. Zaifman

Motion to open the Public Participation Meeting.

Yeas: (14): Mayor M. Brown, B. Armstrong, M. Salih, J. Helmer, M. Cassidy, P. Squire, J. Morgan, P. Hubert, A. Hopkins, V. Ridley, S. Turner, H. Usher, T. Park, and J. Zaifman

Absent: (0): M. van Holst

Motion Passed (14 to 0)

Moved by: S. Turner
Seconded by: J. Zaifman

Motion to close the Public Participation Meeting.

Yeas: (14): Mayor M. Brown, B. Armstrong, M. Salih, J. Helmer, M. Cassidy, P. Squire, J. Morgan, P. Hubert, A. Hopkins, V. Ridley, S. Turner, H. Usher, T. Park, and J. Zaifman

Absent: (0): M. van Holst

Motion Passed (14 to 0)

3.2 Dr. Josipa Petrunic, Executive Director and Chief Executive Officer, Canadian Urban Transit Research and Innovation Consortium - Rapid Transit

That the following actions be taken with respect to the presentation of J. Petrunic, Canadian Urban Transit Research and Innovation Consortium (CUTRIC), related to the potential electrification of the rapid transit project:

a) the attached presentation from Dr. J. Petrunic, Executive Director and Chief Executive Officer, Canadian Urban Transit Research and Innovation Consortium with respect to Rapid Transit BE RECEIVED;

b) based on the financial and environmental benefits shown by the modelling done by CUTRIC, electrification of London's Bus Rapid Transit system BE ENDORSED-IN-PRINCIPLE;

c) the Civic Administration BE DIRECTED to continue working with the London Transit Commission and Canadian Urban Transit Research & Innovation Consortium (CUTRIC) on economic modelling for electrification, including maintenance; and,

d) the Civic Administration BE DIRECTED to work with the London Transit Commission and the Canadian Urban Transit Research & Innovation Consortium (CUTRIC) on securing funding and partnerships that would allow London to implement electric buses as part of London's Bus Rapid Transit.

Motion Passed

Voting Record

Moved by: B. Armstrong
Seconded by: H. Usher

That the following actions be taken with respect to the presentation of J. Petrunic, Canadian Urban Transit Research and Innovation Consortium (CUTRIC), related to the potential electrification of the rapid transit project:

a) the attached presentation from Dr. J. Petrunic, Executive Director and Chief Executive Officer, Canadian Urban Transit Research and Innovation Consortium with respect to Rapid Transit BE RECEIVED;

Yeas: (15): Mayor M. Brown, M. van Holst, B. Armstrong, M. Salih, J. Helmer, M. Cassidy, P. Squire, J. Morgan, P. Hubert, A. Hopkins, V. Ridley, S. Turner, H. Usher, T. Park, and J. Zaifman

Motion Passed (15 to 0)

Moved by: J. Helmer
Seconded by: T. Park

b) based on the financial and environmental benefits shown by the modelling done by CUTRIC, electrification of London's Bus Rapid Transit system BE ENDORSED-IN-PRINCIPLE;

Yeas: (9): Mayor M. Brown, B. Armstrong, J. Helmer, M. Cassidy, P. Hubert, A. Hopkins, V. Ridley, S. Turner, and T. Park

Nays: (5): M. van Holst, M. Salih, P. Squire, H. Usher, and J. Zaifman

Recuse: (1): J. Morgan

Motion Passed (9 to 5)

Moved by: J. Helmer
Seconded by: T. Park

c) the Civic Administration BE DIRECTED to continue working with the London Transit Commission and Canadian Urban Transit Research & Innovation Consortium (CUTRIC) on economic modelling for electrification, including maintenance; and,

Yeas: (15): Mayor M. Brown, M. van Holst, B. Armstrong, M. Salih, J. Helmer, M. Cassidy, P. Squire, J. Morgan, P. Hubert, A. Hopkins, V. Ridley, S. Turner, H. Usher, T. Park, and J. Zaifman

Motion Passed (15 to 0)

Moved by: J. Helmer
Seconded by: T. Park

d) the Civic Administration BE DIRECTED to work with the London Transit Commission and the Canadian Urban Transit Research & Innovation Consortium (CUTRIC) on securing funding and partnerships that would allow London to implement electric buses as part of London's Bus Rapid Transit.

Yeas: (13): Mayor M. Brown, B. Armstrong, M. Salih, J. Helmer, M. Cassidy, P. Squire, P. Hubert, A. Hopkins, V. Ridley, S. Turner, H. Usher, T. Park, and J. Zaifman

Nays: (1): M. van Holst

Recuse: (1): J. Morgan

Motion Passed (13 to 1)

4. Items for Direction

4.1 London Convention Centre Board Appointments

Moved by: J. Zaifman
Seconded by: B. Armstrong

That the City Clerk BE DIRECTED to bring forward to a future meeting of Municipal Council a by-law to incorporate the changes to the London Convention Centre Corporation By-law as requested in the communication dated September 5, 2018 from L. Da Silva.

Yeas: (15): Mayor M. Brown, M. van Holst, B. Armstrong, M. Salih, J. Helmer, M. Cassidy, P. Squire, J. Morgan, P. Hubert, A. Hopkins, V. Ridley, S. Turner, H. Usher, T. Park, and J. Zaifman

Motion Passed (15 to 0)

5. Deferred Matters/Additional Business

5.1 ADDED - Core Area Informed Response

Moved by: H. Usher
Seconded by: M. van Holst

The attached presentation by the City Manager regarding Core Area Informed Response BE RECEIVED.

Yeas: (12): Mayor M. Brown, M. van Holst, B. Armstrong, J. Helmer, M. Cassidy, P. Squire, J. Morgan, A. Hopkins, V. Ridley, S. Turner, H. Usher, and T. Park

Absent: (0): M. Salih, P. Hubert, and J. Zaifman

Motion Passed (12 to 0)

5.2 ADDED - 12th Report of the Governance Working Group

Moved by: V. Ridley
Seconded by: T. Park

That the following actions be taken with respect to the 12th Report of the Governance Working Group from its meeting held on September 17, 2018:

a) the following actions be taken with respect to updating the terms of reference and mandate of the Striking Committee:

i) the attached, revised, proposed by-law BE INTRODUCED at a future meeting of the Municipal Council, to amend By-law No. CPOL.-59(a)-401, Council Policy, "General Policy for Advisory Committees" by deleting section 4.3 Resignations and Appointments, and section 4.4 Eligibility for Appointment and replacing them with new sections 4.3 and 4.4 to incorporate the following amendments:

- three additional Members-at-large to the membership composition;
- requirement that Striking Committee members not be applicants for any of the Committees whose membership is recommended for appointment by the Striking Committee, or for the city Agencies, Boards or Commissions; and,
- remove a former member of municipal council from the membership composition;

ii) subject to the approval of part a), above, the City Clerk BE DIRECTED to take the necessary actions, including a public participation meeting before the Corporate Services Committee, to amend the Council Procedure By-law to reflect the proposed changes; and

b) clause 1.1 BE RECEIVED.

Yeas: (15): Mayor M. Brown, M. van Holst, B. Armstrong, M. Salih, J. Helmer, M. Cassidy, P. Squire, J. Morgan, P. Hubert, A. Hopkins, V. Ridley, S. Turner, H. Usher, T. Park, and J. Zaifman

Motion Passed (15 to 0)

6. Confidential (enclosed for Members only.)

That the Strategic Priorities and Policy Committee convene in closed session for the purpose of considering the following matter:

1. Land Disposition/Solicitor-Client Privileged Advice

A matter pertaining to instructions and directions to officers and employees of the Corporation pertaining to a proposed disposition of land; advice that is subject to solicitor-client privilege, including communications necessary for that purpose; reports or advice or recommendations of officers and employees of the Corporation pertaining to a proposed disposition of land; commercial and financial information supplied in confidence pertaining to the proposed disposition the disclosure of which could reasonably be expected to prejudice significantly the competitive position or interfere significantly with the contractual or other negotiations of the Corporation, result in similar information no longer being supplied to the Corporation where it is in the public interest that similar information continue to be so supplied, and result in undue loss or gain to any person, group, committee or financial institution or agency; commercial, information relating to the proposed disposition that belongs to the Corporation that has monetary value or potential monetary value; information concerning the proposed disposition whose disclosure could reasonably be expected to prejudice the economic interests of the Corporation or its competitive position; information concerning the proposed disposition whose disclosure could reasonably be expected to be injurious to the financial interests of the Corporation; information relating to a position, plan, procedure, criteria and instructions to be applied to any negotiations carried on or to be carried on by or on behalf of the Corporation concerning the proposed disposition.

The Strategic Priorities and Policy Committee convened in closed session from 9:14 PM to 9:42 PM.

7. Adjournment

The meeting adjourned at 9:42 PM.

PUBLIC PARTICIPATION MEETING COMMENTS

3.1 PUBLIC PARTICIPATION MEETING – Amendments to the Consolidated Fees and Charges By-law

- B. Veitch – London Development Institute – noting his submission, as included on the Added Agenda; noting concern with the lack of transparency in the calculating of some fees; noting a better way for the calculation is an indexing method; advising that LDI has offered some alternative rates for consideration, stating that a revised calculation should be based on a better demonstration of the actual costs; advising that there is no understanding of why fees are increasing based on the information provided; and stating that it makes sense from an indexing standpoint and the LDI submission is a compromise.

Techno-economic modelling of an electric bus demonstration project in London Ontario Fast Transit Route "7" & "L"

Anaissia Franca
Dr. Yutian Zhao
Dr. Garret Duffy
Dr. Anahita Jami
Dr. Josipa Petrunic
Canadian Urban Transit Research and Innovation Consortium (CUTRIC)
Consortium de recherche et d'innovation en transport urbain au Canada (CRITUC)
September 17th, 2018

Outline

- Routes and duty cycles
- E-bus energy consumption and SOC calculations
- Charging infrastructure simulation
- Comparative simulation of diesel bus fuel consumption
- Electricity costs estimations, simulation results and emissions calculation for each route
- GHG emission savings

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Routes and duty cycles

Route "7" map (28.6 km RT)

Route "L" map (29.2 km RT)

Route statistics

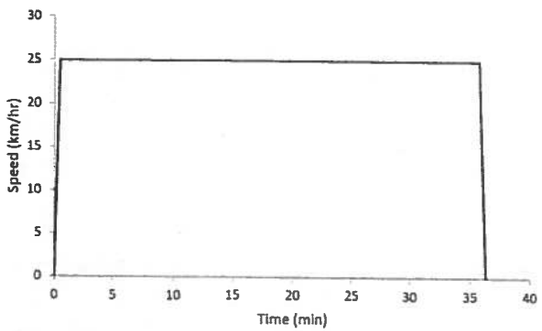
Name of route	Length of the route round trip (km)	Estimated time to complete the route round trip (min)
London route "7"	28.6	~ 70
London route "L"	29.2	~ 70

Model the route elevation profile & topography

- Used Google Earth to define the path (.kml files)
- Calculated the distances between the nodes
- Used a DEM (Digital Elevation Model) database to obtain the raw data for elevations
- Used filtration/smoothing to obtain realistic road grades (multiple steps of Savittzky-Golay filter)

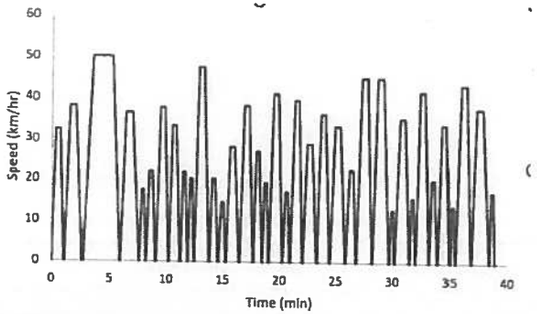
Route L (29.2 km RT) - Duty cycles development

- **Light duty cycle (1 driver, no auxiliary load)**
  - Constant velocity, no stop



Route L (29.2 km RT) - Duty cycles development

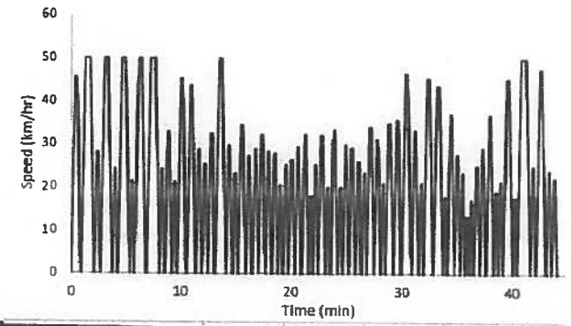
- **Medium duty cycle (half full passenger load, half auxiliary load)**
  - Stop for all bus stops
  - Additional stops at 50 % of other stops: randomly selected from all the traffic lights, passenger walks etc...



CUTRIC CRITUC

Route L (29.2 km RT) - Duty cycles development

- **Heavy duty cycle (full passenger load, full auxiliary load)**
  - Stop for all bus stops, traffic lights, stop signs and additional stopping for pedestrians



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E-bus energy consumption and SOC calculations

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Key variables affecting the energy consumption

- Weight of the vehicle: a 60 ft is roughly 30 ~ 40 % heavier than a 40 ft
- Auxiliary load
- Tire rolling coefficient
- Regenerative braking usage
- Gear ratio

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Ebus energy consumption and charging power calculations

- Used in-house Matlab and Python code
- Physical characteristics of fully electric 60ft New Flyer (2019) and a 60 ft Proterra (2020)
- Accounted for variation in topography
- Regenerative braking power split: 35%
- Constant accessory draw
  - Heavy duty cycle: 26,000 W
  - Medium duty cycle: 13,000 W
  - Light duty cycle: 0 W

- Maximum passenger number : 160 (~ 60 seats and ~ 60 standees)

State of Charge (SOC): Route "7" (28.6 km RT) Proterra (660 kWh)

	South to West				West to South			
	kWh per km	Total kWh used	SOC at route end		kWh per km	Total kWh used	SOC at route end	
			5 % buffer	10% buffer			5 % buffer	10 % buffer
Light duty	0.6	8.62	93.6%	88.6%	0.57	8.24	93.7%	88.7%
Medium duty	1.79	25.67	90.9%	85.9%	1.79	25.78	90.9%	85.9%
Heavy duty	3.3	47.44	87.4%	82.4%	3.26	46.93	87.5%	82.5%

Note: Ideal battery initial SOC = 100%, 5 % buffer initial SOC = 95%, 10 % buffer initial SOC = 90 %

State of Charge (SOC): Route "7" (28.6 km RT) New Flyer (640 kWh)

	South to West				West to South			
	kWh per km	Total kWh used	SOC at route end		kWh per km	Total kWh used	SOC at route end	
			5 % buffer	10% buffer			5 % buffer	10 % buffer
Light duty	0.58	8.39	93.6%	88.6%	0.56	8.03	93.7%	88.7%
Medium duty	1.76	25.28	90.8%	85.8%	1.77	25.47	90.8%	85.8%
Heavy duty	3.28	47.17	87.2%	82.2%	3.22	46.24	87.4%	82.4%

Note: Ideal battery initial SOC = 100%, 5 % buffer initial SOC = 95%, 10 % buffer initial SOC = 90 %

State of Charge (SOC): Route "L" (29.2 km RT) Proterra (660 kWh)

	East to North direction				North to Easts direction			
	kWh per km	Total kWh used	SOC at route end		kWh per km	Total kWh used	SOC at route end	
			5 % buffer	10% buffer			5 % buffer	10 % buffer
Light duty	0.53	7.79	93.8%	88.8%	0.63	9.14	93.5%	88.5%
Medium duty	1.75	25.55	90.9%	85.9%	1.81	26.42	90.8%	85.8%
Heavy duty	3.4	49.64	87.1%	82.1%	3.49	50.91	86.9%	81.9%

Note: Ideal battery initial SOC = 100%, 5 % buffer initial SOC = 95%, 10 % buffer initial SOC = 90 %

3.2

State of Charge (SOC): Route "L" (29.2 km RT) New Flyer (640 kWh)

	East to North direction				North to Easts direction			
	kWh per km	Total kWh used	SOC at route end		kWh per km	Total kWh used	SOC at route end	
			5 % buffer	10% buffer			5 % buffer	10 % buffer
Light duty	0.52	7.59	93.8%	88.8%	0.61	8.9	93.5%	88.5%
Medium duty	1.73	25.19	90.9%	85.9%	1.78	26.04	90.7%	85.7%
Heavy duty	3.35	48.91	87.0%	82.0%	3.47	50.61	86.7%	81.7%

Note: Ideal battery initial SOC = 100%, 5 % buffer initial SOC = 95%, 10 % buffer initial SOC = 90 %

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Charging infrastructure simulation

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3.2

State of the art of the technology

- Today, the technology requires slow charging (~150 kW) and can have partial fast charging.
- By 2020 however, the technology will accommodate fast charging (450 – 600 kW) solutions at least partially (e.g if the SOC is within a certain range).

We modeled both solutions.

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Slow charging (150kW)

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Electricity demand: Route "7" (28.6 km RT)

- Battery buffer of 10%. SOC cannot be below 10%.
- Slow charge at garage. 150 kW, 90% efficient, final SOC 90%.

	Proterra			New Flyer		
	Number of runs (roundtrips) without charging	Overnight charging time (hours)	Energy from the grid (kWh)	Number of runs (roundtrips) without charging	Overnight charging time (hours)	Energy from the grid (kWh)
Light duty	31	4.3	580.7	31	4.2	565.6
Medium duty	10	4.2	571.7	10	4.2	563.9
Heavy duty	6	4.7	629.1	5	3.8	518.9

Electricity demand: Route "L" (29.2 km RT)

- Battery buffer of 10%. SOC cannot be below 10%.
- Slow charge at garage. 150 kW, 90% efficient, final SOC 90%.

	Proterra			New Flyer		
	Number of runs (roundtrips) without charging	Overnight/at-garage charging time (hours)	Energy from the grid (kWh)	Number of runs (roundtrips) without charging	Overnight/at-garage charging time (hours)	Energy from the grid (kWh)
Light duty	31	4.3	583.1	31	4.2	568.0
Medium duty	10	4.3	577.4	10	4.2	569.2
Heavy duty	5	4.1	558.6	5	4.1	552.9

Fast charging

Electricity demand: Route "7" (28.6 km RT) Proterra (660 kWh) 600 kW charger

Notes:

Ideal charging: the energy from the grid goes straight to the battery

Typical efficiency: 86% of the energy from the grid goes to the battery (91% charger efficiency, 95 % battery management system efficiency).

Range of operation: SOC 10%-90%

	East to North direction				North to East direction			
	Ideal charging 100 %		Typical efficiency 86 %		Ideal charging 100 %		Typical efficiency 86 %	
	Charging time (min)	Energy from the grid (kWh)	Charging time (min)	Energy from the grid (kWh)	Endpoint charging time (min)	Energy from the grid (kWh)	Charging time (min)	Energy from the grid (kWh)
Light duty	0.86	8.63	1.0	7.48	0.82	8.25	0.95	7.16
Medium duty	2.57	25.69	2.97	22.29	2.58	25.8	2.98	22.39
Heavy duty	4.74	47.42	5.49	41.14	4.69	46.88	5.42	40.67

3.2

Electricity demand: Route "7" (28.6 km RT) New Flyer (640 kWh) 600 kW charger

Notes:

Ideal charging: the energy from the grid goes straight to the battery

Typical efficiency: 86% of the energy from the grid goes to the battery (91% charger efficiency, 95 % battery management system efficiency).

Range of operation: SOC 10%-90%

	East to North direction				North to East direction			
	Ideal charging 100 %		Typical efficiency 86 %		Ideal charging 100 %		Typical efficiency 86 %	
	Charging time (min)	Energy from the grid (kWh)	Charging time (min)	Energy from the grid (kWh)	Endpoint charging time (min)	Energy from the grid (kWh)	Charging time (min)	Energy from the grid (kWh)
Light duty	0.84	8.4	0.97	7.29	0.8	8.04	0.93	6.97
Medium duty	2.53	25.31	2.93	21.96	2.55	25.49	2.95	22.12
Heavy duty	4.72	47.21	5.46	40.96	4.62	46.22	5.35	40.1

Electricity demand: Route "L" (29.2 km RT) Proterra (660 kWh) 600 kW charger

Notes:

Ideal charging: the energy from the grid goes straight to the battery

Typical efficiency: 86% of the energy from the grid goes to the battery (91% charger efficiency, 95 % battery management system efficiency).

Range of operation: SOC 10%-90%

	East to North direction				North to East direction			
	Ideal charging 100 %		Typical efficiency 86 %		Ideal charging 100 %		Typical efficiency 86 %	
	Charging time (min)	Energy from the grid (kWh)	Charging time (min)	Energy from the grid (kWh)	Endpoint charging time (min)	Energy from the grid (kWh)	Charging time (min)	Energy from the grid (kWh)
Light duty	0.78	7.8	0.9	6.77	0.91	9.15	1.06	7.94
Medium duty	2.56	25.58	2.96	22.19	2.64	26.44	3.06	22.94
Heavy duty	4.96	49.61	5.74	43.04	5.09	50.92	5.89	44.17

3.3

Electricity demand: Route "L" (29.2 km RT) New Flyer (640 kWh) 600 kW charger

Notes:

Ideal charging: the energy from the grid goes straight to the battery

Typical efficiency: 86% of the energy from the grid goes to the battery (91% charger efficiency, 95 % battery management system efficiency).

Range of operation: SOC 10%-90%

	East to North direction				North to East direction			
	Ideal charging 100 %		Typical efficiency 86 %		Ideal charging 100 %		Typical efficiency 86 %	
	Charging time (min)	Energy from the grid (kWh)	Charging time (min)	Energy from the grid (kWh)	Endpoint charging time (min)	Energy from the grid (kWh)	Charging time (min)	Energy from the grid (kWh)
Light duty	0.76	7.6	0.88	6.59	0.89	8.91	1.03	7.73
Medium duty	2.52	25.22	2.92	21.88	2.61	26.07	3.02	22.62
Heavy duty	4.89	48.9	5.66	42.42	5.07	50.67	5.86	43.96

Comparative simulation of diesel bus fuel consumption

Fuel consumption simulation: New Flyer 2013 XD60s

- Used Python code developed in-house, based on work from [1]

Vehicle parameters	Value	Unit
Vehicle curb weight	19,409	kg
Mean passenger weight	75	kg
Maximum passengers	128	-
Engine maximum power	246	kW
Drivetrain efficiency	95	%
Rolling coefficient	Provided by OEM	-

Fuel parameters	Value	Unit
LHV of low sulfur diesel	42.6	MJ/kg
Diesel density	850	kg/m^3
CO_2 content of fuel *	2.630	kg CO_{2e}/L fuel

*Note: emission factors for mobile fuel combustion of diesel in heavy-duty vehicles, see [2]

[1] W. Edwardes and H. Rakha "Modeling Diesel and Hybrid Bus Fuel Consumption with Virginia Tech Comprehensive Power-Based Fuel Consumption: Model Enhancements and Calibration Issues Model". Transportation Research Record: Journal of the Transportation Research Board, No. 2533
[2] BC Ministry of Environment "2016/17 B.C. Best practices Methodology for quantifying greenhouse gas emissions" Victoria, May 2016

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Fuel consumption: Route "7" (28.6 km RT)

Runs (round trips) per week to compare with e-buses based on the schedule: 744

	Light-Duty	Medium-Duty	Heavy-Duty
Fuel used per run (round trip) per bus (L)	6.6	12.2	19.4
Fuel efficiency of diesel equivalent (L/100km)	23.1	42.4	67.7
Emitted CO2e per year (kg)	678,756	1,245,184	1,986,515
Cost of diesel per year @$0.9116/L ($) *	$235,268	$431,601	$ 688,558

* Note: $0.9116/L based on London Transit's average fuel price over the last 10 years

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3.2

Fuel consumption: Route "L" (29.2 km RT)

Runs (round trips) per week to compare with e-buses based on the schedule: 1488

	Light-Duty	Medium-Duty	Heavy-Duty
Fuel used per run (round trip) per bus (L)	6.7	12.2	20.3
Fuel efficiency of diesel equivalent (L/100km)	23	41.7	69.7
Emitted CO2e per year (kg)	1,371,652	2,486,126	4,156,430
Cost of diesel per year @$0.9116/L ($) *	$475,436	$861,731	$1,440,685

* Note: $0.9116/L based on London Transit's average fuel price over the last 10 years

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Electricity costs estimations, emission reduction and simulation results for each route

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Assumptions on the schedule (revised)

Rapid Transit Operating Schedule Information

The "7" Corridor will operate on a 10-minute frequency during the following periods
Monday – Saturday from 6am to midnight **(18 hours of operation)**
Sunday & Stat Holidays from 7am to 11pm **(16 hours of operation)**

The "L" Corridor will operate on a 5-minute frequency during the following periods
Monday – Saturday from 6am to midnight **(18 hours of operation)**
Sunday & Stat Holidays from 7am to 11pm **(16 hours of operation)**

Stop at the terminal station: 5 min

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Sample route "7" weekday schedule

Total # round trips/day: Weekday: 108, Saturday: 108, Sunday: 96

West to South			South to West		
Wonderland & Oxford (starts)	White Oaks (arrive)	STOP time (min)	White Oaks (starts)	Wonderland & Oxford (arrive)	STOP time (min)
6:00	6:35	5	6:00	6:35	5
6:10	6:45	5	6:10	6:45	5
6:20	6:55	5	6:20	6:55	5
6:30	7:05	5	6:30	7:05	5
6:40	7:15	5	6:40	7:15	5
6:50	7:25	5	6:50	7:25	5
7:00	7:35	5	7:00	7:35	5
7:10	7:45	5	7:10	7:45	5
....			...		

eBus A – 10 min frequency

eBus B – 10 min frequency

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Sample route "L" weekday schedule

Total # round trips/day: Weekday: 216, Saturday: 216, Sunday: 192

West to South			South to West		
Wonderland & Oxford (starts)	White Oaks (arrive)	STOP time (min)	White Oaks (starts)	Wonderland & Oxford (arrive)	STOP time (min)
6:00	6:35	5	6:00	6:35	5
6:05	6:40	5	6:05	6:40	5
6:10	6:45	5	6:10	6:45	5
				...	
6:40	7:15	5	6:40	7:15	5
6:45	7:20	5	6:45	7:20	5
6:50	7:25	5	6:50	7:25	5
....			...		

eBus A – 5 min frequency

eBus B – 5min frequency

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Required number of buses if **slow charging** is used: Routes "7" & "L"

Minimum required for the schedule, 1 to 1 diesel replacement

Route 7 – less frequent

	Number of 60ft required to fully electrify the route	
	Proterra	New Flyer
Light duty	8 [vs. 8]	8
Medium duty	11	11
Heavy duty	20	20

Minimum required for the schedule, 1 to 1 diesel replacement

Route L – more frequent

	Number of 60ft required to fully electrify the route	
	Proterra	New Flyer
Light duty	16 [vs. 16]	16
Medium duty	22	22
Heavy duty	42	42

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e3

Required number of buses if **fast charging (600 kW)** is used: Routes "7" & "L"

Minimum required for the schedule, 1 to 1 diesel replacement

Route 7 – less frequent

	Number of 60ft required to fully electrify the route	
	Proterra	New Flyer
Light duty	8 [vs. 8]	8
Medium duty	8	8
Heavy duty	12	12

Minimum required for the schedule, 1 to 1 diesel replacement

Route L – more frequent

	Number of 60ft required to fully electrify the route	
	Proterra	New Flyer
Light duty	16 [vs. 16]	16
Medium duty	16	16
Heavy duty	27	27

Fully electrifying the route is possible with rapid chargers is possible

- Note, routes will not operate continuously on a heavy duty cycle mode.
- Four chargers are required, one at each North, East, West and South terminal
- **Route "7"**
  - Two buses charge in a 15min interval (used for demand charges calculations)
- **Route "L"**
  - Three buses charge in a 15min interval (used for demand charges calculations)
- There is a possibility to refine the model to include longer stops and charging at the Central Transit Hub if this is a preferred strategy to utilize fewer e-buses in total.

Slow charging

Overnight charging costs

- Assumed a constant overnight electricity cost of $0.0936 /kWh (average 2016 night market price and added global adjustment rate that changes monthly)
- Remaining electricity price is calculated as per previous modelling, expecting the charging power is 150kW

Charging costs: Route "7" (28.6 km RT) Proterra (660 kWh)

Notes:

Used London Hydro Rates: General Service, Greater Than 50 kW with no interval meter rates

Assumed 1 slow charger per bus

Total cost per route (inclusive of all buses)

	Light	Medium	Heavy
Yearly MWh estimated	727	2,220	4,072
Electricity cost (CAD $)	$ 68,098	$ 207,808	$ 381,163
Delivery cost (CAD $)	$ 96,005	$ 132,007	$ 240,012
Regulatory cost (CAD $)	$ 7,933	$ 24,203	$ 44,391
Total charging cost for a year (CAD $)	**$ 172,036**	**$ 364,017**	**$ 665,566**
Diesel cost for a year (CAD $)	$ 235,268	$ 431,601	$ 688,558
Benefits (CAD $)	**$ 63,232**	**$ 67,583**	**$ 22,992**
Carbon price electricity (CAD $) with $50/TCO2e	$ 1,601	$ 4,884	$ 8,959
Carbon price diesel (CAD $) with $50/TCO2e	$ 12,927	$ 23,714	$ 37,833
Benefits with Carbon price (CAD $)	$ 74,558	$ 86,413	$ 51,866

* at $0.9116/L based on London Transit's average fuel price over the last 10 years

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Charging costs: Route "7" (28.6 km RT) New Flyer (640 kWh)

Notes:

Used London Hydro Rates: General Service, Greater Than 50 kW with no interval meter rates

Assumed 1 slow charger per bus

Total cost per route (inclusive of all buses)

	Light	Medium	Heavy
Yearly MWh estimated	708	2,189	4,030
Electricity cost (CAD $)	$ 66,321	$204,981	$377,286
Delivery cost (CAD $)	$ 96,005	$132,007	$240,012
Regulatory cost (CAD $)	$ 7,726	$ 23,874	$ 43,939
Total charging cost for a year (CAD $)	**$170,052**	**$360,861**	**$661,237**
Diesel cost for a year (CAD $)	$235,268	$431,601	$688,558
Benefits (CAD $)	**$ 65,216**	**$ 70,740**	**$ 27,321**
Carbon price electricity (CAD $) with $50/TCO2e	$ 1,559	$ 4,818	$ 8,868
Carbon price diesel (CAD $) with $50/TCO2e	$ 12,927	$ 23,714	$ 37,833
Benefits with Carbon price (CAD $)	$ 76,584	$ 89,636	$ 56,286

* at $0.9116/L based on London Transit's average fuel price over the last 10 years

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Charging costs: Route "L" (29.2 km RT) Proterra (660 kWh)

Notes:

Used London Hydro Rates: General Service, Greater Than 50 kW with no interval meter rates

Assumed 1 slow charger per bus

Total cost per route (inclusive of all buses)

	Light	Medium	Heavy
Yearly MWh estimated	1,461	4,485	8,677
Electricity cost (CAD $)	$136,761	$419,816	$ 812,248
Delivery cost (CAD $)	$192,010	$264,013	$ 504,025
Regulatory cost (CAD $)	$ 15,929	$ 48,892	$ 94,592
Total charging cost for a year (CAD $)	**$344,700**	**$732,722**	**$1,410,865**
Diesel cost for a year (CAD $)	$475,436	$861,731	$1,440,685
Benefits (CAD $)	**$ 130,736**	**$ 129,009**	**$ 29,820**
Carbon price electricity (CAD $) with $50/TCO2e	$ 3,214	$ 9,867	$ 19,091
Carbon price diesel (CAD $) with $50/TCO2e	$ 26,123	$ 47,348	$ 79,159
Benefits with Carbon price (CAD $)	$ 153,645	$ 166,490	$ 89,887

* at $0.9116/L based on London Transit's average fuel price over the last 10 years

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Charging costs: Route "L" (29.2 km RT) New Flyer (640 kWh)

Notes:

Used London Hydro Rates: General Service, Greater Than 50 kW with no interval meter rates

Assumed 1 slow charger per bus

Total cost per route (inclusive of all buses)

	Light	Medium	Heavy
Yearly MWh estimated	1,423	4,421	8,588
Electricity cost (CAD $)	$133,207	$413,839	$ 803,928
Delivery cost (CAD $)	$192,010	$264,013	$ 504,025
Regulatory cost (CAD $)	$ 15,515	$ 48,196	$ 93,623
Total charging cost for a year (CAD $)	**$340,732**	**$726,048**	**$1,401,576**
Diesel cost for a year (CAD $)	$475,436	$861,731	$1,440,685
Benefits (CAD $)	**$ 134,704**	**$ 135,683**	**$ 39,109**
Carbon price electricity (CAD $) with $50/TCO2e	$ 3,131	$ 9,727	$ 18,896
Carbon price diesel (CAD $) with $50/TCO2e	$ 26,123	$ 47,348	$ 79,159
Benefits with Carbon price (CAD $)	$ 157,696	$ 173,304	$ 99,372

* at $0.9116/L based on London Transit's average fuel price over the last 10 years

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Fast charging

Charging costs: Route "7" (28.6 km RT) Proterra (660 kWh)

Note:

Used London Hydro Rates: General Service, Greater Than 50 KW with no interval meter rates

Diesel at $0.9116/L based on London Transit's average fuel price over the last 10 years

Total cost per route (inclusive of all buses)

	Light	Medium	Heavy
Yearly MWh estimated	761	2,321	3,900
Electricity cost (CAD $)	$ 88,882	$271,178	$455,661
Regulatory cost (CAD $)	$ 8,295	$ 25,302	$ 42,513
Delivery cost (CAD $)	$ 14,572	$ 35,880	$ 57,541
Total charging cost for a year (CAD $)	**$111,749**	**$332,360**	**$555,715**
Diesel cost for a year (CAD $)	$235,268	$431,601	$688,558
Benefits (CAD $)	**$123,519**	**$ 99,241**	**$132,843**
Carbon price electricity (CAD $) with $50/TCO2e	$ 1,674	$ 5,106	$ 8,580
Carbon price diesel (CAD $) with $50/TCO2e	$ 33,938	$ 62,259	$ 99,326
Benefits with Carbon price (CAD $)	$ 155,782	$ 156,394	$ 223,588

Charging costs – Route "7" (28.6 km RT) New Flyer (640 kWh)

Note:

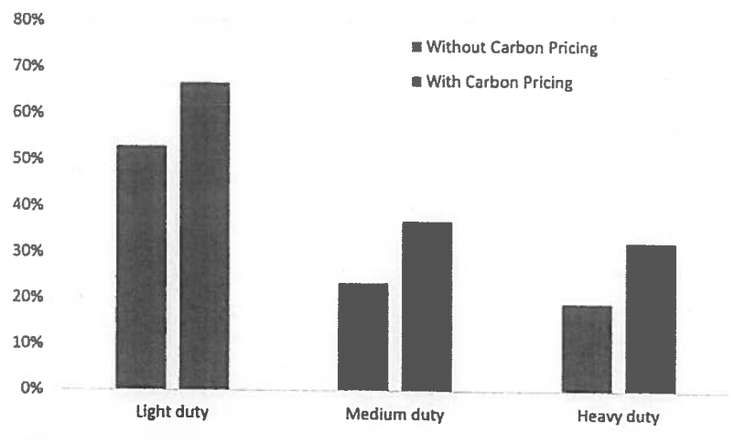
Used London Hydro Rates: General Service, Greater Than 50 KW with no interval meter rates

Diesel at $0.9116/L based on London Transit's average fuel price over the last 10 years

Total cost per route (inclusive of all buses)

	Light	Medium	Heavy
Yearly MWh estimated	741	2,289	3,900
Electricity cost (CAD $)	$ 86,562	$267,485	$455,661
Regulatory cost (CAD $)	$ 8,079	$ 24,958	$ 42,513
Delivery cost (CAD $)	$ 14,287	$ 35,495	$ 57,541
Total charging cost for a year (CAD $)	**$108,927**	**$327,937**	**$555,715**
Diesel cost for a year (CAD $)	$235,268	$431,601	$688,558
Benefits (CAD $)	**$126,341**	**$103,664**	**$132,843**
Carbon price electricity (CAD $) with $50/TCO2e	$ 1,630	$ 5,036	$ 8,580
Carbon price diesel (CAD $) with $50/TCO2e	$ 33,938	$ 62,259	$ 99,326
Benefits with Carbon price (CAD $)	$ 158,648	$ 160,887	$ 223,588

Average yearly benefits: Fast charging Route "7" (28.6 km RT)



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Charging costs: Route "L" (29.2 km RT) Proterra (660 kWh)

Note:

Used London Hydro Rates: General Service, Greater Than 50 KW with no interval meter rates

Diesel at $0.9116/L based on London Transit's average fuel price over the last 10 years

Total cost per route (inclusive of all buses)

	Light	Medium	Heavy
Yearly MWh estimated	1,515	4,652	7,737
Electricity cost (CAD $)	$177,208	$544,009	$ 904,952
Regulatory cost (CAD $)	$ 16,520	$ 50,704	$ 84,343
Delivery cost (CAD $)	$ 20,892	$ 53,077	$ 84,377
Total charging cost for a year (CAD $)	**$214,620**	**$647,790**	**$1,073,671**
Diesel cost for a year (CAD $)	$475,436	$861,731	$1,440,685
Benefits (CAD $)	**$260,816**	**$213,941**	**$ 367,014**
Carbon price electricity (CAD $) with $50/TCO2e	$ 3,333	$ 10,234	$ 17,021
Carbon price diesel (CAD $) with $50/TCO2e	$ 68,583	$124,306	$ 207,821
Benefits with Carbon price (CAD $)	$326,066	$328,013	$ 557,814

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Charging costs: Route "L" (29.2 km RT) New Flyer (640 kWh)

Note:

Used London Hydro Rates: General Service, Greater Than 50 KW with no interval meter rates

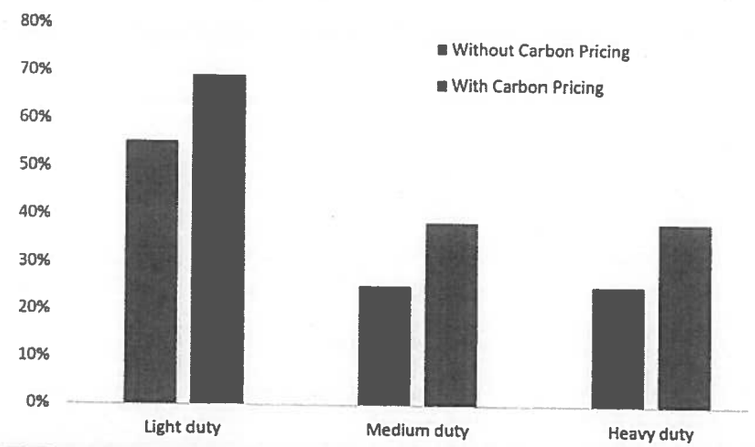
Diesel at $0.9116/L based on London Transit's average fuel price over the last 10 years

Total cost per route (inclusive of all buses)

	Light	Medium	Heavy
Yearly MWh estimated	1,476	4,585	7,737
Electricity cost (CAD $)	$172,602	$536,263	$ 904,952
Regulatory cost (CAD $)	$ 16,090	$ 49,983	$ 84,343
Delivery cost (CAD $)	$ 20,445	$ 52,369	$ 84,377
Total charging cost for a year (CAD $)	**$209,138**	**$638,614**	**$1,073,671**
Diesel cost for a year (CAD $)	$475,436	$861,731	$1,440,685
Benefits (CAD $)	**$266,298**	**$223,117**	**$ 367,014**
Carbon price electricity (CAD $) with $50/TCO2e	$ 3,247	$ 10,087	$ 17,021
Carbon price diesel (CAD $) with $50/TCO2e	$ 68,583	$124,306	$ 207,821
Benefits with Carbon price (CAD $)	$331,634	$337,336	$ 557,814

CUTRIC CRITUC

Average yearly benefits: Fast charging Route "L" (29.2 km RT)



CUTRIC CRITUC

Ontario 2015 Grid Emissions [2]

	Solar / Wind / Bioenergy	Natural Gas	Nuclear	Coal	Waterpower
Electricity production (TWh)	14.2	15.9	92.3	0	37.3
Percentage of the grid use (%)	8.89	9.96	57.80	0.00	23.36

- Total electricity production (2015): 159.7 TWh
- Total emission (2015): 7.1 MT CO2e
- The emission is calculated as 0.044 Tonne CO2e/MWh

CUTRIC CRITUC

3.2)

Fast charging

Emissions reduction: Route "7" (28.6 km RT) Proterra (660 kWh)

	Light	Medium	Heavy
Yearly electricity estimated (MWh)	761	2,321	3,900
Yearly diesel use (L)	258,082	473,454	755,329
CO2e from electricity (Tonne)	33	102	172
CO2e from diesel (Tonne)*	679	1245	1987
CO2e reduction for a year (Tonne)	645	1143	1815

* : Mobile emissions factor for mobile fuel combustion of diesel in heavy-duty vehicles is 2.63 kg CO2e/L

Emissions reduction: Route "7" (28.6 km RT) New Flyer (640 kWh)

	Light	Medium	Heavy
Yearly electricity estimated (MWh)	741	2,289	3,900
Yearly diesel use (L)	258,082	473,454	755,329
CO2e from electricity (Tonne)	33	101	172
CO2e from diesel (Tonne)*	679	1245	1987
CO2e reduction for a year (Tonne)	646	1144	1815

* : Mobile emissions factor for mobile fuel combustion of diesel in heavy-duty vehicles is 2.63 kg CO2e/L

Emissions reduction: Route "L" (29.2 km RT) Proterra (660 kWh)

	Light	Medium	Heavy
Yearly electricity estimated (MWh)	1,515	4,652	7,737
Yearly diesel use (L)	521,541	945,295	1,580,392
CO2e from electricity (Tonne)	67	205	340
CO2e from diesel (Tonne)*	1372	2486	4156
CO2e reduction for a year (Tonne)	1305	2281	3816

* : Mobile emissions factor for mobile fuel combustion of diesel in heavy-duty vehicles is 2.63 kg CO2e/L

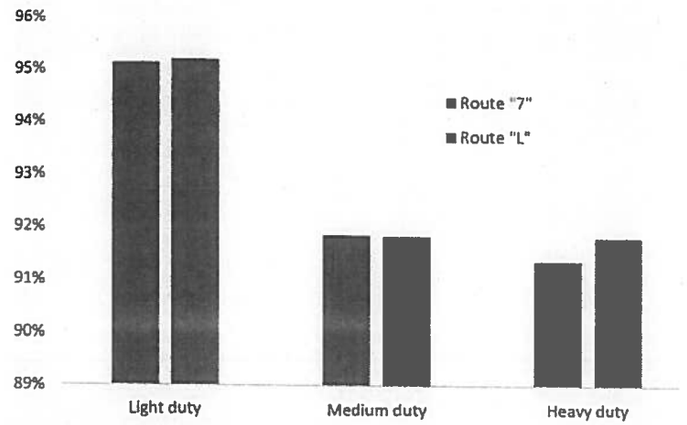
3.e.

Emissions reduction: Route "L" (29.2 km RT) New Flyer (640 kWh)

	Light	Medium	Heavy
Yearly electricity estimated (MWh)	1,476	4,585	7,737
Yearly diesel use (L)	521,541	945,295	1,580,392
CO2e from electricity (Tonne)	65	202	340
CO2e from diesel (Tonne)*	1372	2486	4156
CO2e reduction for a year (Tonne)	1307	2284	3816

*: Mobile emissions factor for mobile fuel combustion of diesel in heavy-duty vehicles is 2.63 kg CO2e/L

Average yearly emission reductions: Route "7" and route "L"



Recall: 40 ft scenario

Electricity costs estimations, emission reduction and simulation results for each route

Assumptions on the schedule (revised)

Rapid Transit Operating Schedule Information

The "7" Corridor will operate on a 10 minute frequency during the following periods
Monday – Saturday from 6am to midnight **(18 hours of operation)**
Sunday & Stat Holidays from 7am to 11pm **(16 hours of operation)**

The "L" Corridor will operate on a 5 minute frequency during the following periods
Monday – Saturday from 6am to midnight **(18 hours of operation)**
Sunday & Stat Holidays from 7am to 11pm **(16 hours of operation)**

Stop at the terminal station: 5 min (maximum charging time is less than 4 min)

Sample route "7" weekday schedule

Total # round trips/day: Weekday: 108, Saturday: 108, Sunday: 96

West to South			South to West		
Wonderland & Oxford (starts)	White Oaks (arrive)	STOP time (min)	White Oaks (starts)	Wonderland & Oxford (arrive)	STOP time (min)
6:00	6:35	5	6:00	6:35	5
6:10	6:45	5	6:10	6:45	5
6:20	6:55	5	6:20	6:55	5
6:30	7:05	5	6:30	7:05	5
6:40	7:15	5	6:40	7:15	5
6:50	7:25	5	6:50	7:25	5
7:00	7:35	5	7:00	7:35	5
7:10	7:45	5	7:10	7:45	5
....			...		

eBus B – 10 min frequency

eBus A – 10 min frequency

Sample route "L" weekday schedule

Total # round trips/day: Weekday: 216, Saturday: 216, Sunday: 192

West to South			South to West		
Wonderland & Oxford (starts)	White Oaks (arrive)	STOP time (min)	White Oaks (starts)	Wonderland & Oxford (arrive)	STOP time (min)
6:00	6:35	5	6:00	6:35	5
6:05	6:40	5	6:05	6:40	5
6:10	6:45	5	6:10	6:45	5
				...	
6:40	7:15	5	6:40	7:15	5
6:45	7:20	5	6:45	7:20	5
6:50	7:25	5	6:50	7:25	5
	....			...	

eBus B – 5min frequency

eBus A – 5 min frequency

3.e)

State of Charge (SOC) - Route "7" (28.6 km RT) with Nova Bus (76 kWh)

	South to West				West to South			
	kWh per km	Total kWh used	SOC at route end		kWh per km	Total kWh used	SOC at route end	
			5 % buffer	10% buffer			5 % buffer	10 % buffer
Light duty	0.4	5.79	87.0%	82.0%	0.38	5.45	87.5%	82.5%
Medium duty	0.99	14.29	75.2%	70.2%	1.0	14.3	75.2%	70.2%
Heavy duty	1.6	23.04	63.1%	58.1%	1.6	23.0	63.1%	58.1%

Note: Ideal battery initial SOC = 100%, 5 % buffer initial SOC = 95%, 10 % buffer initial SOC = 90 %

State of Charge (SOC) - Route "7" (28.6 km RT) with New Flyer (200 kWh)

	South to West				West to South			
	kWh per km	Total kWh used	SOC at route end		kWh per km	Total kWh used	SOC at route end	
			5 % buffer	10% buffer			5 % buffer	10 % buffer
Light duty	0.43	6.12	91.8%	86.8%	0.4	5.73	92.0%	87.0%
Medium duty	1.03	14.82	87.2%	82.2%	1.03	14.76	87.2%	82.2%
Heavy duty	1.64	23.63	82.6%	77.6%	1.64	23.58	82.6%	77.6%

Note: Ideal battery initial SOC = 100%, 5 % buffer initial SOC = 95%, 10 % buffer initial SOC = 90 %

Recall: 40 fts
Charging infrastructure simulation

Electricity demand – Route "7" (28.6 km RT) Nova Bus (76 kWh) 450 kW charger

	South to West direction						West to South direction					
	Ideal charging 100 %		Typical efficiency 86 %		Worst case efficiency 71%		Ideal charging 100 %		Typical efficiency 86 %		Worst case efficiency 71%	
	Charging time (min)	Energy from the grid (kWh)	Charging time (min)	Energy from the grid (kWh)	Charging time (min)	Energy from the grid (kWh)	Endpoint charging time (min)	Energy from the grid (kWh)	Charging time (min)	Energy from the grid (kWh)	Charging time (min)	Energy from the grid (kWh)
Light duty	0.77	5.79	0.89	6.7	1.09	8.16	0.73	5.45	0.84	6.31	1.02	7.68
Medium duty	1.91	14.31	2.21	16.55	2.69	20.15	1.91	14.32	2.21	16.56	2.69	20.16
Heavy duty	3.08	23.07	3.56	26.68	4.33	32.49	3.07	23.02	3.55	26.63	4.32	32.43

Note: Ideal charging: the energy from the grid goes straight to the battery
Typical efficiency: 86% of the energy from the grid goes to the battery (91% charger efficiency, 95 % battery management system efficiency)
Worst case efficiency: 71% of the energy from the grid goes to the battery

Electricity demand – Route "7" (28.6 km RT) New Flyer (200 kWh) 450 kW charger

	South to West direction						West to South direction					
	Ideal charging 100 %		Typical efficiency 86 %		Worst case efficiency 71%		Ideal charging 100 %		Typical efficiency 86 %		Worst case efficiency 71%	
	Charging time (min)	Energy from the grid (kWh)	Charging time (min)	Energy from the grid (kWh)	Charging time (min)	Energy from the grid (kWh)	Endpoint charging time (min)	Energy from the grid (kWh)	Charging time (min)	Energy from the grid (kWh)	Charging time (min)	Energy from the grid (kWh)
Light duty	0.82	6.12	0.94	7.08	1.15	8.63	0.77	5.74	0.89	6.64	1.08	8.08
Medium duty	1.98	14.84	2.29	17.16	2.79	20.9	1.97	14.77	2.28	17.08	2.77	20.8
Heavy duty	3.15	23.65	3.65	27.36	4.44	33.31	3.15	23.61	3.64	27.31	4.43	33.25

Note: Ideal charging: the energy from the grid goes straight to the battery
Typical efficiency: 86% of the energy from the grid goes to the battery (91% charger efficiency, 95 % battery management system efficiency)
Worst case efficiency: 71% of the energy from the grid goes to the battery

Electricity demand – Route "L" (29.2 km RT) Nova Bus (76 kWh) 450 kW charger

	East to North direction						North to East direction					
	Ideal charging 100 %		Typical efficiency 86 %		Worst case efficiency 71%		Ideal charging 100 %		Typical efficiency 86 %		Worst case efficiency 71%	
	Charging time (min)	Energy from the grid (kWh)	Charging time (min)	Energy from the grid (kWh)	Charging time (min)	Energy from the grid (kWh)	Endpoint charging time (min)	Energy from the grid (kWh)	Charging time (min)	Energy from the grid (kWh)	Charging time (min)	Energy from the grid (kWh)
Light duty	0.69	5.17	0.8	5.98	0.97	7.28	0.81	6.11	0.94	7.06	1.15	8.6
Medium duty	1.86	13.96	2.15	16.15	2.62	19.66	1.97	14.8	2.28	17.13	2.78	20.85
Heavy duty	3.23	24.21	3.73	28.0	4.55	34.1	3.3	24.76	3.82	28.64	4.65	34.88

Note: Ideal charging: the energy from the grid goes straight to the battery
Typical efficiency: 86% of the energy from the grid goes to the battery (91% charger efficiency, 95 % battery management system efficiency)
Worst case efficiency: 71% of the energy from the grid goes to the battery

Electricity demand – Route "L" (29.2 km RT) New Flyer (200 kWh) 450 kW charger

	East to North direction						North to East direction					
	Ideal charging 100 %		Typical efficiency 86 %		Worst case efficiency 71%		Ideal charging 100 %		Typical efficiency 86 %		Worst case efficiency 71%	
	Charging time (min)	Energy from the grid (kWh)	Charging time (min)	Energy from the grid (kWh)	Charging time (min)	Energy from the grid (kWh)	Endpoint charging time (min)	Energy from the grid (kWh)	Charging time (min)	Energy from the grid (kWh)	Charging time (min)	Energy from the grid (kWh)
Light duty	0.73	5.46	0.84	6.31	1.03	7.69	0.86	6.46	1.0	7.47	1.21	9.09
Medium duty	1.92	14.43	2.23	16.69	2.71	20.32	2.04	15.28	2.36	17.68	2.87	21.53
Heavy duty	3.32	24.93	3.85	28.84	4.68	35.12	3.4	25.47	3.93	29.46	4.78	35.87

Note: Ideal charging: the energy from the grid goes straight to the battery
Typical efficiency: 86% of the energy from the grid goes to the battery (91% charger efficiency, 95 % battery management system efficiency)
Worst case efficiency: 71% of the energy from the grid goes to the battery

Fully electrifying the route is possible today with 40fts

- According to the developed schedule, **8 buses are required for route "7", 16 buses are required for route "L",** therefore **24 electric buses** are needed
- Four chargers are required, at each North, East, West and South terminals
  - Route "7" : Two buses charge in a 15min interval (used for demand charges calculations)
  - Route "L": Three buses charge in a 15min interval (used for demand charges calculations)
- There is a possibility to refine the model to include longer stops and charging at the Central Transit Hub if this is a preferred strategy

Charging costs – Route "7" (28.6 km RT) Nova Bus (76 kWh)

Note:

Used London Hydro Rates: General Service, Greater Than 50 KW with no interval meter rates

	Light	Medium	Heavy
Yearly MWh estimated	507	1,290	2,077
Electricity cost (CAD $)	$59,258	$150,692	$242,669
Regulatory cost (CAD $)	$5,531	$14,062	$22,642
Delivery cost (CAD $)	$11,058	$21,625	$32,477
Total charging cost for a year (CAD $)	**$75,848**	**$186,378**	**$297,789**
Diesel cost for a year (CAD $)*	$227,459	$386,218	$570,636
Diesel cost for a year with cap & trade ($CAD)	$239,271	$406,275	$600,270
Benefits (CAD $)	**$151,611**	**$199,840**	**$272,847**
Benefits (CAD $) if cap & trade	**$163,423**	**$219,897**	**$302,481**

* at $0.9116/L based on London Transit's average fuel price over the last 10 years
** with a current carbon price of $18/TCO2e

Charging costs – Route "7" (28.6 km RT) New Flyer (200 kWh)

Note:

Used London Hydro Rates: General Service, Greater Than 50 KW with no interval meter rates

	Light	Medium	Heavy
Yearly MWh estimated	535	1,334	2,130
Electricity cost (CAD $)	$62,475	$155,913	$248,837
Regulatory cost (CAD $)	$5,832	$14,549	$23,218
Delivery cost (CAD $)	$11,468	$22,271	$33,210
Total charging cost for a year (CAD $)	**$79,775**	**$192,732**	**$305,264**
Diesel cost for a year (CAD $)*	$227,459	$386,218	$570,636
Diesel cost for a year with cap & trade ($CAD)	$239,271	$406,275	$600,270
Benefits (CAD $)	**$147,684**	**$193,486**	**$265,372**
Benefits (CAD $) if cap & trade	**$159,496**	**$213,543**	**$295,006**

* at $0.9116/L based on London Transit's average fuel price over the last 10 years
** with a current carbon price of $18/TCO2e

Charging costs – Route "L" (29.2 km RT) Nova Bus (76 kWh)

Note:

Used London Hydro Rates: General Service, Greater Than 50 KW with no interval meter rates

	Light	Medium	Heavy
Yearly MWh estimated	1,009	2,571	4,379
Electricity cost (CAD $)	$117,964	$300,735	$512,190
Regulatory cost (CAD $)	$10,998	$28,032	$47,739
Delivery cost (CAD $)	$15,230	$31,416	$49,948
Total charging cost for a year (CAD $)	**$144,192**	**$360,182**	**$609,876**
Diesel cost for a year (CAD $)*	$459,686	$773,446	$1,199,593
Diesel cost for a year with cap & trade ($CAD)	$483,557	$813,611	$1,261,889
Benefits (CAD $)	**$315,494**	**$413,264**	**$589,717**
Benefits (CAD $) if cap & trade	**$339,365**	**$453,429**	**$652,013**

* at $0.9116/L based on London Transit's average fuel price over the last 10 years
** with a current carbon price of $18/TCO2e

Charging costs – Route "L" (29.2 km RT) New Flyer (200 kWh)

Note:

Used London Hydro Rates: General Service, Greater Than 50 KW with no interval meter rates

	Light	Medium	Heavy
Yearly MWh estimated	1,065	2,656	4,507
Electricity cost (CAD $)	$124,558	$310,679	$527,054
Regulatory cost (CAD $)	$11,613	$28,959	$49,124
Delivery cost (CAD $)	$15,882	$32,310	$51,252
Total charging cost for a year (CAD $)	**$152,053**	**$371,947**	**$627,430**
Diesel cost for a year (CAD $)*	$459,686	$773,446	$1,199,593
Diesel cost for a year with cap & trade ($CAD)	$483,557	$813,611	$1,261,889
Benefits (CAD $)	**$307,633**	**$401,499**	**$572,163**
Benefits (CAD $) if cap & trade	**$331,504**	**$441,664**	**$634,459**

* at $0.9116/L based on London Transit's average fuel price over the last 10 years
** with a current carbon price of $18/TCO2e

Questions?

Additional Q & A

- **SOC buffer** :
  - Slow charging: operates between 10-90 % SOC (current state of the technology)
  - Fast charging: operates between 5-95% SOC (assume technology improvements and future development)
- 150kW charger is assuming "at garage"
  - Note: we do not model the energy consumption of the bus between the terminal station and the depot (dead heading)
- The costs shown in the tables are operating costs for the route (including every buses in the fleet), but not inclusive of maintenance savings (which is a separate economic model)

Core Area – Informed Response

September 2018

What's Happening?

We are seeing an increase in street-involved activity and the City is concerned for the well-being and safety of all.

5.1

London is not alone. Other communities are experiencing similar challenges.

- Windsor
- Vancouver
- Ottawa
- Kitchener
- Toronto
- Winnipeg
- Guelph
- Hamilton
- Calgary

Across Canada

Mayors press for opioid treatment to help end crisis

In London

- Increased risks from drug use
- Untreated mental illness
- Homelessness
- Pressures on the supports and treatment options available

5

Challenges

- Drug induced, unpredictable and disruptive behaviours
- Vandalism and excessive garbage
- Disruption to and trespassing in businesses
- Urban camping

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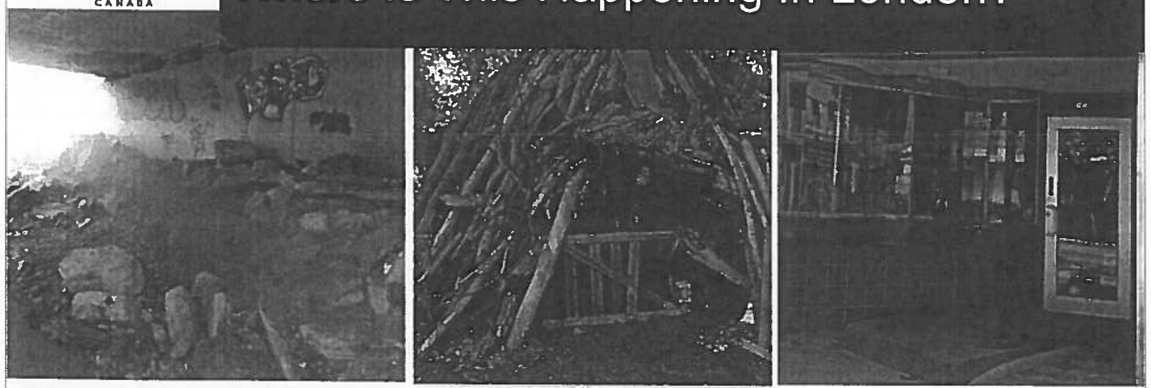
Where Is This Happening In London?



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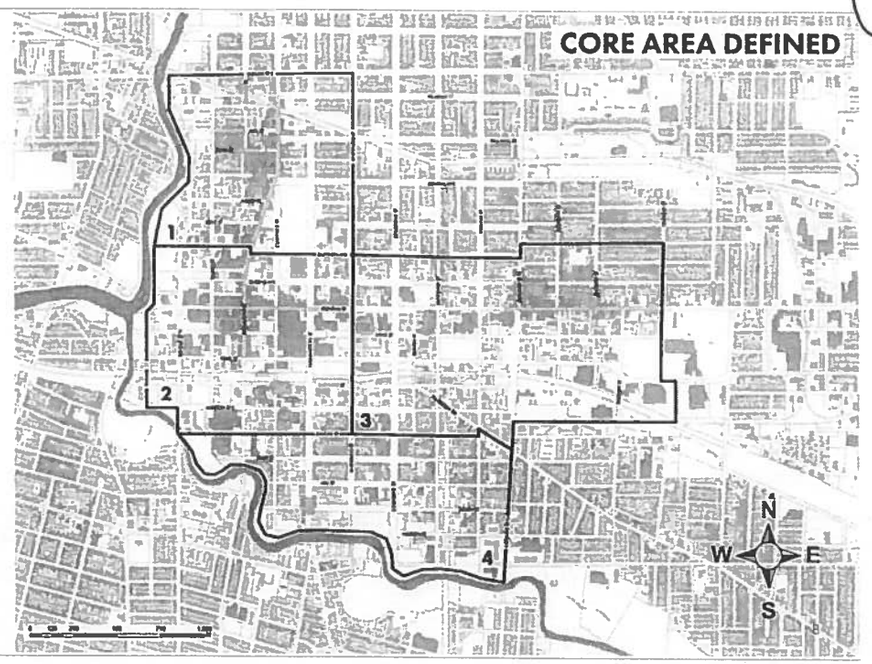

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S.1

What is London Already Doing?

9

Collaboration

- Proactive relationships with the BIAs
- Collaboration among city service areas and community organizations
- Centralized call centre for complaints
- Strong response to all issues by staff
- Strategic plan and other plans in place that have resulted from community consultation

10

Safety and Outreach

- Downtown London Police Service foot patrol is in place
- London Cares provides 24/7 outreach
- Community Oriented Response Unit operating within London Police Service
- UN Safe Cities Initiative

11

Cleaning and Maintenance

- Strong attempt to keep London's streets clean
- Municipal property is kept clean
- Stationary needle bins are in place
- Our system identifies street cleaning or other issues that need to be addressed, beyond regular maintenance

12

Homeless Prevention

- Five Housing First programs focused on rapidly housing individuals and families experiencing chronic homelessness
- London Cares street outreach operating 24/7
- Emergency shelters/crash beds operating at full capacity

13

Our Response

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Principles

1. We will work collaboratively across all services areas and with other groups.
2. We will learn from other communities and employ focused solutions.
3. We will assess the effectiveness of our actions and use the results to make evidence-informed decisions.
4. We will embed harm reduction pillars in our work.
5. We will be a caring and compassionate community.
6. We will build on infrastructure and services that currently exist.

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Pillars

1. **Prevention** – Strategies that help prevent the issues being experienced.
2. **Treatment** – Strategies that improve the lives of individuals.
3. **Harm Reduction** – Strategies that reduce harm to individuals and the community.
4. **Enforcement** – Strategies that enforce public order and safety.

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Strategies

- Provide caring and compassionate response and enhance services available.
- Work collaboratively to solve homelessness through a housing first approach.
- Maintain the safety and cleanliness of private and public spaces.
- Protect and promote the well being and safety of all Londoners.
- Invest in collaborative work practices and infrastructure.

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Our Response

- Is part of an informed response
- Is focused on an immediate response
- Addresses the issues causing public concern
- Focuses on enforcement and prevention in the short-term

- Is not a comprehensive community plan
- Does not focus on long-term solutions
- Does not solve the issues causing public concern
- Does not focus on harm reduction and treatment in the short-term

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Informed Response

STRATEGIES	SHORT-TERM	MEDIUM-TERM	LONG-TERM
Work collaboratively to solve homelessness through a Housing First approach.	Increase street outreach by London Cares.	Engage community organizations to determine immediate interventions such as additional crash beds, drop-ins, etc.	Increase LPS presence in the core.
Maintain the safety and cleanliness of private and public spaces.	Continue to collaborate with Bylaw, London Police Service, London Cares.	Increase public education about drug use equipment recovery on private and public property.	Invest in new equipment to improve video surveillance.
Protect and promote the safety of Londoners.	Implement the urban camping plan.	Increase the capacity to recover drug use equipment on private property.	Develop and implement a coordinated plan to respond to the disruptive and violent behaviours of street-involved people.
Provide caring and compassionate response and enhance services available.	Increase frequency of cleaning - laneways, streets, parks and parking lots.	Continue to focus on improved coordination with the Southwest LHIN, Mobile Mental Health Crisis Response Unit, Middlesex London Health Unit Outreach Team and London Cares.	
Invest in collaborative work practices to support the effective implementation of this informed response.	Advance the drug use equipment recovery strategy.	Improve shared practice, data collection and reporting.	
	Increase private security monitoring.		
	Increase pro-active Bylaw enforcement.		
	Increase police patrol.		
	Collect data and manage the Informed Response Team in a focused way.		

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Why Now?

20

5.1

Why now?

- There is a continued increase in street-involved activities.
- There is a cost if we don't enhance our responses – social and economic.
- We have an opportunity to learn more through the data we collect and build informed responses that will help us into the future.

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Expected Short-Term Results

- Reduced health risks
- Increased feeling of safety
- Decreased unpredictable and disruptive behaviour
- Increased response to urban campsites
- Decreased destruction and vandalism
- Decreased criminal or nuisance activity
- Increased cleanliness of public and private property
- Improved appearance of London's core
- Improved data

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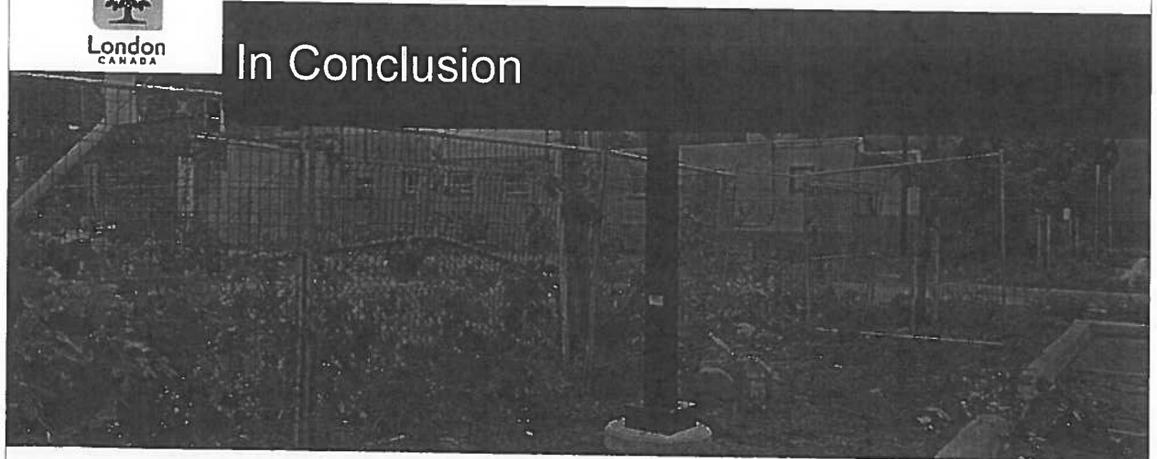
In Conclusion



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(5.2)

12TH REPORT OF THE

GOVERNANCE WORKING GROUP

Meeting held on September 17, 2018, commencing at 1:30 PM, in Committee Room #3, Second Floor, London City Hall.

PRESENT: Councillors V. Ridley (Chair), Mayor M. Brown; and Councillors J. Helmer, J. Morgan and M. van Holst; and B. Westlake-Power (Acting Secretary).

ABSENT: Councillors M. Cassidy and P. Squire.

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1. CALL TO ORDER

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. CONSENT ITEMS

None.

3. ITEMS FOR DISCUSSION

3.1 Striking Committee Update

That the following actions be taken with respect to updating the terms of reference and mandate of the Striking Committee:

a) the attached, revised, proposed by-law BE INTRODUCED at a future meeting of the Municipal Council, to amend By-law No. CPOL.-59(a)-401, Council Policy, "General Policy for Advisory Committees" by deleting section 4.3 Resignations and Appointments, and section 4.4 Eligibility for Appointment and replacing them with new sections 4.3 and 4.4 to incorporate the following amendments:

- three additional Members-at-large to the membership composition;
- requirement that Striking Committee members not be applicants for any of the Committees whose membership is recommended for appointment by the Striking Committee, or for the city Agencies, Boards or Commissions; and,
- remove a former member of municipal council from the membership composition;

b) subject to the approval of part a), above, the City Clerk BE DIRECTED to take the necessary actions, including a public participation meeting before the Corporate Services Committee, to amend the Council Procedure By-law to reflect the proposed changes.

4. DEFERRED MATTER/ADDITIONAL BUSINESS

None.

(52)

5. ADJOURNMENT

The meeting adjourned at 1:38 PM.

Next Meeting: Monday, October 15, 2018, 1:30 p.m., Committee Room #3

5.2

Bill No.

2018

By-law No. CPOL.-

A by-law to amend By-Law No. CPOL.-59(a)-401 being "General Policy for Advisory Committees".

WHEREAS section 5(3) of the *Municipal Act, 2001*, S.O. 2001, C.25, as amended, provides that a municipal power shall be exercised by by-law;

AND WHEREAS section 9 of the *Municipal Act, 2001*, S.O. 2001, C.25, as amended, provides a municipality with the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority;

AND WHEREAS the Municipal Council of The Corporation of the City of London wishes to amend By-law No. CPOL.-59(a)-401 being "General Policy for Advisory Committees" for the purpose of updating the Striking Committee references;

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

1. By-law No. CPOL.-59(a)-401 being "General Policy for Advisory Committees" is hereby amended by deleting section 4.3 Resignations and Appointments, and section 4.4 Eligibility for Appointment and replacing with the following new sections 4.3 and 4.4:

"4.3 Resignations and Appointments

Advisory Committee members wishing to resign their appointment mid-term shall submit their resignation in writing to the City Clerk. When the resignation is accepted by the City Clerk, the City Clerk shall also consider the need to replace the Advisory Committee member, having regard to the remaining composition of the Advisory Committee, the current workload of the advisory committee and the length of time remaining in the Council term. If the City Clerk deems it advisable to replace the Advisory Committee member, then vacancies for citizen-at-large or sectoral Advisory Committee members shall be publicly advertised and residents of the Municipality shall be invited to apply to fill the vacancy. Vacancies for Advisory Committee members who represent a particular organization/agency shall be nominated by that organization/agency and the City Clerk shall have the delegated authority to confirm those appointments on behalf of the Municipal Council. All Advisory Committee appointments occurring mid-term shall be recommended by the committee mandated with that task by the Municipal Council, for consideration by the Municipal Council, with the exception of those appointments otherwise delegated to the City Clerk. Individuals who are unsuccessful in being appointed to an Advisory Committee at the beginning of a Council term shall be notified by the City Clerk of any vacancies that arise on the Advisory Committee to which they applied during that term, and be given an opportunity to re-apply for the vacancy.

The City Clerk shall, in the month of September immediately preceding a new Council term, invite applications for a Striking Committee being established by the Municipal Council to nominate appointments to Advisory Committees at the beginning of each new Council term.

The Striking Committee shall be comprised of the following voting members and will be provided secretariat support by a Committee Secretary designated by the City Clerk:

1 Past Member of the Diversity, Inclusion and Anti-Oppression Advisory Committee
1 Representative of Pillar Non-Profit Network

5.2

1 Representative of the Urban League of London
1 Representative of the London and District Labour Council
1 Representative of the London Chamber of Commerce
5 Citizens-at-Large selected by the outgoing Municipal Council

The Strategic Priorities and Policy Committee shall meet in advance of the last Council meeting of a Council term to review the applications for Striking Committee and nominate appointees for the Municipal Council's consideration by no later than the last regular Council meeting of the Council term.

Vacancies for citizen-at-large and sectoral Advisory Committee members shall be publicly advertised. All Advisory Committee appointments to be made at the commencement of a Council term shall be recommended by the Striking Committee for consideration by the Strategic Priorities and Policy Committee and recommendation to the Municipal Council, with the exception of Advisory Committee members who represent a particular organization/agency. Advisory Committee members who represent a particular organization/agency shall be confirmed by the City Clerk, on behalf of the Municipal Council. The Striking Committee may, at its discretion, liaise with the outgoing Advisory Committee chairs with respect to the qualifications of any returning citizen-at-large and sectoral applicants. The City Clerk shall advise the Striking Committee of any considerations with respect to the attendance history of applicants, and any other relevant information that may assist the Striking Committee in its review of the applicants. All applications shall be sought and handled in keeping with the Council Policy established to set the guidelines for same and where a Provincial Statute prescribes the type of appointments to be made by the City to an Advisory Committee, the Statute shall be complied with.

4.4 Eligibility for Appointment

Council Members and individuals from the Civic Administration shall not be appointed as voting members to Advisory Committees, nor shall any residents who are not of legal voting age in the Province of Ontario. Advisory Committee members who represent a particular organization or agency shall be nominated by the organization or agency of which they are a member. No member of the Striking Committee noted in part 4.3 shall be eligible for appointment to an Advisory Committee or City Agency, Board or Commission, for the term for which that Striking Committee is recommending appointments."

2. This by-law shall come into force and effect on the date it is passed.

PASSED in Open Council on , 2018.

Matt Brown

Mayor

Catharine Saunders

City Clerk

First Reading – , 2018

Second Reading – , 2018

Third Reading – , 2018

SCHEDULE "A" – Lease Amending Agreement

THIS **LEASE AMENDING AGREEMENT** is dated as of August 3, 2018.

B E T W E E N:

I.F. PROPCO HOLDINGS (ONTARIO) 31 LTD.

(the "**Landlord**")

- and -

THE CORPORATION OF THE CITY OF LONDON

(the "**Tenant**")

WHEREAS the Landlord and the Tenant entered into an Office Lease dated July 11, 2016 for Premises known as Suite 248 in the Project located at premises municipally known as 355 Wellington Street, London, Ontario and known as CITI PLAZA (the "**Lease**"), which Lease has a current Term expiring as of March 31, 2022;

AND WHEREAS the Lease contained a Usable Area of the Premises being approximately 54,000 square feet, subject to measurement pursuant to section 3.02 (Adjustment of Area) of the Lease.

AND WHEREAS subsequent to the construction of the Premises, the Landlord did retain an Expert to certify the Usable Area of the Premises which certification determined that pursuant to the definitions and measurement standards incorporated in the Lease, the Usable Area of the Premises is 54,980 square feet (the "Certified Usable Area of the Premises").

AND WHEREAS the Landlord and Tenant have agreed to modify certain provisions of the Lease including to amend the Rentable Area of the Premises to a deemed amount for application in certain calculations under the Lease as further provided herein.

NOW THEREFORE in consideration of the premises and the covenants and agreements herein and for other good and valuable consideration the receipt and sufficiency of such is hereby acknowledged by the parties, the Landlord and the Tenant agree as follows:

1. Defined Terms

Unless otherwise defined herein, capitalized terms shall have the same meaning as defined in the Lease.

2. Recitals

The recitals herein are true in substance and in fact.

3. **Usable Area of the Premises & Rentable Area of the Premises**

The Lease is amended to provide as follows:

i) that the Usable Area of the Premises is equal to the Certified Usable Area of the Premises being 54,980 square feet;

ii) that the Rentable Area of the Premises is equal to 61,578 square feet; and

iii) that the following additional definition shall be incorporated into the Lease and apply as otherwise provided herein:

"Deemed Rentable Area of the Premises" shall mean exactly 61,029 square feet.

4. **Minimum Rent**

Sections 1.02(h) and 4.02 of the Lease are amended to provide that the Minimum Rent payable under the Lease shall be calculated by using the Deemed Rentable Area of the Premises.

As a result of the foregoing, the chart at Section 1.02(h) of the Lease is amended and re-stated as follows:

Years	Annual Rate Per Square Foot of Rentable Area	Per Year	Per Month
1	$8.50	$518,746.50	$43,228.87
2	$9.25	$564,518.25	$47,043.19
3	$9.75	$595,032.75	$49,586.06
4	$10.00	$610,290.00	$50,857.50
5	$10.00	$610,290.00	$50,857.50

5. **Additional Rent**

Section 4.03 of the Lease is amended to include the following additional paragraph:

Notwithstanding the foregoing, the Landlord shall use the Deemed Rentable Area of the Premises in the calculation of the share of Operating Expenses attributable

to the Premises which are specifically on account of hydro and cleaning costs. For clarity, the Landlord shall use the Rentable Area of the Premises (as defined at section 3 herein) for all other calculations pertaining to Additional Rent payable for the Premises with the exception of the aforementioned hydro and cleaning costs.

6. Confirmation of Lease

The Landlord and the Tenant confirm that the Lease is and remains in full force and effect as hereby amended.

7. Counterparts

This Agreement may be executed in one or more counterparts which may transmitted electronically or by facsimile and when taken together shall be deemed effective as an original document.

APPENDIX "A"
CONFIDENTIAL - Released in Public

#18150
September 11, 2018
(Offer to Purchase)

Chair and Members
Corporate Services Committee

RE: Property Acquisition - Industrial Land Purchase Strategy
(Subledger LD180045)
Capital Project ID1145 - Future Industrial Land Acquisition
2531 Bradley Avenue

FINANCE & CORPORATE SERVICES REPORT ON THE SOURCES OF FINANCING:
Finance & Corporate Services confirms that the cost of this purchase cannot be accommodated within the financing available for it in the Capital Works Budget and that, subject to the adoption of the recommendations of the Managing Director, Corporate Services and City Treasurer, Chief Financial Officer, the detailed source of financing for this purchase is:

ESTIMATED EXPENDITURES		Approved Budget	Additional Funding	Revised Budget	Committed To Date	This Submission	
Land Acquisition		30,481,171	509,780	30,990,951	28,029,051	2,961,900	
Other City Related		111		111	111		
NET ESTIMATED EXPENDITURES		**$30,481,282**	**$509,780**	**$30,991,062**	**$28,029,162**	**$2,961,900**	1)
SOURCE OF FINANCING							
Capital Levy		$1,100,000		$1,100,000	$1,100,000		
Debenture By-law No. W. 1716(e)-270		10,200,000		10,200,000	10,200,000		
Drawdown from Industrial Land Reserve Fund	2)	2,300,000	509,780	2,809,780	2,300,000	509,780	
Debenture By-law No. W. 1716(e)-270 (Serviced through Industrial Land Reserve Fund)		16,881,282		16,881,282	14,429,162	2,452,120	
TOTAL FINANCING		**$30,481,282**	**$509,780**	**$30,991,062**	**$28,029,162**	**$2,961,900**	

1) Financial Note:

Purchase Cost	$2,708,100
Add: Land Transfer Tax	50,637
Add: Legal Fees	2,500
Add: Reference Plan	3,000
Add: Evnironmental Study	150,000
Add: HST @13%	352,053
Less: HST Rebate	(304,390)
Total Purchase Cost	$2,961,900

2) The funding requirement of $509,780 for this purchase is available as a drawdown from the Industrial Land Reserve Fund. The uncommitted balance in this reserve fund will be approximately $11.5M with approval of this project.

lp

Anna Lisa Barbon
Managing Director, Corporate Services and
City Treasurer, Chief Financial Officer

From: Richard Bikowski
Sent: Friday, September 21, 2018 10:48 PM
To: Saunders, Cathy <csaunder@london.ca>; Lysynski, Heather <hlysynsk@London.ca>
Subject: 230 North Centre Road - 0Z-8874

I am writing to show my support for Tricar's new project at 230 North Centre Road, London - 0Z-8874.

Best Regards
Richard Bikowski

X-Sell Realty Ltd.
Financial Core Capital Inc.
580 Champagne Drive
Toronto, Ontario
M3J 2T9

From: Victoria Digby
Sent: Friday, September 21, 2018 9:35 AM
To: Saunders, Cathy <csaunder@london.ca>; Lysynski, Heather
hlysynsk@London.ca>
Subject: Outrage over Tricar's 230 North Centre Road - 0Z-8874

Hello,

Tricar's advertising is a lie. Have you read their latest email?

I am writing to show my anger for Tricar's new project at 230 North Centre Road. I live in this area and never once have any of my neighbours here in Foxborough, friends living in Chantry Place, residents living in 215 or 145 North Centre nor I been involved in any consultation with Tricar. I will be at the meeting on Monday night to express my rage on how they have bullied, lied and misdirected so many organizations/politicians and residents over the last 6 months.

Shame on them. This is not how to run a business.

Signed
Victoria Digby, Board Director
Foxborough Chase Condo Corp
1890 Richmond street
London, Ontario.

From: IGOR ROZEK
Sent: Sunday, September 23, 2018 9:53 AM
To: Saunders, Cathy <csaunder@london.ca>; Lysynski, Heather <hlysynsk@London.ca>
Subject: 230 North Centre Road - 0Z-8874

I am writing to show my support for Tricar's new project at 230 North Centre Road, London - 0Z-8874.

Thanks,

Igor Rozek

From: ROBERT WEBB
Date: September 23, 2018 at 8:40:19 AM EDT
To: <csaunder@london.ca>, <hlysynsk@london.ca>
Subject: 230 North Centre Road - 0Z-8874

I am writing to show my support for Tricar's new project at 230 North Centre Road, London - 0Z-8874.

In fact , as this city grows but wants to stay in its boundaries , and not grow out , I think a taller building would be appropriate , shadows or no shadows ,

The complainers have only one way of eliminating natural shadows , by not building ., if they know some new scientific way speak up

If they build it , we will come

R webb
London

We bring good things to light !

From: Angel Chan
Sent: Saturday, September 22, 2018 8:27 PM
To: Saunders, Cathy <csaunder@london.ca>; Lysynski, Heather <hlysynsk@London.ca>
Subject: 230 North Centre Road - 0Z-8874

I am writing to show my support for Tricar's new project at 230 North Centre Road, London - 0Z-8874.

From: Randy Wilson
Date: September 20, 2018 at 12:43:43 PM EDT
To: <csaunder@london.ca>, <hlysynsk@london.ca>
Subject: 230 North Centre Road - 0Z-8874

I am writing to show my support for Tricar's new project at 230 North Centre Road, London - 0Z-8874.

From: David Lawrence
Sent: Monday, September 24, 2018 5:56 PM
To: Saunders, Cathy <csaunder@london.ca>; Lysynski, Heather <hlysynsk@London.ca>
Subject: 230 North Centre Road - 0Z-8874

I am writing to show my support for Tricar's new project at 230 North Centre Road, London - 0Z-8874

From: Robin Whimster
Sent: Friday, September 21, 2018 8:48 AM
To: PEC <pec@london.ca>; Corby, Mike <mcorby@London.ca>; Cassidy, Maureen <mcassidy@london.ca>; Morgan, Josh <joshmorgan@london.ca>; notricartower@gmail.com; Richard McCullough
Subject: Tricar Tower - File OZ-8874

Dear Planning Committee,

I live in 250 North Centre Road, looking onto Richmond Street. I am concerned about the proposed Tricar Tower. I am disappointed with the latest application:

- the massing has been worsened on the Richmond side, with the increase to 10 storeys from 8 in the previous revision. This is not in accordance with the Committee's direction to the developer.
- The geotechnical report may significantly alter the possibilities for this site. Surely this report should be completed before approval is given to the developer.

I look forward to more attention to the Committee's direction from the developer, and site concerns.

Sincerely,

Robin Whimster
55-250 North Centre Road

From: Ray Hatherell
Sent: Monday, September 24, 2018 9:51 AM
To: PEC <pec@london.ca>
Subject: Re: 230 North Centre Road - 0Z-8874

Heather - my thoughts:
1/ the proposed location is on a major thorough fare in and out of London being Richmond Street.

2/ the immediate area includes major commercial activity including Masonville Mall and other large plaza properties 3/ the proposed development mixes nicely with mixed use residential condos but no immediate adjoining single family units - thus complimentary to the immediate area 4/ proposed various high rise/low rise residential uses appear exceptional 5/ the proposed uses meld well with City overall plan

Ray G. Hatherell CPA, CA

Civic Works Committee

Report

13th Meeting of the Civic Works Committee
September 25, 2018

PRESENT: Councillors V. Ridley, T. Park, P. Hubert, P. Squire, H. Usher
ABSENT: Mayor M. Brown
ALSO PRESENT:

Councillors M. Cassidy, J. Helmer, A. Hopkins, M. van Holst and J. Zaifman; W. Abbott, M. Bushby, S. Chambers, T. Copeland, J. Davies, M. Elmadhoon, M. Feldberg, A. Giesen, K. Grabowski, P. Kavcic, M. Losee, D. MacRae, S. Maguire S. Mathers, M . Ribera, K. Scherr, P. Shack, J. Stanford, B. Westlake-Power, S. Wise and P. Yeoman
The meeting was called to order at 4:00 PM

1. Disclosures of Pecuniary Interest

That it BE NOTED that Councillor V. Ridley disclosed a pecuniary interest in clause 2.12 of this Report, having to do with the Business Case-Switching to Compressed Natural Gas (CNG) Waste Collection Vehicles, by indicating her spouse works for Union Gas.

2. Consent

Moved by: P. Hubert
Seconded by: H. Usher

That items 2.1-2.16, excluding items 2.3, 2.4, 2.7 and 2.12 BE APPROVED.

Yeas: (5): V. Ridley, T. Park, P. Hubert, P. Squire, and H. Usher

Motion Passed (5 to 0)

2.1 4th Report of the Waste Management Working Group

Moved by: P. Hubert
Seconded by: H. Usher

That it BE NOTED that the 4th Report of the Waste Management Working Group, from its meeting held on August 15, 2018, was received.

Motion Passed

2.2 Single Source – Trailer-Mounted Recycled Asphalt Heaters

Moved by: P. Hubert
Seconded by: H. Usher

That, on the recommendation of the Managing Director - Environmental and Engineering Services and City Engineer; the following actions be taken with respect to Trailer-Mounted Recycled Asphalt Heaters:

a) single source recommendation BE APPROVED to negotiate pricing for four (4) Trailer-Mounted Recycled Asphalt Heaters from Heat Design Equipment Inc. 1197 Union Street, Kitchener Ontario, N2H 6N6;

b) funding for this purchase BE APPROVED as set out in the Source of Financing Report as appended to the staff report dated September 25, 2018;

c) the Civic Administration BE AUTHORIZED to undertake all administrative acts that are necessary in connection with this purchase; and,

d) the approval hereby given BE CONDITIONAL upon the Corporation entering into a formal contract or having a purchase order, or contract record relating to the subject matter of this approval. (2018-F18)

Motion Passed

2.5 Richmond Street - Fanshawe Park Road - Intersection Improvements - Environmental Study Report

Moved by: P. Hubert
Seconded by: H. Usher

That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions be taken with respect to the Richmond Street and Fanshawe Park Road Intersection Improvements Environmental Assessment:

a) the Richmond Street and Fanshawe Park Road Intersection Improvements Municipal Class Environmental Study Report BE ACCEPTED;

b) a Notice of Completion for the project BE FILED with the Municipal Clerk; and,

c) the project Environmental Study Report BE PLACED on public record for a 30 day review period. (2018-E05)

Motion Passed

2.6 Rail Safety Week

Moved by: P. Hubert
Seconded by: H. Usher

That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the report dated September 25, 2018 with respect to Rail Safety Week BE RECEIVED. (2018-P15)

Motion Passed

2.8 Riverside Drive Bridge Over CNR Rehabilitation - Detailed Design, Tendering, and Contract Administration - Appointment of Consulting Engineer

Moved by: P. Hubert
Seconded by: H. Usher

That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions be taken with respect to the appointment of a Consulting Engineer for the Riverside Drive Bridge over CNR Rehabilitation (No. 1-BR-08):

(a) Stantec Consulting Ltd. BE APPOINTED Consulting Engineers to complete the detailed design, tendering, and contract administration

services in the amount of $170,538.50 (excluding HST), in accordance with Section 15.2 (e) of the Procurement of Goods and Services Policy;

(b) the financing for this appointment BE APPROVED as set out in the Sources of Financing Report as appended to the staff report dated September 25, 2018;

(c) the Civic Administration BE AUTHORIZED to undertake all the administrative acts that are necessary in connection with this appointment;

(d) the approvals given, herein, BE CONDITIONAL upon the Corporation entering into a formal contract with the Consultant for the work; and,

(e) the Mayor and the City Clerk BE AUTHORIZED to execute any contract or other documents, including rail agreements, if required, to give effect to these recommendations. (2018-T04)

Motion Passed

2.9 Amendments to the Traffic and Parking By-law

Moved by: P. Hubert
Seconded by: H. Usher

That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the proposed by-law as appended to the staff report dated September 25, 2018 BE INTRODUCED at the Municipal Council meeting to be held on October 2, 2018, for the purpose of amending the Traffic and Parking By-law (PS-113). (2018-T08)

Motion Passed

2.10 Hyde Park Community Storm Drainage and Stormwater Management Servicing - Municipal Class Environmental Assessment Addendum - Schedule B Master Plan - Notice of Study Completion

Moved by: P. Hubert
Seconded by: H. Usher

That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions be taken with respect to the Hyde Park Community Storm Drainage and Stormwater Management Servicing Municipal Class Environmental Assessment Addendum: Schedule ‘B’ Master Plan:

(a) the preferred servicing alternative, executive summary as appended to the staff report dated September 25, 2018, BE ACCEPTED in accordance with the Municipal Class Environmental Assessment process requirements;

(b) a Notice of Study Completion BE FILED with the Municipal Clerk; and,

(c) the Municipal Class Environmental Assessment project file BE PLACED on public record for a 30-day review period. (2018-E08)

Motion Passed

2.11 Sewer Private Drain Connection Policy Review

Moved by: P. Hubert
Seconded by: H. Usher

That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, a review of the current private drain connection policies BE ENDORSED, noting that the review process will include consultation with external stakeholders prior to a recommendation being advanced to Council. (2018-E01)

Motion Passed

2.13 Potential Savings in Consultant Costs

Moved by: P. Hubert
Seconded by: H. Usher

That, on the recommendation of the Managing Director of Environmental and Engineering Services, City Engineer, the Managing Director of Corporate Services, City Treasurer and Chief Financial Officer, the opportunity to shift services currently provided by consultants to increased in-house delivery for the corporation BE CONSIDERED as a potential area of more detailed evaluation in the upcoming Service Review ("Deep Dive") process. (2018-A05)

Motion Passed

2.14 Appointment of Consulting Services for Municipal Class Environmental Assessment - Kilally South, East Basin (ESSWM-KILSE)

Moved by: P. Hubert
Seconded by: H. Usher

That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions be taken with respect to the appointment of a consultant for the Kilally South, East Basin Municipal Class Environmental Assessment:

a) Ecosystem Recovery Inc. BE APPOINTED consulting engineer to carry out the Municipal Class Environmental Assessment of the Kilally South, East Basin, in the total amount of $178,272 (including contingency), excluding HST, and in accordance with Section 15.2 (d) of the City of London's Procurement of Goods and Services Policy;

b) the financing for the project BE APPROVED in accordance with the "Sources of Financing Report" as appended to the staff report dated September 25, 2018;

c) the Civic Administration BE AUTHORIZED to undertake all the administrative acts that are necessary in connection with this project;

d) the approvals given herein BE CONDITIONAL upon the Corporation entering into a formal contract; and,

e) the Mayor and the City Clerk BE AUTHORIZED to execute any contract or other documents, if required, to give effect to these recommendations. (2018-E03)

Motion Passed

2.15 Mockingbird Crescent Low Impact Development - Voluntary Pilot Project

Moved by: P. Hubert
Seconded by: H. Usher

That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the Civic Administration BE DIRECTED to proceed with a voluntary pilot project on Mockingbird Crescent to install low impact development technologies on private property to mitigate sump pump discharge where no storm sewer exists. (2018-E03)

Motion Passed

2.16 Municipal Waste and Resource Materials Collection By-law Amendment

Moved by: P. Hubert
Seconded by: H. Usher

That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the draft amending by-law as appended to the staff report dated September 25, 2018 BE INTRODUCED at the Municipal Council meeting to be held on October 2, 2018 to amend the Municipal Waste & Resource Collection By-law (WM-12) to move the Container Exemption Period that follows the three day Thanksgiving weekend in October to the week after the four day Easter weekend. (2018-E07)

Motion Passed

2.3 Road Traffic Noice Impact Study - Highbury Avenue From Bradley Avenue to the Thames River

Moved by: P. Hubert
Seconded by: T. Park

That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions be taken with respect to the Road Traffic Noise Impact Study of Highbury Avenue from Bradley Avenue to the Thames River:

a) the residential rear yard noise measurements on the west side of Highbury Avenue from Bradley Avenue to the Thames River BE RECEIVED for information; and,

b) the Civic Administration BE DIRECTED to undertake a review of comparator municipal noise abatement local improvement procedures to inform a potential update to the City of London administrative practices and procedures.

c) Civic Administration BE DIRECTED to communicate the process being undertaken with all potential impacted property owners and to survey them regarding our local improvement process as well as the suggested barrier proposed by staff. (2018-T08)

Yeas: (5): V. Ridley, T. Park, P. Hubert, P. Squire, and H. Usher

Motion Passed (5 to 0)

2.4 Byron South Neighbourhood Sidewalk Connectivity Plan

Moved by: P. Hubert
Seconded by: H. Usher

That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the Byron South Neighbourhood Sidewalk Connectivity Plan BE ENDORSED for implementation in the 2019 Annual New Sidewalk Program.

it being noted that the Civic Works Committee heard a verbal presentation from A. Gilbert, Vice Principal Byron Southwood Public School, and also received a communication from R. Ellis, with respect to this matter. (2018-T04)

Yeas: (5): V. Ridley, T. Park, P. Hubert, P. Squire, and H. Usher

Motion Passed (5 to 0)

2.7 Downtown King Street Cycling Improvements

Moved by: T. Park
Seconded by: H. Usher

That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions be taken with respect to the Downtown King Street Cycling Improvements:

(a) the information related to initiatives to make King Street safer for cycling as outlined in the staff report dated September 25, 2018, BE RECEIVED for information;

(b) the King Street cycling facility alternative, identified in the above-noted report as Alternative 1d, and generally described as a south side cycle track separated by parking and transit islands BE IMPLEMENTED in 2019; and,

it being noted that that the following communications were received:

a communication from B. Cowie, J. Roberts and S. Cozens.

it being noted that further consultations will occur in the future about the future cycling in the downtown that may not necessarily be on King Street. (2018-T05)

Yeas: (4): V. Ridley, T. Park, P. Squire, and H. Usher

Nays: (1): P. Hubert

Motion Passed (4 to 1)

2.12 Business Case - Switching to Compressed Natural Gas (CNG) Waste Collection Vehicles

Moved by: P. Hubert
Seconded by: H. Usher

That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions be taken with respect to switching to compressed natural gas (CNG) Waste Collection Vehicles:

a) the Civic Administration BE AUTHORIZED to proceed with the Compressed Natural Gas (CNG) vehicle switching project by purchasing CNG waste collection vehicles as per the vehicle replacement schedule;

b) the Civic Administration BE AUTHORIZED to negotiate a CNG purchase agreement with Union Gas at the Highbury Road South and Highway 401 (Flying J) fuelling station;

c) the Civic Administration BE AUTHORIZED to spend up to $1,382,625 on facility modifications for the Exeter Road Operations Centre (EROC) Fleet Maintenance Facility to be CNG compliant and any City-specific capital upgrades to the fast fill CNG waste collection vehicles at the Highbury Road South and Highway 401 (Flying J) fuelling station, as part of the agreement noted in b) above;

d) the Civic Administration BE AUTHORIZED to undertake all administrative acts in regard to project development and implementation;

e) the Civic Administration BE AUTHORIZED to revise the sources of financing for the previously approved capital project ME1208 – CNG Fuel Switching Project as set out in the Source of Financing Report as appended to the staff report dated September 25, 2018; and,

f) the Civic Administration BE DIRECTED to report back on progress on this project to the Civic Works Committee in late 2019. (2018-F11)

Yeas: (3): T. Park, P. Hubert, and H. Usher

Recuse: (1): V. Ridley

Motion Passed (3 to 0)

3. Scheduled Items

3.1 Proposed Terms of Reference - Environmental Assessment of the Proposed W12A Landfill Expansion

Moved by: H. Usher
Seconded by: T. Park

That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, with the support of the Waste Management Working Group, the following actions be taken with respect to the Proposed Terms of Reference for the Environmental Assessment of the Proposed W12A Landfill Expansion, as included the staff report dated September 25, 2018;

a) the above-noted Terms of Reference BE APPROVED; and,

b) the Civic Administration BE AUTHORIZED to submit the Proposed Terms of Reference to the Ministry of Environment, Conservation and Parks (MECP) for approval by the Minister of the Environment, Conservation and Parks.

it being pointed out that at the public participation meeting associated with these matters, the individual indicated on the attached public participation meeting record made an oral submission regarding these matters. (2018-E07)

Yeas: (5): V. Ridley, T. Park, P. Hubert, P. Squire, and H. Usher

Motion Passed (5 to 0)

Additional Votes:

Moved by: T. Park
Seconded by: H. Usher

Motion to open the public participation meeting.

Yeas: (5): V. Ridley, T. Park, P. Hubert, P. Squire, and H. Usher

Motion Passed (5 to 0)

Moved by: H. Usher
Seconded by: T. Park

Motion to close the public participation meeting.

Yeas: (5): V. Ridley, T. Park, P. Hubert, P. Squire, and H. Usher

Motion Passed (5 to 0)

3.2 60% Waste Diversion Action Plan

Moved by: P. Hubert
Seconded by: H. Usher

That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions be taken, with respect to the 60% Waste Diverson Action Plan:

a) the 60% Waste Diversion Action Plan (Action Plan) containing programs and initiatives to be phased in between 2019 and 2022 to achieve 60% waste diversion BE APPROVED;

b) the Civic Administration BE DIRECTED to refine cost estimates, develop implementation plans, determine operational requirements and draft an implementation schedule for the Action Plan taking into consideration available financial and staffing resources; and,

c) the Civic Administration BE DIRECTED to examine financing options for the Action Plan and submit final cost estimates and the draft Implementation Plan to Civic Works Committee and Council in early 2019,

it being noted that any additional funding required would be considered alongside other funding requests as part of the 2020-2023 Multi-year budget process.

it being pointed out that at the public participation meeting associated with these matters, the individuals indicated on the attached public participation meeting record made oral submissions regarding these matters. (2018-E07)

Yeas: (5): V. Ridley, T. Park, P. Hubert, P. Squire, and H. Usher

Motion Passed (5 to 0)

Additional Votes:

Moved by: P. Hubert
Seconded by: H. Usher

Motion to open the public participation meeting.

Yeas: (4): V. Ridley, P. Hubert, P. Squire, and H. Usher

Motion Passed (4 to 0)

Moved by: T. Park
Seconded by: P. Hubert

Motion to close the public participation meeting.

Yeas: (5): V. Ridley, T. Park, P. Hubert, P. Squire, and H. Usher

Motion Passed (5 to 0)

3.3 Public Participation Meeting - Renaming of Pleasantview Drive

Moved by: P. Hubert
Seconded by: H. Usher

That the Consent Authority BE ADVISED that Municipal Council will take no action to rename Pleasantview Drive, noting the existing conditions relating to the two unconnected portions of Pleasantview Drive have existed for over twelve years, and are know to the residents in the area;

it being pointed out that at the public participation meeting associated with these matters, the individuals indicated on the attached public participation meeting record made oral submissions regarding these matters.

Yeas: (4): V. Ridley, P. Hubert, P. Squire, and H. Usher

Motion Passed (4 to 0)

Additional Votes:

Moved by: H. Usher
Seconded by: P. Squire

Motion to open the public participation meeting.

Yeas: (4): V. Ridley, P. Hubert, P. Squire, and H. Usher

Motion Passed (4 to 0)

Moved by: P. Hubert
Seconded by: P. Squire

Motion to close the public participation meeting.

Yeas: (4): V. Ridley, P. Hubert, P. Squire, and H. Usher

Motion Passed (4 to 0)

4. Items for Direction

4.1 8th Report of the Cycling Advisory Committee

Moved by: P. Hubert
Seconded by: H. Usher

That the following actions be taken with respect to the 8th Report of the Cycling Advisory Committee, from its meeting held on August 15, 2018:

a) the Civic Administration BE REQUESTED to designate Highbury Avenue South of Hamilton Road as a no bicycle lane with proper signage:

it being noted that the Notice of Completion from B. Hutson, Dillon Consulting Limited and M. Elmadhoon, City of London, with respect to the Environmental Assessment Study, was received; and

b) clauses 1.1, 2.1 to 3.3, 4 to 6.1 BE RECEIVED.

Yeas: (4): V. Ridley, P. Hubert, P. Squire, and H. Usher

Motion Passed (4 to 0)

4.2 Traffic Signalization at Priority Intersections

Moved by: P. Squire
Seconded by: H. Usher

That the Civic Administration BE DIRECTED take the following actions with respect to traffic signalization at priority intersections:

a) conduct detailed design work on the following intersections of Pack Road and Colonel Talbot Road; Blackwater Rad and Adelaide Street; and Sunningdale Road and South Wenige Drive-thus, when they meet the warrant, traffic signals can be installed without further delay;

b) conduct an updated traffic study at Oxford Street and Riverbend Road, and Stackhouse Avenue and Fanshawe Park Road; and,

c) review the current warrant system and best practices in other municipalities and report back with possible changes to the way we prioritize intersections for traffic signalization where appropriate;

it being noted the Civic Works Committee received communication from Councillors A. Hopkins and M. Cassidy with respect to this matter.

Yeas: (4): V. Ridley, P. Hubert, P. Squire, and H. Usher

Motion Passed (4 to 0)

4.3 Unassumed Laneways

Moved by: P. Hubert
Seconded by: H. Usher

That Staff BE REQUESTED to report back to the appropriate standing committee with respect to the current process, and potential improvements, with respect to unassumed laneways, and the request for delegation from M. Koch Denomme BE APPROVED and BE REFERRED to the meeting when this matter will be considered.

Yeas: (4): V. Ridley, P. Hubert, P. Squire, and H. Usher

Motion Passed (4 to 0)

4.4 Public Education and Empathy Program and Speed Markers

Moved by: P. Hubert
Seconded by: H. Usher

That the communication from Councillor M. van Holst with respect to Public Education and Empathy Program and Speed Markers BE RECEIVED. (2018-T08).

Yeas: (4): V. Ridley, P. Hubert, P. Squire, and H. Usher

Motion Passed (4 to 0)

5. Deferred Matters/Additional Business

5.1 Deferred Matters List

Moved by: P. Squire
Seconded by: P. Hubert

That the Civic Works Committee Deferred List, as at September 17, 2018, BE RECEIVED.

Yeas: (4): V. Ridley, P. Hubert, P. Squire, and H. Usher

Motion Passed (4 to 0)

6. Adjournment

The meeting adjourned at 7:36 PM.

Downtown King Street Cycling Improvements

Civic Works Committee – September 25, 2018

Study Area

King Street from Ridout Street to Colborne Street

2

Consultation

- London Transit Commission
- Cycling Advisory Committee
- Downtown Business Improvement Association (BIA)
- London Cycle Link
- London Police Services

Input on Infrastructure & Communications

3

Cycling Infrastructure Evaluation

4

Cycling Infrastructure Evaluation

Alternative Evaluation

- Eight road configurations that fit within the existing curbs

Alternative	Description
1a, 1b, 1c, 1d	Cycling facility in the south half of King Street
2a, 2b, 2c	Cycling facility on the north side of King Street
3	Bidirectional facility on the north side of King Street

5

Cycling Infrastructure Evaluation

6

Cycling Infrastructure Evaluation

7

Cycling Infrastructure Evaluation

8

Cycling Infrastructure Evaluation

Preferred Alternative

9

Cycling Infrastructure Evaluation

King Street – Alternative 1d

10

Cycling Infrastructure Evaluation

11

Cycling Infrastructure Evaluation

12

Cycling Infrastructure Evaluation

13

Cycling Infrastructure Evaluation

14

Recommended Alternative

Alternative 1d

- right side is most intuitive for cyclists and motorists
- provides good separation while maintaining two lanes of traffic
- Retains two loading zones highlighted as priority during BIA business owner meeting
- Parking impacts are significant but align with Downtown Parking Strategy

15

Cost Estimate

- Capital Cost = $582,000
- Re-useable material cost = $115,000
- Operational cost = $39,600

Implementation

- Design Winter 2018/19
- Construction Spring/Summer 2019
- Coordinated with other downtown capital projects

16

PUBLIC PARTICIPATION MEETING COMMENTS

3.1 Public Participation Meeting-Proposed Terms of Reference-Environmental Assessment of the Proposed W12A Landfill Expansion

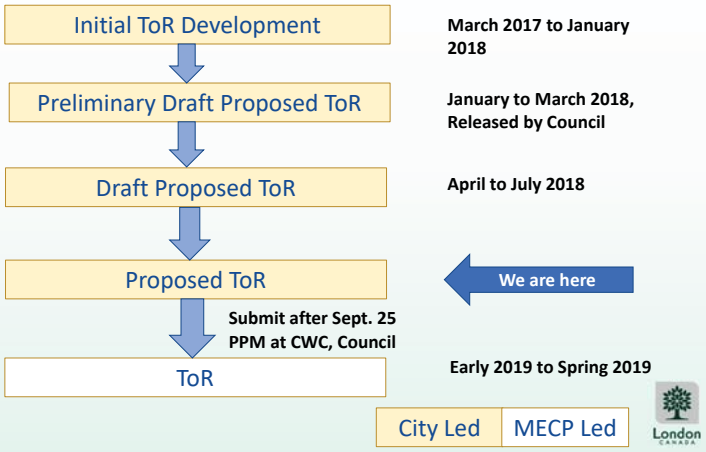
- M. Ross- 4511 Scotland Drive- on behalf of the Waste Management Community Liaison Community and W12A Public Liaison Committee-attached presentation.

Proposed Terms of Reference Expansion of the W12A Landfill

Civic Works Committee

September 25, 2018

1. ToR Process (Develop)



2:ToR Overview (Disposal Method)

Expansion of the W12A Landfill is the most appropriate disposal option based on previous waste plan studies (2008)


The Corporation of the City of London

W12A LANDFILL AREA PLAN

REPORT

OCTOBER 2008

2: ToR Overview (Diversion)

2: ToR Overview (Planning Period)

Plan for additional 25 years
(2025 – 2050)

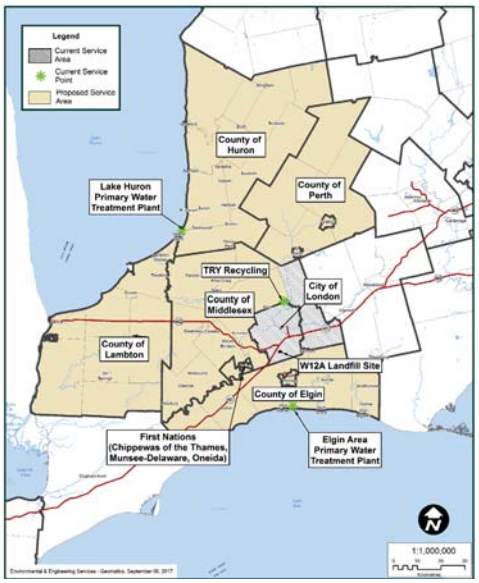
- Maximum supported by MECP staff
- The London Plan in effect until 2035
- Waste disposal security for at least 6 terms of Municipal Council
- Consistent with *Waste-Free Ontario Act*

2: ToR Overview (Limit on Annual Tonnage)

- Current limit = 650,000 tonne/year
- **Proposed limit = 500,000 tonne/year**

Consideration	Average (Tonnes)	Peak (Tonnes)
Existing Service Area	370,000	380,000
Expanded Service Area	24,000	40,000
Contingency	-	80,000
Total	**-**	**500,000**

2: ToR Overview (Regional Service Area)



3. Summary of Comments GRT

Stakeholder		Comments	
		#	Subject
GRT	MECP (Environment, Conservation & Parks)	40	EA Process/ General
		10	Air Quality
	MTCS (Tourism, Culture & Sport)	6	Archaeology & Built Heritage
	MTO (Transportation)	5	Transportation
	KCCA	7	Surface Water
Public	Written comments (1 person)	12	General
	Project website (6 persons)	6	General
Total		86	

3. Summary of Comments - GRT

No change/wording/clarification (81)

Minor changes to propose EA (5)

- Air quality study - emission rates
- Alternatives methods (expansion alternatives) to be finalized in EA
- 2 additions to “list of commitments”
- Reduction in estimate residual waste coming from expanded service area

3. Summary of Comments - Stakeholders

WMCLC and W12A Landfill PLC

- Do not want W12A Landfill become “dumping ground” for other municipalities
- Better control of nuisance impacts

What can be done?

- Restrictions can be put in place via EA approval or by Council By-law
- Address during EPA design and investment

Waste Management Community Liasion Community & W12A PLC

Comments on the Draft Proposed Terms of Reference for the Environmental Assessment of the Proposed W12A Landfill Expansion

Comments

The Waste Management Community Liaison Community supports the landfill expansion, but does note that the community surrounding the landfill would prefer not to see an expansion.

Our feedback...

The concern is one of other municipalities being allowed to bring waste to our landfill. If Council is the ultimate decision maker on whether another municipality is allowed to use our landfill, we request:

- That there be in place some kind of Policy and/or By-Law that other municipalities must adhere to London's diversion criteria and that Council cannot override this criteria for any such dumping purpose ie - financial.

PUBLIC PARTICIPATION MEETING COMMENTS

3.2 Public Participation Meeting-60% Waste Diversion Action Plan

- J. Kogelhelde-373 Byron Blvd-noting his concern that this a completely new program to the City of London, his major concern is that the City of London is asking Londoners to trust us with $36.00 per household and we will make this happen; noting that this is something that the City of London should have done 20 years ago; suggesting best way to move forward with this is simply baby steps; suggesting to start small, one area of the city, but make it a plan that within ten years that the entire city will have this program; this will be less initial capital, all of the problems that will arise won't be as big, and won't cost as much to repair, advising that in 2013 there was anaerobic digestive system take would take the organic matter and process into Hydro Electricity-by product is compost, these systems are making a huge impact in Europe, and reduce greenhouse gases and impact on the environment at the same time; noting smaller communities could come to us and the city could make more money by taking their organic waste; noting this will cost way more than $36.00 per household, possibly double or triple and take it slow, do it right the first time.

- C. O'Neil-359 Flanders Row advising that she completed on-line surveys and felt like she was led down the garden path, referencing the graph on page ten, saying that 76% of Londoners support this increase, but she has her own graph, and she sees it as 71% of the people agreed to pay $1.00 or less; noting costing and figures need to be looked into; questioning why the scale of the graph goes up to $100 which skews the whole picture and advising that she doesn't agree with implementing a quick green bin, would like to see pilot programs started as soon as possible

- Skylar Franke -99 Springbank, Toni Krahn-121 Naomee Crescent and Derek Armstrong-1548 Devos Drive -Waste Management Liaison Committee- attached presentation

Civic Works Committee

September 25, 2018

60% Action Plan Summary

# of Actions	Cost Range *(per Hhld)*	Diversion Range *(Total Diversion)*
21	$5 M to $7.45 M *($28 - $41)*	11% to 21% (56% to 66%)

Program Category	# of Actions	Likely Cost *(per Hhld)*	Likely Diversion
Blue Box/Cart Recycling	1	$0	2%
New Recycling Initiatives	7	$450,000 *($2.50)*	0.6%
Curbside Organics Program	2	$5,000,000 *($27.75)*	10%

60% Action Plan Summary

Program Category	# of Actions	Likely Cost *(per Hhld)*	Likely Diversion
Multi-Res Organics Pilot	1	$500,000 *($2.75)*	0.6%
Other Organic Programs	3	$300,000 *($1.75)*	0.4%
Waste Reduction, Reuse, Policy Initiatives	7	$250,000 *($1.50)*	1.4%
Total	**21**	**$6,500,000 *($36.00)***	**15%**

Estimated Capital Costs

Program Category	Items	Estimated Cost
New Recycling Programs and Initiatives	• EnviroDepot Improvements	$500,000 to $2,700,000
Curbside Organics Management Program	• Green Bin Carts • Kitchen Catchers • Collection Vehicles	$12,000,000
Other Organic Management Programs	• Community composting	$100,000
Waste Reduction, Reuse Initiatives and Policies	• Reuse facilities	$200,000
Total	**$12.5 - $15 million**	

Potential Funding Sources

Source	Potential Amount
Full EPR for Blue Box	$1.5 M to $1.8 M
Full EPR for Other Programs	$50,000 to $150,000
W12A Landfill Levy	$250,000 to $1 M
Total	**$1.8 - $3 million ($2 million likely)**

Benefits - examples

Environmental

- reduced GHG gas emissions (equivalent of removing 4,200 to 6,800 cars)

Social

- creation of jobs (between 125 and 170, direct & indirect)

Financial

- Short term landfill savings; avoid long term waste export costs ($5 to $7 million/year)

Ipsos Survey June 2018

Parameters

- 301 respondents; Single family and apartments
- +/- 6.4%, 19 times out of 20

Findings

- waste diversion is somewhat or very important (93%) with 53% stating very important
- support food waste avoidance program (88%)
- support curbside/multi organics program (75%)
- prepared to deliver more to depots (65%)

Recent Engagement

Next Steps	Comments	Timeline
CWC and Council "Approved for Engagement"	• CWC Meeting – July 17 • Council - July 24	July 2018
Seek Community Feedback on 60% Action Plan	• Interactive WhyWaste website • Circulate to Stakeholder Groups • Attend Gathering on the Green II • Presentations to WMCLC and ACE • Public Participation Meeting (Sept. 25)	July to September, 2018

On-line Feedback - Demographics

What is your age?	
18-34	27%
35-54	44%
55+	28%

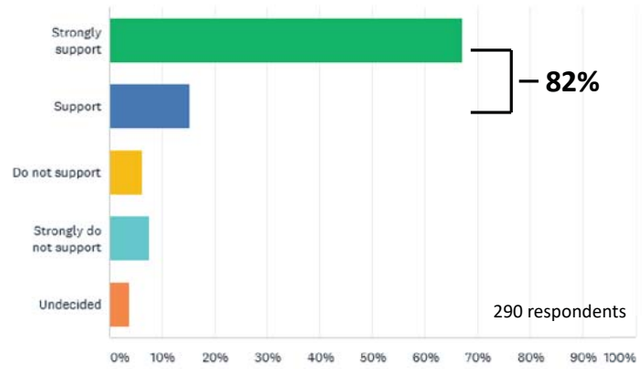
Do you own or rent?	
Rent	15%
Own	83%

In which type of residential property do you live?	
House (SFD, multi)	88%
Apt./Condo	11%
Other	1%

Would you say your total hhld income before taxes is?	
Less than $25,000	4%
$25,000 to <$50,000	9%
$50,000 to <$75,000	17%
$75,000 to <$100,000	18%
$100,000 to <$150,000	20%
$150,000 or more	14%
Prefer not to respond	18%

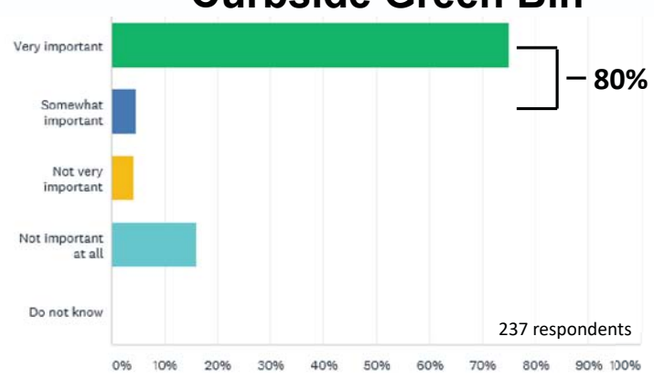
About 300 on-line respondents

Considering the requirements, benefits, and costs, do you support or not support the **overall 60% Waste Diversion Action Plan**



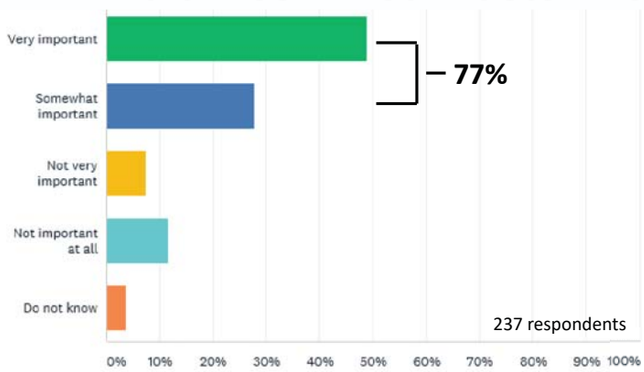
How important is this action to you?

Curbside Green Bin

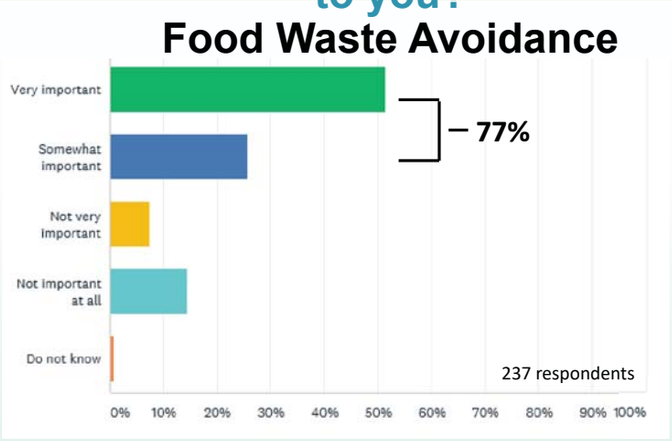


How important is this action to you?

Multi-Res Mixed Waste Pilot



How important is this action to you?



Report Recommendations

a) Details **BE RECEIVED** for information;

b) The 60% Action Plan, to be phased in between 2019 and 2022, **BE APPROVED**;

c) **BE DIRECTED** to refine cost estimates, develop implementation plans, determine operational requirements; and

d) **BE DIRECTED** to examine financing options and submit final cost estimates/Implementation Plan in early 2019, followed by the 2020-2023 Multi-year budget process.

Waste Management Community Liaison Committee

Comments on the 60% Waste Diversion Action Plan

Our thoughts

We really like it.

A lot.

Especially the part about the organics diversion.

That part is great.

We also like all the other plans for diverting other waste like ceramics and eventually textiles.

Our time is now

London and Windsor are the only municipalities of their size that don't have an organics diversion program.

Let's fix that.

Why London needs to divert more

Why this is an easy yes.

Even with a Green Bin program and other new recycling programs, London's cost per household will still be **vastly cheaper** than the majority of Canadian municipalities.

Table 19 – 2016 Municipal Waste Management Costs[a]

Municipality	Cost per Tonne		Cost per Household		
	Collection & Disposal	Diversion	Collection & Disposal	Diversion	Total
Calgary	216	346	150	89	239
Durham	324	205	127	106	232
Halton	248	201	97	106	203
Hamilton	344	151	150	69	218
Montreal	230	249	129	82	211
Niagara	195	138	90	102	192
Regina[b]	150	331	150	59	209
Sudbury (Greater)	349	181	168	92	260
Toronto	240	442	90	158	248
Waterloo	226	195	142	94	236
Windsor[b]	204	123	118	45	163
Winnipeg[b]	107	260	83	82	165
Average	236	235	124	90	215
London (existing programs)[b]	121	123	89	50	139
London (60% - likely cost)[c]	156	161	87	87*	174*
London (60% - high cost)[d]	156	171	87	92*	179*

The numbers are good.

Summary of Estimated Costs and Potential Revenue (Funding)

	Low	High	Likely (Anticipated)
Cost	$5,050,000	$7,450,000	$6,500,000
Cost/household	$28.00	$41.50	$36.00
Revenue	$1,800,000	$2,950,000	$2,000,000
Revenue/household	$10.00	$16.50	$11.00
Total Estimated Cost			$4,500,000
Total cost/household			$25.00

And the people don't mind spending a bit more either

London needs to invest in our waste infrastructure.

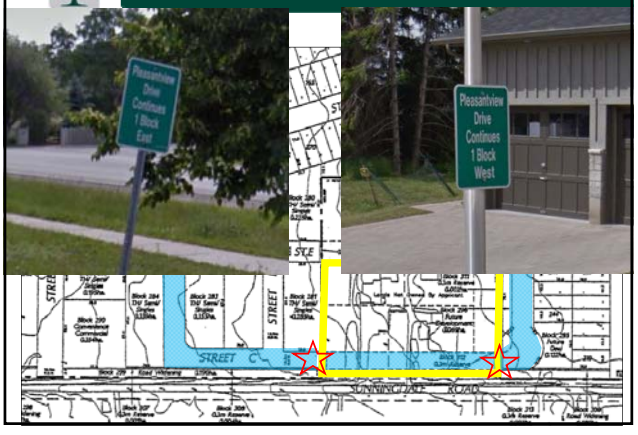
The time is now.

MN: 8894 Pleasantview Drive

Civic Works Committee
September 25, 2018

Pleasantview Drive

Forest Hill Subdivision



Planning History

2017: Z-8805, B.034/17 & B.035/17

- ZBA to facilitate the severance applications
- Enable the future connection and dedication of Plesantview Dr through special provisions
- Council direction was not to pursue the future connection of the street
- With no intention to connect the two halves of Pleasantview Dr the intent is instead to rename the two legs through a condition of consent

PUBLIC PARTICIPATION MEETING COMMENTS

3.3 Public Participation Meeting –Renaming of Pleasantview Drive

- Carol Corrie-1108 Pleasantview Drive-noting she has lived at this address for 15 years, 4 months and 10 days; noting with her are the residents that live on the street from the area where the street is at risk for renaming; advising that the residents are passionate about Pleasantview Drive; noting their street was the first street in the development; advising homes have Pleasantview engraved in masonry plaques, and some just have numbers; and the cost to replace the stone masonry, $1000,noting homeowners that have business in their home, the cost to change letterhead, business cards, advertising will be $700, and the street name will cause confusion; stating that Fire, Police and Ambulance knows where to go, they have been to our homes; advising that they don't want the change, and that they have taught our children the address, where they live in case of emergency; noting they are not mad at Springhill Flowers and feel Mary has been placed in a difficult situation, having to pay $200 per household, which is not enough money for the all the changes required.

  1131 Pleasantview Drive-R. Mujeebur noting that he is from India, has wife and 3 children and would need to go back to India in person to change documents; $200.00 is not enough.

- D. Pavia-1152 Pleasantview Drive noting that there are five family members in my household, that would require changing five licences, passports, healthcards, banking information etc. I moved onto Pleasantview Drive and I am not moving.

- A. Krowski-1116 Pleasantview Drive noting that whoever made mistake first time should correct it, and not change the name of the street.

- Resident noting that there is a simple solution, why we can't have Sunningdale and the flower shop and leave everything alone, we have two streets named, Pleasantview E and Pleasantview W instead of renaming street. Leave it as is

- D. Achilleos-1143 Pleasantview noting that just moved to Pleasantview last year, went through all the address changes. As a previous speaker mentioned about changing street to East or West, it still will require change of information. Leave as is.

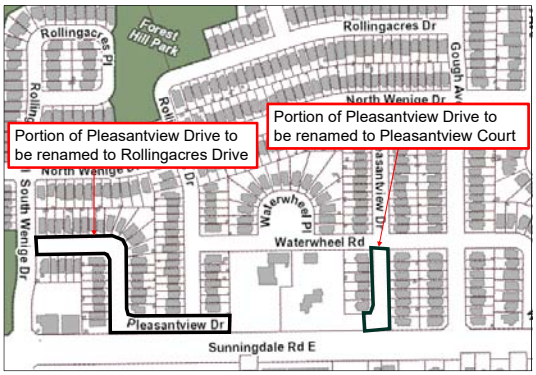
- Resident noting that she has lived on Pleasantview Drive for 15 years, I have three children. It would be confusing to the children to change address without moving. It will be expensive to change address stone masonry.

- M. Coombs-1077 Plesantview Drive questioning the change for one individual

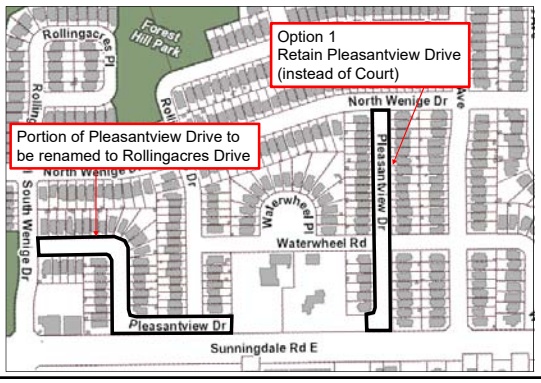
Street Renaming

- Recognizes that the intent is no longer to connect Pleasantview Drive
- Corrects the existing temporary solution
- Provides distinction between the two streets
- Improves way-finding (couriers, deliveries etc)
- Ensures police, fire, and ambulance responders are able to easily find and respond to a call without confusion

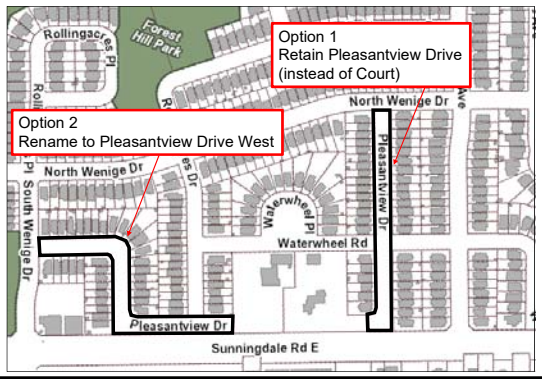
Staff Recommendation



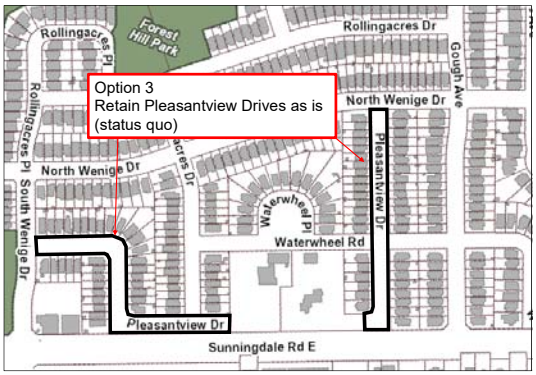
Alternative Option (1)



Alternative Option (2)



Alternative Option (3)

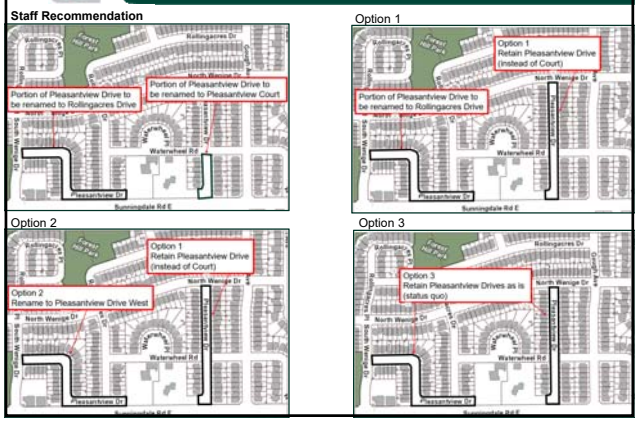


Community Consultation

Community Concerns

- Numerous residents have addresses engraved in masonry plaques
- Inconvenient and expensive to undertake street renaming
- Changing the street name will create confusion
- Home occupations/home businesses will be disrupted
- Other broken streets are operational across the City
- There are more affected on the proposed Rollingacres Drive than the east leg of Pleasantview Drive
- Do not see merit/benefit in the renaming
- Enjoy the current name of street
- Petition against renaming signed by 56 residents

Summary



Planning and Environment Committee

Report

15th Meeting of the Planning and Environment Committee
September 24, 2018

PRESENT: Councillors S. Turner (Chair), A. Hopkins, M. Cassidy, J. Helmer, T. Park, Mayor M. Brown

ALSO PRESENT: Councillor M. van Holst; I. Abushehada, A. Anderson, G. Barrett, M. Campbell, M. Corby, M. Elmadhoon, M. Feldberg, J.M. Fleming, M. Knieriem, P. Kokkoros, J. Logan, H. Lysynski, A. Macpherson, H. McNeely, D. O'Brien, B. O'Hagan, M. Pease, L. Pompilii, D. Popadic, M. Ribera, V. Santos, C. Saunders, J. Smolarek, M. Tomazincic, R. Turk, and P. Yeoman

The meeting was called to order at 4:00 PM

1. Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Consent

Moved by: A. Hopkins
Seconded by: T. Park

That Items 2.1 to 2.7, inclusive, BE APPROVED.

Yeas: (6): S. Turner, A. Hopkins, M. Cassidy, J. Helmer, T. Park, and Mayor M. Brown

Motion Passed (6 to 0)

2.1 9th Report of the Advisory Committee on the Environment

Moved by: A. Hopkins
Seconded by: T. Park

That the 9th Report of the Advisory Committee on the Environment from its meeting held on September 5, 2018 BE RECEIVED.

Motion Passed

2.2 Application - Creekview Subdivision - Request for a Three Year Extension of Draft Plan of Subdivision Approval (39T-05512)

Moved by: A. Hopkins
Seconded by: T. Park

That, on the recommendation of the Senior Planner, Development Services, the following actions be taken with respect to the request from Landea North Development Inc. and Landea Developments Inc., for the property located at 995 Fanshawe Park Road West:

a) the Approval Authority BE ADVISED that the Municipal Council supports the granting of a three (3) year extension of the draft plan of subdivision, submitted by Landea North Development Inc. and Landea Developments Inc., (File No. 39T-05512), prepared by Whitney Engineering Inc., certified by Jason Wilband (Drawing No. 2), which shows 20 low density residential blocks, two (2) multi-family blocks, one (1)

commercial block, two (2) stormwater management blocks and various reserve blocks served by one (1) new collector road and four (4) new local streets, SUBJECT TO the revised conditions contained in the attached Appendix "39T-05512"; and,

b) the applicant BE ADVISED that the Director of Development Finance has summarized claims and revenues information appended to the staff report dated September 24, 2018 as Schedule "B". (2018-D09)

Motion Passed

2.3 Application - 982 Gainsborough Road (H-8908)

Moved by: A. Hopkins
Seconded by: T. Park

That, on the recommendation of the Senior Planner, Development Planning, based on the application by Highland Homes, relating to the property located at 982 Gainsborough Road, the proposed by-law appended to the staff report dated September 24, 2018 BE INTRODUCED at the Municipal Council meeting to be held on October 2, 2018 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 Business District (h-11*h-17*BDC1/BDC2) Zone TO a Business District (BDC1/BDC2)) Zone to remove the h-11 and h-17 holding provisions. (2018-D09)

Motion Passed

2.4 Application - 1090, 1092 and 1096 Hamilton Road (H-8938)

Moved by: A. Hopkins
Seconded by: T. Park

That, on the recommendation of the Senior Planner, Development Services, the following actions be taken with respect to the application by Italian Seniors Project, relating to the properties located at 1090, 1092 and 1096 Hamilton Road, the proposed by-law appended to the staff report dated September 24, 2018 BE INTRODUCED at the Municipal Council meeting to be held on October 2, 2018 to amend Zoning By-law Z.-1, (in conformity with the Official Plan), to change the zoning of the subject lands FROM a Holding Residential R8 Special Provision (h-213•R8-4(41)) Zone TO a Residential R8 Special Provision (R8-4(41)) Zone to remove the h-213 holding provision. (2018-D09)

Motion Passed

2.5 Application - Part Lot Control -1245 Michael Street - Blocks 1 and 2 - 33M-745 (P-8858)

Moved by: A. Hopkins
Seconded by: T. Park

That, on the recommendation of the Senior Planner, Development Services, with respect to the application by Wastell Builders (London) Inc., the proposed by-law appended to the staff report dated September 24, 2018 BE INTRODUCED at the Municipal Council meeting to be held on October 2, 2018 to exempt Blocks 1 and 2, Registered Plan 33M-745, from the Part Lot Control provisions of Subsection 50(5) of the *Planning Act*, for a period not exceeding three (3) years. (2018-D25)

Motion Passed

2.6 Amendment to By-law CP-1 – Expansion of Old East Village Business Improvement Area

Moved by: A. Hopkins
Seconded by: T. Park

That, on the recommendation of The Managing Director, Corporate Services and City Treasurer, Chief Financial Officer and the Managing Director, Planning and City Planner, the proposed by-law appended to the staff report dated September 24, 2018, being a by-law to amend By-law CP-1 “A by-law to provide for the Improvement Area to be known as the Old East Village Business Improvement Area and to Establish a Board of Management Therefor” BE INTRODUCED at the Municipal Council meeting to be held on October 2, 2018, relating to the Old East Village Business Improvement Area request for expansion. (2018-D19)

Motion Passed

2.7 Designation of an Improvement Area Under Section 204 of The Municipal Act, 2001 - Hamilton Road Business Improvement Area

Moved by: A. Hopkins
Seconded by: T. Park

That, on the recommendation of the Managing Director, Corporate Services and City Treasurer, Chief Financial Officer and Managing Director, Planning and City Planner, the proposed by-law appended to the staff report dated September 24, 2018, being “A by-law to designate an area as an improvement area and to establish the board of management for the purpose of managing the Hamilton Road Business Improvement Area” BE INTRODUCED at the Municipal Council meeting to be held on October 2, 2018, to designate the Hamilton Road Business Improvement Area in accordance with section 204 of the *Municipal Act, 2001*. (2018-D19)

Motion Passed

3. Scheduled Items

3.1 Delegation - VersaBank Incentives - 1979 Otter Place - Request to Extend Airport Area Community Improvement Plan (CIP) Tax Increment Grant

Moved by: Mayor M. Brown
Seconded by: T. Park

That the Managing Director, Planning and City Planner's report dated September 24, 2018 entitled "VersaBank 1979 Otter Place - Request to extend Airport Area Community Improvement Plan (CIP) Tax Increment Grant" and the communication dated September 20, 2018 from D.R. Taylor, President & CEO, VersaBank, withdrawing their request for delegation status BE RECEIVED. (2018-D19)

Yeas: (6): S. Turner, A. Hopkins, M. Cassidy, J. Helmer, T. Park, and Mayor M. Brown

Motion Passed (6 to 0)

3.2 Public Participation Meeting - Application - 1877 Sandy Somerville Lane - Request for Draft Plan of Subdivision Approval (39T-18503)

Moved by: A. Hopkins
Seconded by: T. Park

That, on the recommendation of the Senior Planner, Development Services, the following actions be taken with respect to the application of Sifton Properties Limited, relating to the property located at 1877 Sandy Somerville Lane:

a) the Approval Authority BE ADVISED that no issues were raised at the public meeting with respect to the application by Sifton Properties, for draft plan of subdivision relating to the property located at 1877 Sandy Somerville Lane;

b) the Approval Authority BE ADVISED that the Municipal Council supports issuing draft approval of the proposed plan of residential subdivision, submitted by Sifton Properties Limited (File No. 39T-18503) as prepared by AGM Land Surveyors, certified by Jason Wilband, OLS, which shows one (1) residential block, SUBJECT TO the conditions contained in the attached Appendix "39T-18503";

it being pointed out that at the public participation meeting associated with these matters, the individual indicated on the attached public participation meeting record made an oral submission regarding these matters. (2018-D09)

Yeas: (6): S. Turner, A. Hopkins, M. Cassidy, J. Helmer, T. Park, and Mayor M. Brown

Motion Passed (6 to 0)

Additional Votes:

Moved by: M. Cassidy
Seconded by: T. Park

Motion to open the public participation meeting.

Yeas: (6): S. Turner, A. Hopkins, M. Cassidy, J. Helmer, T. Park, and Mayor M. Brown

Motion Passed (6 to 0)

Moved by: Mayor M. Brown
Seconded by: M. Cassidy

Motion to close the public participation meeting.

Yeas: (6): S. Turner, A. Hopkins, M. Cassidy, J. Helmer, T. Park, and Mayor M. Brown

Motion Passed (6 to 0)

3.3 Public Participation Meeting - Application - 418 Oxford Street East (SPA18-061)

Moved by: Mayor M. Brown
Seconded by: A. Hopkins

That, on the recommendation of the Manger, Development Planning, the following actions be taken with respect to the application by Jason King, relating to the property located at 418 Oxford Street East:

a) the Approval Authority BE ADVISED that no issues were raised at the public meeting with respect to the application for Site Plan Approval to permit the conversion of a single detached dwelling to a converted dwelling with three units; and,

b) the Approval Authority BE ADVISED that the Municipal Council supports issuing the Site Plan Application;

it being noted that no individuals spoke at the public participation meeting associated with this matter;

it being further noted that the Municipal Council approves this application for the following reasons:

- the proposed Site Plan is consistent with the Provincial Policy Statement, which encourages infill and intensification and the provision of a range of housing types, compact urban form and efficient use of existing infrastructure;
- the proposed Site Plan has regard to the use, intensity, and form in conformity with The London Plan, and will implement Key Direction 5 – Build a Mixed-Use Compact City given this proposal supports intensification, takes advantage of existing services and facilities, and reduces the need to grow outward.
- the proposed Site Plan is in conformity with the policies of the Multi-Family, Medium Density Residential designation of the Official Plan (1989) and will implement an appropriate medium density form in accordance with the Official Plan policies; and,
- the proposed Site Plan meets the requirements of the Site Plan Control By-law. (2018-D09)

Yeas: (6): S. Turner, A. Hopkins, M. Cassidy, J. Helmer, T. Park, and Mayor M. Brown

Motion Passed (6 to 0)

Additional Votes:

Moved by: M. Cassidy
Seconded by: T. Park

Motion to open the public participation meeting.

Yeas: (6): S. Turner, A. Hopkins, M. Cassidy, J. Helmer, T. Park, and Mayor M. Brown

Motion Passed (6 to 0)

Moved by: T. Park
Seconded by: M. Cassidy

Motion to close the public participation meeting.

Yeas: (6): S. Turner, A. Hopkins, M. Cassidy, J. Helmer, T. Park, and Mayor M. Brown

Motion Passed (6 to 0)

3.4 Public Participation Meeting - Application - 3425 Emily Carr Lane (39T-16508/Z-8697)

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

That, on the recommendation of the Senior Planner, Development Services, the following actions be taken with respect to the application of 2178254 Ontario Limited, c/o DNL Group Inc., relating to the property located at 3425 Emily Carr Lane (1160 Wharncliffe Road South):

a) the proposed by-law appended to the staff report dated September 24, 2018 BE INTRODUCED at the Municipal Council meeting to be held on October 2, 2018 to amend Zoning By-law No. Z.-1, (in conformity with The London Plan and the Official Plan), to change the zoning of the subject property FROM an Urban Reserve (UR4) and Urban Reserve (UR6) Zone TO a Holding Residential R4 Special Provision (h.*h-100*h-104*h-155*R4-4(2)) Zone, to permit street townhouse dwellings with a minimum lot area of 180 m2, and a special provision to permit a minimum lot frontage of 6.7 metres, a Holding Residential R5 (h.*h-100*h-104*h-155*R5-7) Zone, to permit cluster townhouse development and a Holding Residential R8 (h*h-100*h-104*h-198*R8-4) Zone, to permit apartments to a maximum height of 13 metres;

it being noted that the following holdings provision have also been applied:

· (h) holding provision - to ensure that there is orderly development through the execution of a subdivision agreement and the provision of adequate securities.
· (h-100) holding provision - 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 to the satisfaction of the City Engineer, prior to the removal of the h-100 symbol.
· (h-104) holding provision - to ensure that a comprehensive storm drainage and stormwater management report prepared by a consulting engineer is completed to address the stormwater management strategy for all lands within the subject plan and external lands where a private permanent on-site storm drainage facility is proposed for any block or blocks not serviced by a constructed regional stormwater management facility. The "h-105" symbol shall not be deleted until the report has been accepted to the satisfaction of the General Manager of Planning and Development and City Engineer.
· (h-155) holding provision - Purpose: The removal of the h-155 symbol shall not occur until such time as the Owner has entered into a development agreement with the City of London, to ensure that the development is consistent with and conforms to the guidelines and vision of OPA 541, Southwest Area Secondary Plan (SWAP).
· (h-198) holding provision - Purpose: To encourage street-oriented development and discourage noise attenuation walls along arterial roads, a development agreement shall be entered into to ensure that new development is designed and approved consistent with the Southwest Area Secondary Plan.

b) the Approval Authority BE ADVISED that no issues were raised at the public meeting with respect to the application by 2178254 Ontario Limited, c/o DNL Group Inc., for draft plan of subdivision relating to the property located at 3425 Emily Carr Lane(1160 Wharncliffe Road South);

c) the Approval Authority BE ADVISED that the Municipal Council supports issuing draft approval of the recommended plan of residential subdivision, which shows seven (7) medium density residential blocks and three (3) local public street SUBJECT TO the conditions contained in the attached Appendix "39T-16508"; and,

d) the applicant BE ADVISED that the Director of Development Finance has summarized claims and revenues information appended to the staff report dated September 24, 2018 as Schedule "B";

it being pointed out that at the public participation meeting associated with these matters, the individual indicated on the attached public participation meeting record made an oral submission regarding these matters;

it being further noted that the Municipal Council approves this application for the following reasons:

- the recommended residential development is consistent with the Provincial Policy Statement;
- the draft plan conforms with the Neighbourhood designation policies of the City of London, as contained in The London Plan and Multi-Family, Medium Density designation of the Official Plan;
- the proposed road and lot pattern is integrated with a future subdivision to the north, and an existing residential subdivision to the east, with public road access provided by an extension of Lismer Way;
- the recommended zoning and conditions of draft approval will ensure that development of services occurs in an orderly manner; and,
- the recommended development represents good land use planning. (2018-D09)

Yeas: (6): S. Turner, A. Hopkins, M. Cassidy, J. Helmer, T. Park, and Mayor M. Brown

Motion Passed (6 to 0)

Additional Votes:

Moved by: J. Helmer
Seconded by: A. Hopkins

Motion to open the public participation meeting.

Yeas: (6): S. Turner, A. Hopkins, M. Cassidy, J. Helmer, T. Park, and Mayor M. Brown

Motion Passed (6 to 0)

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

Motion to close the public participation meeting.

Yeas: (6): S. Turner, A. Hopkins, M. Cassidy, J. Helmer, T. Park, and Mayor M. Brown

Motion Passed (6 to 0)

3.5 Public Participation Meeting - Application - 745-747 Waterloo Street (Z-8921)

Moved by: J. Helmer
Seconded by: Mayor M. Brown

That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the application of The Y Group Investments and Management Inc., relating to the property located at 745-747 Waterloo Street:

a) the proposed by-law appended to the staff report dated September 24, 2018 BE INTRODUCED at the Municipal Council meeting to be held on October 2, 2018 to amend Zoning By-law No. Z.-1, (in conformity with the Official Plan), to change the zoning of the subject property FROM a Residential R2/Office Conversion (R2-2/OC4) Zone TO a Residential R2/Office Conversion Special Provision Zone (R2-2/OC6(_)) Zone at 745 Waterloo Street and FROM an Office Conversion/ Convenience Commercial Special Provision (OC4/CC(1)) Zone TO an Office Conversion Special Provision/Convenience Commercial Special Provision Zone (OC6(_)/CC(1)) Zone at 747 Waterloo Street; and,

b) the Civic Administration BE REQUESTED to review, in consultation with the neighbourhood, the traffic and parking congestion concerns raised by the neighbourhood and to report back at a future Planning and Environment Committee meeting;

it being further noted that the Planning and Environment Committee reviewed and received the following communications with respect to this matter:

- a communication from B. and J. Baskerville, by e-mail;
- a communication from C. Butler, 863 Waterloo Street; and,
- a communication from L. Neumann and D. Cummings, Co-Chairs, Piccadilly Area Neighbourhood Association;

it being pointed out that at the public participation meeting associated with these matters, the individuals indicated on the attached public participation meeting record made oral submissions regarding these matters;

it being further noted that the Municipal Council approves this application for the following reasons:

- the recommended Zoning By-law Amendment would allow for the reuse of the existing buildings with an expanded range of office conversion uses that are complementary to the continued development of Oxford Street as an Urban Corridor, consistent with The London Plan polices for the subject site. Limiting the requested Zoning By-law Amendment to the existing buildings helps to ensure compatibility with the surrounding heritage resources and also that the requested parking and landscaped area deficiencies would not be perpetuated should the site be redeveloped in the future. While the requested parking deficiency is less than the minimum required by zoning, it is reflective of the existing conditions. By restricting the office conversion uses to the ground floor of the existing building at 745 Waterloo Street and the entirety of the existing building at 747 Waterloo Street (rather than the entirety of both buildings, as requested by the applicant), the parking requirements for the site would be less than the parking requirements for the existing permitted uses. The applicant has indicated a willingness to accept the special provisions limiting the permitted uses to the ground floor of the existing building at 745 Waterloo Street and to the entirety of the existing building at 747 Waterloo Street. (2018-D09)

Yeas: (5): S. Turner, A. Hopkins, M. Cassidy, J. Helmer, and Mayor M. Brown

Nays: (1): T. Park

Motion Passed (5 to 1)

Additional Votes:

Moved by: J. Helmer
Seconded by: T. Park

Motion to open the public participation meeting.

Yeas: (6): S. Turner, A. Hopkins, M. Cassidy, J. Helmer, T. Park, and Mayor M. Brown

Motion Passed (6 to 0)

Moved by: A. Hopkins
Seconded by: Mayor M. Brown

Motion to close the public participation meeting.

Yeas: (6): S. Turner, A. Hopkins, M. Cassidy, J. Helmer, T. Park, and Mayor M. Brown

Motion Passed (6 to 0)

Moved by: J. Helmer
Seconded by: T. Park

Motion to approve a new part b) which reads as follows:

b) the Civic Administration BE REQUESTED to review, in consultation with the neighbourhood, the traffic and parking congestion concerns raised by the neighbourhood and to report back at a future meeting.

Yeas: (6): S. Turner, A. Hopkins, M. Cassidy, J. Helmer, T. Park, and Mayor M. Brown

Motion Passed (6 to 0)

3.6 Public Participation Meeting - Application - 723 Lorne Avenue (former Lorne Avenue Public School site) (Z-8454)

Moved by: J. Helmer
Seconded by: M. Cassidy

That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the application by The Corporation of the City of London, relating to the property located at 723 Lorne Avenue:

a) the proposed by-law appended to the staff report dated September 24, 2018 BE INTRODUCED at the Municipal Council meeting to be held on October 2, 2018 to amend Zoning By-law No. Z.-1, (in conformity with the Official Plan), to change the zoning of the subject property FROM a Neighbourhood Facility (NF) Zone TO a Residential R1 Special Provision (R1-2(_)) Zone and an Open Space (OS1) Zone; and,

b) that any procurement process associated with the subject site evaluate submissions to ensure that the design of development is consistent with “Section 4.5.1 Design Guidelines for New Buildings” of the Old East Heritage Conservation District – Conservation and Design Guidelines when determining the successful proponent;

it being noted that the Planning and Environment Committee reviewed and received a communication from R.N.R. Crossman, 482 Elizabeth Street, with respect to this matter;

it being pointed out that at the public participation meeting associated with these matters, the individuals indicated on the attached public participation meeting record made oral submissions regarding these matters;

it being further noted that the Municipal Council approves this application for the following reasons:

• the Old East Village has been identified as being parks deficient, relying heavily on the former Lorne Avenue Public School site for community outdoor space. The City acquired the former Lorne Avenue Public School site due to this municipal need for parkland in the area. While a portion of the funding for acquiring the former Lorne Avenue Public School site was from the City's Parklands Reserve Fund, the remainder of the funding came from other funding sources with the expectation that the portion of the site not used for parkland would be developed for residential uses in the future. Working closely with the community, a preferred land use concept was prepared that would permit a public park and would also allow a portion of the site to be sold for residential development in the form of single detached dwellings. The Zoning By-law Amendment includes special provisions to help ensure any future development of the site is compatible with the Old East Heritage Conservation District. (2018-D09)

Yeas: (6): S. Turner, A. Hopkins, M. Cassidy, J. Helmer, T. Park, and Mayor M. Brown

Motion Passed (6 to 0)

Additional Votes:

Moved by: T. Park
Seconded by: M. Cassidy

Motion to open the public participation meeting.

Yeas: (6): S. Turner, A. Hopkins, M. Cassidy, J. Helmer, T. Park, and Mayor M. Brown

Motion Passed (6 to 0)

Moved by: M. Cassidy
Seconded by: Mayor M. Brown

Motion to close the public participation meeting.

Yeas: (6): S. Turner, A. Hopkins, M. Cassidy, J. Helmer, T. Park, and Mayor M. Brown

Motion Passed (6 to 0)

3.7 Public Participation Meeting - Application - 900 King Street and 925 Dundas Street (0Z-8937)

Moved by: J. Helmer
Seconded by: T. Park

That, the following actions be taken with respect to the application of the Western Fair Association and The Corporation of the City of London, relating to the property located at 900 King Street and 925 Dundas Street:

a) the proposed by-law appended to the staff report dated September 24, 2018 as Appendix "A" BE INTRODUCED at the Municipal Council meeting to be held on October 2, 2018 TO AMEND Section 6.2.2

ii) of the Official Plan to adopt permitted uses for the Western Fairgrounds as identified in The London Plan;

b) the proposed attached, revised by-law (Appendix "B") BE INTRODUCED at the Municipal Council meeting to be held on October 2, 2018 to amend Zoning By-law No. Z.-1, (in conformity with the Official Plan, as amended in part a) above), to ADD new definitions to Section 2 (Definitions), and to change the zoning of the subject property FROM a Regional Facility Special Provision (RF(2)) Zone TO a Holding Regional Facility Special Provision (h-5•h-18•h-205•RF(*)) Zone and a Holding Regional Facility Special Provision (h-*•h-205•RF(*)) Zone;

c) the Civic Administration BE DIRECTED to consider amendments to the Official Plan and the Zoning By-law for the balance of the Western Fairgrounds that are located north of King Street and bounded by existing commercial/residential to the north, Ontario Street to the east, King Street to the south and Rectory Street to the west; and located south of Florence Street bounded by Florence Street to the north, Egerton Street to the east, the CN railway facilities to the south and Rectory Street to the west to align the planning framework for all the sites operated by Western Fair Association;

d) the Civic Administration BE DIRECTED to review the proposed Statement of Significance contained in the Cultural Heritage Evaluation Report for 900 King Street prepared by Common Bond Collective (August 2018) and consult with the London Advisory Committee on Heritage for consideration of the designation of the property under Part IV of the *Ontario Heritage Act* (R.S.O. 1990, as amended);

e) the Site Plan Approval Authority BE REQUESTED to consider the following for inclusion in the Development Agreement:
"That the owner/developer be required to execute and complete the recommendations of the archeological monitoring mitigation strategy to the satisfaction of the City of London."; and,

f) the Site Plan Approval Authority BE REQUESTED to consider the following design issues through the Site Plan Approval process:

i) locate any new buildings as close to Queen's Park as practical, in order to contribute to a positive relationship with this key public space and help to further define the edge of the park;
ii) ensure that new building locations do not preclude the opportunity for street-oriented buildings abutting Florence Street, Rectory Street and King Street in order to provide for an active street edge in the future.
iii) provide an on-site walkway that connects between Queen's Park and the Park-facing building entrance, moving pedestrians through any intervening surface parking area. This walkway should be significantly wider than standard walkways, have a distinctive surface material and/or finish, and be supported by appropriate flanking landscaping, including trees, along its edges;
iv) design the northerly (facing Queen's Park) and westerly (facing Rectory Street) building elevations as principal building elevations. The principal building elevations will be the priority for architectural treatment and emphasis. Principal building elevations are meant as the front "face" of the building. They should include primary building entrances and transparent glazing as a principal component providing openness between the interior building activity areas and the exterior. Emphasis of primary building entrances should be achieved through a combination of glazing, lighting, signage and building overhangs or canopies;
v) secondary building elevations should be designed with windows or glazing, a diversity of material types (which may include non-transparent glazing), colours, and/or features together with variations in the depth of

the wall plane to avoid long stretches of blank, monotonous, and featureless walls. Design elements should be applied to establish a positive pedestrian environment;
vi) design taller hotel components with a base that contributes to a transparent, active, and human-scale on the ground; and a top that provides a refined and interesting finish to the building that would reflect its prominence within the broader Western Fair District and Old East Village;
vii) use quality, durable cladding materials throughout all building elevations that fit with the overall building architecture and unify the project. There is a wide diversity of cladding materials that are appropriate for a contemporary architectural expression, including compositions of transparent glass, metals, woods and masonry products;
viii) explore opportunities for incorporating similar materials, colours or finishes from surrounding cultural heritage resources;
ix) include screening walls to rear loading and service areas and any field of parking; and ensure that these walls are clad in a consistent fashion to that of the main building architecture; and,
x) parking should be avoided between Queen's Park and any adjacent building;

it being pointed out that at the public participation meeting associated with these matters, the individuals indicated on the attached public participation meeting record made oral submissions regarding these matters;

it being further noted that the Municipal Council approves this application for the following reasons:

- the recommended amendments are consistent with the 2014 Provincial Statement ("PPS") and will provide for a broad range and mix of entertainment, recreational, and secondary commercial land uses that will allow for the intensification, redevelopment, and revitalization of the subject lands. The recommended range and mix of land uses will also provide for more sustainable, year-round tourism on the subject lands which has the potential to improve the long-term economic prosperity of the community and support current and planned transit proximate to the subject lands consistent with the PPS;
- the recommended amendment to the 1989 Official Plan to explicitly allow hotels on the Western Fairgrounds is consistent with the expanded recreational and entertainment focus for the Western Fairgrounds in The London Plan;
- the recommended amendment to the Zoning By-law, and the list of specific land uses to be recognized as additional permitted uses is generally consistent with the permitted use of Western Fairgrounds as described in the 1989 Official Plan and conforms to the specific policies for the Western Fairgrounds in The London Plan;
- the recommended regulations providing a single parking rate for all permitted uses and the ability to locate required parking on adjacent lots will result in a reasonable and appropriate amount of parking, consistent with the PPS that promotes appropriate development standards and the efficient use of land. The recommended increase in building height up to a maximum of 50 metres for hotels without the use of Bonus Zoning conforms to the 12-storey building height maximum contemplated in The London Plan. The recommended minimum yard depth requirement abutting a public street of 3.0 metres will support street-oriented development consistent with the form based consideration for the Western Fairgrounds found in The London Plan;
- recognizing the significant cultural heritage value of the subject lands, and consistent with the PPS and conforming to the 1989 Official Plan and The London Plan that direct significant cultural heritage resources to be conserved, it is a recommendation of this report that Staff

be directed to consider designation of the subject lands under Part IV of the *Ontario Heritage Act*;

- consistent with the PPS and conforming to the 1989 Official Plan and The London Plan that direct significant archaeological resources be conserved, holding provisions will be used to ensure that potential archaeological matters are addressed. This includes the use of a new holding provision for an archaeological monitoring mitigation strategy. It is also a recommendation of this report, that the Site Plan Approval Authority be requested to consider adding a clause to the Development Agreement that the owner/developer be required to execute and complete the recommendations of the archeological monitoring mitigation strategy to ensure the conservation of archaeological resources; and,
- a holding provision is also recommended to be used to ensure any land uses compatibility issues with major facilities, namely railway facilities, are addressed consistent with the PPS, and conforming to The London Plan and other relevant guideline documents. (2018-D09)

Yeas: (6): S. Turner, A. Hopkins, M. Cassidy, J. Helmer, T. Park, and Mayor M. Brown

Motion Passed (6 to 0)

Additional Votes:

Moved by: T. Park
Seconded by: M. Cassidy

Motion to open the public participation meeting.

Yeas: (6): S. Turner, A. Hopkins, M. Cassidy, J. Helmer, T. Park, and Mayor M. Brown

Motion Passed (6 to 0)

Moved by: Mayor M. Brown
Seconded by: A. Hopkins

Motion to close the public participation meeting.

Yeas: (6): S. Turner, A. Hopkins, M. Cassidy, J. Helmer, T. Park, and Mayor M. Brown

Motion Passed (6 to 0)

3.8 Public Participation Meeting - Application - 230 North Centre Road (OZ-8874)

Moved by: T. Park
Seconded by: S. Turner

The application by Tricar Group, relating to the property located at 230 North Centre Road, BE REFERRED back to the Civic Administration to initiate consultation between the applicant, the community and the Civic Administration to explore potential revisions to the proposed development taking into consideration the concerns raised by the public; it being noted that the Civic Administration will report back no later than the November 12, 2018 meeting of the Planning and Environment Committee on the results of the consultation;

it being noted that the Planning and Environment Committee reviewed and received the following communications with respect to this matter:

- a petition signed by approximately 210 people;

- a communication dated September 13, 2018 from D. Holman, 32-145 North Centre Road;
- a communication dated September 13, 2018 from P. Digby, 16-1890 Richmond Street;
- a communication dated September 13, 2018 from J. Brania, by e-mail;
- a communication dated September 13, 2018 from I.G. Walker, by e-mail;
- a communication dated September 13, 2018 from A.M. Patrick, by e-mail;
- a communication dated September 13, 2018 F. Birch, 1890 Richmond Street;
- communications dated September 14 and 20, 2018 from V. Digby, 1890 Richmond Street;
- a communication dated September 14, 2018 from M. Bogdan Stanescu, by e-mail;
- a communication dated September 17, 2018 from D. Bai, by e-mail;
- communications dated September 17 and 20, 2018 from B. Boss, by e-mail;
- a communication dated September 19, 2018 from S. Gliksman, 1890 Richmond Street;
- a communication dated September 19, 2018 from M. Birch, 1890 Richmond Street;
- a communication dated September 19, 2018 from A. Robin and R.M.L. Bajonero, 52-250 North Centre Road;
- a communication dated September 19, 2018 from P. Newson, by e-mail;
- a communication dated September 19, 2018 from N. Cottle, 21-215 North Centre Road;
- a communication dated September 19, 2018 from Y. Yang, J.J. Ding and R. and M. Mclean, 215 North Centre Road;
- a communication dated September 20, 2018 from J. Cottle, 215 North Centre Road;
- a communication dated September 20, 2018 from O. da Silva, by e-mail;
- a communication dated September 20, 2018 from H. Morrison, McGarrell Drive;
- a communication dated September 20, 2018 from Main, by e-mail;
- a communication dated September 20, 2018 from D. Hillis, by e-mail;
- a communication dated September 20, 2018 from M. OrdoÑez, by e-mail;
- a communication dated September 20, 2018 from M. Gajda, by e-mail;
- a communication dated September 20, 2018 from P. Reath, by e-mail;
- a communication dated September 20, 2018 from A. Watson, by e-mail;
- a communication dated September 20, 2018 from B. Auger, 145 North Centre Road;
- a communication dated September 20, 2018 from C. MacKinnon, 203-235 North Centre Road;
- a communication dated September 21, 2018 from J. Chemali, 1997 Valleyrun Boulevard;
- a communication dated September 20, 2018 from D. Stollar and D. Morrison, 31-145 North Centre Road;
- a communication dated September 21, 2018 from G. McGinn-McTeer, Past President, Stoneybrook Heights/Uplands Residents Association;

- a communication dated September 21, 2018 from J. and S. Jackson, 185 North Centre Road;
- a communication dated September 20, 2018 from J. Chestnut, 145 North Centre Road;
- a communication dated September 20, 2018 from L. Ibrahim, 145 North Centre Road;
- a communication dated September 21, 2018 from R. and S. Sturdy, 9-230 North Centre Road;
- a communication dated September 20, 2018 from R. Croft, by e-mail;
- a communication dated September 21, 2018 from R. Marti, by e-mail;
- a communication dated September 21, 2018 from R. Whimster, 55-250 North Centre Road; and,
- a communication dated September 20, 2018 from Denis, by e-mail;

it being pointed out that at the public participation meeting associated with these matters, the individuals indicated on the attached public participation meeting record made oral submissions regarding these matters.

Yeas: (5): S. Turner, A. Hopkins, M. Cassidy, T. Park, and Mayor M. Brown

Nays: (1): J. Helmer

Motion Passed (5 to 1)

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

Motion to open the public participation meeting.

Yeas: (6): S. Turner, A. Hopkins, M. Cassidy, J. Helmer, T. Park, and Mayor M. Brown

Motion Passed (6 to 0)

Moved by: Mayor M. Brown
Seconded by: A. Hopkins

Motion to close the public participation meeting.

Yeas: (6): S. Turner, A. Hopkins, M. Cassidy, J. Helmer, T. Park, and Mayor M. Brown

Motion Passed (6 to 0)

4. Items for Direction

4.1 9th Report of the London Advisory Committee on Heritage

Moved by: M. Cassidy
Seconded by: T. Park

That the following actions be taken with respect to the 9th Report of the London Heritage Advisory Committee from its meeting held on September 12, 2018:

a) on the recommendation of the Managing Director, Planning and City Planner, with the advice of the Heritage Planner, the application under Section 33 of the *Ontario Heritage Act* to remove and replace the existing slate roof on the building located at 836 Wellington Street,

consent BE GIVEN with the condition that the Heritage Alteration Permit be displayed in a location visible from the street until the work is completed; it being noted that the London Advisory Committee on Heritage is satisfied with the proposed shingle brought forward by the applicant;

it being noted that the presentations appended to the 9th Report of the London Advisory Committee on Heritage from K. Gowan, Heritage Planner, and C. and R. Leishman, property owners, with respect to this matter, were received;

b) the following actions be taken with respect to the Notice of Planning Application, dated August 29, 2018, from M. Knieriem, Planner II and the Heritage Impact Assessment (HIA) dated August 2018 and communication dated September 6, 2018, from ASI Archaeological Cultural Heritage Services with respect to the property located at 723 Lorne Avenue, located in the Old East Heritage Conservation District:

i) the Civic Administration BE ADVISED that the London Advisory Committee on Heritage (LACH) is satisfied by the recommendations of the above noted HIA; and
ii) the Civic Administration BE ADVISED that the LACH prefers development concept 1 from the above-noted Notice of Planning Application;

it being noted that the presentation appended to the 9th Report of the London Advisory Committee on Heritage from M. Knieriem, Planner II, with respect to this matter, was received;

c) the Civic Administration BE REQUESTED to undertake the following actions with respect to the update on the Rapid Transit Cultural Heritage Screening Report:

i) provide the London Advisory Committee on Heritage (LACH) with the final Cultural Heritage Screening Report (CHSR);
ii) consult the LACH on the post-Transit Project Assessment Process (TPAP), Cultural Heritage Evaluation Process (CHER) and Heritage Impact Assessment (HIA) methodology;
iii) consult the LACH with respect to the proposed groupings of properties for the completion of Cultural Heritage Evaluation Reports (CHERs) and/or Heritage Impact Assessments (HIAs); and,
iv) consult the LACH on the identification of individual properties which warrant individual, property-specific, CHERs and/or HIAs;

it being noted that the presentation appended to the 9th Report of the London Advisory Committee on Heritage from J. Hodgins, Engineer-in-Training, Environmental and Engineering Services, with respect to this matter, was received;

d) the Civic Administration BE ADVISED that the London Advisory Committee on Heritage (LACH) is not satisfied with the research assessment and conclusions of the Heritage Impact Review, dated June 2018, from Kirkness Consulting, with respect to the property located at 470 Colborne Street; it being noted that the LACH is not opposed to the proposed Official Plan and Zoning By-law Amendment and that a Heritage Alteration Permit may be required for any exterior alterations;
it being further noted that the Notice of Planning Application, dated August 29, 2018, from B. Debbert, Senior Planner, with respect to the above-noted matter, was received;

e) on the recommendation of the Managing Director, Planning and City Planner, with the advice of the Heritage Planner, the properties identified in Appendix A of the staff report, dated September 12, 2018, BE REMOVED from the Register (Inventory of Heritage Resources); it being noted that the demolition requests were processed following the applicable legislation and practice at the time of the request and that no further notification or consultation is required;

f) the Civic Administration BE REQUESTED to report back at a future meeting of the London Advisory Committee on Heritage with respect to further information related to proposed City of London Guidelines for the Installation of Photovoltaic Technology on Heritage Designated Properties; it being noted that the presentation appended to the 9th Report of the London Advisory Committee on Heritage from K. Gowan, Heritage Planner, with respect to this matter, was received;

g) on the recommendation of the Managing Director, Planning and City Planner, with the advice of the Heritage Planner, the application under Section 42 of the *Ontario Heritage Act* for upgrades to the commercial storefront and signage to the building located at 187 Dundas Street, within the Downtown Heritage Conservation District, BE PERMITTED, with the term and condition that the Heritage Alteration Permit be displayed in a location visible from the street until the work is completed; it being noted that the presentation appended to the 9th Report of the London Advisory Committee on Heritage from L. Dent, Heritage Planner, with respect to this matter, was received;

h) on the recommendation of the Managing Director, Planning and City Planner, with the advice of the Heritage Planner, notice BE GIVEN under the provisions of Section 29(3) of the *Ontario Heritage Act, R.S.O. 1990, c.O.18*, of Municipal Council's intent to designate the property located at 432 Grey Street to be of cultural heritage value or interest for the reasons outlined in the revised Statement of Cultural Heritage Value or Interest appended to the 9th Report of the London Advisory Committee on Heritage; it being noted that the presentation appended to the 9th Report of the London Advisory Committee on Heritage from L. Dent, Heritage Planner, with respect to this matter, was received;

i) the Civic Administration BE REQUESTED to add the Register (Inventory of Heritage Resources) to the City of London's Open Data Portal; it being noted that a communication from M. Whalley, with respect to this matter, was received;

j) the following actions be taken with respect to the 2018 London Advisory Committee on Heritage (LACH) Work Plan:

i) the revised 2018 Work Plan appended to the 9th Report of the London Advisory Committee on Heritage BE RECEIVED; it being noted that changes were made to the distribution of the LACH budget; and,
ii) the item on the above-noted work plan, with respect to heritage signage and plaque placement and funding, BE REFERRED to the Education Sub-Committee for review and a report back to the LACH; and,

k) clauses 1.1, 2.1, 2.4, 3.1 to 3.9, 3.11 to 3.15, 4.1, 4.2, 5.5, 5.7, 5.8, 5.10 and 5.11 BE RECEIVED.

Yeas: (6): S. Turner, A. Hopkins, M. Cassidy, J. Helmer, T. Park, and Mayor M. Brown

Motion Passed (6 to 0)

4.2 Request for Delegation Status - D. Park, Halls Mill Place - Byron Valley Conceptual Nature Trail Plan

Moved by: A. Hopkins
Seconded by: Mayor M. Brown

That D. Park, L. Black, C. Morrison, E. Washburn, J. Santin and M. Laliberte, BE GRANTED delegation status at the October 29, 2018 Planning and Environment Committee meeting with respect to the Byron Valley Conceptual Nature Trail Plan concurrent with the Managing Director, Planning and City Planner's report. (2018-D09)

Yeas: (6): S. Turner, A. Hopkins, M. Cassidy, J. Helmer, T. Park, and Mayor M. Brown

Motion Passed (6 to 0)

Moved by: A. Hopkins
Seconded by: Mayor M. Brown

Move Item 4.2 to the first item under Scheduled Items

Yeas: (6): S. Turner, A. Hopkins, M. Cassidy, J. Helmer, T. Park, and Mayor M. Brown

Motion Passed (6 to 0)

5. Deferred Matters/Additional Business

None.

6. Adjournment

The meeting adjourned at 9:45 PM.

Appendix 39T-18503

Conditions of Draft Approval

THE CORPORATION OF THE CITY OF LONDON'S CONDITIONS AND AMENDMENTS TO FINAL APPROVAL FOR THE REGISTRATION OF THIS SUBDIVISION, FILE NUMBER 39T-16507 ARE AS FOLLOWS:

NO.	CONDITIONS

1) This draft approval applies to the draft plan as submitted by Sifton Properties Limited. (File No. 39T-16507), prepared by AGM Land Surveyors, certified by Jason Wilband, OLS, (Drawing 8-L-5191, dated June 21, 2018) which shows one (1) residential block.

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) 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.

4) 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.

5) Prior to final approval, for the purposes of satisfying any of the conditions of draft approval herein contained, the Owner shall file with 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.

PUBLIC PARTICIPATION MEETING COMMENTS

3.2 PUBLIC PARTICIPATION MEETING – Application – 1877 Sandy Somerville Lane (39T-18503)

- Maureen Zunti, Sifton Properties Limited – expressing agreement with the staff recommendation.

Appendix 39T-16508

Conditions of Draft Approval

THE CORPORATION OF THE CITY OF LONDON'S CONDITIONS AND AMENDMENTS TO FINAL APPROVAL FOR THE REGISTRATION OF THIS SUBDIVISION, FILE NUMBER 39T-16508 ARE AS FOLLOWS:

NO. CONDITIONS

1. This approval applies to the draft plan, submitted by 2178254 Ontario Inc.. (File No. 39T-16508), prepared by AGM Ltd., certified by Jason Wilband, OLS, (dated June 7, 2018), as redlined revised, which shows 7 residential blocks 3 local public streets (extension of Lismar Way, Emily Carr Lane and a new Street "A").

2. This approval of the draft plan applies for a period of three (3) years, and if final approval is not given within that time, 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 and dedicated as public highways.

4. The Owner shall within 90 days of draft approval submit proposed street names for this subdivision to the City.

5. The Owner shall request that addresses be assigned to the satisfaction of the City in conjunction with the request for the preparation of the subdivision agreement.

6. The Owner, prior to final approval, shall submit to the Approval Authority 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. Prior to final approval, appropriate zoning shall be in effect for this proposed subdivision.

8. The Owner shall enter into a subdivision agreement and shall satisfy all the requirements, financial and otherwise, of the City of London in order to implement the conditions of this draft approval.

9. The subdivision agreement between the Owner and the City of London shall be registered against the lands to which it applies once the plan of subdivision has been registered.

10. 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 the City, at no cost to the City.

11. No construction or installations of *any* kind (eg. clearing or servicing of land) involved with this plan shall be undertaken by the Owner 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 Manager of Development Planning in writing (eg. MOE certificates; City/Ministry/Agency permits: Approved Works, water connection, water-taking, navigable waterways; approvals: UTRCA, MNR, MOE, City; etc; etc.). No construction involving installation of services requiring an EA is to be undertaken prior to fulfilling the obligations and requirements of the Province of Ontario's Environmental Assessment Act and the City of London.

Planning

12. The Owner shall carry out an archaeological survey and rescue excavation of any significant archaeological remains found on the site to the satisfaction of the Southwestern Regional Archaeologist of the Ministry of Culture; and no final approval shall be given, and no grading or other soil disturbance shall take place on the subject property prior to the letter of release from the Ministry of Culture.

13. The Owner shall pay parkland dedication 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.

14. In conjunction with the Engineering Drawings submission, the owner shall prepare 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 quality specimen 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 Manager of Environmental and Parks Planning. Tree preservation shall be established first and grading/servicing design shall be developed to accommodate maximum tree preservation.

SEWERS & WATERMAINS

Sanitary:

15. In conjunction with the engineering drawings 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.) Provide clarification that the respective changes in population, drainage area and the outlet(s) are compatible with accepted record drawings and drainage area plans. Any upgrades, if required, are to be at no cost to the City.
    iii.) Propose a suitable routing for the sanitary sewer to be constructed through this plan.
    iv.) To meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407, provide an hydrogeological report that includes 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
    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.

16. 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 200 mm diameter sanitary sewer located on Lismer Lane and the 250 mm diameter sanitary sewer located on Paul Peel Avenue;
    ii.) Construct a maintenance access road, if necessary, and provide a standard municipal easement for any section of the sewer not located within the road allowance, to the satisfaction of the City;
    iii.) Make provisions for oversizing of the internal sanitary sewers, if necessary, 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

iv.) 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.

17. 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.

18. Prior to registration of this Plan, the Owner shall obtain consent from the City Engineer to reserve capacity at the Greenway 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, the Owner must reapply to the City to have reserved sewage treatment capacity reassigned to the subdivision.

<u>Storm and Stormwater Management (SWM)</u>

19. In conjunction with the engineering drawings submission, the Owner shall have his consulting engineer prepare and/or submit an update to the 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.) Providing an overall drainage area plan identifying the revised total catchment area reviewed in the report that will be contributing flows to the existing White Oaks SWM Facility # 2 (P2);

iv.) Identifying in the report that all major and minor storm flows from the future development lands to the north of this plan have been reviewed and can be accommodated within the existing White Oaks SWM Facility # 2 (P2) via this plan of subdivision;

v.) 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

vi.) 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.

20. 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 based on the final accepted Dingman Creek Stormwater Servicing Strategy Schedule C Municipal Class Environmental Assessment;

ii.) The approved Storm/Drainage and SWM Servicing Functional Reports (White Oaks SWM Facility # 2) and Detailed Design for the subject lands;

iii.) The Stormwater Letter/Report of Confirmation for the subject development prepared and accepted in accordance with the File Manager Process;

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 City of London Environmental and Engineering Services Department Design Specifications and Requirements, as revised;

vi.) The City's Waste Discharge and Drainage By-laws, lot grading standards, Policies, requirements and practices;

vii.) The Ministry of the Environment, Conservation and Parks (MOECP) SWM Practices Planning and Design Manual (2003), including updates and companion manuals; and

viii.) Applicable Acts, Policies, Guidelines, Standards and Requirements of all required approval agencies.

21. 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 existing municipal storm sewer system, namely, the 675 mm diameter storm sewer located on Paul Peel Avenue and proposed storm sewer system within this draft plan of subdivision to outlet to the existing White Oaks SWM Facility # 2, to the satisfaction of the City. Should the existing storm sewers require upsizing to accommodate this plan, these sewers shall be increased at no cost to the City;

ii.) Make provisions to oversize and deepen the internal storm sewers in this plan to accommodate flows from upstream lands external to this plan;

iii.) 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

iv.) Address forthwith any deficiencies of the stormwater works and/or monitoring program.

22. 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 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;

23. The Owner acknowledges that all major and minor flows shall be accommodated in accordance with the SWM Servicing letter provided by SBM dated June 19, 2018, generally outletting to White Oaks SWM Facility #2 and through on-site LIDS. Should the Owner's professional engineer determine through detailed design that the major flows cannot be accommodated within the existing White Oaks SWM Facility # 2, the Owner acknowledges that these lands shall be tributary to the White Oak SWM Facility # 3 and shall be serviced in accordance with the final accepted Dingman Creek Stormwater Servicing Strategy Schedule C Municipal Class EA and in accordance with the final accepted Functional SWM Report for the White Oak SWM Facility # 3.

24. Should the major and minor flows from this draft plan and future lands to the north be required to be directed to White Oak SWM Facility # 3, 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.

25. 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.

26. In conjunction with the engineering drawings submission, the Owner shall have a report prepared by a qualified consultant, and if necessary, a detailed hydro geological investigation carried out by a qualified consultant, to determine, including but not limited to, the following:
i.) identify a target infiltration rate in millimetres per hectare and implement Low Impact Development measures to achieve the water balance and meet groundwater recharge objectives, to the satisfaction of the City Engineer;
ii.) the effects of the construction associated with this subdivision on the existing ground water elevations and domestic or farm wells in the area
iii.) identify any abandoned wells in this plan
iv.) assess the impact on the water balance in the plan
v.) any fill required in the plan
vi.) provide recommendations for foundation design should high groundwater be encountered
vii.) identify all required mitigation measures including the design and implementation of Low Impact Development (LIDs) solutions
viii.) 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.
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.

27. 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.

28. 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.

29. 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.

Watermains

30. In conjunction with the engineering drawings submission the Owner shall have their consulting engineer prepare and submit a water servicing report which addresses the following, all to the satisfaction of the City Engineer:

    a) Water distribution system analysis & modeling and hydraulic calculations for the Draft Plan of Subdivision confirming system design requirements are being met;
    b) Identify domestic and fire flows for the residential Blocks from the low-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 modeling for two fire flow scenarios as follows:
        i. Max Day + Fire confirming velocities and pressures within the system at the design fire flows, and
        ii. Max Day + Fire confirming the available fire flows at fire hydrants at 20PSI 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 staging and phasing report as applicable which addresses the requirement to maintain interim water quality;
    f) Develop a looping strategy to the satisfaction of the City Engineer for when development is proposed to proceed beyond 80 units;
    g) Provide a servicing concept acceptable to the City Engineer 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) which identifies the location of valves & hydrants, the type and location of water quality measures to be implemented (including automatic flushing device settings), the fire hydrant rated capacity & marker colour, and the design fire flow applied to development Blocks.

31. 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.

32. 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 for the following:
    i.) to meter and pay the billed costs associated with any automatic flushing devices including water discharged from any device at the time of their installation until removal;
    ii.) any incidental and/or ongoing maintenance of the automatic flushing devices;
    iii.) payment for maintenance costs for these devices incurred by the City on an ongoing basis until removal;
    iv.) all works and the costs of removing the devices when no longer required; and
    v.) ensure the automatic flushing devices are connected to an approved outlet.

33. The Owner shall ensure the limits of any request for Conditional Approval shall conform to the staging and phasing plan as set out in the accepted water servicing report and shall include the implementation of the interim water quality measures. In the event the requested Conditional Approval limits differ from the staging and phasing as set out in the accepted water servicing report, the Owner would be required to submit revised plans and hydraulic modeling as necessary to address water quality.

34. 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 municipal system, namely, the existing 200 mm diameter watermain on Emilycarr Lane to the north and the 200 mm diameter watermain stub at the intersection of Paulpeel Avenue and Lismer Way to the east;
    ii.) If the subject Plan of Subdivision develops in advance of the subdivision to the north (39T-06502), the Owner shall make arrangements with the affected property owner(s) for the construction of any portions of watermain situated on private lands outside this Plan to connect to the watermain on Emily Carr Lane in Plans 33M-582 and 33M-691 and shall provide satisfactory easements, as necessary, all to the specifications of the City;
    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;
    iv.) Available fire flows and appropriate hydrant rated capacity colour code markers are to be shown on the engineering drawings; coloured fire hydrants markers will be installed by the City of London at the time of Conditional Approval; and
    v.) Have their consulting engineer confirm to the City that the watermain system has been constructed, is operational, and is looped from the watermain on Emilycarr Lane in Plan 33M-582 to the north, through this Plan, to Lismer Way in Plan 33M-691 to the east.

35. The Owner shall obtain all necessary approvals from the City Engineer for the servicing of the medium density blocks (Blocks 1 to 7, inclusive) in this Plan of Subdivision prior to the installation of any water services to or within these Blocks.

36. 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.

37. STREETS, TRANSPORATION & SURVEYS

Roadworks

38. 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.

39. In conjunction with the engineering drawings 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 road layout plan of the internal road network with respect to road geometries, including but not limited to, right-of-way widths, bends, alignments, tapers, tangents, intersection layout, daylighting triangles, etc., and include any associated adjustments to the abutting lots conforming to City standards.
    ii.) prepare and submit a parking plan
    iii.) 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:”

40. 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.

41. The Owner shall have it’s professional engineer design and construct the roadworks in accordance with the following road widths:

42.
    i.) Lismer Way and Emily Carr Lane have a minimum road pavement width (exluding gutters) of 8.0 metres with a minimum road allowance of 20 metres.

    ii.) Street “A” has a minimum road pavement width (excluding gutters) of 6.0 metres with a minimum road allowance of 18 metres.

43. 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.

Sidewalks

44. The Owner shall construct a 1.5 metre (5’) sidewalk on both sides of the following streets in accordance with the Southwest Area Plan:
    a. Lismer Way
    b. Emily Carr Lane
    c. Street “A”

Street Lights

45. 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 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

46. The Owner shall be required to make minor boulevard improvements on PaulPeel 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.

47. The Owner shall reconstruct or relocate any surface or subsurface works or vegetation necessary to connect Lismer Way to PaulPeel Avenue in Plan 33M-691, to the satisfaction of the City and at no cost to the City.

Vehicular Access

48. The Owner shall ensure that no vehicular access will be permitted to the future Bradley Avenue or Paul Peel Avenue by establishing a 0.3 metre reserve on the entire south limit of Block 1 and east limit of Block 4, to the satisfaction of the City. All vehicular access is to be via the internal subdivision streets.

49. Construction Access/Temporary/Second Access Roads

50. The Owner shall direct all construction traffic associated with this draft plan of subdivision to utilize Wharncliffe Road South via Legendary Drive and PaulPeel Avenue or other routes as designated by the City.

51. In conjunction with the engineering drawings submission, the Owner shall provide a design and the location of a 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.

52. The Owner shall construct a temporary emergency access with the understanding that this temporary access is to be closed to the satisfaction of the City Engineer upon development of abutting lands and the creation of a permanent alternative public road access. This temporary emergency access is to be constructed and maintained by the Owner to the specifications and satisfaction of the City Engineer and at no cost to the City.

53. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall make modifications to this plan, if necessary, and provide any necessary easements to provide an emergency access to this subdivision, to the specifications and satisfaction of the City engineer, at no cost to the City and as per the accepted engineering drawings.

54. Prior to commencing any construction on this site, the Owner shall notify the City of London Police Services of the start of construction of this plan of subdivision.

55. The Owner shall construct a temporary turning facility for vehicles at the following location(s), to the specifications of the City:

i.) Emily Carr Lane – north limit
ii.) Street "A"- north limit

Temporary turning circles for vehicles shall be provided to the City as required by the City, complete with any associated easements. When the temporary turning circles(s) are no longer needed, the City will quit claim the easements which are no longer required, at no cost to the City.

56. 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.

57. The Owner shall make all necessary arrangements to have the existing right-of-way easement over Block 8, Instrument No. 427835 (REM), 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.

GENERAL CONDITIONS

58. 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.

59. 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.

60. 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.

61. In conjunction with the engineering drawings 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, 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.) identifying all required mitigation measures including Low Impact Development (LIDs) solutions,

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

62. The Owner shall implement all geotechnical recommendations to the satisfaction of the City.

63. 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.

64. 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.

65. "In conjunction with engineering drawings submission, the Owner shall have his consulting engineer demonstrate how all servicing (water, sanitary, storm, gas, hydro, street lighting, water meter pits, Bell, Rogers, etc.) shall be provided to condominiums/townhouses on Emily Carr Lane, Street "A" and Lismer Way, to the satisfaction of the City. 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."

66. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall implement the approved servicing for the street townhouse units on Emily Carr Lane, Street "A" and Lismer Way, to the satisfaction of the City Engineer.

67. In the event that servicing is constructed on streets in this plan of subdivision fronting proposed street townhouse blocks prior to site plan approval, the Owner shall relocate any services as necessary, all to the specifications and satisfaction of the City, at no cost to the City.

68. The Owner shall have the common property line of the future 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 the future 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.

69. 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.

    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.

70. 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.

71. 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.

72. 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.

73. 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 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.

74. 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.

75. In conjunction with the engineering drawing 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.

76. 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".

77. 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.)

78. 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.

79. In conjunction with the engineering drawings 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.

80. 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.

81. 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.

82. 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 the City, at no cost to the City.

83. 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.

84. 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.

85. All costs related to the plan of subdivision shall be at the expense of the Owner, unless specifically stated otherwise in this approval.

86. The Owner shall make all necessary arrangements with any required owner(s) to have any existing easement and/or rights-of-way(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 arrangements to have any section(s) of easement/right-of-way(s) in this plan quit claimed to the satisfaction of the City, at no cost to the City.

The Owner shall include in all agreements of purchase and sale and register on the title of all Lots/Blocks in this plan a warning clause advising the purchaser/transferee that these Lots/Blocks are not to be developed until the existing services are removed, alternate services are installed, if necessary, to replace the existing private services and the existing easement/right-of-way is quit claimed, to the satisfaction of the City.

PUBLIC PARTICIPATION MEETING COMMENTS

3.4 PUBLIC PARTICIPATION MEETING – Application – 3425 Emily Carr Lane (39T-16508/Z-8697)

- Applicant – expressing agreement with the staff recommendation.

3.5 PUBLIC PARTICIPATION MEETING – Application – 745-747 Waterloo Street (Z-8921)

- Michelle Doornbosch, Brock Development Group, on behalf of the current owner of the land – advising that they have had a chance to review the staff report; stating that they have no issues with what staff is presenting; believing that this is an appropriate use for this property; providing background, there is some concern from the public with respect to the use; indicating that this is one doctor who is operating this facility; noting that it is a plastic surgeon; stating that this is not a typical medical clinic that has a number of doctors or family doctors with an extensive amount of patients; advising that there are a limited number of patients and the plastic surgeon also has hours at the hospital so he is not in this facility at all times; indicating that they do not anticipate that there is going to be a parking issue here at all with respect to the use and they do have long term plans to stay here and operate their facility so they do not foresee that there is going to be an issue in the future; advising that the retail use did provide much more significant traffic than what this use will so they do feel that it is going to bring an improvement to the area rather than cause further issues to the Piccadilly community.
- Craig Martin, 735 Waterloo Street – advising that he is directly adjacent to 745 and 747 Waterloo Street, the chocolate shop; indicating that he has lived there for twenty years; stating that this feels like they are going back to the last time there was a minor variance; at that time, they worked through, specifically in regards from the hair salon to the chocolate shop and it was agreed upon that that property would be limited to a chocolate shop with a special zoning provision that it was an existing floor space and size and yet this property sort of creeped, there is a Razzle Dazzle Cupcake shop in there; stating that there was an agreement at the time for a site plan to be done that was not enforceable in the end by the City; recalling when Ed Holder and Judit were speaking at the time in regards to this that he is a long-term tenant, he does not plan on getting rid of it and speaking much the same way that the new tenant is speaking; advising that when these changes occur it sticks with the property, not the business owner, so he thinks that needs to be identified, that it is not short-term; identifying that there are not enough spaces because there is a lot of in and out and there have been a lot of issues with the property that concern him that do not get directly addressed; stating that they have had a staircase built in between the properties and raised with no building permit; believing the new owner has started renovations without a building permit and that is being sorted out currently so this public participation is very frustrating for him because he has been here before and they are coming back to the same spot and this talk of expansion with enforceability has not worked in the past.
- Delilah Dean Cummings, Co-Chair, Piccadilly Area Neighbourhood Association – thinking it is admirable to encourage City planning that it is not carcentric and does recognize the ease of getting around this neighbourhood on foot or by bicycle; stating that the location is adjacent to multiple transit routes; however, current traffic conditions in the area do not make them feel hopeful that the outcomes for residents will differ substantially with yet another zoning change that permits inadequate parking on site; advising that residents have let them know that they have concerns including increased car traffic in an area that is already oversaturated with institutional traffic and on-street parking for non-residential use; indicating that the change in zoning also suggests that there might be a potential change in the duration of visits compared to the quick stops for retail shops; indicating that they asked if there was any planned on-site bicycle parking requirement and they were told there was not; stating that they have already accommodated and made so many changes to try and ameliorate the problem for residents; there is a parking limit on both sides of Piccadilly Street, a two-hour limit, parking meters on Wellington Street and on Piccadilly Street from Wellington Street to Richmond Street; extensive traffic calming at Wellington Street and Piccadilly Street, one way traffic on Kenneth Avenue and traffic lights at Waterloo Street and those were all put in place as a direct result of zoning changes that permitted conversion to private schools and day cares; advising that the traffic is generated by those institutional facilities in converted residential units that do not, themselves, have adequate on-site parking and drop-off, pick-up facilities and they have already had special concessions made regarding parking requirements; free on-street parking is also used by people who are

visiting nearby businesses and the staff of those businesses; indicating that residents report that cars are regularly parked in excess of the two-hour limit; stating that cars are parked blocking their residents driveways, in the driveways of residents and on the corners in violation of the no parking on the corner signs; indicating that drivers often illegally and sometimes dangerously circumvent the installed traffic calming at Wellington Street and Piccadilly Street and residents report people driving over curbs as well as onto boulevard grass; they regularly make illegal u-turns on Wellington Street immediately south of Piccadilly Street adjacent to Piccadilly Park; leaving residents and their guests often unable to find street parking near their homes; traffic site lines are poor given the volume of street parking and residents have reported people cutting across private property to get from their parked car to their destination; advising that this intensifies at regular morning and afternoon drop-off and pick-up times and because it is a mixed use area so they do have businesses in the area, which is great; advising that previous planning reports in this area have recognized that there is a multitude of impacts beyond just parking that stem from any zoning change; indicating that they have responded over the years, from 2002 forward, in 2013, 2015, and each one of those did recognize that there is inadequate parking for the uses; pointing out that as the previous speaker indicated, the zoning stays with the building, not the person who purchases it so if this person says that this is how they are going to use it and there is just going to be one doctor and there are rental units so they may need parking as well so sixteen spaces may in fact be plenty but residents are concerned that future uses of the same site will have a poor impact, again, on the community.

3.6 PUBLIC PARTICIPATION MEETING – Application – 723 Lorne Avenue (former Lorne Avenue Public School site) (Z-8454)

- *(Councillor J. Helmer indicating that Ms. M. Knieriem, Planner II, mentioned that the roadway itself is not really being dealt with in the zoning but the idea is to minimize traffic onto the existing Queens Place; is the implication of that the idea is to have a two-way road where you could go out to Lorne Avenue, if you wanted to go north from the new buildings, but if you wanted to go south onto Queens Place, it would just be one-way; wondering if that is the idea.)*; Ms. M. Knieriem, Planner II, responding that this is something that they are looking at, either two-way and then one way for the existing Queens Place or making the whole thing one-way; seeing what will result in the least traffic for the existing Queens Place.
- *(Mayor M. Brown, as a follow-up to the previous question, what sort of community consultation would that process involve; stating that the only concern that he has heard about this entire file is the impact that this might have on the existing residents on that small street.)*; Mr. M. Elmadhoon, Traffic Planning Engineer, responding that they normally do the details through the site plan process where they can evaluate the impact and if there is a Transportation Impact Assessment Study needed, it will evaluate the impact and the mitigation measures accordingly; Mr. P. Yeoman, Director, Development Services, advising that this will be subject to a subdivision application which will involve a public process associated with that as well.
- Gary Brown, 35A – 59 Ridout Street South – advising that he has spent a lot of time at this property; noting that it is where they used to meet every Sunday to begin their bike rides with their Sunday riding group; noting that he stood with these folks when they tried to stop the closing of their school; asking that we stop talking about cultural sensitivity, there was nothing that was more culturally useful to this neighbourhood than having a neighbourhood school; advising that this Council stood up and said that as well so that ship has sailed at this point; indicating that there is one thing that he does not hear mentioned which is concerning and concerning about every site plan he ever hears, where is the concern about the safety for the kids in this park; if we are building this road down the back, what are we going to do to look after pedestrians, it should be explicitly said; expressing sorrow, but bicycle and cyclists and kids playing in the park should come before cars every single time and, once again, we are making accommodation for cars; expressing shock, stunned; advising that he was at the design contest for this, some of the Fanshawe College students had a design contest for this and Mr. J.M. Fleming, Managing Director, Planning and City Planner, was there and he spoke very well and the designs were fantastic, the concepts were fantastic; noting that that was not a surprise; stating that one of the concepts even had an artificial wetland park for this area; indicating that this looks sterile; knowing it is not at the site plan process but what consideration are we giving to kids playing in this park and now we are going to put a road and if he heard Councillor J. Helmer correctly, maybe even a two-way road in front of these houses; stating that there are going to be kids playing in this park, this is a place where kids play and it has been even when there was a school there; wondering why pedestrian safety cannot be thought about first and foremost because those will be our kids playing there; advising that this is something that he wants to throw into the Committee’s heads because we tend to bypass this a lot.
- Jen Pastorius, 837 Elias Street – expressing support for the proposal for residential and parkland; thanking City staff for all of their work and this Council and the previous Council for taking ownership over allowing Old East Village to decide its own outcome with this site; noting that it really is lemonade out of lemons; sharing her support that housing is important for a number of reasons, she thinks that first of all, the eyes on the park is really important and the

connectivity between the existing residential areas, as well, she owns a one hundred year old home and she knows that a lot of folks do not necessarily want to take on that baggage; noting that she certainly loves it but not everyone does so the opportunity to have new builds in the neighbourhood offers a whole new realm of folks to be able to live in the Old East Village; expressing appreciation to see the engineering questions around flooding as that is something that is really important to the community and she thinks that it is important that that be addressed through this process and perhaps traffic calming measures being put in to place earlier on would probably be great as well.

Appendix B

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

By-law No. Z.-1-18_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 900 King Street and 925 Dundas Street and to amend Section 2 (Definitions).

WHEREAS the Western Fair Association and The Corporation of the City of London have applied to rezone an area of land located at 900 King Street and 925 Dundas Street, as shown on the map attached to this by-law, and add new definitions in By-law No. Z.-1 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 to the Official Plan;

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

1) Section 2 (Definitions) is amended by adding the following new definition for "CASINO":

"CASINO" means a facility for the purposes of gaming that is authorized by the Province of Ontario.

2) Section 2 (Definitions) is amended by adding the following new definition for "FAIRGROUND":

"FAIRGROUND" means the use of lands, buildings or structures for the purposes of holding fairs and events which include, but are not limited to, activities that are agricultural, entertainment, commercial and trade, sports, recreational, food and dining, or corporate in nature.

3) Section 2 (Definitions) is amended by adding the following new definition for "RACE TRACK OPERATION":

"RACE TRACK OPERATION" means a facility for the purposes of racing horses for entertainment, gaming or gambling that is authorized by the Province of Ontario.

4) Section 2 (Definitions) is amended by adding the following new definition for "URBAN AGRICULTURE":

"URBAN AGRICULTURE" means the use of lands, buildings or structures for the purposes of growing, sharing, and distributing food or beverage and may include the processing of food or beverage by the use of hand tools or small-scale, light mechanical equipment. It can involve a range of different activities operating either together or individually, including the cultivation of plants, together with accessory uses including retail sales, composting plants grown onsite, outdoor storage, and buildings and structures ancillary to the operation of the site and for the extension of the growing season, but does not include the growing, processing, distribution or retail sales of cannabis.

5) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 900 King Street and 925 Dundas Street, as shown on the attached map comprising part of Key Map No. A108, from a Regional Facility Special Provision (RF(2)) Zone to a Holding Regional Facility Special Provision (h-5•h-18•h-205•RF(*)) Zone and a Holding Regional Facility Special Provision (h-*•h-205•RF(*)) Zone.

6) Section Number 3.8 2) of the Holding “h” Zone is amended by adding the following Holding Provision:

) h-(*) Purpose: To ensure archaeological matters are addressed, the owner/developer’s consultant archaeologist licenced by the Ministry of Tourism, Cultural and Sport under the provisions of the Ontario Heritage Act (R.S.O. 1990 as amended) shall prepare an archeological monitoring mitigation strategy to the satisfaction of the City of London, prior to the removal of the h-* symbol.

7) Section Number 31.4 a) of the Regional Facility (RF) Zone is amended by adding the following Special Provision:

) RF(*) 900 King Street and 925 Dundas Street

a) Additional Permitted Uses
i) Amusement Game Establishments
ii) Amusement Parks
iii) Artisan Workshops
iv) Auditoriums
v) Brewing on Premises Establishments
vi) Casinos
vii) Craft Breweries
viii) Fairgrounds
ix) Hotels
x) Places of Entertainment
xi) Racetrack Operations
xii) Restaurants
xiii) Retail Stores
xiv) Urban Agriculture

b) Regulations

i)	Artisan Workshop Gross Floor Area per Establishment (maximum)	500 square metres (5,382 square feet)
ii)	Craft Brewery Gross Floor Area per Establishment (maximum)	500 square metres (5,382 square feet)
iii)	Casino Gross Floor Area (maximum)	20,000 square metres (215,279 square feet)
iv)	Hotel Gross Floor Area (maximum)	14,000 square metres (150,695 square feet)
v)	Yard Depths Abutting a Public Road (minimum)	3.0 metres (10.0 feet)
vi)	Height for Hotels (maximum)	50 metres (164 feet)

vii) Notwithstanding Section 4.19 3) – Location of Parking Areas, required parking may be permitted on adjacent

lot(s) zoned RF(2) and RF(*) bounded by Dundas Street to the north, Egerton Street to the east, Florence Street to the south and Rectory Street to the west.

viii) Notwithstanding Section 4.19 4) c) – Yards Where Parking Areas Permitted, parking area setbacks to required road allowances may be as existing.

ix) Notwithstanding Section 4.19 10) b) – Parking Standards, a minimum parking requirement of 1 parking space per 22 square metres of Gross Floor Area is required for all permitted uses.

The inclusion in this By-law of imperial measure along with metric measure is for the purpose of convenience only and the metric measure governs in case of any discrepancy between the two measures.

This By-law shall come into force and be deemed to come into force in accordance with Section 34 of the *Planning Act*, *R.S.O. 1990, c. P13,* either upon the date of the passage of this by-law or as otherwise provided by the said section.

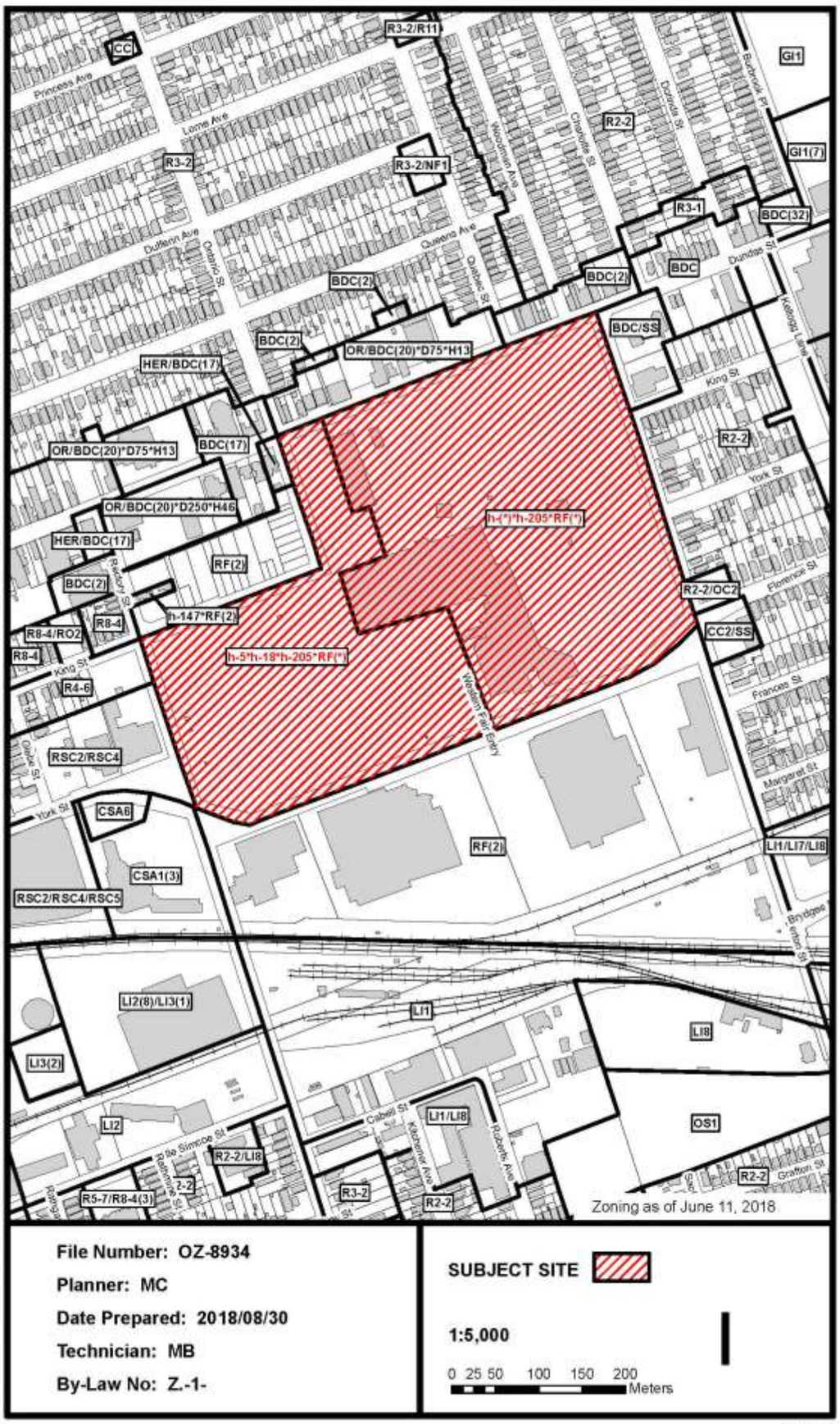
PASSED in Open Council on October 2, 2018.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – October 2, 2018
Second Reading – October 2, 2018
Third Reading – October 2, 2018

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



PUBLIC PARTICIPATION MEETING COMMENTS

3.7 PUBLIC PARTICIPATION MEETING – Application – 900 King Street and 925 Dundas Street (OZ-8937)

- Hugh Handy, Land Use Planning Consultant, GSP Group, on behalf of the applicants – advising that they worked very closely with City staff in terms of the application; indicating that they have also reviewed the staff report before the Planning and Environment Committee this evening and the recommendations contained within; expressing support for the recommendations, on behalf of their clients.
- Jen Pastorius, Old East Village Business Improvement Area – advising that, historically and currently, the Old East Village Business Improvement Area has worked very successfully with the Western Fair on a number of different projects; stating that the Queens Park redevelopment is probably the most pronounced in the neighbourhood between the arts building, the new splash pad, the redesign, the art installations and then more recently, the purchase of the Western Fair Farmers Market; indicating that the Western Fair has really demonstrated to their community that they are not only interested but invested in connectivity of activities on that site to Dundas Street and the existing businesses; believing that the recommendations for the uses here, as Western Fair goes, she thinks that they have demonstrated that they are committed and if they were to move forward with these uses, she would hope and expect that they would work well together as they have in the past; advising that this is a little bit outside of this particular meeting, recognizing that; however, regarding future activities on the site, when they did their community consultation, there was a large portion of the feedback that was related to what happens next if expanded gaming lands on this site, what is the mechanism going to be that the community can become involved in the more detailed site plan and how this new development is going to connect with the community; asking that this be considered in the next steps because historically, the Business Improvement Area and the community has worked very well with developments to bring their feedback to the table, the developers have then taken that feedback and in the end has produced a product that is better for them and also successful for the community so the recommended amendments for the Western Fair are excellent and she looks forward to further conversations if Gateway does decide to reside in the Old Easts Village.
- Guido Mulder, 932½ Lorne Avenue – reading through all the documentation and for the average layperson, it is a lot to go through; advising that he does not have a full picture of everything that is going to be happening but he just wanted to speak out to say that he knows that residents of the Old East Village will be concerned that the continued operation of the Market stays as it is, there could be some sort of, there is a mention in the invite for this for holding provisions, that sounded interesting; indicating that it is a vital piece of the revitalization of that area and it is something that should be considered; advising that it is wonderful to see the development but there should be a small price tag and that should be one of the things; indicating that that is not mentioned in any of the assessments that he has seen, it is all sort of preserve these buildings and that is all great stuff but the operation of that Market should be some sort of consideration for Council going forward.
- Gary Brown, 35A – 59 Ridout Street South – believing that this goes to the fabric of our city; expressing sorrow, but after wading through all of this stuff, he sees that we are here allowing specific zoning for a casino in our city and you are the Councillors for the time and you are all running for re-election; asking for that single item to be pulled separately because he would like to know how the Councillors all vote on it before he votes; apologizing for being negative tonight but he has been shattered the last few weeks with, on Wharncliffe Road, we have what is called a Tree Protection Zone that does not protect trees, in the

area where he lives in Old South, has been told that they do not have a lot of green space for the last ten years, they are paving concrete pathways on the green as we speak; indicating that he does not have a lot of faith in City processes right now but he was at the public information session for this and he is going to tell you that it was the most disappointing public information session he has ever gone to put on by the City in his life; indicating that there was one point of view there – casinos are us, there was the Casino Addiction Service, there was the casino whatever, the casino whatever; indicating that he was expecting a blackjack table next to them; there was not the Health Unit there talking about the addictions that this causes, there were not any folks from their mental health community there to talk about the effects of gambling on this community which we know are dramatic; there was nobody from the women's groups talking about the effect it has on human trafficking and he thinks that this Council should not be making a decision without that information because one thing that he would like to know himself, how much is the cost to the City, how much do we have to spend in additional services because of an expanded casino on dealing with these addictions, on dealing with human trafficking and we know what happens; wondering why that is not part of the discussion, why is the discussion trying to slip the casino zoning through the back door here; advising that he does not have a problem with the rest of it although he does think it should be bonus zoning just so they have a few tools to control the design of these things but he is also fairly good, we have new laws in place that will look after this but this is a question for this City, casinos are not necessarily a great thing to put in the core of a city, it is bringing gambling right into our institution; stating that he used to live in the Old East Village, he used to live on Queens Avenue by Adelaide Street and the best thing that they ever did there was remove that strip bar off of Dundas Street; stating that he used to bike home there every single night of the week by at least fifty escorts and he does not see that anymore; advising that this feels like we are taking a step backwards, we could be bringing this back into our communities; advising that he would really like the question of zoning to allow casino uses to be called separately by this particular Committee and he would like it called separately by Council because he thinks that it is really important that they know how each Councillor stands on this one issues; reiterating that he does not have problem with the rest of it; noting that, to him, it is just an extension of when they tore down the buildings on King Street to build more parking lots; noting that was the last Council, nothing to do with this Council but it is a continued extension of this; thinking that it is something that they should specifically know as citizens of this city.

3.8 PUBLIC PARTICIPATION MEETING – Application –230 North Centre Road (OZ-8874)

- Andrea McCreary, Planner, Stantec Consulting and J.P. Thornton, Project Architect, Kasian, on behalf of the applicant – advising that, this evening, we have project Architect J.P. Thornton, from Kasian and our Senior Hydrogeologist, Grant Whitehead, from Stantec Consulting; indicating that the same consulting team for this proposed development has worked on numerous developments in London; including Azure, Riverwalk and the Villas of Wortley; advising that, the applicant, Tricar, is an established developer who has been developing and managing award winning high rise residential family developments for over 30 years; pointing out that they have received the Tarion Award for the High Rise Building of the Year three times and have been selected as finalists for this year; stating that they have recently completed projects in London and across Southwestern Ontario to demonstrate quality in the form of their buildings; they are committed to providing compatible, cohesive homes for the communities in which they live and work; the subject site is located on the Northeast corner of North Centre Road and Richmond Street; there is approximately eighty meters of frontage across North Centre Road and the site is approximately 1.6 hectares; the Richmond Woods Retirement Village is located east of the site and there are residential and open spaced lands to the north; the Masonville commercial node, transit services and the City's proposed rapid transit station are located within a short walk; the site is currently vacant and underutilized and there are no heritage, environmental or natural hazards impacting the site; the sire is also not within the protected view corridor; our Senior Hydrogeologist confirmed there are no anticipated impacts with respect to ground water; there is significant demand for the proposal type of accommodation in this area; the built rental at 300 North Centre Road and at 1985 Richmond Street have a waiting list and there are two sold out condo buildings on Sunningdale Road just west of Richmond Street; an extremely high turnout of perspective buyers for this proposed development came out to both pubic information centers; the current Official Plan saw many high density parcels built out as medium density; this has created a major shortage of high density living options in one of the most densely populated nodes in the city; the adjacent land uses are designated as high density along the south of North Centre Road to the west along Richmond Street and additional medium density residential to the north and to east of the site; some of these high density designated lands were built there as one story medium density developments; the Official Plan Amendment request is to change the existing multi-family medium designation to a multi-family high density designation; this will permit the proposed building and provide for an efficient use of land, energy, community services and facilities; the proposal conforms to the general intent of the Official Plan and to the Provincial policies which are to design high density along transit nodes and corridors near regional and community shopping areas such as the Masonville commercial node, transit services and open space for recreation and amenity; the site is located within the built area boundary, the primary transit area and designated as Transit Village Urban Place Type in The London Plan; these designations were voted on with unanimous support from this City Council who supported the intensification and heights; The London Plan has had a significant amount of public consultation throughout the process and the application is proposing a development which will implement these policies of The London Plan; the City building policies support and encourage intensification and development on vacant and underutilized lands; the Transit Village Place Type promotes exceptionally designed high density residential development that supports both active and public transit; the proposed development conforms to The London Plan and this provides an opportunity to initiate the City's vision through The London Plan without disrupting the existed uses; the existing holding residential zone permits apartment buildings, nursing homes, town houses and like uses; the request for the Zoning By-Law Amendment to change the existing zone to a Residential Bonus zone would permit the proposed development and update the zoning to be in conformity with The London Plan; the initial Zoning By-law Amendment request was for a 22 story apartment building on the subject site; Tricar has put significant effort into community consultation and there has been more public consultation for this project than any other project that they have worked on; they have hosted two public information meetings in March and July of this year and a Planning and Environment Committee meeting open to the public for the original 22 story building

which was held in July; Tricar reached out the Ward Councillor had few meetings and additional meetings with the Councillor and members of the community; their goal was to minimize any impacts that the community members and neighbours have brought forward; this process included six building redesigns while working with and obtaining feedback from the neighbours, Councillors, City departments and other involved stakeholders; significant revisions to the design were the height reduction and the tower location change; this has significantly reduced the shadow impacts; the figures on the screen show the existing conditions, the initial 22 story building shadow impacts and the current proposed 18 story shadow impacts; the height reduction and the tower location change did make significant improvements to the south east and it completely eliminated them during the summer and winter months; it is important to note that the courtyard shadows itself; the highlighted orange section on the screen shows the maximum amount of additional shade that will occur onto the adjacent court yard; it will be a maximum 30 minutes and that will occur at the spring and fall equinox; the shadow time will decrease through the year as we move to summer and winter respectively; the shadow comparison on the screen shows the same, but this is for the summer solstice and as you see there will be no shadow impacts to the adjacent courtyard; again this is the winter shadow comparison for the same proposed; the proposed development includes the change in the building location from the south west to northwest, the reduction in height from 22 to 18 stories, the addition of a rooftop amenity space, a six story wing to the north side of the building and a 10 story to the west, three levels of enclosed parking which will provide sufficient space for residents and for visitors within the site; the extension of the podium town houses across the entire frontage of Richmond Street and consolidated site access and alignment with the existing North Centre Road access to help limit vehicle conflicts. (See attached presentation.)

- J.P. Thornton, Principle, Kasian - we had several session with Urban Design Panel twice and he thinks that with all the changes from the public consultation we have actually got a better building than the one we started out with; as we talked about, it is located close to public transit which higher density is more appropriate; it also provides an entrance to the City from London coming down Richmond Street from the north; the active ground floor uses include town houses and amenity at a pedestrian scale and a high quality entrance and plaza on the corner of North Centre Road and Richmond Street is going to give back something to the city; most of the parking is either screened or underground by active uses and a mixture of widow wall and punched windows in the tower breaks down the mass; a gray definer grained material such as brick veneer to create a more home like feel; the rest of it talks for itself I guess.
- Alisdair Rose, 180 North Centre Road – thanking the Committee for this process; expressing appreciation to the Planning and Environment Committee, Councillors and City Hall staff for guiding and steering this City of London; advising that they have attended presentations at St. Jude's Church, St. Joseph's Hospice and the City Hall Planning and Environment Committee's overflow and standing room only; indicating that they are strongly opposed to this 230 North Centre Road High Density amendment; stating that density is approved by City Council related to bonus provisions; outlining that bonus provisions are basically upgrading to enhance high quality development; indicating that a significant bonus provision is a generous significant contribution to the future transit station at Masonville Mall, $250,000; pointing out that one level of underground parking is also a bonus provision, along with other bonus provisions; believing that bonus provisions should not be a trade-off for bonus storeys regarding the height of the building; indicating that all developments should be built on their own merit, design and architectural enhancement without bonus provisions; advising that this development is based on the Transit Village status based on the Bus Rapid Transit plan; noting that the Bus Rapid Transit plan is still in its draft stage and this is pre-development; indicating that 230 North Centre Road is a high, dense, density, medium density, as zoned, is what we would like it to be built as.
- Rob Croft, 145 North Centre Road – advising that it is clear that this community is not asking for single storey homes to be built, just something that does not overwhelm the neighbourhood and the entrance to London; indicating that this application is confusing and is lost somewhere between the Official Plan, the

London Plan, future Bus Rapid Transit, ReThink Zoning and an already established neighbourhood so please reject this application; advising that Tricar and City Planning have not been compliant with the motion passed at the July 16, 2018 Planning and Environment Committee meeting; pointing out that the community respectfully waited for a future public meeting but this never happened; advising that he reached out, through e-mail to Mr. Carapella of Tricar regarding the design of the building but did not get a reply; indicating that many of them e-mailed Planning, asking about a meeting but still nothing; expressing encouragement that, at the July 16, 2018 meeting, the Planning and Environment Committee expressed concerns about the scale of this project and this shows that we all know that this application goes against many urban design principles and will stick out like a sore thumb if built in this area; stating that, after reading the final report, he has the following comments; from the eighteen storey design shown at the July 16, 2018 meeting to the final design, there is no appreciable difference in the scale; two hundred thirty apartment units on this site, that translates to a lot of people for one hectare; indicating that it is not right to issue bonusing for increased height and density for donation to a future transit station when Bus Rapid Transit has not yet been finalized and we await an upcoming election; advising that one level of underground parking is surely not a bonus; wondering how that helps the community; the artists' rendering of this building in Schedule 1 is drawn in a way to make the building heights appear less imposing than they would in full scale therefore appearing more acceptable; the shadow study only mentions the seniors apartments, at least in the Planning and Environment Committee Agenda it did; indicating that the areas to the North, West and South are all affected, there is a shadow that you can get as high as Chantry Place from the top of the hill; stating that an eighteen storey building towering over their community will have a negative impact on their quality of life; advising that a New York City Controller, Scott Stringer aptly said "When it comes to urban planning, we need to do a better job of listening to the existing communities. Engaging residents and considering the long-term impact of rezoning on the people who have lived in our neighbourhoods most, if not all, of their lives. Once a developer's shovel hits the ground, the dye has been cast for generations. We have to do this right."

- Randy Warden, 205 North Centre Road – *Councillor Park wishing to put in a point of order; respectfully not wishing to interrupt a public participation meeting but at the meeting they had prior, there was no opportunity to refuse because they were not dealing with an application at that point in time. Wanting to be clear for everybody in the room.)* See attached presentation.
- Michelle Stanescu, 145 North Centre Road – See attached presentation.
- *Councillor Turner giving a quick reminder that if, in people's comments, they could please refrain from questioning the veracity of statements that have been made by the City staff and by the applicant. To do so is getting borderline slanderous. Prefer that you do not do that, do not question the motives. We have to have respect for people by calling somebody or implicitly saying that someone is lying is not an appropriate statement in here. Asking for respect for everyone and respect for each other and respect for the people on the floor down here.*
- Richard McCullough, 48-250 North Centre Road – expressing appreciation for the opportunity to speak today regarding the proposal to change the zoning for the property located at 230 North Centre Road; advising that their home, a condo, is immediately west of the project on the west side of Richmond Street; expressing opposition to the rezoning application that would change the subject property to a High Density from its current zoning designation of Medium Density; advising that there are several reasons for their opposition but time precludes discussing all of them in his allotted time so he wanted to highlight one that is most important to them, the sheet scale of this project; realizing that the 1989 Official Plan and the London Plan which is not yet official talk about intensification and infill; that makes sense to them; however, both plans also talk

about development that fits, that compliments the existing neighbourhood, the plans for this building as Mr. M. Corby, Senior Planner, notes in the report submitted to the Planning and Environment Committee make a strong effort to create the transition scale to the surrounding land uses; respectfully disagreeing; an eighteen storey building looming over one and two storey condominiums is not a smooth transition; future plans may involve the development of the Gibbons Lodge property to the north; believing that it is zoned for Medium Density now, and as such, new homes on that property will look south to what is, in essence, a seven storey tower; by that he means a seven storey building that would be visible above the tree line; that would be appropriate transition; however, that is only the north side, to the east of the site is Richmond Woods, the residences there are three to five storeys; to the south are one storey condominiums and a three storey office tower and to the west, were they live, are one and two storey condominiums; as the dwellings in these directions are all on the same grade as the proposed development, they look up at an eighteen storey tower; stating that he would call the transition in these three directions abrupt; the property located at 1631 to 1649 Richmond Street, which is also part of the Transit Village zone, has plans for a six storey apartment building with a proposal to add a seventh floor; seven storeys on that site in relation to the neighbouring homes is an appropriate transition; community concerns were taken into consideration for that site; that is how development should work, city, developer and neighbourhood together; advising that they are not against the development of the 230 North Centre Road property, they know a growing city needs to plan and move forward, we just ask that it be done in consideration with our existing neighbourhood; is scale a factor in this decision making process, that is scale, yes, with the future in mind but also scale appropriate to what is the present; based on the reaction that he has seen here, he thinks it is for the present, there has been serious concern expressed by their neighbourhood; stating that you, the Planning and Environment Committee, have a difficult job; his philosophy in both his personal and professional life has always been to strive for a win-win scenario; hoping the Committee is able to achieve that for the developer, for the city and for us, the neighbourhood.

- Victoria Digby, 1890 Richmond Street – pointing to item are on the Planning and Environment Committee Added Agenda, where nineteen of her concerns are identified and explained in more detail so she will not go into the detail and repeat them here; noting that her letter starts on page 452 and continues on for nineteen items; advising that it does go into a lot more detail and a lot more specifics especially related to the eighty-two page report from Planning; indicating that many of the inconsistencies are identified, some misdirectives as well as omissions; however, as stated in the report, on page seven, this land does have a history that places it in a unique situation; advising that it was under debate and appeal for many years; stating that what is there now is a result of decisions made by previous Council’s and bodies; the area has been pre-zoned Medium Density giving other developers since 1995 and residents that were moving in and building in the area the guidelines, the implied guidelines, in terms of what to follow, what to build especially when it came to the inspections and the by-laws; maintaining the Medium Density will still allow Tricar to exploit that land just not physically assault it as they are intending; pointing out that, if you look at the quick review, Planning and Environment Committee Added Agenda item c, the added revised site plan, which was also shown earlier, shows the massive coverage and limited green space that is planned, it is more like a misinterpretation when you look at the green space that is there because it is just so exaggerated; feeling a bit of the effects of rough justice because it seems to favour the concerns of the developer over those of us here as residents; advising that she is unsure which Official Plan is being used as the legal document guiding the Council on this matter; stating that it is not fair to Council, it is not fair to the constituents; welcoming more transparency in this area because so many aspects of the new London Plan are still under appeal; understanding that City

Planners have a vision, that is their job, their behaviours are consistent, that is what City Planners do, also understand that business are out to maximize their profit and she gets that but what Tricar is doing now is placing Council in an unfair and tough position because they came in with such an outrageous design up front followed by little to no compromise; stating that Council needs to hold the line and be the voice of compromise and reason between City staffers and the big developers to consider the needs of the area residents, the people that have lived there for decades and hope to live there for many years to come; requesting the Planning and Environment Committee reject the application for rezoning for 230 North Centre Road and send a message loud and clear to the residents of this city that they still have a strong voice on how this city unfolds in terms of the vision.

- Jessie Chestnut, 145 North Centre Road – speaking about the issues of 230 North Centre Road; advising that at the public meeting with the Planning and Environment Committee on July 16, 2018, the Committee they voted yes, unanimously, to a motion that Planning staff be directed to continue to work with the applicant and the community to move toward a design that would reduce shadow or overlook and reduce massing; meeting with the community has not been done; advising that Tricar's plan is the third brought forth and it has not reduced shadow or massing; stating that what Tricar has done is up and down the number of floors in one of two to three towers, moved the towers about and changed the number of podiums; indicating that each podium has an exit to the sidewalk and exactly what are the uses of the podiums; could it be like the Tricar's up at Sunningdale Road where businesses are in the podiums; concerns about high water table for this North Centre Road area, a geotechnical report must be done before and not after, at Tricar's expense; indicating that the western property at the top of the hill abuts 230 North Centre Road; outlining that they are in an Environmentally Significant Area, Provincially significant wetlands and part of the Arva Moraine; indicating that, already with the buildings here, they get many basements that flood; stating that the negative impact on their North Centre Road and the surrounding community of townhouses, businesses, seniors residences and a Tricar apartment building, this building is at 300 North Centre Road, the west side of North Centre Road; indicating that it is a one-storey, twelve floors, the lower two floors, the garage is all set into the hill behind; advising that from the top of the hill only the top of the windows of the twelfth floor can be seen beyond the wall of the evergreens; believing that with Tricar's plan for 230 North Centre Road, this massive building with minimal green space, two to three towers, two hundred thirty units plus seventeen podiums, the well-being of their neighbourhood people will be reduced; advising that there is one east side laneway to move anything in and out of this building, vehicles, including service, fire, ambulance and not to mention people; pointing out that it has only five visitor parking spots; indicating that there is no one way in and another way out and note that this same laneway is the same laneway that Richmond Woods service vehicles use; believing that 230 North Centre Road, as proposed three times, is not compatible with the transition height and intensity of the surrounding area; many of us are seniors and this massive building will contain at least five hundred additional people moving about along with an estimated seven hundred plus vehicles all using and misusing North Centre Road and area including the seniors residence, Richmond Woods; noise created by this massive people and cars, vehicles for the building, parking on the street will all create chaos for North Centre Road residents; our health and our quality of life is important; as tax paying members of London; *(Councillor Turner advises that Ms. Chestnut has one minute left.);* the health and wellbeing of Richmond Woods residents is a priority; density and bonusing, this is an election issue; meant to bring builders to develop planned in London the height and density should not result in an inappropriate scale of development but this is definitely the issue with Tricar at North Centre Road; the scale of this building it takes up almost the entire piece of land no room to move about for vehicles or people; it appears they have no care

for residents who live around North Centre Road; on April 17, 2018, there was a report by C.D. Howe Institute says Ontario should scrap opaque density bonusing deals with developers, it further states that deals made behind closed doors often result in amenities that do not address the neighbourhoods concerns; *(Councillor Turner advising ten seconds left.);* none of the traditional rationales behind density bonusing provides an adequate argument for its use; density bonusing needs to be rethought by our City Council; it only benefits the developer and the City; it creates ill-will with the neighbourhood.

- Paul Digby, 1890 Richmond Street – indicating that he knows that it is tough to sit there and listen, listen, listen and they are not the first group and it is very difficult to listen, that is a tough job and thanking the Committee for taking the time; looking at the Committee's body language and the Committee is listening and that is appreciated; advising that his job over the last eight years has taken him over a lot of places in Southwestern Ontario, Windsor, Essex, Lambton, Kent, Haldimand, Norfolk, that area and when he looks at what we are talking about tonight, all those areas in Southwestern Ontario, a lot of them are dying and they are having difficult times and if they were going to have this conversation about Tricar and a large building and we are talking about how big it should be, that would be their best dream because they are not experiencing the growth; believing that it is important that we stop and say growth is good; noting that no one here is saying that growth is not good; believing that the message that he is hearing from people tonight is that the last meeting that we had in July, 2018, the recommendation came out to put Tricar on a diet, we do not mind growth, give us a smaller building, less mass, less size, the Planning office is going to work with the developer, give the community input and let us see what we come up with; stating what have we come up with, do the math, it did not go on a diet, they did not lose any weight, there was not much community consultation as much as some were saying that it was; talking to what the people were saying; thinking the message is very clear that they are hearing from these people, they are ignoring us, builders rule London, that is what they are saying, their actions are saying that; advising that the Committee's decision is to let them know who is making the decisions in London.
- Shiv Chokhani, 724 Fanshawe Park Road East – advising that he has received several e-mails from residents living on North Centre Road very concerned about the rezoning of this area; indicating that the residents do not with the City Council to change the zoning from Medium Density to High Density; stating that after the upcoming election it is possible that the Bus Rapid Transit plan may be changed or even scrapped; requesting that this Council respect the views and genuine concerns of the residents of North Centre Road and say no to moving from Medium Density to High Density.
- Gloria McGinn-McTeer, Past President, Stoneybrook Heights-Uplands Residents Association – advising that their Residents Association was formed to deal with specifically the development area that we are talking about now; advising that their involvement has been for over twenty years, probably six or seven Ontario Municipal Board hearings which they attended as a party; relating to this specific parcel, they have a history of fully participating in the planning process; stating that when the developer appealed various applications, on what was then called Blocks 1 to 7, to the Ontario Municipal Board, they became a party to the hearings; noting that they are not an incorporated group; stating that when you are a party at an Ontario Municipal Board hearing, and people do not like what another party is doing, they can sue; advising that they went on as individuals, which is a very significant contribution and approach to take which really is unheard of these days of litigation; discussing Block 7, all the Blocks, really, all parties, the City, Sifton Properties and the Residents Association achieved consensus as indicated in the evidence and Orders of the Board; indicating that them being a party to the Ontario Municipal Board ordered densities means that they can appeal, not that they want to, but they have the right to appeal because they were there for twenty years or more; pointing out that to see what is

happening today is really difficult to see; advising that their Association does not support the proposed application as it does not comply with the previous Ontario Municipal Board decisions and does not reflect good planning; indicating that when the Ontario Municipal Board hears all of these things they hear from Engineers, they hear from Geotechnical people, they hear from the people who are Ecologists, the Planners, all of that is fully encompassed by all parties at an Ontario Municipal Board hearing; indicating that it is safe for her to say that it does not reflect good planning because what the Ontario Municipal Board said is that the amount of evidence amassed in the seven blocks, or the Arva Moraine wetland complex and area, was exceptional by everyone and to have consensus come to be at that time was unheard of; indicating that as a party to the Ontario Municipal Board decision, their Residents Association has not been consulted period, full stop; advising that she said that before and that is why Councillor Cassidy put that direction together; full stop again; *(Councillor Turner indicating that Ms. McGinn-McTeer has one minute left)*; responding that she is going to ask for a motion to extend, please, she is not going to be cut off after twenty years of good work; *Councillor Hopkins moves, seconded by Councillor Cassidy, that Ms. McGinn-McTeer be granted an extension of time to speak; CARRIED;* advising that the scale of development is incompatible with the existing development on Blocks 1 to 6 which she always refers to as Block 7 unfortunately; stating that the policy about bonusing which has already been discussed is meant to provide a community benefit; bonusing cannot be applied to a project that may or may not occur for years into the future, that is not the purpose of bonusing and she is referencing Bus Rapid Transit which is part of the transit hub delight; noting that it cannot be used for that; relating to Uplands, she has not heard anyone mention Uplands yet, she has not heard the developer mention it either but there are shallow wells and she is not going to go through that again; advising that there are huge concerns about dewatering, that is a very unstable slope that you are going to be building on and she is sure everyone is aware of that; stating that with this particular area, you cannot sink the buildings and reduce the massing; indicating that it is impossible to do because the water table is right there as we all know; there is no transitional intensification between the Blocks 1 to 6 and Block 7 so you go from Medium Density to High Density; it is not, as she said before in her previous presentation, it is not the communities fault, the Ontario Municipal Board placed High Density zoning south of North Centre Road and that was not taken up at the time; that does not mean that it gives Tricar a right to come and say oh well the density was there and that was changed and they understand the market and all of that stuff but this really is an inappropriate development in this area especially given the groundwater table and all of that stuff; considering all development to date has respected the densities outlined in the Ontario Municipal Board decision to which their Association was a party, together with the City of London, she cannot believe that we are even having such a discussion for such a mass; indicating that you have heard people say this word tonight all the time because that is what it is, a massive structure that does not belong there for a variety of reasons, insufficient parking spots she mentioned before, the bonusing provided cannot come into play, the comparable development of twelve storeys noted on North Centre Road west of Richmond Street is meaningless compared to what this existing neighbourhood built out over twenty years will be facing; advising that they do not support any change in zoning without relative hydro and geotechnical reports; realizing that they say that there is a holding provision but the reality is, this needs to be referred back again until somebody a) speaks with them as a party to that Ontario Municipal Board hearing sitting side by side by the City, sitting side by side by Sifton Properties and Sifton Properties respected their thing; indicating that what Tricar is proposing is on the very same land size as what Sifton Properties built with their community Extendicare, etc.; looking at those two buildings and she cannot believe that people are unaware of the incompatibility of that notwithstanding all of the other issues.

- Gerry Killen, 1890 Richmond Street – believing that every elected official and every civic employee comes to their work and begins with the belief that they are here to do good, to make a difference in the life of the citizens of the City of London; advising that what you have heard tonight in every presentation is a moral challenge to the elected officials and the Planning employees that what this project does if approved to High Density bonusing, this massive building is allowed, that you will do harm and you will be violating that moral imperative that you should do no harm to your communities and the citizens in them; imploring the Committee to keep that in mind and listen to all of the remarkably strong arguments about the incompatibility of this project in this last little chunk of land, this one bit hectare in a well-developed Medium Density, Low Density area; stating that one has to, with respect, say that the Tricar planners simply are wrong in their assertion that this project is compatible with the existing community.
- Bejia Auger, 145 North Centre Road – advising that she has lived here for seven years; remembering the day she viewed this listing at North Centre Road and she liked the condo but she was concerned about living so close to Masonville Mall so she decided to take a drive through the neighbourhood but she was not prepared for what she saw, four condo corporations set in peaceful settings with well-manicured lawns and gorgeous gardens; noting that it was August and she had the car windows down but all she could hear was the birds singing, it was like Masonville Mall did not even exist; believing it was truly that moment that she fell for North Centre Road, she sold her Windermere condo and she moved there in the Fall; advising that her first impression of their community was correct, these people love their homes and their community, they are home proud and they strive to keep North Centre Road beautiful and safe; knowing now that this same peaceful setting and maturely developed area was a significant consideration in each and every one of these one hundred forty condo owners minds as they purchased in many cases, their forever homes, but now Tricar has purchased the last sliver of land undeveloped to their community; stating that they knew this land was Medium Density but obviously had no intention on honouring that designation or showing respect to the planning process or their existing community; *Councillor Turner advising that the speaker is projecting intentions on someone else and he prefer that she not do that;* apologizing and she will try to change it as she goes along; advising that it is a lot of pressure, them all coming here; indicating that the residents of North Centre Road have been forced into a difficult fight which has stolen their peace of mind and threatened their future quality of life and their right to enjoy their property and safety; standing in agreement with all of the opposing issues that the community has brought to you this evening Council; believing that Tricar has not conducted themselves in good faith; stating that they have failed to comply with the Committee's July directions, Tricar has told this Committee and in public notices and this evening that they have worked in cooperation with our community and we are here to say that they have not; Tricar was directed, by you, in July, 2018, to reduce mass, shadowing, intensification, etc., they have not reduced shadowing just moved it around and have increased units from two hundred fifteen to two hundred thirty; not only does Tricar not listen to us, they are not listening to you, and yet, despite this, some comments have been made in meetings and in reports by Committee members; *Councillor Turner advising one minute;* apologizing, she is redacting; indicating that on July 16, 2018, it was said that this 230 North Centre Road build mirrored 300 North Centre Road at the corner of North Centre Road and Fanshawe Park Road; advising that it does not; 300 North Centre Road is one block west and one block south at Fanshawe Park Road overlooking three strip malls, Masonville Mall and a large school and was built on High Density zoned land to begin with; 230 North Centre Road will overlook two one and two storey luxury condominiums and a retirement home of some two hundred thirty plus elders just steps away; *Councillor Turner asking to wrap up, she can keep going, please just bring it to a close*; in the September 19,

2018 report, amongst other errors, a map misrepresenting North Centre Road again implies 300 North Centre Road is closer to 230 North Centre Road than it is; indicating that we cannot afford these errors, in fact, a responsible decision cannot be expected with errors that wrongly lean in Tricar's favour; whether a mistake or not, these errors in fact need to be corrected; regardless, Tricar remains in non-compliance of this Council's directions despite being given months to comply therefore there should be no alternative than to unanimously reject Tricar's application; asking the Committee to tell Tricar that our City Council, our by-laws, our community and our environment matter; asking the Committee to say no to Tricar.

- Ron Patrick, 1890 Richmond Street – having listened carefully tonight to all of the speakers, his feelings are not of anger, everyone here is doing the best that they can; feelings are more of frustration and disappointment; indicating that it was made very clear to everyone here that they are totally opposed to the Tricar tower and yet nobody seems to do anything that; stating that clearly this is not a popular decision but he gets the feeling that it is going to go ahead anyway no matter what they think or how they feel; expressing concern that all of a sudden he understands that Masonville is going to become a transit village; wondering what a transit village is and why it is at Masonville; nobody knows, at least he does not and he has no way of apparently finding out, it must be some kind of secret; indicating that there are thousands, tens of thousands of people who live north of Fanshawe Park Road, to the best of his knowledge, the Bus Rapid Transit is not going to be of any value to any of them because apparently it will not go north of Fanshawe Park Road; indicating that this does not seem fair somehow; these are honest, hardworking taxpayers; wondering why they do not get the same benefits as other hardworking honest taxpayers.
- Scott Jackson, 185 North Centre Road – regarding Tricar's rezoning requests, we as a group, the North Centre Road people, have absolutely no chance of stopping Tricar; understanding from good sources that they have never had such requests denied and it appears that this will not change anything now; if anyone remembers that song "Whatever Lola Wants, Lola Gets", here it is whatever Tricar wants, Tricar gets.
- Jane Jackson, 185 North Centre Road – hoping that he is wrong and that we can count on the Committee to hear their voice and to reject this monstrosity that is going to wreck, if you can think about when you drive into London from the north end of the city, they have that beautiful hill and for no other reason than this, she remembers as a child driving down there and thinking what a beautiful city this is and at night looking across there; instead, on the Committee's shoulders, when they drive in the city and if her husband is right and she hopes that he is wrong, that they do not see a big monstrosity with that view gone because she hopes that your grandchildren can all see that site that they still see without eighteen storeys hanging and wrecking their view; hoping that in the Committee's hearts they listen to everybody that has been negative about Tricar and she really wants Tricar to get a building and to have six storeys and stay Medium Density; advising that she is really opposed and she hopes that the Committee finds it in their hearts, she has never talked in front of anybody before, she said to her husband that she could not do it, she wanted to stop him with his negativity; asking please, we plead with you, it is in your hands.
- Robin Whimster, 250 North Centre Road – advising that he lives right next to Richmond Street, right opposite the new development; noting that he has lived there for twenty-two years; expressing opposition to this High Density; indicating that he knows what it looks like, he just came back, yesterday, from Toronto; advising that his daughter lives in a three storey townhouse in front of a high rise; noting that it is the same sort of design as this is; the mass is huge, the mass is not well represented in the pictures that you see, the mass is there; stating that the other thing that occurred to him, think of 300 North Centre Road, what we in 250 North Centre Road call the white elephant, the white tower, always there are cars parked on the street outside; indicating that there is not enough parking

inside, if he remembers rightly the numbers, there is going to be two hundred thirty units, three hundred and something or other parking spaces and for those people who have two cars, where are those second cars going to go; advising that they are going to go onto the street; there is going to be a lot of street parking as there is at 300 North Centre Road already, you can see it as he saw where his daughter lives in Toronto, too; reiterating that the second car is going to be on the street in many ways; advising that that is his concern, he has seen this in practice, in Toronto, it is too big; thinking in the appropriate development in that location is Medium Density, it will just blend in much better; stating that he is not against development for the sake of development; we as Canadians have a reputation for mutual accommodation; hoping that in this particular case there can be mutual accommodation between Tricar and the community moderated by Council.

230 North Centre Road

Planning and Environment Committee
September 24, 2018

TRICAR kasian Stantec

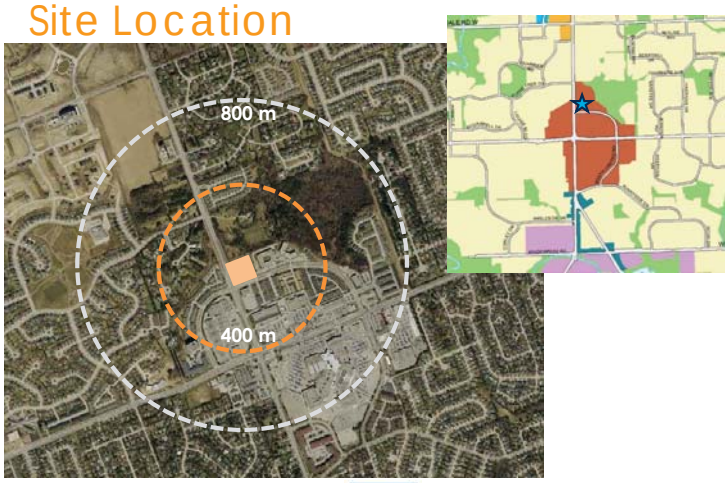
The Tricar Group

Riverwalk
40 York Street

Azure
Talbot & Dufferin

TRICAR kasian Stantec

Site Location



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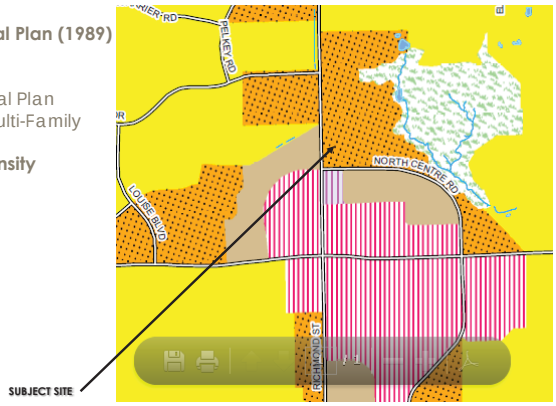
Official Plan Amendment Request

City of London Official Plan (1989)

Request for an Official Plan Amendment from Multi-Family Medium Density to **Multi-Family High Density**



TRICAR kasian Stantec

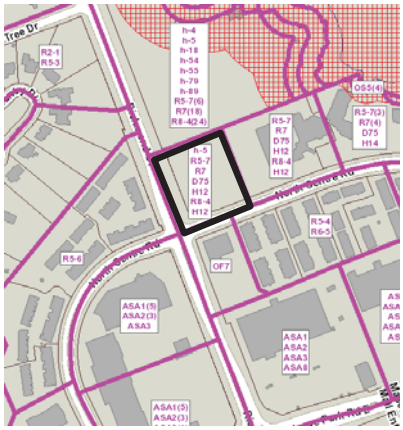
The London Plan

Transit Village Urban Place Type

TRICAR kasian Stantec

Zoning By-law Amendment Request

Request for a Zoning By-law amendment from the existing **Holding Residential Zone** to a **Residential R9-7 Bonus Zone** to permit development in accordance with the London Plan Transit Village Urban Place Type and Official Plan Multi-Family High-Density Designation.



TRICAR kasian Stantec

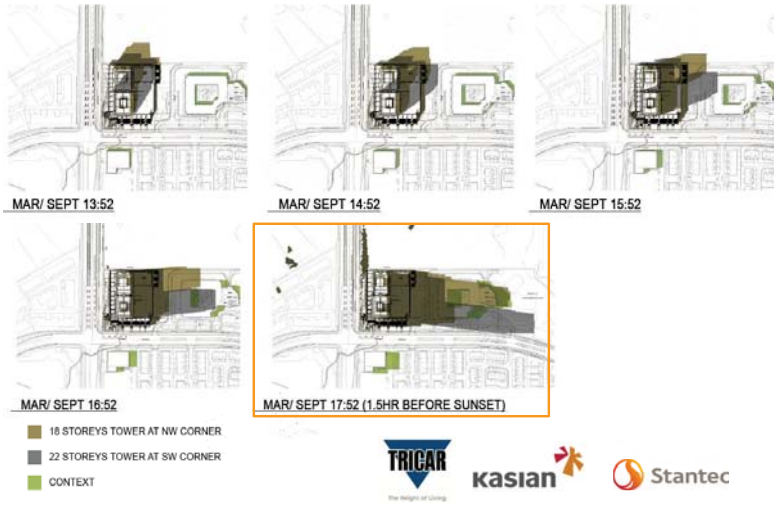
Public Consultation

Public Information Centres
#1 March 2018
#2 July 2018

Planning & Environment Committee
#1 July 2018
#2 September 2018

Additional Meetings
with Ward Councilor and members of the community
#1 April 16th, 2018
#2 April 18th, 2018

Shadow Comparison



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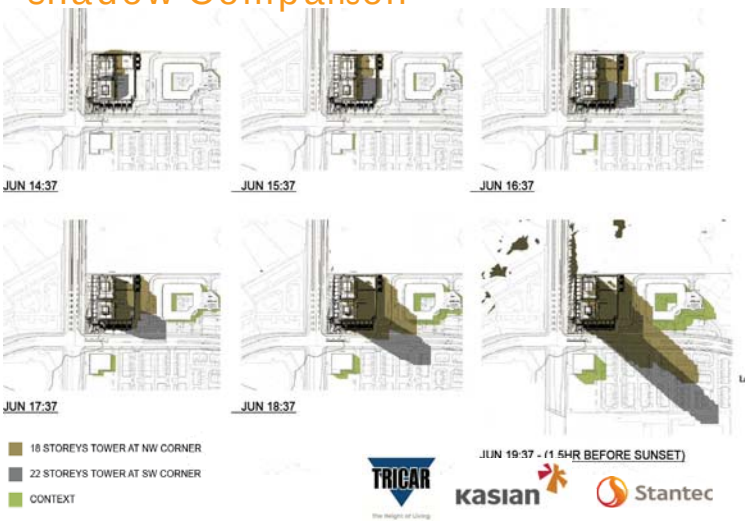
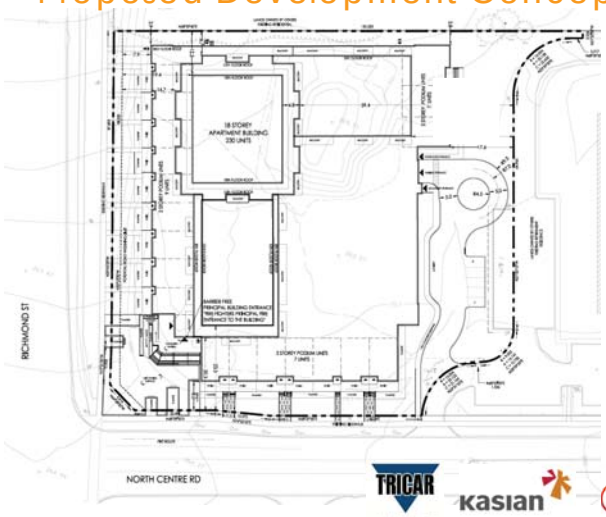


Shadow Comparison

Proposed Development Concept



Features

Questions

Corporate Services Committee

Report

17th Meeting of the Corporate Services Committee
September 25, 2018

PRESENT:	Councillors J. Helmer (Chair), J. Morgan, P. Hubert, M. van Holst, J. Zaifman
ABSENT:	Mayor M. Brown
ALSO PRESENT:	A. Barbon, D. Bordin, M. Butlin, B. Card, I. Collins, B. Coxhead, J. Davies, K. Dawtrey, J. Edmunds, M. Galczynski, A. Hagan, M. Johnson, R. Lamon, J.P. McGonigal, J. Millson, K. Scherr, A. Thompson, B. Warner, B. Westlake-Power and R. Wilcox.

The meeting is called to order at 12:30 PM.

1. Disclosures of Pecuniary Interest

Councillor J. Morgan discloses a pecuniary interest in Item 2.1, having to do with the City of London 2019 Provincial and Federal Budget Submissions, specific to those matters related to Bus Rapid Transit, as his employer, Western University, has an interest in the project.

2. Consent

That Items 2.3, 2.5 and 2.7 BE APPROVED.

Yeas: (5): J. Helmer, J. Morgan, P. Hubert, M. van Holst, and J. Zaifman

Absent: (0): Mayor M. Brown

Motion Passed (5 to 0)

2.3 2018 Mid-Year Capital Budget Monitoring Report

That, on the recommendation of the Managing Director, Corporate Services and City Treasurer, Chief Financial Officer, the following actions be taken with respect to the 2018 Mid-Year Capital Monitoring Report :

a) the above-noted report BE RECEIVED for information, it being noted that the life-to-date capital budget represents $1.9 billion with $1.3 billion committed and $0.6 billion uncommitted; it being further noted that the City Treasurer, or designate, will undertake the housekeeping adjustments identified in the Report, in accordance with the Multi-Year Budget Policy adopted by By-law No. CPOL.-45-241;

b) the status updates of active 2015 life-to-date capital budgets (2015 and prior) having no future budget requests, appended to the staff report dated September 25, 2018 as Appendix “B”, BE RECEIVED for information;

c) the following actions be taken with respect to the completed Capital Projects identified in Appendix “C”, as appended to the staff report dated September 25, 2018, which have a total of $6.2 million of net surplus funding:

i) the Capital Projects included in Appendix “C” BE CLOSED;
ii) the following actions be taken with respect to the funding associated with the Capital Projects approved for closure in c) i), above:

Rate Supported
A) capital receipts funding of $264,943 BE TRANSFERRED to Capital Projects in a net deficit position;
B) authorized debt financing of $860,123 BE RELEASED resulting in a reduction of authorized, but unissued debt;
C) uncommitted reserve fund drawdowns of $1,511,647 BE RELEASED from the reserve funds which originally funded the projects;

Non-Rate Supported
D) uncommitted reserve fund drawdowns of $2,936,042 BE RELEASED from the reserve funds which originally funded the projects;
E) authorized debt financing of $887,903 BE RELEASED resulting in a reduction of authorized, but unissued debt; and
F) other net non-rate supported funding sources of $226,254 BE ADJUSTED in order to facilitate project closings.

Motion Passed

2.5 Asset Review: Class A - Vacant Land and Buildings and Class C - Major Venues, Non-Core Services and Assets

That, on the recommendation of the Managing Director, Corporate Services and City Treasurer, Chief Financial Officer the following actions be taken with respect to Asset Review: Class A and Class C:

a) the reporting of the proceeds from the sale of surplus lands, and the update on the City of London Class C – Major Venues, Non-Core Services and Assets BE RECEIVED for information;

b) the Civic Administration BE DIRECTED to allocate $434,716 of net proceeds from the completed sales of surplus land as per the Council approved Sale of Major Assets Policy;

c) the Civic Administration BE DIRECTED to take no further action regarding the review of the following City-owned heritage assets:

i) Baty House;
ii) Eldon House/Coach House/Greenhouse/ Interpretive Centre/Museum;
iii) EP Williams Estate/Gatehouse;
iv) Flint Cottage/Flint Shelter/ Springbank Pumphouse;
v) Grosvenor Lodge/Carriage House;
vi) Park Farm; and,

d) the Civic Administration BE DIRECTED to bring forward a detailed business case as part of the 2020-2023 Multi-Year Budget to support the costs associated with the transition plan and subsequent disposition of T-Block building.

Motion Passed

2.7 Vehicle Donation to ReForest London

That, on the recommendation of the Managing Director, Corporate Services and City Treasurer, Chief Financial Officer, notwithstanding the Procurement of Goods and Services Policy the following actions be taken with respect to the vehicle donation to ReForest London:

a) the proposed by-law appended to the staff report dated September

25, 2018 as Appendix “A” BE INTRODUCED at the October 2, 2018 meeting of the Municipal Council to make a grant of a City-owned surplus truck to ReForest London; and

b) the Civic Administration BE AUTHORIZED to transfer $9,500 from the Community Investment Reserve Fund to the Vehicle & Equipment Reserve Fund.

Motion Passed

2.1 City of London 2019 Provincial and Federal Budget Submissions

That, on the recommendation of the Director, Community & Economic Innovation, the following actions be taken with respect to the City of London’s 2018 Budget Submissions:

a) the Civic Administration BE DIRECTED to submit the City of London 2019 Provincial Budget Submission, as appended to the staff report dated September 25, 2018, to the Government of Ontario as part of the provincial pre-budget submission process;

b) the Civic Administration BE DIRECTED to submit the City of London 2019 Federal Budget Submission, as appended to the staff report dated September 25, 2018, to the Government of Canada as part of the federal pre-budget submission process; and,

c) the report dated September 25, 2018 with respect to this matter, BE RECEIVED.

Motion Passed

Voting Record:

Moved by: J. Zaifman
Seconded by: P. Hubert

Motion to approve parts a) and b):

That, on the recommendation of the Director, Community & Economic Innovation, the following actions be taken with respect to the City of London’s 2018 Budget Submissions:

a) the Civic Administration BE DIRECTED to submit the City of London 2019 Provincial Budget Submission, as appended to the staff report dated September 25, 2018, to the Government of Ontario as part of the provincial pre-budget submission process; and,

b) the Civic Administration BE DIRECTED to submit the City of London 2019 Federal Budget Submission, as appended to the staff report dated September 25, 2018, to the Government of Canada as part of the federal pre-budget submission process.

Yeas: (3): J. Helmer, P. Hubert, and J. Zaifman

Nays: (1): M. van Holst

Recuse: (1): J. Morgan

Absent: (0): Mayor M. Brown

Motion Passed (3 to 1)

Moved by: J. Zaifman
Seconded by: P. Hubert

Motion to approve part c):

c) the report dated September 25, 2018 with respect to this matter, BE RECEIVED.

Yeas: (5): J. Helmer, J. Morgan, P. Hubert, M. van Holst, and J. Zaifman

Absent: (0): Mayor M. Brown

Motion Passed (5 to 0)

2.2 Reserves Rationalization Report

Moved by: J. Morgan
Seconded by: P. Hubert

That, on the recommendation of the Managing Director, Corporate Services and City Treasurer, Chief Financial Officer, the following actions be taken with respect to The Corporation of the City of London reserves:

a) the following six (6) reserves BE APPROVED as the reserves of The Corporation of the City of London:

i) tax Supported Budget – Operating Budget Contingency Reserve and Operating Efficiency, Effectiveness & Economy Reserve;

ii) wastewater & Treatment Rate Supported Budget – Wastewater Budget Contingency Reserve and Wastewater Efficiency, Effectiveness & Economy Reserve;

iii) water Rate Supported Budget – Water Budget Contingency Reserve and Water Efficiency, Effectiveness & Economy Reserve;

b) the Managing Director, Corporate Services and City Treasurer, Chief Financial Officer BE AUTHORIZED to take any and all actions necessary to align the reserves approved in a), above, with the provisions of the City's Reserve and Reserve Fund Policy; and

c) the Managing Director, Corporate Services and City Treasurer, Chief Financial Officer BE AUTHORIZED to take the following actions with respect to winding down and terminating reserves currently held by The Corporation of the City of London that are no longer included in the reserves approved in a) above:

i) transfer reserve balances identified in Appendix B to the Operating Budget Contingency Reserve and terminate reserves after the transfers are complete;

ii) transfer reserve balance identified in Appendix C to the City Facilities Reserve Fund and terminate reserve after the transfer is complete; and

iii) convert reserves identified in Appendix D into reserve funds, terminate reserves after the conversions are complete and balances have been transferred, it being noted that Civic Administration will bring forward appropriate reserve fund by-laws to a future Corporate Services Committee meeting.

Yeas: (5): J. Helmer, J. Morgan, P. Hubert, M. van Holst, and J. Zaifman

Absent: (0): Mayor M. Brown

Motion Passed (5 to 0)

2.4 2018 Operating Budget Mid-Year Monitoring Report - Property Tax, Water, Wastewater and Treatment Budgets

Moved by: J. Morgan
Seconded by: M. van Holst

That, on the recommendation of the Managing Director, Corporate Services and City Treasurer, Chief Financial Officer, the following actions be taken with respect to 2018 Mid-Year Monitoring:

a) the 2018 Operating Budget Mid-Year Monitoring Report for the Property Tax Supported Budget (refer to Appendix A as appended to the staff report dated September 25, 2018), Water, and Wastewater & Treatment Budgets BE RECEIVED for information it being noted that the year-end positions for the net corporate projections below could fluctuate significantly based on factors beyond the control of Civic Administration:

i) Property Tax Supported Budget surplus of $2.1 million as identified by Civic Administration, Boards and Commissions. The projected year-end position includes the contributions to Reserve Funds listed in items b) and c);
ii) Water Rate Supported Budget surplus of $2.7 million;
iii) Wastewater & Treatment Rate Supported Budget surplus of $4.7 million;

b) the Civic Administration BE AUTHORIZED to contribute the Housing Development Corporation's year-end operational surplus, if any, to the Housing Development Corporation Reserve Fund which will be used to support housing initiatives and future work of the Housing Development Corporation;

c) the Civic Administration BE AUTHORIZED to contribute Information Technology Services year-end operational surplus, if any, to the Technology Services Reserve Fund to be used to support investments in corporate systems;

d) the Civic Administration BE AUTHORIZED to contribute to or drawdown from the Water Capital Reserve Fund to balance year-end operations of the Water Budget should the budget be in a surplus/deficit position;

e) the Civic Administration BE AUTHORIZED to contribute to or drawdown from the Wastewater Rate Stabilization Reserve to balance year-end operations of the Wastewater & Treatment Budget should the budget be in a surplus/deficit position;

f) the Civic Administration BE AUTHORIZED to allocate Wastewater & Treatment Budget year-end surplus from the Wastewater Rate Stabilization Reserve to the Sewage Works Reserve Fund should the Wastewater Rate Stabilization Reserve achieve its target balance of 2.5% of the Wastewater & Treatment Revenue Budget, noting that in previous years this Reserve Fund has been drawn from to offset operational deficits; and

g) the Civic Administration's contribution of $1,989,623 ($1,760,121 – Property Tax Supported; $76,925 – Water; and $152,577 – Wastewater & Treatment) to the Efficiency, Effectiveness and Economy Reserve in 2018 BE RECEIVED for information.

Yeas: (5): J. Helmer, J. Morgan, P. Hubert, M. van Holst, and J. Zaifman

Absent: (0): Mayor M. Brown

Motion Passed (5 to 0)

2.6 Update #2: Harassment and Discrimination - Third Party Review

Moved by: J. Zaifman
Seconded by: J. Morgan

That, on the recommendation of the City Manager and the Managing Director, Corporate Services and Chief Human Resources Officer, the following actions be taken:

a) the staff report dated September 25, 2018 BE RECEIVED for information; and

b) the Civic Administration BE AUTHORIZED to exceed Council approved spending limits up to an additional $200,000 for this review as necessary to complete the work which will be awarded as a Single Source Procurement as per section 14.4 (b) of the Procurement of Goods and Services Policy.

Yeas: (5): J. Helmer, J. Morgan, P. Hubert, M. van Holst, and J. Zaifman

Absent: (0): Mayor M. Brown

Motion Passed (5 to 0)

3. Scheduled Items

3.1 Tax Adjustment Agenda

Moved by: P. Hubert
Seconded by: J. Zaifman

That the recommendations contained in the Tax Adjustment Agenda dated September 25, 2018 BE APPROVED; it being noted that there were no members of the public in attendance to speak before the Corporate Services Committee, at the public hearing associated with the Tax Adjustment Agenda.

Yeas: (5): J. Helmer, J. Morgan, P. Hubert, M. van Holst, and J. Zaifman

Absent: (0): Mayor M. Brown

Motion Passed (5 to 0)

Voting Record:

Moved by: P. Hubert
Seconded by: M. van Holst

Motion to open the meeting to the public for comment.

Yeas: (5): J. Helmer, J. Morgan, P. Hubert, M. van Holst, and J. Zaifman

Absent: (0): Mayor M. Brown

Motion Passed (5 to 0)

Moved by: P. Hubert
Seconded by: M. van Holst

Motion to close the meeting to the public for comment.

Yeas: (5): J. Helmer, J. Morgan, P. Hubert, M. van Holst, and J. Zaifman

Absent: (0): Mayor M. Brown

Motion Passed (5 to 0)

4. Items for Direction

None.

5. Deferred Matters/Additional Business

None.

6. Confidential (Enclosed for Members only.)

Moved by: P. Hubert
Seconded by: J. Zaifman

That the Corporate Services Committee convene In Closed Session at 2:07 PM, for consideration of a matter pertaining to reports, advice and recommendations of officers and employees of the Corporation concerning labour relations and employee negotiations in regards to one of the Corporation's unions and litigation or potential litigation affecting the municipality, and advice which is subject to solicitor-client privilege, including communications necessary for that purpose.

Yeas: (5): J. Helmer, J. Morgan, P. Hubert, M. van Holst, and J. Zaifman

Absent: (0): Mayor M. Brown

Motion Passed (5 to 0)

The Corporate Services Committee convened in closed session from 2:07 PM to 2:12 PM.

7. Adjournment

The meeting adjourned at 2:13 PM.

Bill No. 567
2018

By-law No. A.-_____-___

A by-law to confirm the proceedings of the Council Meeting held on the 2nd day of October, 2018.

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

1. Every decision of the Council taken at the meeting at which this by-law is passed and every motion and resolution passed at that meeting shall have the same force and effect as if each and every one of them had been the subject matter of a separate by-law duly enacted, except where prior approval of the Ontario Municipal Board is required and where any legal prerequisite to the enactment of a specific by-law has not been satisfied.

2. The Mayor and the proper civic employees of the City of London are hereby authorized and directed to execute and deliver all documents as are required to give effect to the decisions, motions and resolutions taken at the meeting at which this by-law is passed.

3. This by-law comes into force and effect on the day it is passed.

PASSED in Open Council on October 2, 2018.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – October 2, 2018
Second Reading – October 2, 2018
Third Reading – October 2, 2018

Bill No. 568
2018

By-law No. A._____-___

A by-law to make a grant of a City owned surplus truck to ReForest London.

WHEREAS section 5(3) of the *Municipal Act, 2001*, as amended, provides that a municipal power shall be exercised by by-law;

AND WHEREAS subsection 107(1) of the *Municipal Act, 2001*, S.O. 2001 provides that a municipality may make grants, on such terms as the Council considers appropriate, to any person, group or body, including a fund, for any purpose that Council considers to be in the interests of the municipality;

AND WHEREAS subsection 107(2) (d) of the Municipal Act, 2001 provides that the power to make a grant includes the power to make a grant of any personal property of the municipality;

AND WHEREAS Reforest London is a non-profit organization that is a registered charity with the Canada Revenue Agency;

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

1. That the Corporation of the City of London may make a grant of one of its surplus trucks to ReForest London.

2. That the Managing Director, Corporate Services and City Treasurer, Chief Financial Officer be authorized to take any and all administrative acts that are necessary to make the grant of a truck in section 1, above.

3. This by-law shall come into force and effect on the date it is passed.

Passed in Open Council on October 2, 2018.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – October 2, 2018
Second Reading – October 2, 2018
Third Reading – October 2, 2018

Bill No.569
2018

By-law No. CP-1-18___

A by-law to amend by-law CP-1 “A by-law to provide for the Improvement Area to be known as The Old East Village Business Improvement Area and to Establish a Board of Management Therefor” to expand the area designated as an improvement area; to amend the board of management; and to amend certain procedures for the purpose of managing the Old East Village Business Improvement Area.

WHEREAS subsection 5(3) of the *Municipal Act, 2001*, S.O. 2001, c. 25 as amended provides that a municipal power shall be exercised by by-law;

AND WHEREAS section 9 of the *Municipal Act, 2001* provides that a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority under this or any other Act;

AND WHEREAS subsection 10(1) of the *Municipal Act, 2001* provides that a municipality may provide any service or thing that the municipality considers necessary or desirable for the public;

AND WHEREAS subsection 10(2) of the *Municipal Act, 2001* provides that a municipality may pass by-laws respecting: in paragraph 1, Governance structure of the municipality and its local boards; paragraph 2, Accountability and transparency of the municipality and its operations and of its local boards and their operations; paragraph 3, Financial Management of the municipality and its local boards; in paragraph 7, Services and things that the municipality is authorized to provide under subsection (1);

AND WHEREAS subsection 204(1) of the *Municipal Act, 2001* provides a local municipality may designate an area as an improvement area and may establish a board of management,

(a) to oversee the improvement, beautification and maintenance of municipally-owned land, buildings and structures in the area beyond that provided at the expense of the municipality generally; and
(b) to promote the area as a business or shopping area.

AND WHEREAS subsection 209 of the *Municipal Act, 2001* provides for the municipality to alter the boundaries of an improvement area and the board of management for that improvement area is continued as the board of management for the altered area;

AND WHEREAS subsection 216(1) of the *Municipal Act, 2001* provides for a local municipality to dissolve or change a local board;

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

1. The Old East Village Business Improvement Area Board of Management is continued as a body corporate with all of the powers, rights and privileges vested in it except as modified and amended by this By-law.

2. By-law CP-1 being “A by-law to provide for the Improvement Area to be known as the ‘Old East Village Business Improvement Area’ and to establish a Board of Management Therefor”, as amended (“By-law CP-1”) is amended by deleting the recitals and replacing them with the following new recitals:

"WHEREAS subsection 5(3) of the Municipal Act, 2001, S.O. 2001, c. 25 as amended provides that a municipal power shall be exercised by by-law;

AND WHEREAS section 9 of the Municipal Act, 2001 provides that a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority under this or any other Act;

AND WHEREAS subsection 10(1) of the Municipal Act, 2001 provides that a municipality may provide any service or thing that the municipality considers necessary or desirable for the public;

AND WHEREAS subsection 10(2) of the Municipal Act, 2001 provides that a municipality may pass by-laws respecting: in paragraph 1, Governance structure of the municipality and its local boards; paragraph 2, Accountability and transparency of the municipality and its operations and of its local boards and their operations; paragraph 3, Financial Management of the municipality and its local boards; in paragraph 7, Services and things that the municipality is authorized to provide under subsection (1);

AND WHEREAS subsection 204(1) of the Municipal Act, 2001 provides a local municipality may designate an area as an improvement area and may establish a board of management,

(a) To oversee the improvement, beautification and maintenance of municipally-owned land, buildings and structures in the area beyond that provided at the expense of the municipality generally; and

(b) To promote the area as a business or shopping area;

AND WHEREAS section 208 of the Municipal Act, 2001 provides that a local municipality shall annually raise the amount required for the purposes of a board of management, including any interest payable by the municipality on money borrowed by it for the purposes of the board of management;

AND WHEREAS subsection 208(2)(a) of the Municipal Act, 2001 provides that a municipality may establish a special charge for the amount to be raised by levy upon rateable property in the improvement area that is in a prescribed business property class;"

3. By-law CP-1 is amended by deleting the By-law Index, and by deleting sections 1.1 through 4.4 (including Parts 1 through 4), in their entirety, and replacing them with the following new sections:

1.0 Definitions

1.1 For the purpose of this by-law,

"**Board of Management**" means the corporation established under this by-law under the name The Old East Village Business Improvement Area Board of Management;

"Old East Village Business Improvement Area" means the area as described in section 2.1.

"City" means The Corporation of the City of London;

"Council" means the Council of the City;

"Member" means the persons who are assessed, on the last returned assessment roll, with respect to rateable property in the area that is in a prescribed business property class and tenants of such property.

2.0 Designation of the Business Improvement Area

2.1 The area comprising those lands in the City of London indicated within the boundary shown on Schedule "A" attached to this by-law and described below, is designated as an Improvement Area to be known as the Old East Village Business Improvement Area: commencing at a point at the intersection of the centerline of Adelaide Street North and westerly projection of the north limit of Marshall Street; thence easterly along the north limit of Marshall Street and its projection to the intersection of centerline of Lyle Street; thence southerly along the centerline of Lyle Street to the intersection of the centerline of King Street; thence easterly along the centerline of King Street to the intersection of the centerline of Hewitt Street; thence northerly along the centerline of Hewitt Street to the intersection of the westerly projection of the northerly limit of the property known municipally as 390 Hewitt Street; thence easterly along the aforesaid projection and along the northerly limit of the property known municipally as 390 Hewitt Street to the north-east angle thereof; thence southerly along the easterly limits of the properties known municipally as 390 to 380 Hewitt Street, inclusive, to the south-easterly angle of 390 Hewitt Street; thence easterly along the southerly limit of the property known municipally as 763 Dundas Street to the south-easterly angle thereof; thence northerly along the easterly limit of the property known municipally as 763 Dundas Street to the north-westerly angle of the property known municipally as 425 Rectory Street; thence easterly along the northerly limit of the property known municipally as 425 Rectory Street to the west limit of Rectory Street; thence south-easterly in a straight line across Rectory Street to the south-west angle of the public lane mid-way between King and Dundas Streets; thence easterly along the southerly limit of the aforesaid public lane to the north-easterly angle of the property known municipally as 826 King Street; thence southerly along the easterly limit of the property known municipally as 826 King Street and its projection to the centreline of King Street; thence westerly along the centerline of King Street to the intersection of the centerline of Rectory Street; thence southerly along the centerline of Rectory Street to the intersection of centerline of Florence and York Streets; thence south-easterly and easterly along the centerline of Florence Street to the intersection of the northerly projection of the westerly limit of the property known municipally as 845 Florence Street; thence southerly along the aforesaid projection and along the westerly limit of the property known municipally as 845 Florence Street to the northerly limit of the CNR right-of-way; thence south-easterly and easterly along the northerly limit of the CNR right-of-way and its projection to the intersection of the centreline of Egerton Street; thence northerly along the centerline of Egerton Street to the intersection of the centerline of Dundas Street; thence easterly along the centerline of Dundas Street to the intersection of the centerline of Charlotte Street; thence northerly along the centerline of Charlotte Street to the intersection of the easterly projection of the southerly limit of the property known municipally as 431 Charlotte Street; thence westerly along the aforesaid projection and along the southerly limit of the property known municipally as 431 Charlotte Street to the south-westerly angle thereof; thence southerly along the easterly limits of the properties known municipally as 432 and 430 Woodman Avenue to the south-easterly angle of 430 Woodman Avenue; thence westerly along the southerly limit of the property known municipally as 430 Woodman Avenue to the east limit of Woodman Avenue; thence westerly in a straight line across Woodman Avenue to the north-east angle of the property known municipally as 996 Dundas Street; thence westerly following along the northerly limits of the properties known municipally as 996 to 972 Dundas Street, inclusive, to the easterly limit of Quebec Street; thence westerly in a straight line across Quebec Street to the north-east angle of the property known municipally as 956 Dundas Street; thence westerly along the northerly limits of the properties known municipally as 956 to 920 Dundas Street,

inclusive, to the north-east angle of the property known municipally as 900B Dundas Street; thence southerly along the easterly limit of the property known municipally as 900B Dundas Street to the south-easterly angle thereof; thence westerly along the southerly limit of the property known municipally as 900B Dundas Street and its westerly projection to the north-east angle of the property known municipally as 424 Ontario Street; thence southerly along the easterly limit of the property known municipally as 424 Ontario Street to the south-east angle thereof; thence westerly along the southerly limit of the property known municipally as 424 Ontario Street to the easterly limit of Ontario Street; thence westerly in a straight line across Ontario Street to the south-east angle the property known municipally as 423 Ontario Street; thence westerly along the southerly limit of the property known municipally as 423 Ontario Street to the south-west angle thereof; thence northerly along the easterly limit of the property known municipally as 858 Dundas Street to the north-east angle thereof; thence westerly and following along the northerly limits of the properties known municipally as 858 to 754 Dundas Street, inclusive, to the easterly limit of English Street; thence south-westerly in a straight line across English Street to the south-east angle of the property known municipally as 423 English Street; thence northerly along the westerly limit of English Street to the south-easterly angle of the property known municipally as 431 English Street; thence westerly along the southerly limit of the property known municipally as 431 English Street to the south-west angle thereof; thence northerly along the westerly limit of the properties known municipally as 431 and 435 English Street to the south-east angle of the property known municipally as 729 Queens Avenue; thence westerly and following along the southerly limits of the properties known municipally as 729 to 693 Queens Avenue, inclusive, to the south-westerly angle of 693 Queens Avenue; thence southerly along the easterly limit of the property known municipally as 436 Elizabeth Street to the south-east angle thereof; thence westerly along the southerly limit of the property known municipally as 436 Elizabeth Street to the east limit of Elizabeth Street; thence westerly in a straight line across Elizabeth Street to the south-east angle of the property known municipally as 437 Elizabeth Street; thence westerly along the southerly limit of the property known municipally as 437 Elizabeth Street to the south-westerly angle thereof; thence southerly along the easterly limit of the property known municipally as 655 Queens Avenue to the south-easterly angle thereof; thence westerly and following along the southerly limits of the properties known municipally as 655 to 647 Queens Avenue, inclusive, to the south-westerly angle of 647 Queens Avenue; thence northerly along the westerly limit of the property known municipally as 647 Queens Avenue to the southerly limit of Queens Avenue; thence westerly along the southerly limit of Queens Avenue and its projection to the centerline of Adelaide Street North; thence southerly along the centerline of Adelaide Street North to the intersection of the easterly projection of the northerly limit of the property known municipally as 604 and 606 Dundas Street; thence westerly along the northerly limit of the property known municipally as 604 and 606 Dundas Street to the north-west angle thereof; thence southerly along the westerly limit of the property known municipally as 604 and 606 Dundas Street and its projection to the intersection of the centreline of Dundas Street; thence easterly along the centerline of Dundas Street to the centerline of Adelaide Street North; thence southerly along the centerline of Adelaide Street North to the point of commencement.

3.0 Board of Management Established

3.1 A Board of Management is established under the name The Old East Village Business Improvement Area Board of Management.

3.2 The Board of Management is a corporation.

3.3 The Board of Management is a local board of the City for all purposes.

3.4 The objects of the Board of Management are:

(a) to oversee the improvement, beautification and maintenance of municipally-owned land, buildings and structures in the area beyond that provided at the expense of the municipality generally; and

(b) to promote the area as a business or shopping area.

3.5 The Board of Management is not authorized to:

(a) acquire or hold an interest in real property; or

(b) to incur obligations or spend money except in accordance with section 6.

3.6 The head office for the Board of Management shall be located in the City of London.

4.0 Board Composition

4.1 The Board of Management shall consist of twelve (12) directors as follows:

(a) at least one director appointed by Council; and

(b) the remaining directors selected by a vote of the Members and then appointed by Council.

4.2 Council may refuse to appoint a Member selected under section 4.1(b) in which case Council may:

(a) leave the position vacant; or

(b) direct that a meeting of the Members be held to select another candidate for Council's consideration.

4.3 Directors shall serve for a term that is the same as the term of the Council that appoints them or until their successors are appointed.

4.4 The seat of a director becomes vacant if a director is absent from the meeting(s) of the Board of Management for three consecutive meetings without being authorized to do so by a resolution of Council.

4.5 If the seat of a director becomes vacant for any reason, the Council may fill the vacancy for the remainder of the vacant director's term.

4.6 A director may be reappointed to the Board of Management.

4.7 Council may, by a resolution passed by a majority of its members, remove a director at any time.

4.8 Directors shall serve without remuneration.

5.0 Board Procedures

5.1 Council may pass by-laws governing the Board of Management and the affairs of the Board of Management and the Board of Management shall comply with such by-laws.

5.2 By-laws passed by the Board of Management must not conflict with City by-laws passed under section 5.1.

5.3 The Board of Management shall pass by-laws governing its proceedings, the calling and conduct of meetings, and the keeping of its minutes, records and decisions consistent with any requirements set out in a by-law of the City.

5.4 A majority of the directors constitutes a quorum at any meeting of the Board of Management.

5.5 Despite any vacancy among the directors, a quorum of directors may exercise the powers of the Board of Management.

5.6 A director has only one vote.

5.7 The meetings of the Board of Management and the meetings of the Members shall be open to the public and only those persons that the Board of Management considers to have engaged in improper conduct at a meeting may be excluded from the meeting.

5.8 The Board of Management may close a meeting, or a part of the meeting to the public only in accordance with section 239 of the *Municipal Act, 2001*.

5.9 (1) The Board of Management shall hold at least ten (10) meetings during each fiscal year and the interval between one meeting and the next shall not exceed sixty (60) days.

(2) A majority of directors may requisition a special meeting of the Board of Management by serving a copy of the requisition on the chair or vice-chair of the Board of Management.

(3) The chair of the Board of Management may call a special meeting of the Board of Management at any time whether or not he or she has received a requisition under subsection (2).

5.10 (1) The Board of Management shall elect from its directors a chair and vice-chair.

(2) The chair and vice-chair are eligible for re-election.

5.11 (1) The Board of Management shall appoint a secretary who shall:

(a) give notice of the meetings of the Board of Management;

(b) keep all minutes of meetings and proceedings of the Board of Management;

(c) record without note or comment all resolutions, decisions and other proceedings at a meeting of the Board of Management whether it is closed to the public or not; and

(d) perform such duties, in addition to those set out in clauses (a), (b) and (c) as the Board of Management may from time to time direct.

5.12 (1) The Board of Management may appoint such committees as it determines necessary to conduct the business of the Board of Management.

(2) Each committee appointed shall be composed of not fewer than three (3) directors of the Board of Management and shall perform such duties and undertake such responsibilities as the Board of Management specifies and shall report only to the Board of Management.

(3) Any director may be the chair or vice-chair of a committee.

5.13 The *Municipal Conflict of Interest Act, R.S.O. 1990, c. M.50* applies to the directors and Members.

5.14 Council may designate an appointed official of the City who shall have the right to attend meetings of the Board of Management and its committees and to participate in their deliberations but is not entitled to vote, be the chair or vice-chair or act as the presiding officer at a meeting.

5.15 The Board of Management shall comply with all applicable provisions of the *Municipal Act, 2001* including, but not limited to, those relating to business improvement areas, meetings, records, remuneration and expenses, the development of policies and procedures and financial administration.

6.0 Financial

6.1 (1) The Board of Management shall prepare and submit to the Council annually a budget of its estimated revenues and expenditures by the date and in such form and detail as required by the City Treasurer.

(2) The Board of Management shall hold a meeting of the Members for discussion of the budget.

(3) Prior to submitting the budget to the Council, the Board of Management shall hold a meeting of the Members for discussion of the budget.

(4) Council may approve the budget in whole or in part and may make such changes to it as Council considers appropriate, but Council may not add expenditures to it.

6.2 The Board of Management shall not:

(a) spend any money unless it is included in the budget approved by the Council or in a reserve fund established by the Council under section 417 of the *Municipal Act, 2001*;

(b) incur any indebtedness extending beyond the current year without the prior approval of the Council; or

(c) borrow money.

6.3 The fiscal year of the Board of Management is the same as the fiscal year of the City.

6.4 The accounts and transactions of the Board of Management shall be audited annually by the auditor of the City.

6.5 The Board of Management shall prepare and submit to Council, not later than March 31st each year an annual report for the preceding year which shall include the audited financial statements.

6.6 The Board of Management shall provide the City Treasurer with such financial information as the City Treasurer may require.

6.7 (1) The Board of Management shall keep proper books of account and accounting records with respect to all financial and other transactions of the Board of Management, including, and without limiting the generality of the foregoing:

(a) records of all sums of money received from any source whatsoever and disbursed in any manner whatsoever; and

(b) records of all matters with respect to which receipts and disbursements take place in consequence of the maintenance, operation and management of the Board of Management.

(2) The Board of Management shall keep or cause to be kept and maintained all such books of accounts and accounting records as the City Treasurer may require.

6.8 The Board of Management shall make all of its books and records available at all times to such persons as the City Treasurer may require and shall provide certified true copies of such minutes, documents, books, records or any other writing as the City Treasurer may require.

6.9 (1) Council may require the Board of Management:

(a) to provide information, records, accounts, agendas, notices or any paper or writing; and

(b) to make a report on any matter, as Council determines, relating to the carrying out of the purposes and objects of the Board of Management.

(2) The Board of Management shall:

(a) file with the City Treasurer all such information records, accounts, agendas, notices, paper and all other materials as the City Treasurer may require; and

(b) make such reports within the time specified by the City Treasurer and containing such content as the City Treasurer may require.

6.10 (1) The Board of Management shall from time to time provide the City Treasurer as requested with statements of:

(a) revenues and expenditures;

(b) profit and loss; and

(c) such financial matters or operating expenditures as the City Treasurer may require.

(2) The statements referred to in subsection (1) shall be in such form as the City may require.

6.11 (1) The City is entitled to receive any profits resulting from the operations of the Board of Management and is responsible for any losses incurred by the Board of Management.

(2) Council may determine what constitutes profits for the purpose of subsection (1).

6.12 (1) Upon dissolution of the Board of Management, the assets and liabilities of the Board of Management become the assets and liabilities of the City.

(2) If the liabilities assumed under subsection (1) exceed the assets assumed, the Council may recover the difference by imposing a charge on all rateable property in the former improvement area that is in a prescribed business property class.

7.0 Indemnification & Insurance

7.1 (1) Subject to subsection (2), every director or officer of the Board of Management and his or her heirs, executors, administrators and other legal personal representatives may from time to time be indemnified and saved harmless by the Board of Management from and against,

(a) any liability and all costs, charges and expenses that he or she sustains or incurs in respect of any action, suit or proceeding that is proposed or commenced against him or her for or in respect of anything done or permitted by him or her in respect of the execution of the duties of his or her office; and

(b) all other costs, charged and expenses that he or she sustains or incurs in respect to the affairs of the Board of Management.

(2) No director or officer of the Board of Management shall be indemnified by the Board of Management in respect of any liability, costs, charges or expenses that he or she sustains or incurs in or about any action, suit or other proceeding as a result of which he or she is adjudged to be in breach of any duty or responsibility imposed upon him or her under any Act unless, in an action brought against him or her in his or her capacity as director or officer, he or she has achieved complete or substantial success as a defendant.

(3) The Board of Management may purchase and maintain insurance for the benefit of a director or officer thereof, except insurance against a liability, cost, charge or expense of the director or officer incurred as a result of his or her failure to exercise the powers and discharge the duties of his or her office honestly, in good faith and in the best interests of the Board of Management, exercising in connection therewith the degree of care, diligence and skill that a reasonably prudent person would exercise in comparable circumstances.

7.2 The Board of Management shall obtain and maintain at all times insurance coverage in a form acceptable to the City of the types and amounts appropriate for a Board of Management of its size and business type which coverage shall include the City with respect to any loss, claims or demands made against the Board of Management.

8.0 Meetings of Members

8.1 The Board of Management shall call at least one (1) meeting of the Members in each calendar year.

8.2 Notice for all Members' meetings shall be:

(a) Sent by prepaid mail to each Member not less than 15 days prior to the meeting. Notice shall be mailed to the address last provided by the Member to the Board of Management or, where no address is

provided, to the property address of the owner(s) indicated on the last municipal assessment roll; or

(b) Delivered personally to each Member.

8.3 Notice of a meeting of the Members shall include an agenda.

8.4 Each Member has one vote regardless of the number of properties that the Member may own or lease.

8.5 A Member that is a corporation may nominate in writing one individual to vote on its behalf.

8.6 A majority of the Members constitutes a quorum at any meeting of the Members.

8.7 The Board of Management has the authority to call any special meeting of the Members it deems necessary.

9.0 General

9.1 Council may by by-law dissolve the Board of Management and any property of the Board of Management remaining after its debts have been paid vests in the City.

9.2 This by-law may be referred to as the "Old East Village Business Improvement Area By-law".

4. Part 5 of By-law CP-1 is amended by deleting the heading and replacing it with "10.0 Repeal – Enactment" and by renumbering section 5.1 to "10.1".

5. By-law CP-1 is amended by deleting Schedule 'A' in its entirety and replacing it with Schedule A attached to this By-law.

6. This by-law comes into force and effect on the day it is passed.

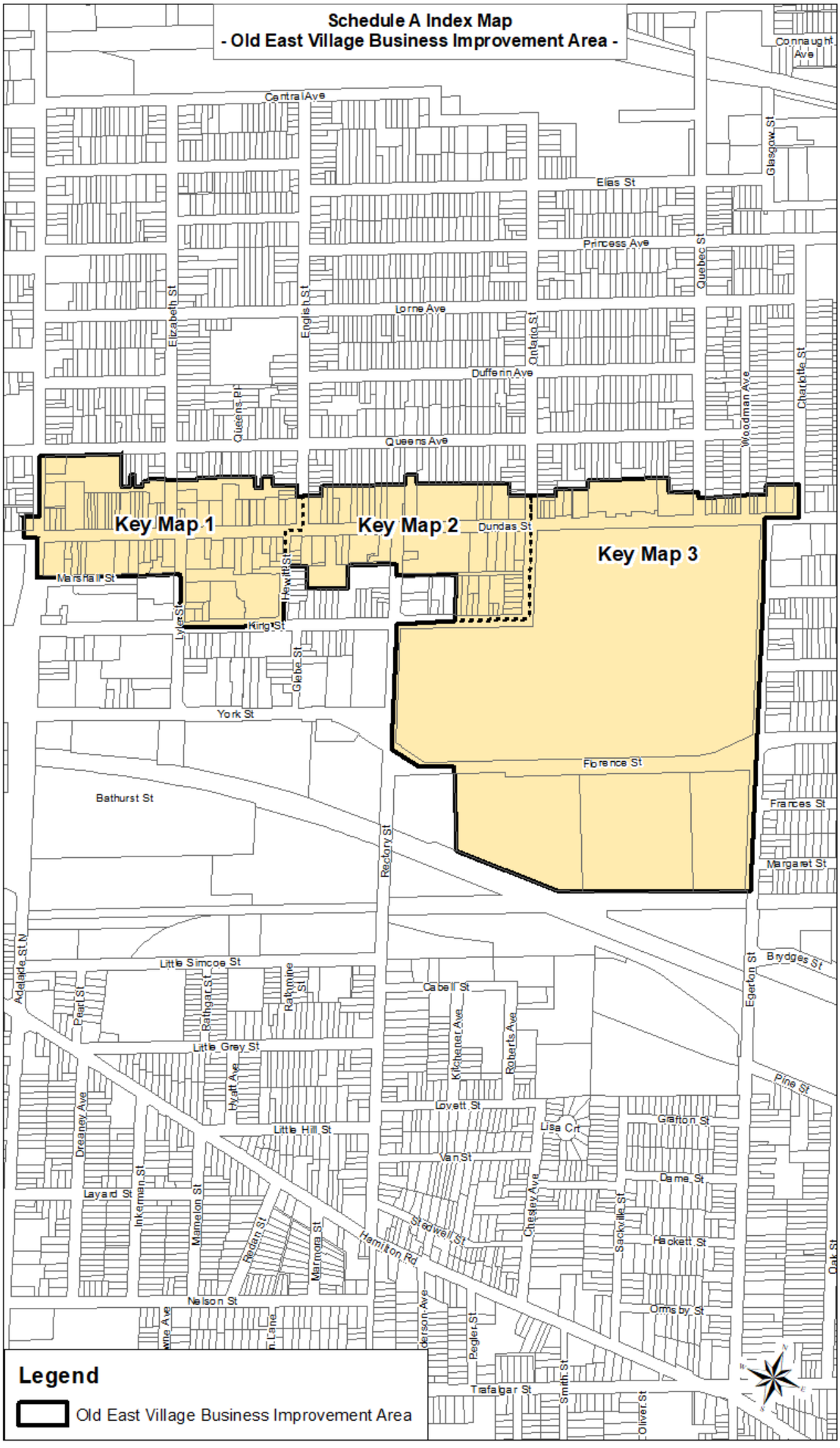
PASSED in Open Council October 2, 2018.

Matt Brown
Mayor

Catherine Saunders
City Clerk

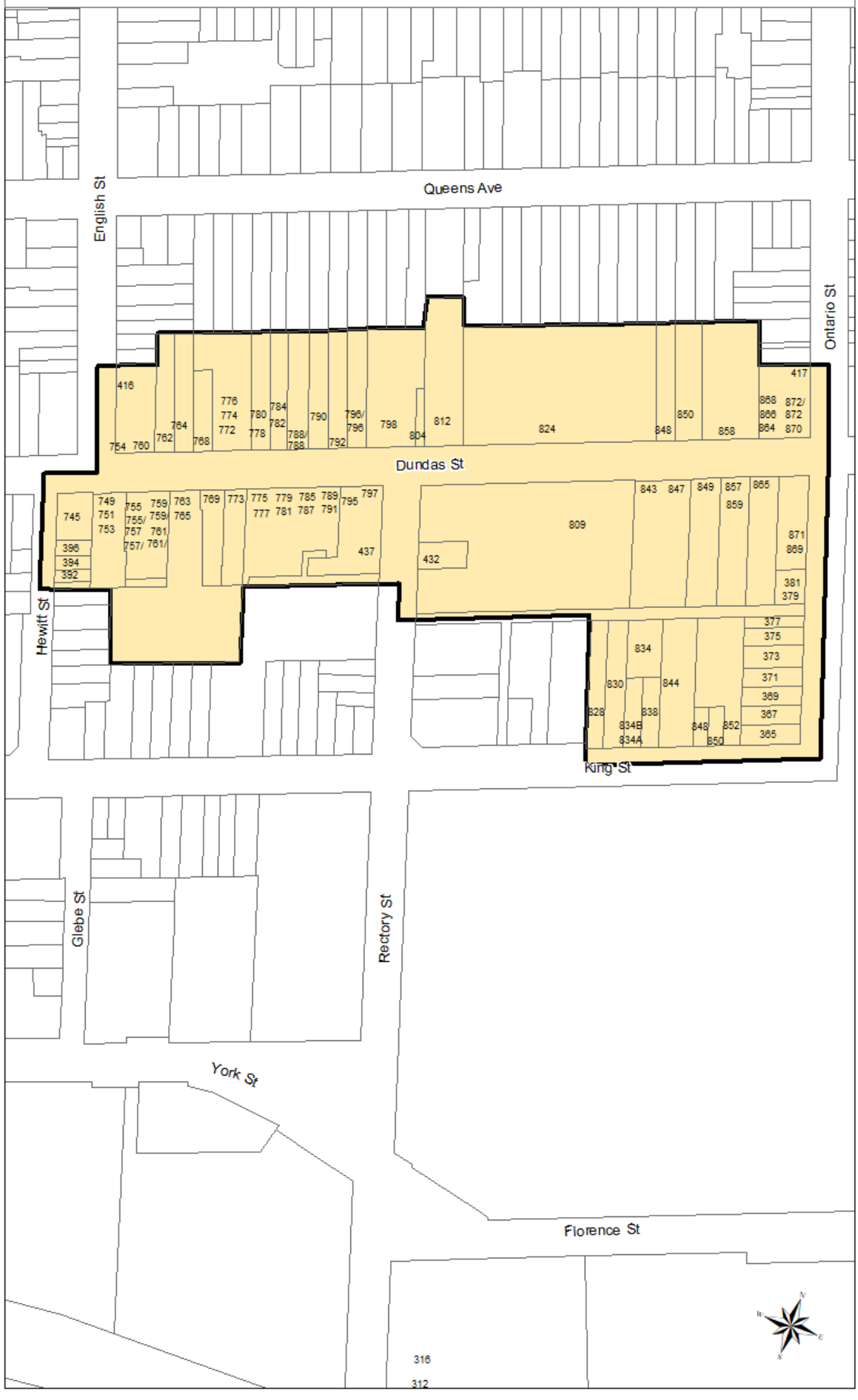
First reading – October 2, 2018
Second reading – October 2, 2018
Third reading – October 2, 2018

Schedule A – Old East Village Business Improvement Area

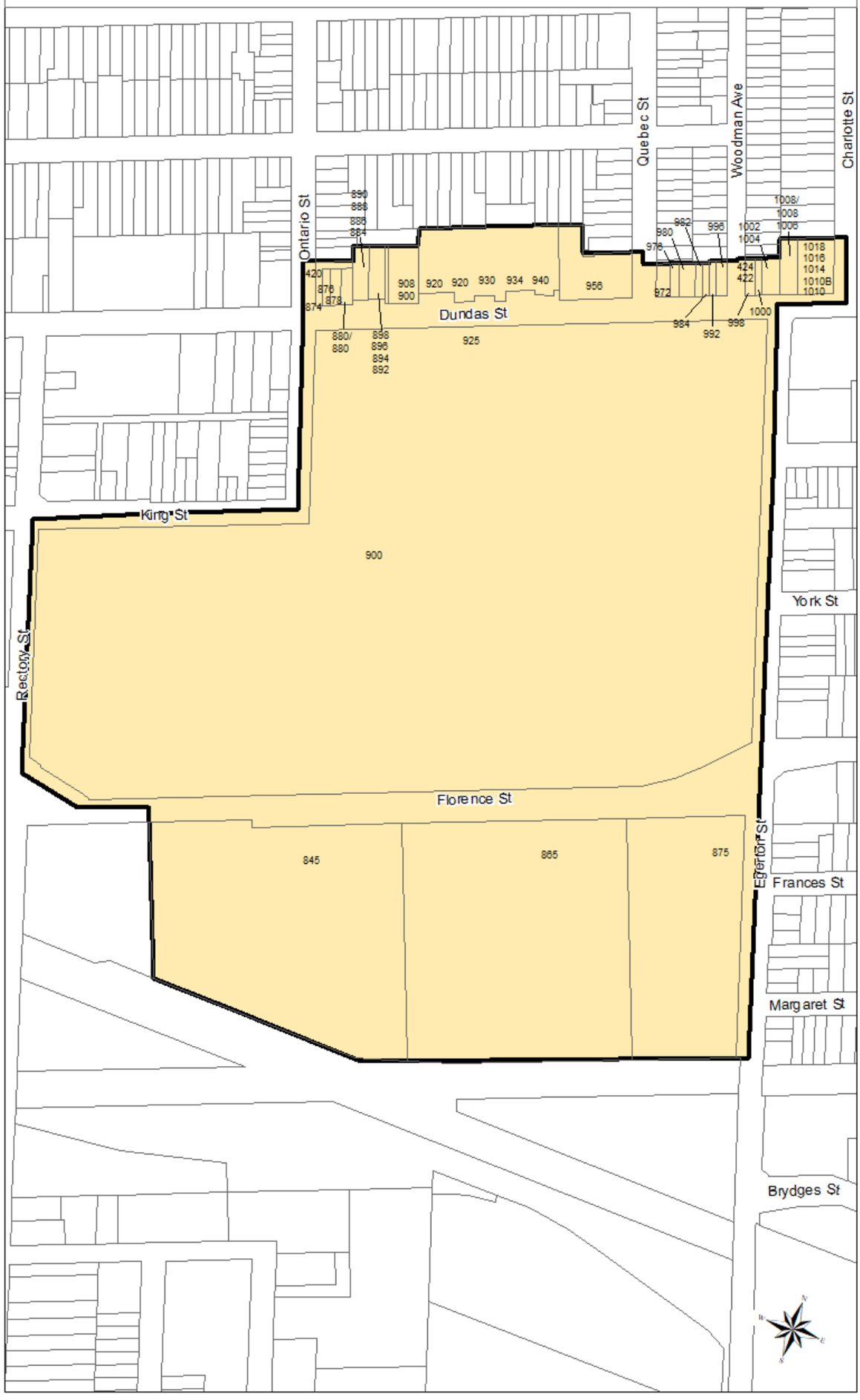


Schedule A - Old East Village Business Improvement Area *Key Map 1*

Schedule A - Old East Village Business Improvement Area *Key Map 2*



Schedule A - Old East Village Business Improvement Area *Key Map 3*



Bill No.570
2018

By-law No.C.P.-____-___

A by-law to designate an area as an improvement area and to establish the board of management for the purpose of managing the Hamilton Road Business Improvement Area.

WHEREAS subsection 5(3) of the *Municipal Act, 2001*, S.O. 2001, c. 25 as amended provides that a municipal power shall be exercised by by-law;

AND WHEREAS section 9 of the *Municipal Act, 2001* provides that a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority under this or any other Act;

AND WHEREAS subsection 10(1) of the *Municipal Act, 2001* provides that a municipality may provide any service or thing that the municipality considers necessary or desirable for the public;

AND WHEREAS subsection 10(2) of the *Municipal Act, 2001* provides that a municipality may pass by-laws respecting: in paragraph 1, Governance structure of the municipality and its local boards; paragraph 2, Accountability and transparency of the municipality and its operations and of its local boards and their operations; paragraph 3, Financial Management of the municipality and its local boards; in paragraph 7, Services and things that the municipality is authorized to provide under subsection (1);

AND WHEREAS subsection 204(1) of the *Municipal Act, 2001* provides a local municipality may designate an area as an improvement area and may establish a board of management,

(a) To oversee the improvement, beautification and maintenance of municipally-owned land, buildings and structures in the area beyond that provided at the expense of the municipality generally; and
(b) To promote the area as a business or shopping area.

AND WHEREAS Section 208 of the Municipal Act, 2001 provides that a local municipality shall annually raise the amount required for the purposes of a board of management, including any interest payable by the municipality on money borrowed by it for the purposes of the board of management;

AND WHEREAS subsection 208(2) of the Municipal Act, 2001 provides that a municipality may establish a special charge for the amount to be raised by levy upon rateable property in the improvement area that is in a prescribed business property class;

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

1.0 Definitions

1.1 For the purpose of this by-law,

"**Board of Management**" means the corporation established under this by-law under the name The Hamilton Road Business Improvement Area Board of Management;

"Hamilton Road Business Improvement Area" means the area as described in section 2.1.

"City" means The Corporation of the City of London;

"Council" means the Council of the City;

"Member" means the persons who are assessed, on the last returned assessment roll, with respect to rateable property in the area that is in a prescribed business property class and tenants of such property.

2.0 Designation of the Business Improvement Area

2.1 The area comprising those lands in the City of London indicated within the boundary shown on Schedule "A" attached to this by-law being described as all of the properties abutting the north and south sides of Hamilton Road, from Burwell Street to Meadowlily Road, known municipally as:

1 to 972, inclusive, 985, 987, 993, 995, 999, 1001, 1003, 1005, 1015, 1017, 1019, 1021, 1023, 1031 Hamilton Road
453 Bathurst Street
245, 265 Maitland Street
485, 495, 504, 506, 508, 511, 513 Horton Street East
215, 219, 221 William Street
580 Grey Street
658 Little Grey Street
170 Adelaide Street North
169 Dreaney Avenue
135 Inkerman Street
96, 109 Rectory Street
22 Pegler Street
209 Egerton Street
10 Elm Street
152 Pine Lawn Avenue

3.0 Board of Management Established

3.1 A Board of Management is established under the name The Hamilton Road Business Improvement Area Board of Management.

3.2 The Board of Management is a corporation.

3.3 The Board of Management is a local board of the City for all purposes.

3.4 The objects of the Board of Management are:

(a) to oversee the improvement, beautification and maintenance of municipally-owned land, buildings and structures in the area beyond that provided at the expense of the municipality generally; and

(b) to promote the area as a business or shopping area.

3.5 The Board of Management is not authorized to:

(a) acquire or hold an interest in real property; or

(b) to incur obligations or spend money except in accordance with section 6.

3.6 The head office for the Board of Management shall be located in the City of London.

4.0 Board Composition

4.1 The Board of Management shall consist of twelve (12) directors as follows:

(a) at least one director appointed by Council; and

(b) the remaining directors selected by a vote of the Members and then appointed by Council.

4.2 Council may refuse to appoint a Member selected under section 4.1(b) in which case Council may:

(a) leave the position vacant; or

(b) direct that a meeting of the Members be held to select another candidate for Council's consideration.

4.3 Directors shall serve for a term that is the same as the term of the Council that appoints them or until their successors are appointed.

4.4 The seat of a director becomes vacant if a director is absent from the meeting(s) of the Board of Management for three consecutive meetings without being authorized to do so by a resolution of Council.

4.5 If the seat of a director becomes vacant for any reason, the Council may fill the vacancy for the remainder of the vacant director's term.

4.6 A director may be reappointed to the Board of Management.

4.7 Council may, by a resolution passed by a majority of its members, remove a director at any time.

4.8 Directors shall serve without remuneration.

5.0 Board Procedures

5.1 Council may pass by-laws governing the Board of Management and the affairs of the Board of Management and the Board of Management shall comply with such by-laws.

5.2 By-laws passed by the Board of Management must not conflict with City by-laws passed under section 5.1.

5.3 The Board of Management shall pass by-laws governing its proceedings, the calling and conduct of meetings, and the keeping of its minutes, records and decisions consistent with any requirements set out in a by-law of the City.

5.4 A majority of the directors constitutes a quorum at any meeting of the Board of Management.

5.5 Despite any vacancy among the directors, a quorum of directors may exercise the powers of the Board of Management.

5.6 A director has only one vote.

5.7 The meetings of the Board of Management and the meetings of the Members shall be open to the public and only those persons that the Board of Management considers to have engaged in improper conduct at a meeting may be excluded from the meeting.

5.8 The Board of Management may close a meeting, or a part of the meeting to the

public only in accordance with section 239 of the *Municipal Act, 2001*.

5.9 (1) The Board of Management shall hold at least ten (10) meetings during each fiscal year and the interval between one meeting and the next shall not exceed sixty (60) days.

(2) A majority of directors may requisition a special meeting of the Board of Management by serving a copy of the requisition on the chair or vice-chair of the Board of Management.

(3) The chair of the Board of Management may call a special meeting of the Board of Management at any time whether or not he or she has received a requisition under subsection (2).

5.10 (1) The Board of Management shall elect from its directors a chair and vice-chair.

(2) The chair and vice-chair are eligible for re-election.

5.11 (1) The Board of Management shall appoint a secretary who shall:

(a) give notice of the meetings of the Board of Management;

(b) keep all minutes of meetings and proceedings of the Board of Management;

(c) record without note or comment all resolutions, decisions and other proceedings at a meeting of the Board of Management whether it is closed to the public or not; and

(d) perform such duties, in addition to those set out in clauses (a), (b) and (c) as the Board of Management may from time to time direct.

5.12 (1) The Board of Management may appoint such committees as it determines necessary to conduct the business of the Board of Management .

(2) Each committee appointed shall be composed of not fewer than three (3) directors of the Board of Management and shall perform such duties and undertake such responsibilities as the Board of Management specifies and shall report only to the Board of Management.

(3) Any director may be the chair or vice-chair of a committee.

5.13 The *Municipal Conflict of Interest Act, R.S.O. 1990, c. M.50* applies to the directors and Members.

5.14 Council may designate an appointed official of the City who shall have the right to attend meetings of the Board of Management and its committees and to participate in their deliberations but is not entitled to vote, be the chair or vice-chair or act as the presiding officer at a meeting.

5.15 The Board of Management shall comply with all applicable provisions of the *Municipal Act, 2001* including, but not limited to, those relating to business improvement areas, meetings, records, remuneration and expenses, the development of policies and procedures and financial administration.

6.0 Financial

6.1 (1) The Board of Management shall prepare and submit to the Council annually a budget of its estimated revenues and expenditures by the date and in such form and detail as required by the City Treasurer.

(2) The Board of Management shall hold a meeting of the Members for discussion of the budget.

(3) Prior to submitting the budget to the Council, the Board of Management shall hold a meeting of the Members for discussion of the budget.

(4) Council may approve the budget in whole or in part and may make such changes to it as Council considers appropriate, but Council may not add expenditures to it.

6.2 The Board of Management shall not:

(a) spend any money unless it is included in the budget approved by the Council or in a reserve fund established by the Council under section 417 of the *Municipal Act, 2001*;

(b) incur any indebtedness extending beyond the current year without the prior approval of the Council; or

(c) borrow money.

6.3 The fiscal year of the Board of Management is the same as the fiscal year of the City.

6.4 The accounts and transactions of the Board of Management shall be audited annually by the auditor of the City.

6.5 The Board of Management shall prepare and submit to Council, not later than March 31st each year an annual report for the preceding year which shall include the audited financial statements.

6.6 The Board of Management shall provide the City Treasurer with such financial information as the City Treasurer may require.

6.7 (1) The Board of Management shall keep proper books of account and accounting records with respect to all financial and other transactions of the Board of Management, including, and without limiting the generality of the foregoing:

(a) records of all sums of money received from any source whatsoever and disbursed in any manner whatsoever; and

(b) records of all matters with respect to which receipts and disbursements take place in consequence of the maintenance, operation and management of the Board of Management.

(2) The Board of Management shall keep or cause to be kept and maintained all such books of accounts and accounting records as the City Treasurer may require.

6.8 The Board of Management shall make all of its books and records available at all times to such persons as the City Treasurer may require and shall provide certified true copies of such minutes, documents, books, records or any other writing as the City Treasurer may require.

6.9 (1) Council may require the Board of Management:

(a) to provide information, records, accounts, agendas, notices or any paper or writing; and

(b) to make a report on any matter, as Council determines, relating to the carrying out of the purposes and objects of the Board of Management.

(2) The Board of Management shall:

(a) file with the City Treasurer all such information records, accounts, agendas, notices, paper and all other materials as the City Treasurer may require; and

(b) make such reports within the time specified by the City Treasurer and containing such content as the City Treasurer may require.

6.10 (1) The Board of Management shall from time to time provide the City Treasurer as requested with statements of:

(a) revenues and expenditures;

(b) profit and loss; and

(c) such financial matters or operating expenditures as the City Treasurer may require.

(2) The statements referred to in subsection (1) shall be in such form as the City may require.

6.11 (1) The City is entitled to receive any profits resulting from the operations of the Board of Management and is responsible for any losses incurred by the Board of Management.

(2) Council may determine what constitutes profits for the purpose of subsection (1).

6.12 (1) Upon dissolution of the Board of Management, the assets and liabilities of the Board of Management become the assets and liabilities of the City.

(2) If the liabilities assumed under subsection (1) exceed the assets assumed, the Council may recover the difference by imposing a charge on all rateable property in the former improvement area that is in a prescribed business property class.

7.0 Indemnification & Insurance

7.1 (1) Subject to subsection (2), every director or officer of the Board of Management and his or her heirs, executors, administrators and other legal personal representatives may from time to time be indemnified and saved harmless by the Board of Management from and against,

(a) any liability and all costs, charges and expenses that he or she sustains or incurs in respect of any action, suit or proceeding that is proposed or commenced against him or her for or in respect of anything done or permitted by him or her in respect of the execution of the duties of his or her office; and

(b) all other costs, charged and expenses that he or she sustains or incurs in respect to the affairs of the Board of Management.

(2) No director or officer of the Board of Management shall be indemnified by the Board of Management in respect of any liability, costs, charges or expenses that he or she sustains or incurs in or about any action, suit or other proceeding as a result of which he or she is adjudged to be in breach of any duty or

responsibility imposed upon him or her under any Act unless, in an action brought against him or her in his or her capacity as director or officer, he or she has achieved complete or substantial success as a defendant.

(3) The Board of Management may purchase and maintain insurance for the benefit of a director or officer thereof, except insurance against a liability, cost, charge or expense of the director or officer incurred as a result of his or her failure to exercise the powers and discharge the duties of his or her office honestly, in good faith and in the best interests of the Board of Management, exercising in connection therewith the degree of care, diligence and skill that a reasonably prudent person would exercise in comparable circumstances.

7.2 The Board of Management shall obtain and maintain at all times insurance coverage in a form acceptable to the City of the types and amounts appropriate for a Board of Management of its size and business type which coverage shall include the City with respect to any loss, claims or demands made against the Board of Management.

8.0 Meetings of Members

8.1 The Board of Management shall call at least one (1) meeting of the Members in each calendar year.

8.2 Notice for all Members' meetings shall be:

(a) Sent by prepaid mail to each Member not less than 15 days prior to the meeting. Notice shall be mailed to the address last provided by the Member to the Board of Management or, where no address is provided, to the property address of the owner(s) indicated on the last municipal assessment roll; or

(b) Delivered personally to each Member.

8.3 Notice of a meeting of the Members shall include an agenda.

8.4 Each Member has one vote regardless of the number of properties that the Member may own or lease.

8.5 A Member that is a corporation may nominate in writing one individual to vote on its behalf.

8.6 A majority of the Members constitutes a quorum at any meeting of the Members.

8.7 The Board of Management has the authority to call any special meeting of the Members it deems necessary.

9.0 General

9.1 Council may by by-law dissolve the Board of Management and any property of the Board of Management remaining after its debts have been paid vests in the City.

9.2 This by-law may be referred to as the "Hamilton Road Business Improvement Area Board of Management By-law".

This by-law comes into force and effect on the day it is passed.

PASSED in Open Council October 2, 2018.

Matt Brown
Mayor

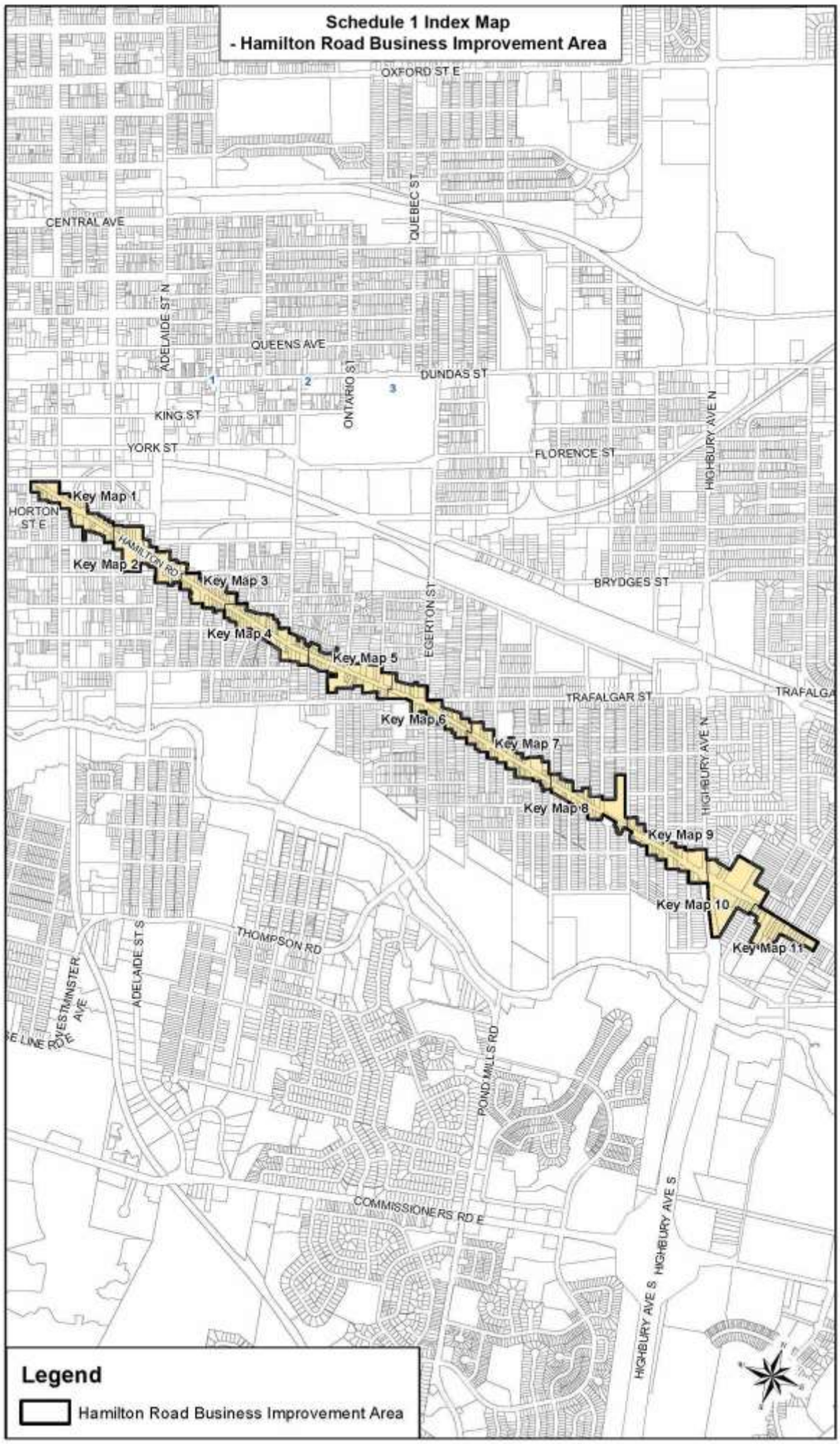
Catherine Saunders
City Clerk

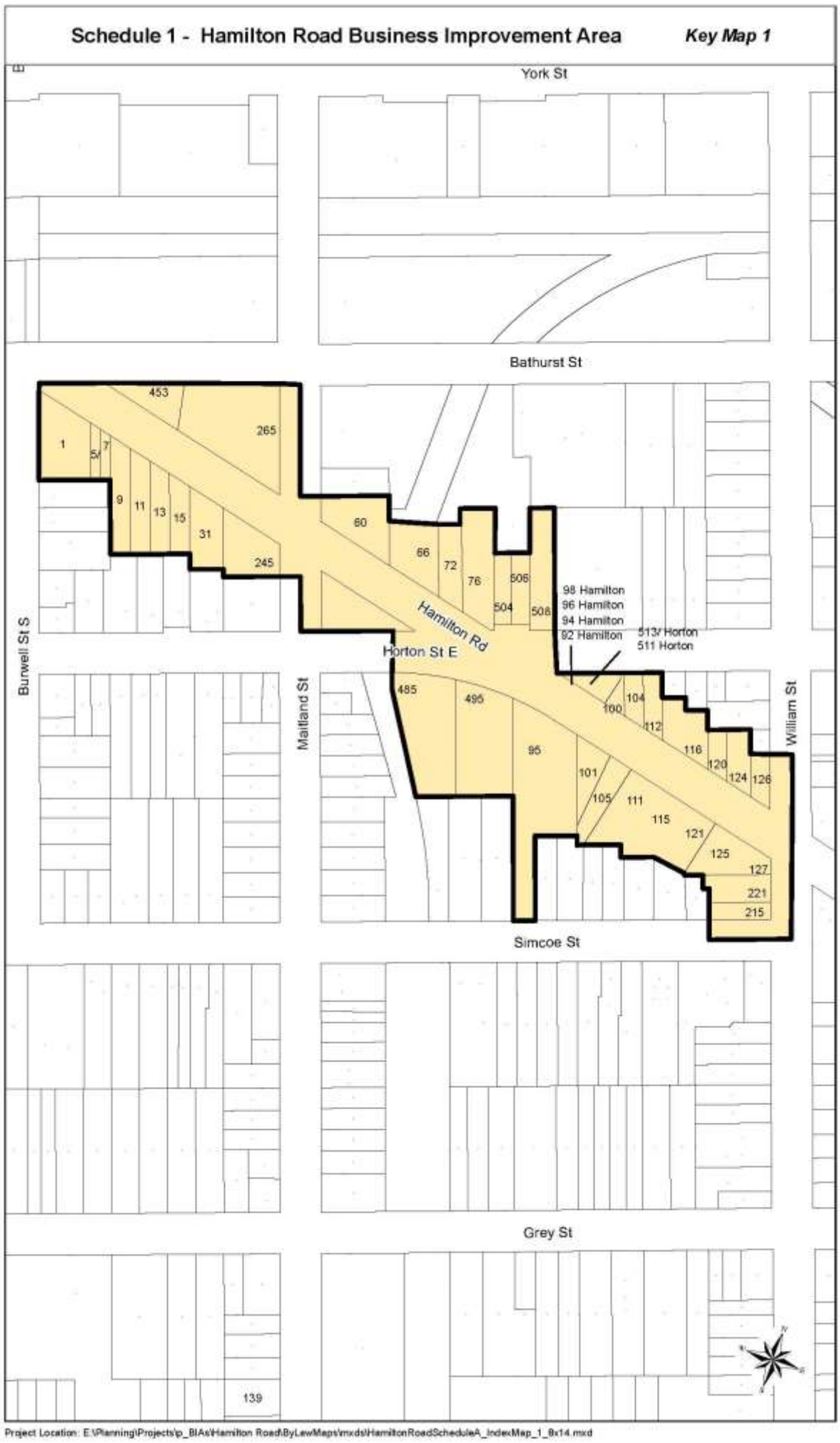
First reading – October 2, 2018
Second reading – October 2, 2018
Third reading – October 2, 2018

Schedule ‘1’
Hamilton Road Business Improvement Area

Being described as all of the properties abutting the north and south sides of Hamilton Road, from Burwell Street to Meadowlily Road, known municipally as:

1 to 972, inclusive, 985, 987, 993, 995, 999, 1001, 1003, 1005, 1015, 1017, 1019, 1021, 1023, 1031 Hamilton Road
453 Bathurst Street
245, 265 Maitland Street
485, 495, 504, 506, 508, 511, 513 Horton Street East
215, 219, 221 William Street
580 Grey Street
658 Little Grey Street
170 Adelaide Street North
169 Dreaney Avenue
135 Inkerman Street
96, 109 Rectory Street
22 Pegler Street
209 Egerton Street
10 Elm Street
152 Pine Lawn Avenue


Schedule 1 Index Map
- Hamilton Road Business Improvement Area
OXFORD ST E
CENTRAL AVE
QUEBEC ST
ADELAIDE ST N
QUEENS AVE
ONTARIO ST
DUNDAS ST
KING ST
YORK ST
FLORENCE ST
HIGHBURY AVE N
HORTON ST E
HAMILTON RD
Key Map 1
Key Map 2
Key Map 3
Key Map 4
Key Map 5
Key Map 6
Key Map 7
Key Map 8
Key Map 9
Key Map 10
Key Map 11
BRYDGES ST
EGERTON ST
TRAFALGAR ST
THOMPSON RD
ADELAIDE ST S
WESTMINSTER AVE
POND MILLS RD
COMMISSIONERS RD E
HIGHBURY AVE S
Legend
Hamilton Road Business Improvement Area


Schedule 1 - Hamilton Road Business Improvement Area
Key Map 1
York St
Bathurst St
Burwell St S
Maitland St
William St
Horton St E
Hamilton Rd
Simcoe St
Grey St
453
265
1
5
7
9
11
13
15
31
245
60
66
72
76
506
504
508
98 Hamilton
96 Hamilton
94 Hamilton
92 Hamilton
513 Horton
511 Horton
485
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95
100
104
112
116
120
124
126
101
105
111
115
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221
215
139
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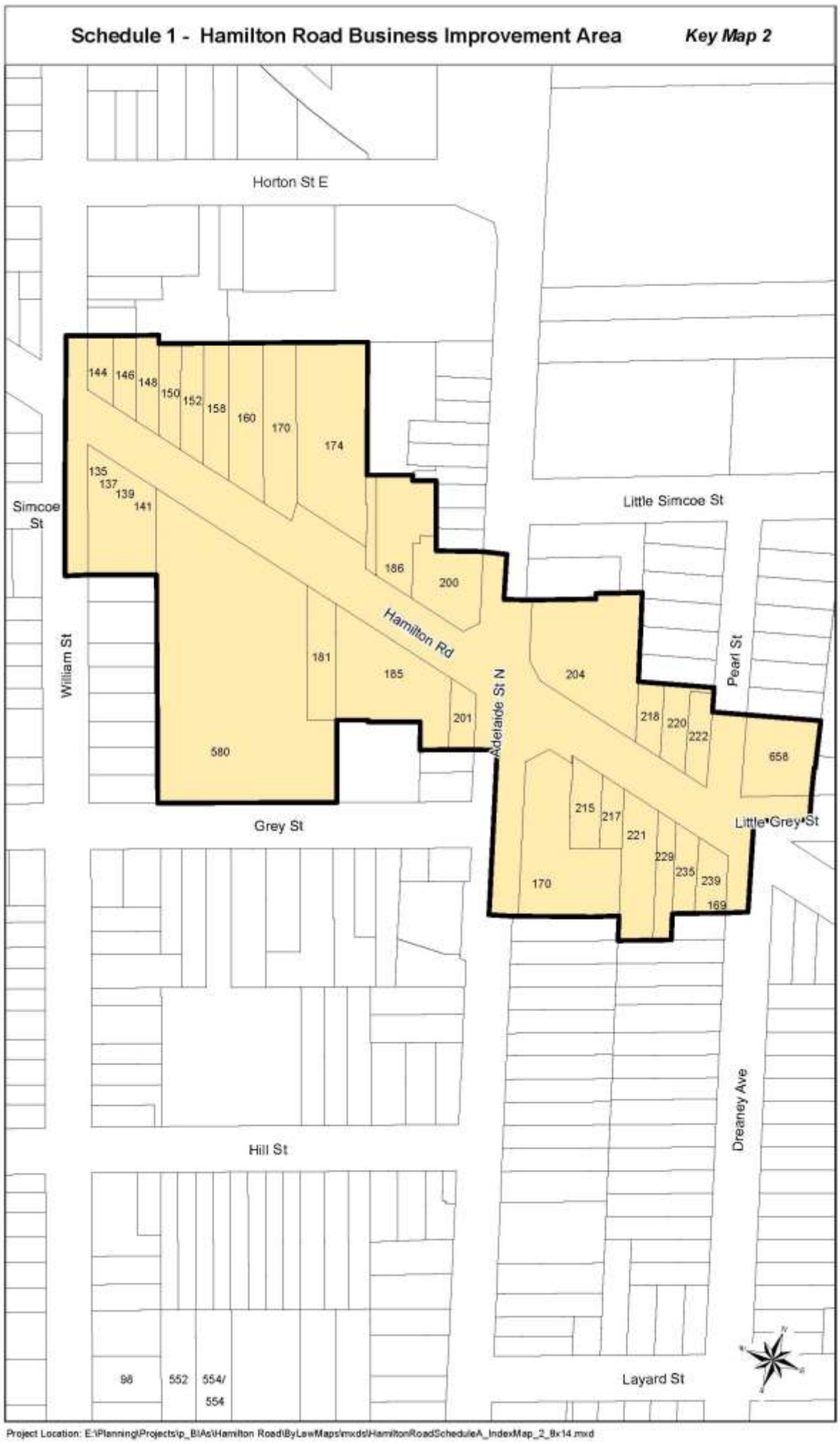
Schedule 1 - Hamilton Road Business Improvement Area
Key Map 2
Horton St E
Little Simcoe St
Simcoe St
William St
Hamilton Rd
Adelaide St N
Pearl St
Grey St
Little Grey St
Hill St
Dreaney Ave
Layard St
144
146
148
150
152
158
160
170
174
135
137
139
141
186
200
181
185
201
204
218
220
222
658
580
215
217
221
229
235
239
169
170
98
552
554/
554
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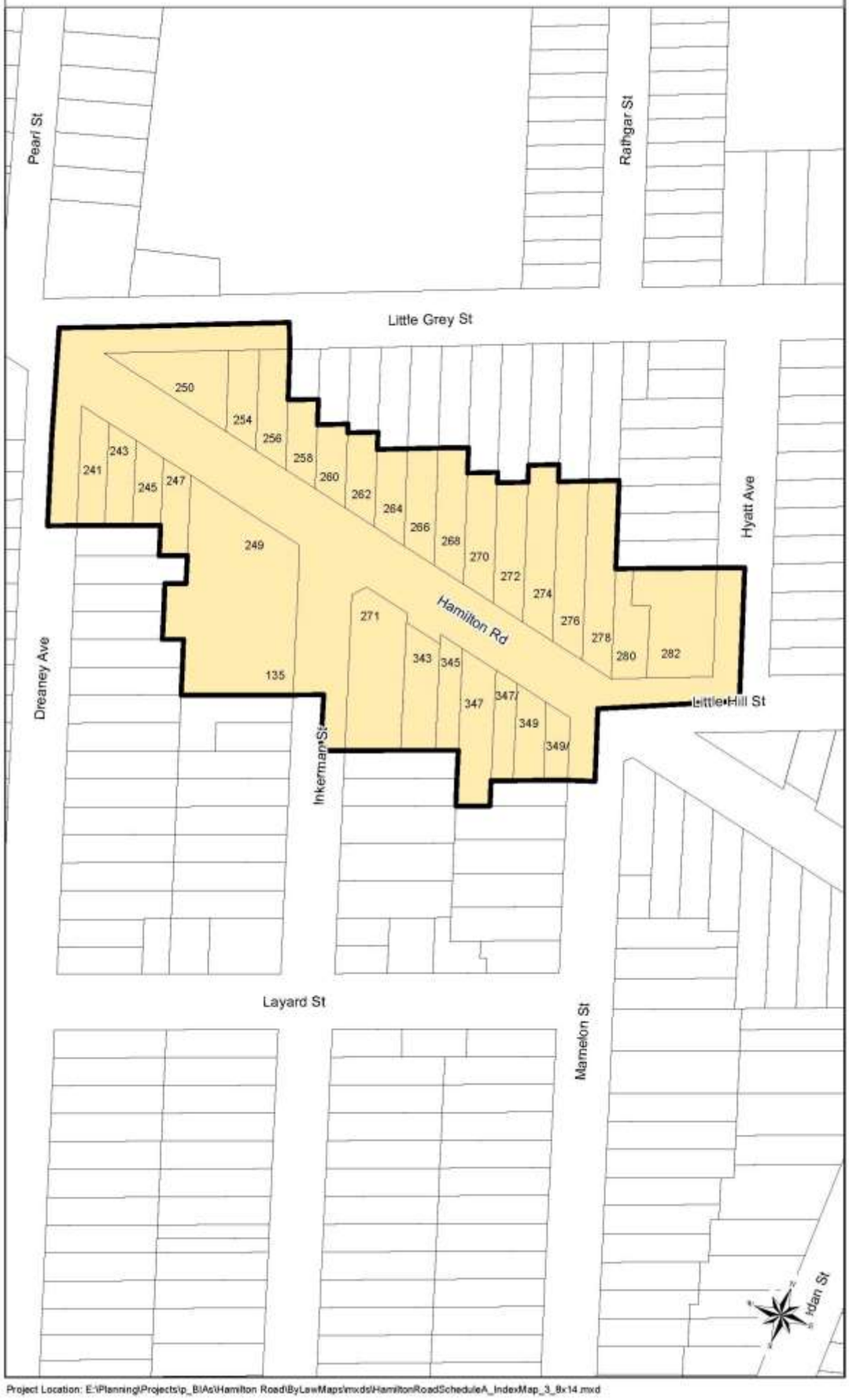
Schedule 1 - Hamilton Road Business Improvement Area

Key Map 3



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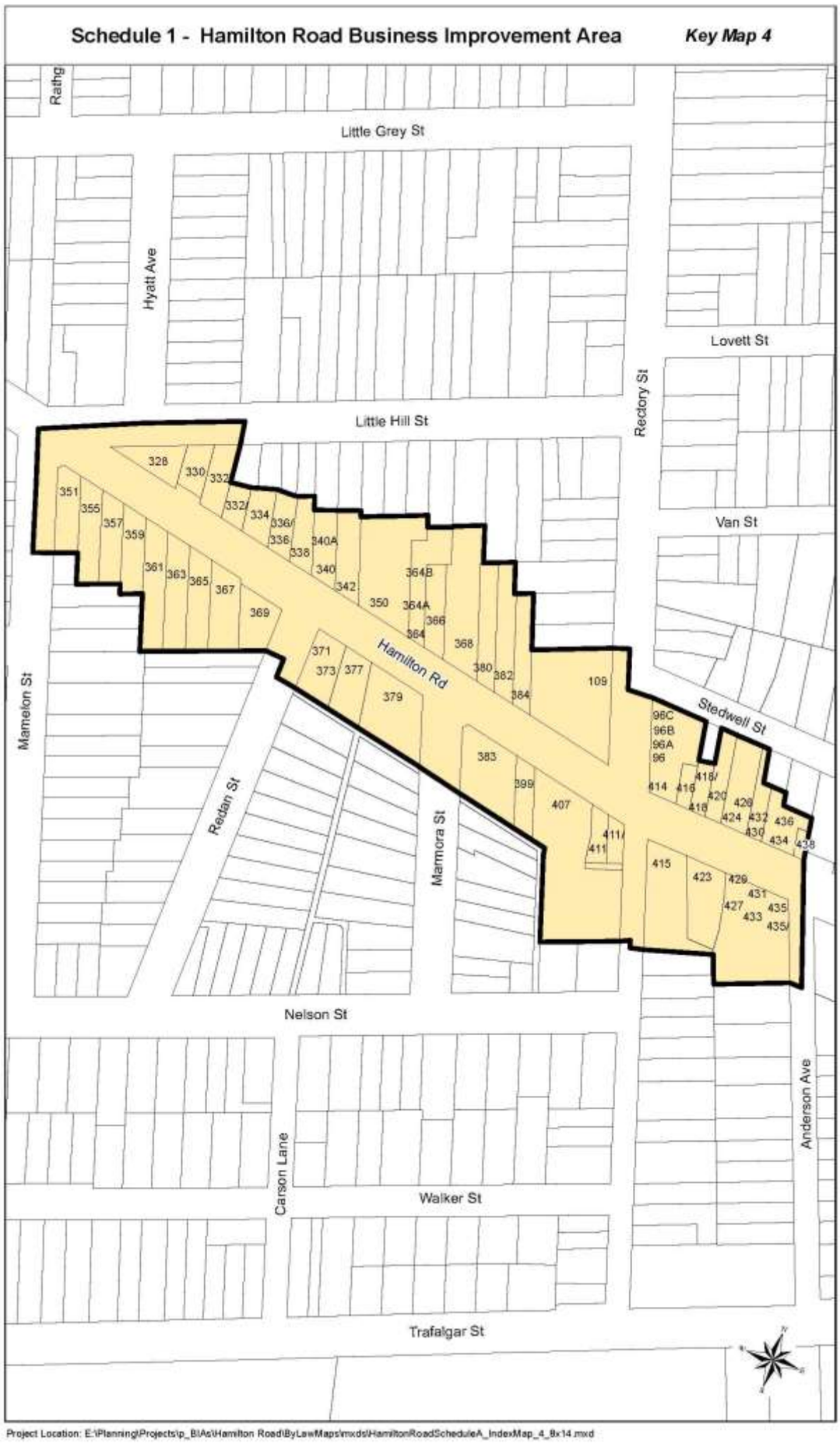

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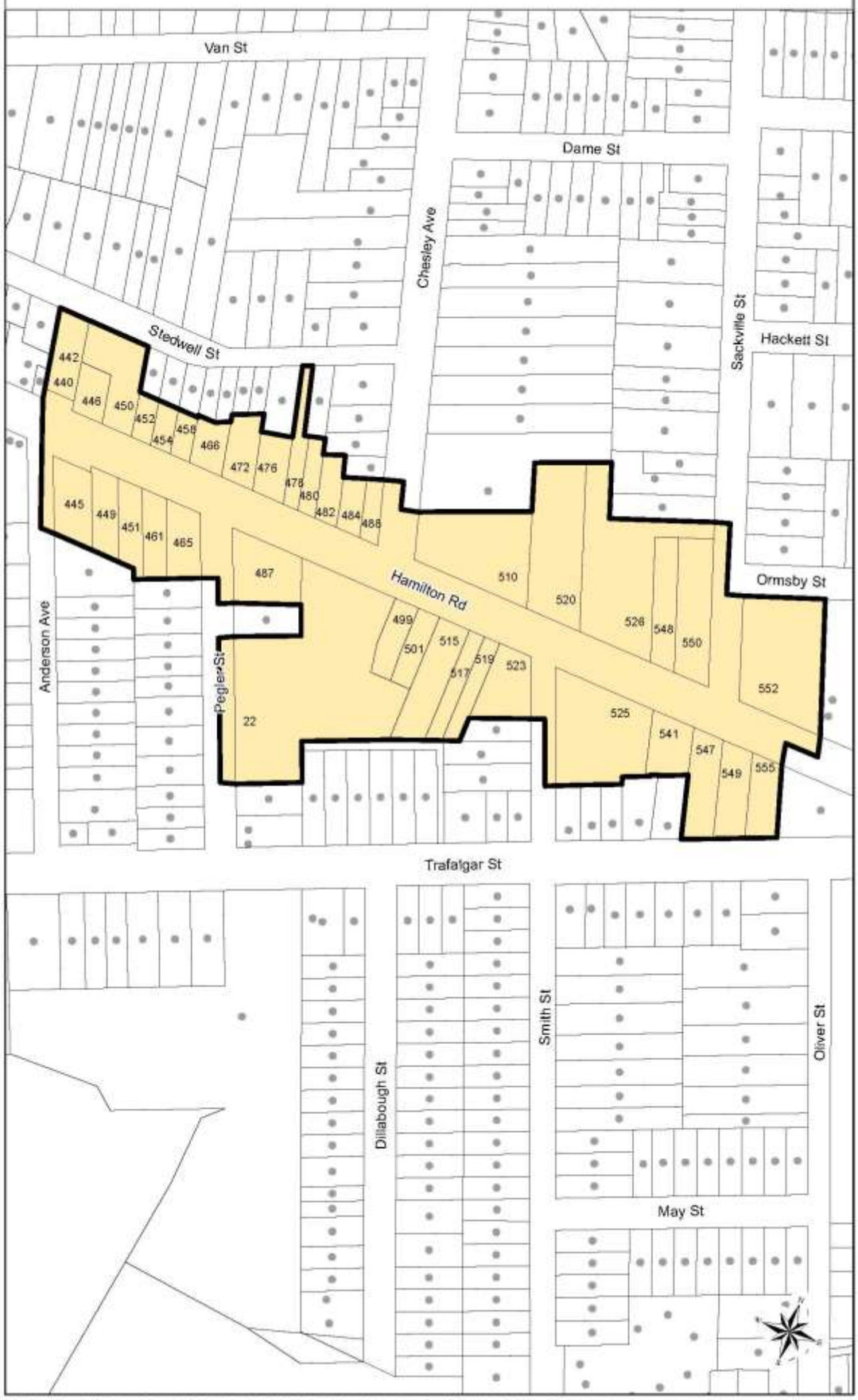
Schedule 1 - Hamilton Road Business Improvement Area *Key Map 5*



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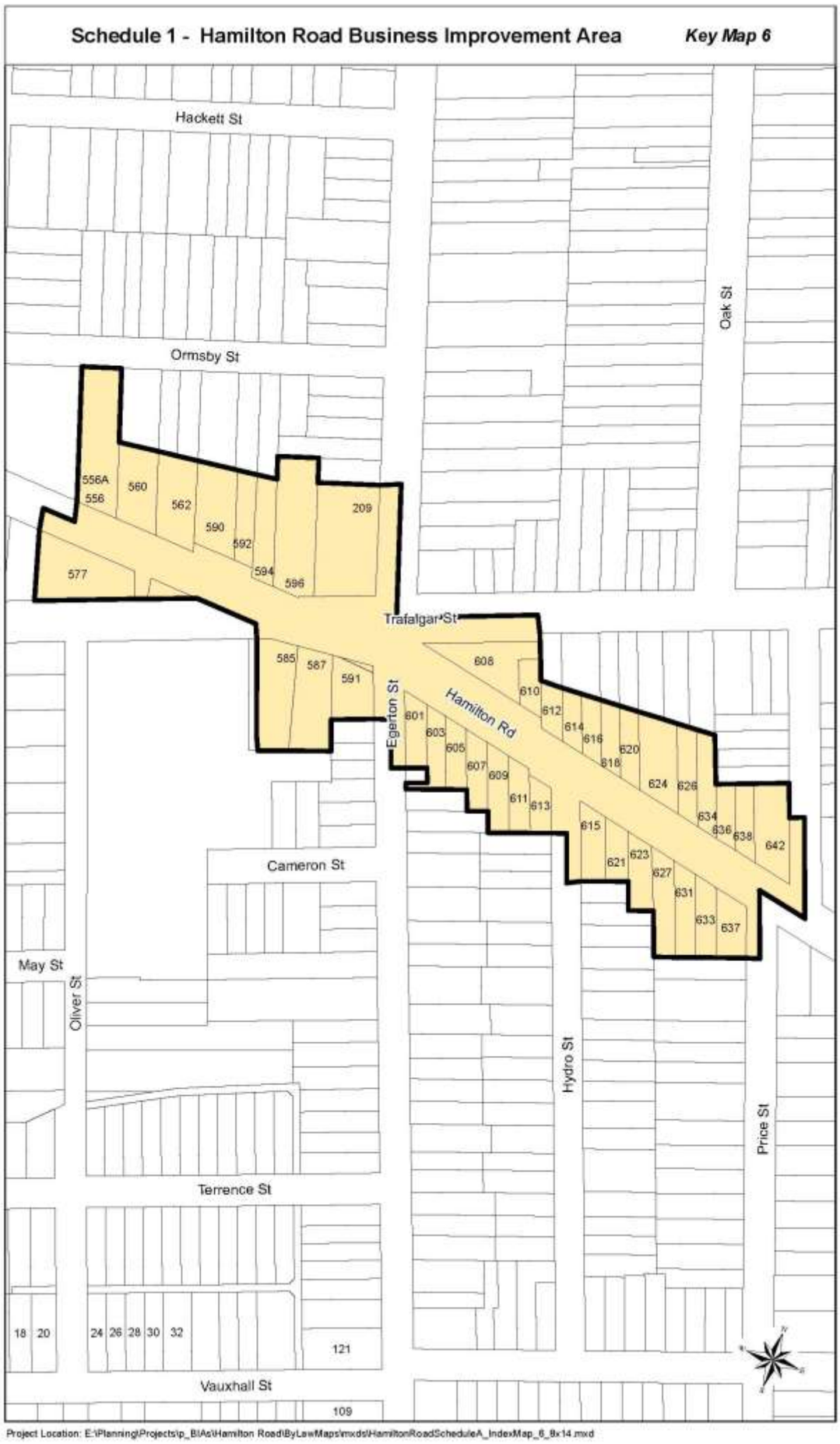
Schedule 1 - Hamilton Road Business Improvement Area
Key Map 6
Hackett St
Ormsby St
Oak St
556A
556
560
562
590
592
594
596
209
577
Trafalgar St
585
587
591
608
610
612
614
616
618
620
624
626
634
636
638
642
Egerton St
Hamilton Rd
601
603
605
607
609
611
613
615
621
623
627
631
633
637
Cameron St
May St
Oliver St
Hydro St
Price St
Terrence St
18
20
24
26
28
30
32
121
Vauxhall St
109
N
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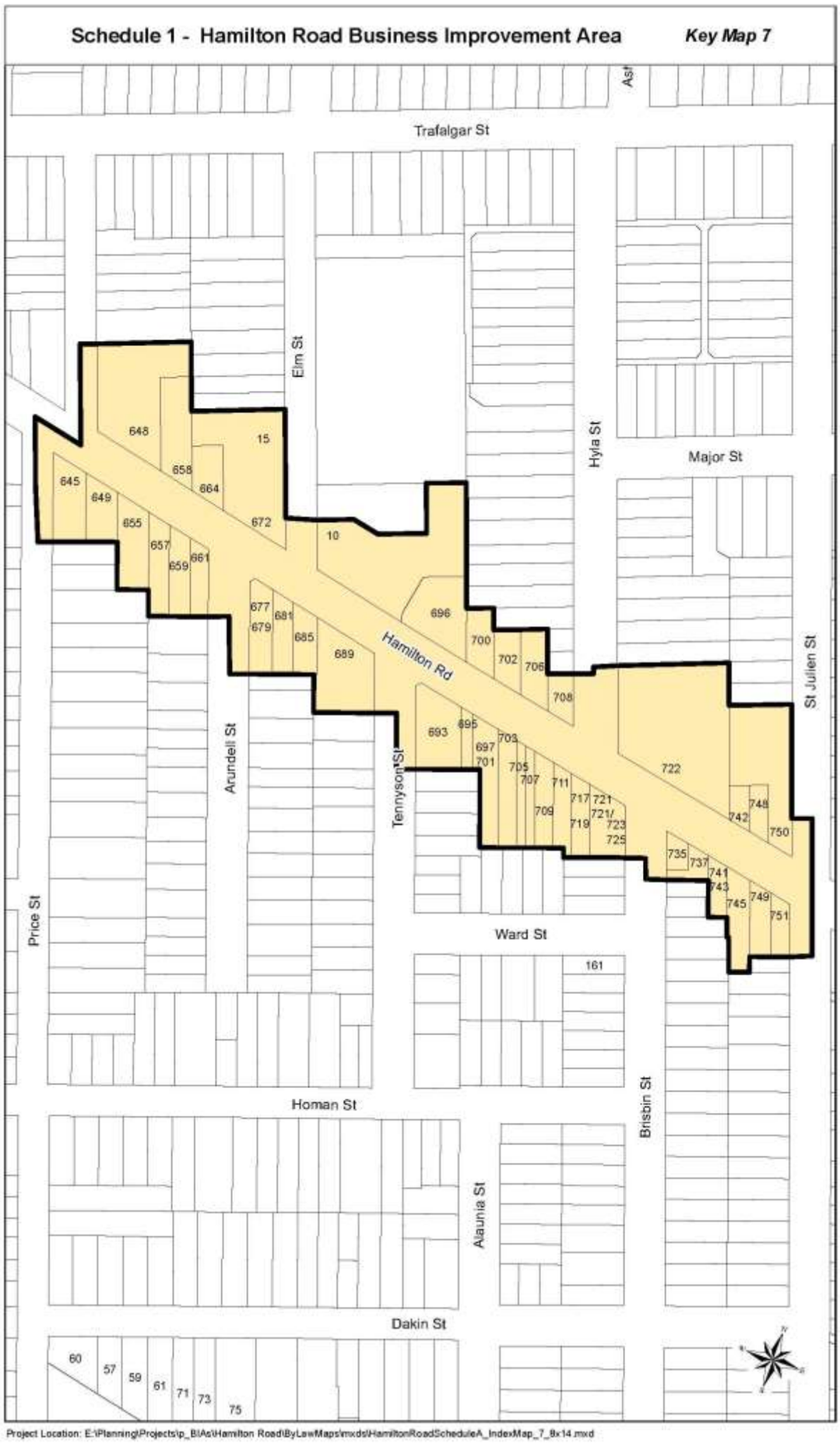
Schedule 1 - Hamilton Road Business Improvement Area
Key Map 7
Trafalgar St
Elm St
Hyla St
Major St
St Julien St
Hamilton Rd
Arundell St
Tennyson St
Price St
Ward St
Homan St
Brisbin St
Alaunia St
Dakin St
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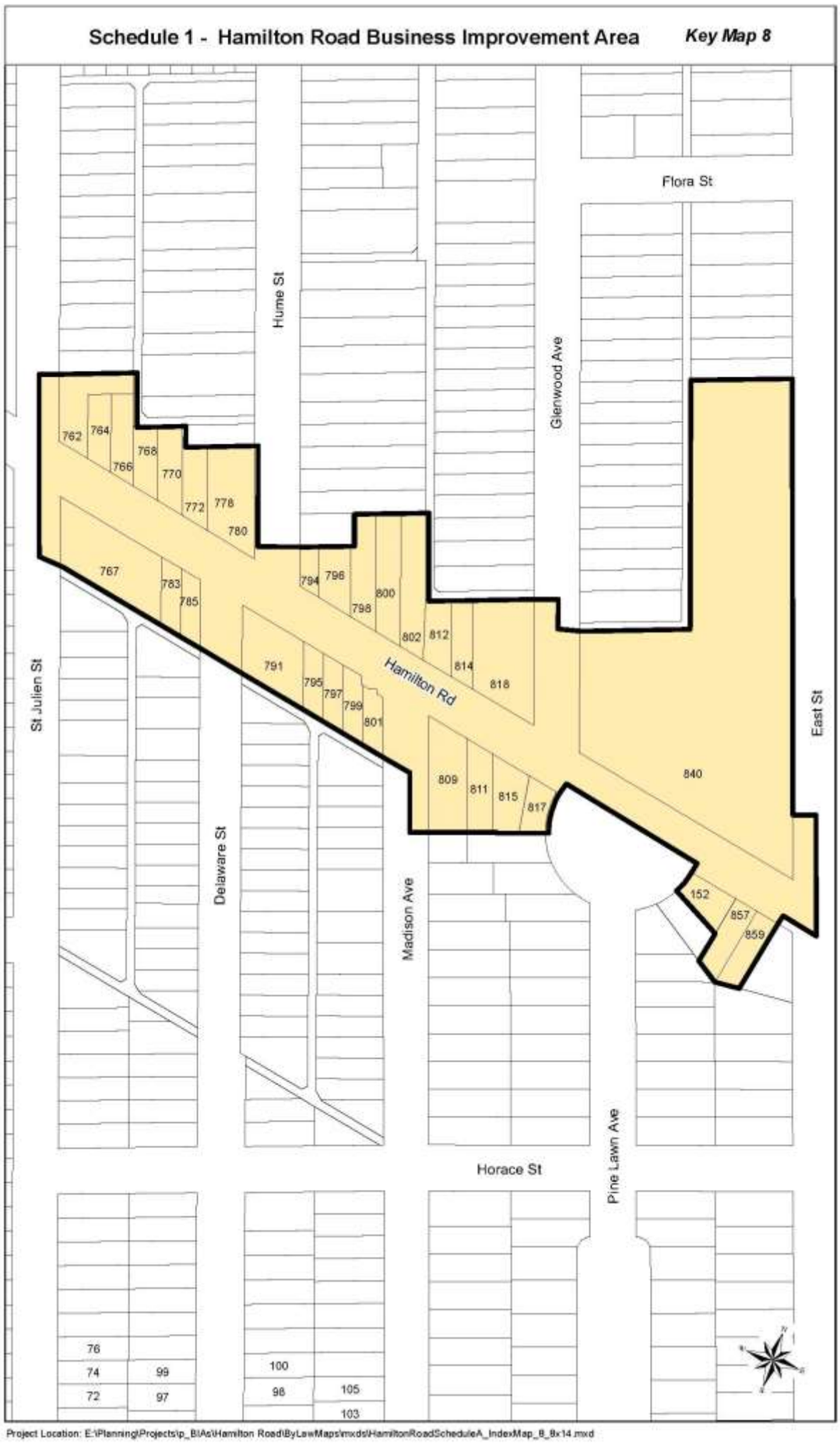
Schedule 1 - Hamilton Road Business Improvement Area
Key Map 8
Flora St
Hume St
Glenwood Ave
St Julien St
Hamilton Rd
East St
Delaware St
Madison Ave
Horace St
Pine Lawn Ave
762
764
766
768
770
772
778
780
767
783
785
794
796
798
800
802
812
814
818
791
795
797
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811
815
817
840
152
857
859
76
74
72
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97
100
98
105
103
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Schedule 1 - Hamilton Road Business Improvement Area Key Map 9
Gould St
Giles St
Magee St
Calvin St
Highbury Ave N
East St
Sanders St
Hamilton Rd
Elgin St
Hall St
868
866
870
874
876
878
867
873
875
881
885
887
888
890
892
894
896
898
893
895
897
899
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941
943
945
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Schedule 1 - Hamilton Road Business Improvement Area
Key Map 10
Coventry Ave
944
950
960
957
Hamilton Rd
972
959
967
969
971
Hale St
Hall St
Highbury Ave N
Norlan Ave
Power St
935
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Schedule 1 - Hamilton Road Business Improvement Area
Key Map 11
Hale St
Ellsworth Close
Fairmont Ave
Hamilton Rd
985
987
993
995
999
1001
1003
1005
1015
1017
1019
1021
1023
1031
Feren Ave
Meadowlily Rd N
Norlan Ave
Project Location: E:\Planning\Projects\p_BIAs\Hamilton Road\ByLawMaps\mxds\HamiltonRoadScheduleA_IndexMap_11_8x14.mxd

Bill No. 571
2018

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

A by-law to exempt from Part Lot Control lands located on Michael Circle, north of Michael Street, formerly known as 1245 Michael Street, legally described as Blocks 1 and 2 in Registered Plan 33M-745, more accurately described as Parts 1-126 inclusive on Reference Plan 33R- 20211 in the City of London and County of Middlesex.

WHEREAS pursuant to subsection 50(7) of the *Planning Act, R.S.O. 1990, c. P.13,* as amended, and pursuant to the request from Wastell Builders (London) Inc., it is expedient to exempt lands located on Michael Circle, north of Michael Street, formerly known as 1245 Michael Street; being composed of all of Blocks 1 and 2 Plan 33M-745 from Part Lot Control;

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

1. Lands located on Michael Circle, north of Michael Street, formerly known as 1245 Michael Street, being composed of all of Blocks 1 and 2, Plan 33M-745, in the City of London and County of Middlesex, more accurately described as Parts 1 to 126 inclusive on Reference Plan 33R-20211, are hereby exempted from Part Lot Control pursuant to subsection 50(7) of the *Planning Act, R.S.O. 1990, c.P.13*, as amended.

2. This by-law comes into force when it is registered at the Land Registry Office.

PASSED in Open Council on October 2, 2018.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – October 2, 2018
Second Reading – October 2, 2018
Third Reading – October 2, 2018

Bill No.572
2018

By-law No. PS-113-18___

A by-law to amend By-law PS-113 entitled, “A by-law to regulate traffic and the parking of motor vehicles in the City of London.”

WHEREAS subsection 10(2) paragraph 7. Of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended, provides that a municipality may pass by-laws to provide any service or thing that the municipality considers necessary or desirable to the public;

AND WHEREAS subsection 5(3) of the *Municipal Act*, 2001, as amended, provides that a municipal power shall be exercised by by-law;

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

1. **No Parking**

Schedule 2 (No Parking) of the By-law PS-113 is hereby amended by **deleting** the following rows:

Byron Baseline Road	Both	Commissioners Road W	Grand View Avenue	Anytime
East Mile Road	West	Oban Crescent	Riverside Drive	Anytime

Schedule 2 (No Parking) of the By-law PS-113 is hereby amended by **adding** the following rows:

Byron Baseline Road	Both	Wickerson Road	Commissioners Road West	Anytime
Central Avenue	South	A point 45 m east of Elizabeth Street	A point 56 m east of Elizabeth Street	Anytime
East Mile Road	West	Riverside Drive	North Mile Road	Anytime
Green Lane	North	West Mile Road	East Mile Road	Anytime
North Mile Road	South	West Mile Road	East Mile Road	Anytime
West Mile Road	East	Riverside Drive	North Mile Road	Anytime

2. **Limited Parking**

Schedule 6 (Limited Parking) of the By-law PS-113 is hereby amended by **adding** the following row:

Haycock Place	Both	McGarrell Drive to north limit	8:00 a.m. to 6:00 p.m.	2 Hours Except Saturdays

3. **Prohibited Turns**

Schedule 8 (Prohibited Turns) of the PS-113 By-law is hereby amended by **adding** the following row:

Wellington Road with Bond Street	Southbound	Left

4. **Reserved Lanes**

Schedule 9.1 (Reserved Lanes) of the PS-113 By-law is hereby amended by **deleting** the following rows:

Byron Baseline Road	Grand View Avenue to Colonel Talbot Road	1st lane from south	Anytime	Eastbound	Bicycle
Byron Baseline Road	North Street to Grand View Avenue	1st lane from north	Anytime	Westbound	Bicycle

Schedule 9.1 (Reserved Lanes) of the PS-113 By-law is hereby amended by **adding** the following rows:

Byron Baseline Road	Wickerson Road to Colonel Talbot Road	1st lane from south	Anytime	Eastbound	Bicycle
Byron Baseline Road	North Street to Wickerson Road	1st lane from north	Anytime	Westbound	Bicycle

5. **Stop Signs**

Schedule 10 (Stop Signs) of the PS-113 By-law is hereby amended by **adding** the following rows:

Eastbound	Freeport Street (east intersection)	Tribalwood Street
Northbound & Southbound	Stackhouse Avenue	Grenfell Drive
Southbound	Tribalwood Street	Freeport Street (west intersection)

6. **Yield Signs**

Schedule 11 (Yield Signs) of the PS-113 By-law is hereby amended by **deleting** the following rows:

Eastbound	Freeport Street	Tribalwood Street (east intersection)
Southbound	Tribalwood Street	Freeport Street (west intersection)

7. **Higher Speed Limits**

Schedule 17 (Higher Speed Limit) of the PS-113 By-law is hereby amended by **deleting** the following rows:

Westdel Bourne	North end of street	Oxford Street W	70 km/h
Westdel Bourne	Oxford Street W	A point 400 m south of Southdale Road W	60 km/h

Schedule 17 (Higher Speed Limit) of the PS-113 By-law is hereby amended by **adding** the following row:

Westdel Bourne	North limit of Westdel Bourne	A point 400 m south of Southdale Road West	60 km/h

This by-law comes into force and effect on the day it is passed.

PASSED in Open Council on October 2, 2018

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – October 2, 2018
Second Reading – October 2, 2018
Third Reading – October 2, 2018

Bill No.573
2018

By-law No. WM-12-18___

A by-law to amend by-law WM-12 being “A by-law to provide for the Collection of Municipal Waste and Resource Materials in the City of London”.

WHEREAS section 5(3) of the Municipal Act, 2001 S.O. 2001, c.25, as amended, provides that a municipal power shall be exercised by by-law;

AND WHEREAS section 9 of the Municipal Act, 2001 S.O. 2001, c.25, as amended, provides that a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority under this or any other Act;

AND WHEREAS subsection 10 of the Municipal Act, 2001 S.O. 2001, c.25, as amended, provides that a municipality may provide any service or thing that the municipality considers necessary or desirable for the public, and may pass by-laws respecting the economic, social and environmental well-being of the municipality, and the health, safety and well-being of persons;

AND WHEREAS the Municipal Council wishes to amend by-law WM-12, being “A by-law to provide for the Collection of Municipal Waste and Resource Materials in the City of London” in order to move the Container Limit Exemption that follows Thanksgiving to follow Easter Monday;

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

1. By-law WM-12 is hereby amended by deleting section 4.1.2 (1) and by replacing it with the following new section 4.1.2 (1);

“(1) during the first scheduled collection following Easter Monday, April 29, Labour Day and December 25 each year; or”.

2. By-law WM-12 is hereby amended by deleting section 5.1.2 (1) and by replacing it with the following new section 5.1.2 (1);

“(1) during the first scheduled collection following Easter Monday, April 29, Labour Day and December 25 each year; or”

3. This by-law shall come into force and effect on the day it is passed.

Passed in Open Council on October 2, 2018.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – October 2, 2018
Second Reading – October 2, 2018
Third Reading – October 2, 2018

Bill No. 574
2018

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 982 Gainsborough Road.

WHEREAS Highland Homes have applied to remove the holding provisions from the zoning for the lands located at 982 Gainsborough 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 982 Gainsborough Road, as shown on the attached map, to remove the h-11 and h-17 holding provisions so that the zoning of the lands as a Business District Commercial (BDC1/BDC2) Zone comes into effect.

2. This By-law shall come into force and effect on the date it was passed.

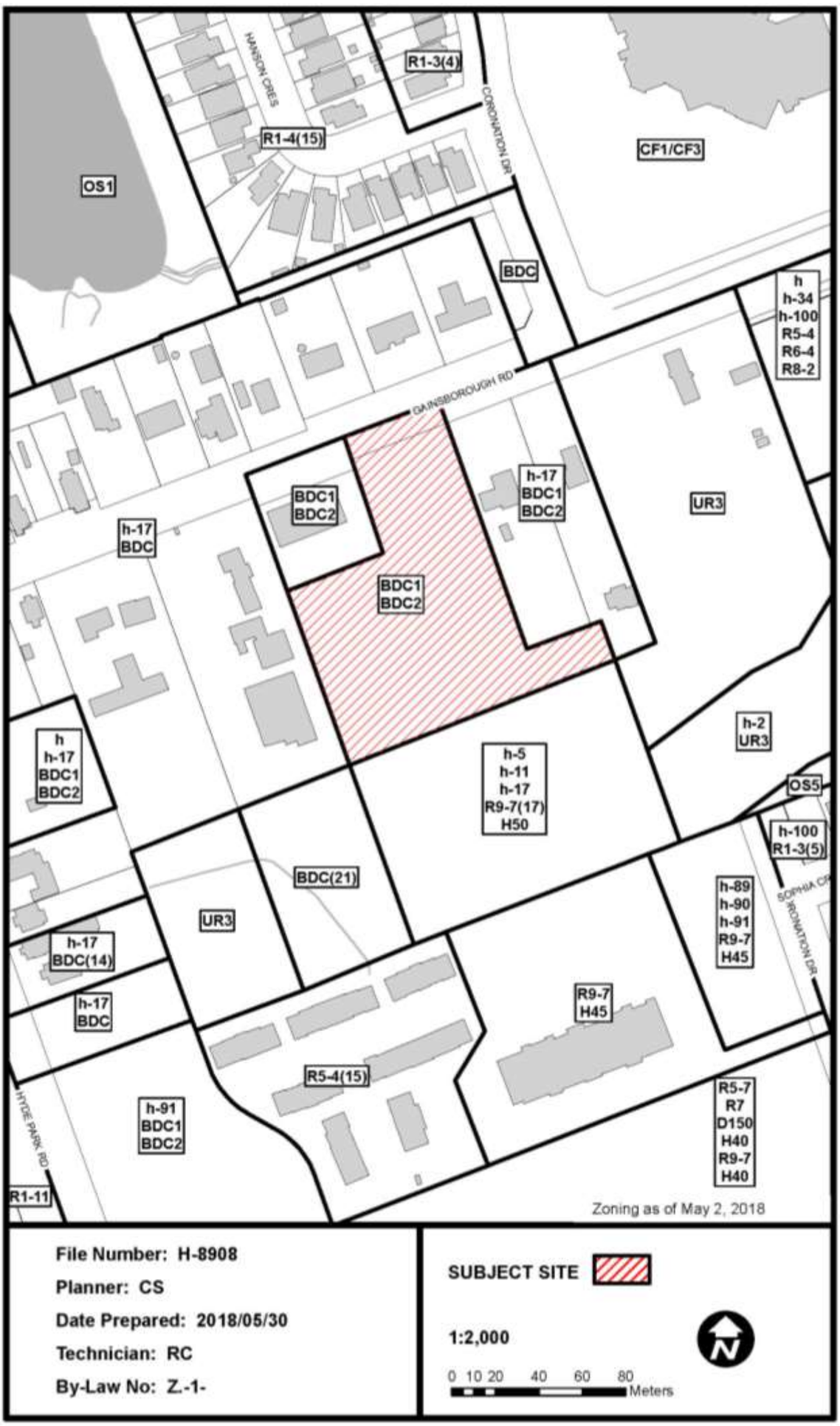
PASSED in Open Council on October 2, 2018.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – October 2, 2018
Second Reading – October 2, 2018
Third Reading – October 2, 2018

SCHEDULE "A"


HANSON CRES
R1-3(4)
R1-4(15)
CORONATION DR
CF1/CF3
OS1
BDC
h
h-34
h-100
R5-4
R6-4
R8-2
GAINSBOROUGH RD
h-17
BDC1
BDC2
UR3
BDC1
BDC2
h-17
BDC
h
h-17
BDC1
BDC2
h-5
h-11
h-17
R9-7(17)
H50
h-2
UR3
OS5
h-100
R1-3(5)
BDC(21)
UR3
h-89
h-90
h-91
R9-7
H45
SOPHIA CR
CORONATION DR
h-17
BDC(14)
h-17
BDC
R9-7
H45
R5-4(15)
R5-7
R7
D150
H40
R9-7
H40
h-91
BDC1
BDC2
HYDE PARK RD
R1-11
Zoning as of May 2, 2018
File Number: H-8908
Planner: CS
Date Prepared: 2018/05/30
Technician: RC
By-Law No: Z.-1-
SUBJECT SITE
1:2,000
0 10 20 40 60 80
Meters

Bill No. 575
2018

By-law No. Z.-1-18_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 1090, 1092 & 1096 Hamilton Road.

WHEREAS Italian Seniors Project have applied to remove the holding provision from the zoning for the lands located at 1090, 1092 & 1096 Hamilton 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 1090, 1092 & 1096 Hamilton Road, as shown on the attached map, to remove the h-213 holding provisions so that the zoning of the lands as a Residential R8 Special Provision (R8-4(41)) Zone comes into effect.

2. This By-law shall come into force and effect on the date it is passed.

PASSED in Open Council on October 2, 2018.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – October 2, 2018
Second Reading – October 2, 2018
Third Reading – October 2, 2018

SCHEDULE “A”

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

Bill No. 576
2018

By-law No. Z.-1-18_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 3425 Emily Carr Lane.

WHEREAS have applied to rezone an area of land located at 3425 Emily Carr Lane as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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 3425 Emily Carr Lane, as shown on the attached map, from an Urban Reserve (UR4) and Urban Reserve (UR6) Zone to a Holding Residential R4 Special Provision (h.*h-100*h-104*h-155*R4-4(2)) Zone, Holding Residential R5 (h.*h-100*h-104*h-155*R5-7) Zone and a Holding Residential R8 (h*h-100*h-104*h-198*R8-4) Zone.

2) This By-law shall come into force and be deemed to come into force in accordance with Section 34 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 section.

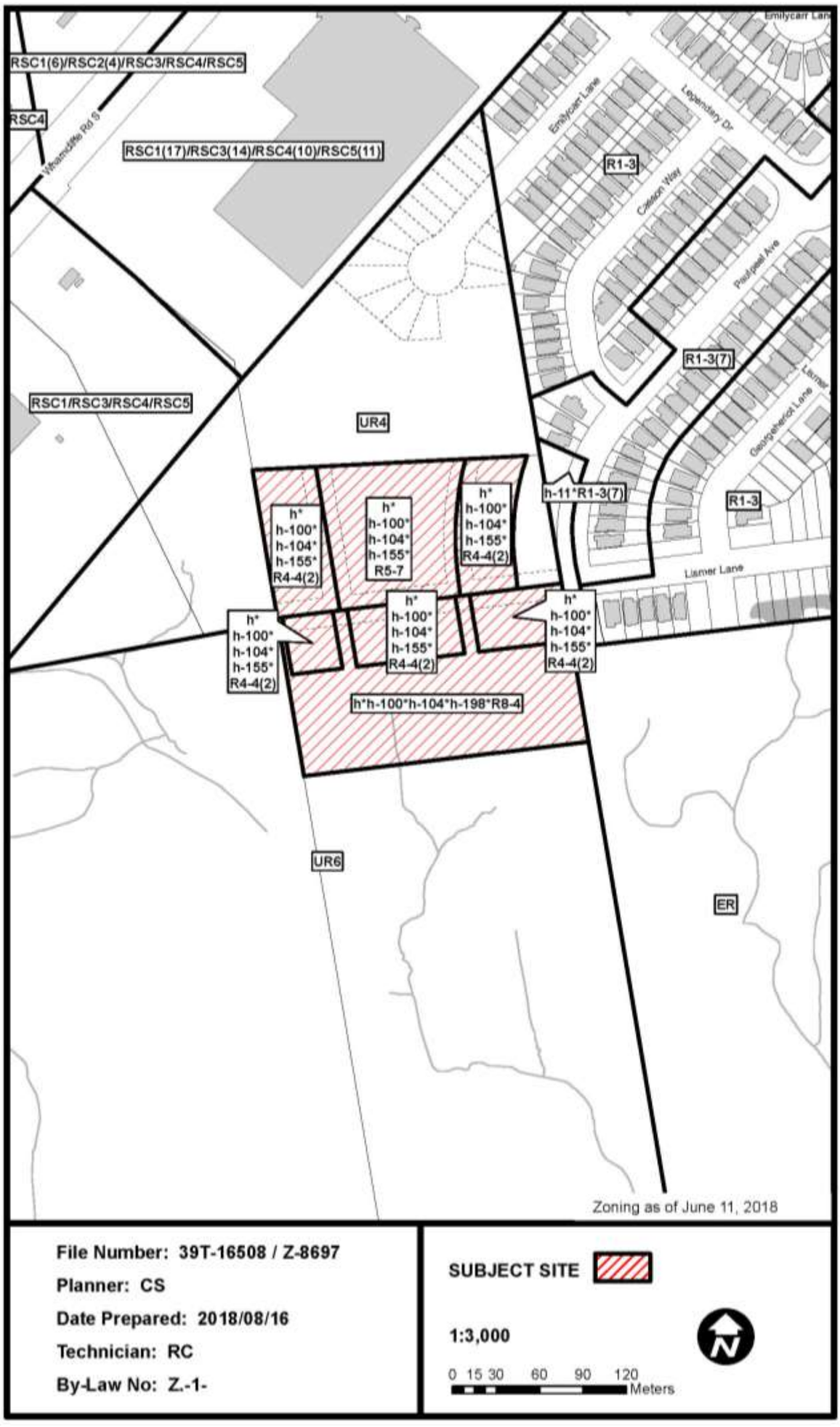
PASSED in Open Council on October 2, 2018.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – October 2, 2018
Second Reading – October 2, 2018
Third Reading – October 2, 2018

SCHEDULE "A"


RSC1(6)/RSC2(4)/RSC3/RSC4/RSC5
RSC4
Wharncliffe Rd S
RSC1(17)/RSC3(14)/RSC4(10)/RSC5(11)
RSC1/RSC3/RSC4/RSC5
UR4
UR6
ER
R1-3
R1-3(7)
R1-3
h-11*R1-3(7)
h*h-100*h-104*h-198*R8-4
Emilycarr Lane
Legendary Dr
Colleen Way
Paulpeel Ave
Lismer
Georgeherick Lane
Lismer Lane
Zoning as of June 11, 2018
File Number: 39T-16508 / Z-8697
Planner: CS
Date Prepared: 2018/08/16
Technician: RC
By-Law No: Z.-1-
SUBJECT SITE
1:3,000
0 15 30 60 90 120
Meters

Bill No. 577
2018

By-law No. Z.-1-18_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 745-747 Waterloo Street.

WHEREAS The Y Group Investments and Management Inc. has applied to rezone an area of land located at 745-747 Waterloo Street, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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 745-747 Waterloo Street, as shown on the attached map comprising part of Key Map No. A107, from a Residential R2/Office Conversion (R2-2/OC4) Zone to a Residential R2/Office Conversion Special Provision (R2-2/OC6(_)) Zone at 745 Waterloo Street and from an Office Conversion/Convenience Commercial Special Provision (OC4/CC(1)) Zone to an Office Conversion Special Provision/Convenience Commercial Special Provision (OC6(_)/CC(1)) Zone at 747 Waterloo Street.

2) Section Number 17.3 of the Office Conversion (OC6) Zone is amended by adding the following Special Provision:

OC6( ) 745-747 Waterloo Street

a) Regulations

i) Permitted Uses within the Office Conversion Zone shall be restricted to the ground floor of the existing building at 745 Waterloo Street and to the entirety of the existing building at 747 Waterloo Street

ii) Parking Spaces (Minimum): 8 for all permitted uses on the property

iii) Landscaped Area (Minimum): 14% for all permitted uses on the property

3) The inclusion in this By-law of imperial measure along with metric measure is for the purpose of convenience only and the metric measure governs in case of any discrepancy between the two measures.

4) This By-law shall come into force and be deemed to come into force in accordance with Section 34 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 section.

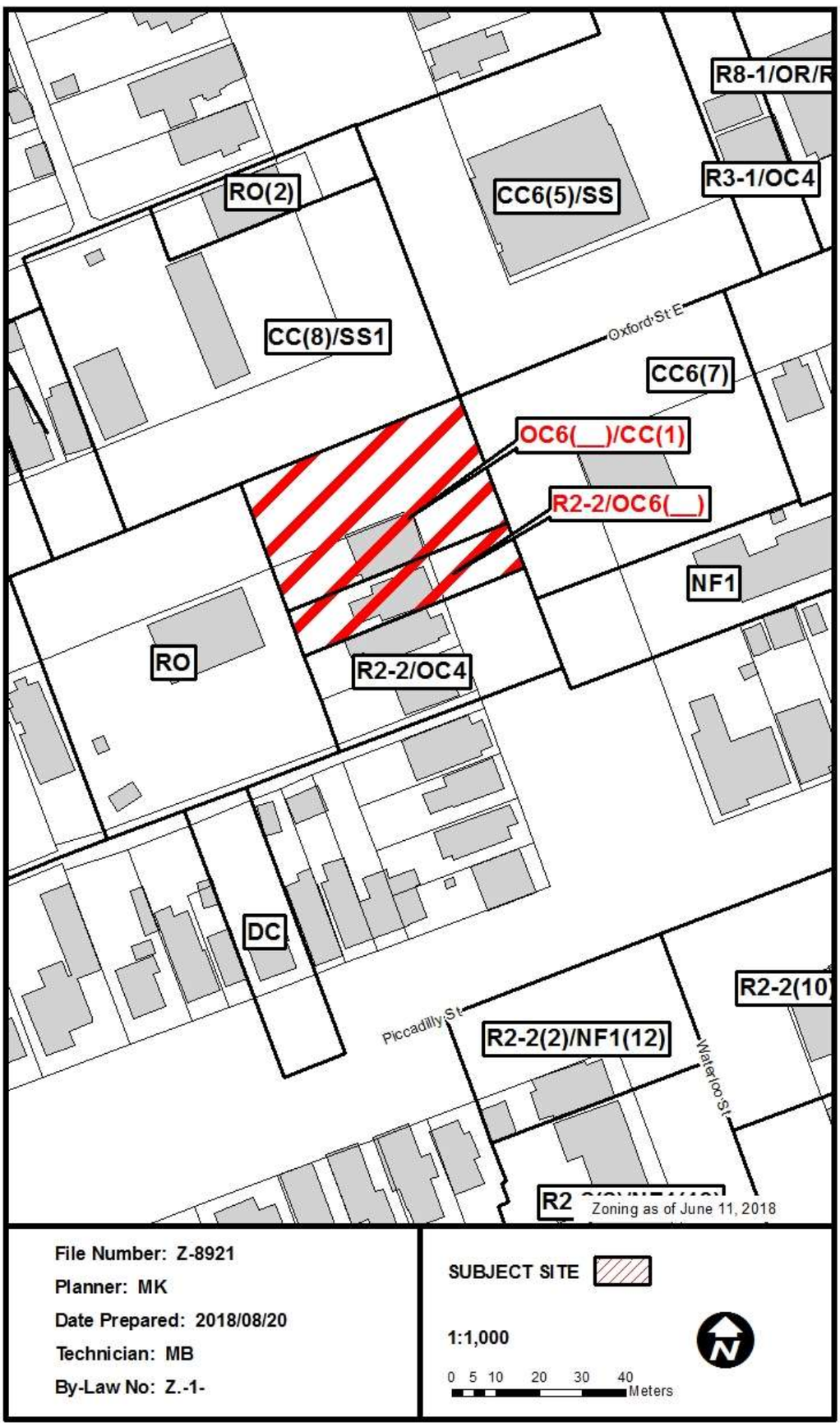
PASSED in Open Council on October 2, 2018.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – October 2, 2018
Second Reading – October 2, 2018
Third Reading – October 2, 2018

SCHEDULE "A"


R8-1/OR/R
RO(2)
CC6(5)/SS
R3-1/OC4
CC(8)/SS1
Oxford St E
CC6(7)
OC6(__)/CC(1)
R2-2/OC6(__)
NF1
RO
R2-2/OC4
DC
R2-2(10)
Piccadilly St
R2-2(2)/NF1(12)
Waterloo St
R2
Zoning as of June 11, 2018
File Number: Z-8921
Planner: MK
Date Prepared: 2018/08/20
Technician: MB
By-Law No: Z.-1-
SUBJECT SITE
1:1,000
0 5 10 20 30 40
Meters

Bill No. 578
2018

By-law No. Z.-1-18_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 723 Lorne Avenue.

WHEREAS The Corporation of the City of London has applied to rezone an area of land located at 723 Lorne Avenue, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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 723 Lorne Avenue, as shown on the attached map comprising part of Key Map No. A108, from a Neighbourhood Facility (NF) Zone to an Open Space (OS1) Zone and a Residential R1 Special Provision (R1-2(_)) Zone.

2) Section Number 5.4 of the Residential R1 (R1-2) Zone is amended by adding the following Special Provision:

R1-2(_) 723 Lorne Avenue

a) Regulations

i)	Height (maximum):	2 storeys or 9 metres (29.5 feet), whichever is less with no half storeys being permitted for basements
ii)	Front Yard Setback (minimum):	1 metre (3.3 feet)
iii)	Front Yard Setback (maximum):	4 metre (13.1 feet)
iv)	Notwithstanding Section 4.19 (6) (h), the maximum driveway width is 3 metres	
v)	Attached garages are not permitted	

3) The inclusion in this By-law of imperial measure along with metric measure is for the purpose of convenience only and the metric measure governs in case of any discrepancy between the two measures.

4) This By-law shall come into force and be deemed to come into force in accordance with Section 34 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 section.

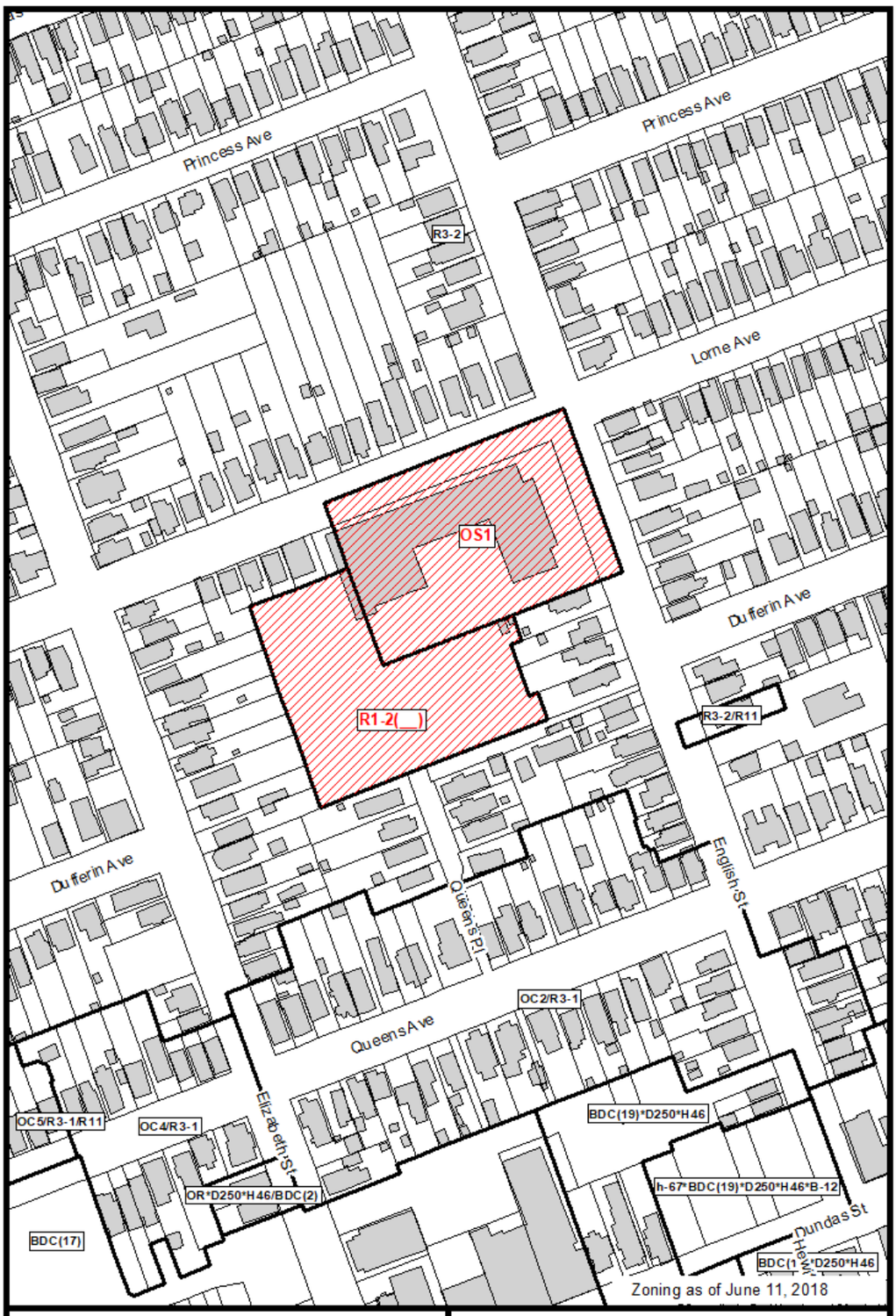
PASSED in Open Council on October 2, 2018.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – October 2, 2018
Second Reading – October 2, 2018
Third Reading – October 2, 2018

SCHEDULE "A"


Princess Ave
Princess Ave
R3-2
Lorne Ave
OS1
R1-2(__)
Dufferin Ave
R3-2/R11
Dufferin Ave
English St
Queens Pl
Queens Ave
OC2/R3-1
OC5/R3-1/R11
OC4/R3-1
Elizabeth St
BDC(19)*D250*H46
OR*D250*H46/BDC(2)
h-67*BDC(19)*D250*H46*B-12
BDC(17)
Dundas St
BDC(1
*D250*H46
Zoning as of June 11, 2018
File Number: Z-8454
Planner: MK
Date Prepared: 2018/08/30
Technician: MB
By-Law No: Z.-1-
SUBJECT SITE
1:2,000
0 10 20 40 60 80
Meters

Bill No. 579
2018

By-law No. C.P.-1284(__)-___

A by-law to amend the Official Plan for the City of London, 1989 relating to 900 King Street and 925 Dundas Street.

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 October 2, 2018.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – October 2, 2018
Second Reading – October 2, 2018
Third Reading – October 2, 2018

AMENDMENT NO.
to the
OFFICIAL PLAN FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to amend a policy in Section 6.2.2 ii) of the Official Plan for the City of London to adopt the specific range of permitted uses for the Western Fairgrounds as identified in *The London Plan*.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 900 King Street and 925 Dundas Street in the City of London.

C. BASIS OF THE AMENDMENT

The amendment would add to the specific range of permitted uses for the Western Fairgrounds to accurately reflect Council's current vision and intent for the subject lands as expressed in *The London Plan*. The amendment is consistent with the specific range of permitted uses contemplated for the Western Fairgrounds in *The London Plan.*

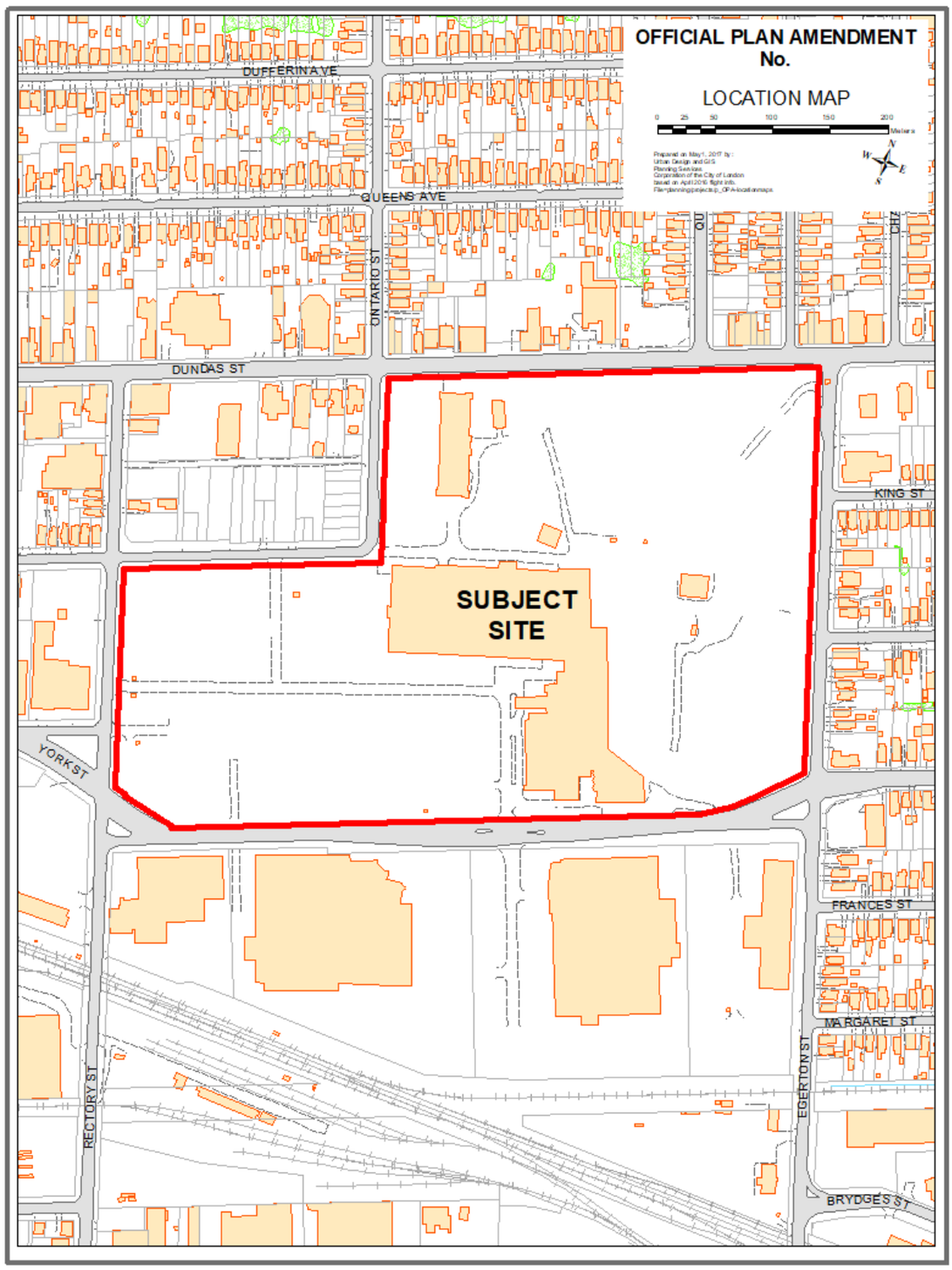
D. THE AMENDMENT

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

1. Section 6.2.2 ii) Permitted Uses for the Western Fairgrounds of the Official Plan for the City of London is amended by adding the following new paragraph after the existing paragraph:

   900 King Street and 925 Dundas Street

   ( )_ On the lands bounded by King Street and Dundas Street to the north, Egerton Street to the east, Florence Street to the south and Rectory Street and Ontario Street to the west, in addition to the range of uses permitted in the Regional Facility designation specific to the Western Fairgrounds, hotels will also be permitted.


OFFICIAL PLAN AMENDMENT
No.
LOCATION MAP
DUFFERIN AVE
QUEENS AVE
ONTARIO ST
DUNDAS ST
KING ST
SUBJECT
SITE
YORK ST
FRANCES ST
MARGARET ST
RECTORY ST
EGERTON ST
BRYDGES ST

Bill No. 580
2018

By-law No. Z.-1-18_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 900 King Street and 925 Dundas Street and to amend Section 2 (Definitions).

WHEREAS the Western Fair Association and The Corporation of the City of London have applied to rezone an area of land located at 900 King Street and 925 Dundas Street, as shown on the map attached to this by-law, and add new definitions in By-law No. Z.-1 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 to the Official Plan;

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

1) Section 2 (Definitions) is amended by adding the following new definition for "CASINO":

"CASINO" means a facility for the purposes of gaming that is authorized by the Province of Ontario.

2) Section 2 (Definitions) is amended by adding the following new definition for "FAIRGROUND":

"FAIRGROUND" means the use of lands, buildings or structures for the purposes of holding fairs and events which include, but are not limited to, activities that are agricultural, entertainment, commercial and trade, sports, recreational, food and dining, or corporate in nature.

3) Section 2 (Definitions) is amended by adding the following new definition for "RACE TRACK OPERATION":

"RACE TRACK OPERATION" means a facility for the purposes of racing horses for entertainment, gaming or gambling that is authorized by the Province of Ontario.

4) Section 2 (Definitions) is amended by adding the following new definition for "URBAN AGRICULTURE":

"URBAN AGRICULTURE" means the use of lands, buildings or structures for the purposes of growing, sharing, and distributing food or beverage and may include the processing of food or beverage by the use of hand tools or small-scale, light mechanical equipment. It can involve a range of different activities operating either together or individually, including the cultivation of plants, together with accessory uses including retail sales, composting plants grown onsite, outdoor storage, and buildings and structures ancillary to the operation of the site and for the extension of the growing season, but does not include the growing, processing, distribution or retail sales of cannabis.

5) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 900 King Street and 925 Dundas Street, as shown on the attached map comprising part of Key Map No. A108, from a Regional Facility Special Provision (RF(2)) Zone to a Holding Regional Facility Special Provision (h-5•h-18•h-205•RF(*)) Zone and a Holding Regional Facility Special Provision (h-*•h-205•RF(*)) Zone.

6) Section Number 3.8 2) of the Holding “h” Zone is amended by adding the following Holding Provision:

h-(*) Purpose: To ensure archaeological matters are addressed, the owner/developer’s consultant archaeologist licenced by the Ministry of Tourism, Cultural and Sport under the provisions of the Ontario Heritage Act (R.S.O. 1990 as amended) shall prepare an archeological monitoring mitigation strategy to the satisfaction of the City of London, prior to the removal of the h-* symbol.

7) Section Number 31.4 a) of the Regional Facility (RF) Zone is amended by adding the following Special Provision:

RF(*) 900 King Street and 925 Dundas Street

a) Additional Permitted Uses

i) Amusement Game Establishment
ii) Amusement Parks
iii) Artisan Workshops
iv) Auditoriums
v) Brewing on Premises Establishments
vi) Casinos
vii) Craft Breweries
viii) Fairgrounds
ix) Hotels
x) Places of Entertainment
xi) Racetrack Operations
xii) Restaurants
xiii) Retail Stores
xiv) Urban Agriculture

b) Regulations

i)	Artisan Workshop Gross Floor Area per Establishment (maximum):	500 square metres (5,382 square feet)
ii)	Craft Brewery Gross Floor Area per Establishment (maximum):	500 square metres (5,382 square feet)
iii)	Casino Gross Floor Area (maximum)	20,000 square metres (215,279 square feet)
iv)	Hotel Gross Floor Area (maximum)	14,000 square metres (150,695 square feet)
v)	Yard Depths Abutting a Public Road (minimum)	3.0 metres (10.0 feet)
vi)	Height for Hotels (maximum)	50 metres (164 feet)

vii) Notwithstanding Section 4.19 3) – Location of Parking Areas, required parking may be permitted on adjacent lot(s) zoned RF(2) and RF(*) bounded by Dundas Street to the north,

Egerton Street to the east, Florence Street to the south and Rectory Street to the west.

viii) Notwithstanding Section 4.19 4) c) – Yards Where Parking Areas Permitted, parking area setbacks to required road allowances may be as existing.

ix) Notwithstanding Section 4.19 10) b) – Parking Standards, a minimum parking requirement of 1 parking space per 22 square metres of Gross Floor Area is required for all permitted uses.

8) The inclusion in this By-law of imperial measure along with metric measure is for the purpose of convenience only and the metric measure governs in case of any discrepancy between the two measures.

9) This By-law shall come into force and be deemed to come into force in accordance with Section 34 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 section.

PASSED in Open Council on October 2, 2018.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – October 2, 2018
Second Reading – October 2, 2018
Third Reading – October 2, 2018

SCHEDULE "A"

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