Agenda Including Addeds
Planning and Environment Committee

The 6th Meeting of the Planning and Environment Committee

March 18, 2019, 4:00 PM

Council Chambers

Members

Councillors A. Hopkins (Chair), J. Helmer, M. Cassidy, P. Squire, S. Turner, Mayor E. Holder

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

Pages

1. **Disclosures of Pecuniary Interest**

2. **Consent**

2.1	2nd Report of the Trees and Forests Advisory Committee	3
2.2	3rd Report of the Advisory Committee on the Environment	4
2.3	Application - 4402 Colonel Talbot Road - Removal of Holding Provision (h-18) (H-8961)	10
2.4	Passage of Heritage Designating By-law - 432 Grey Street	20
2.5	Application - White Oak - Dingman Secondary Plan - Update Report (O-8844)	24
2.6	Update on Response to Provincial Consultation on "Increasing Housing Supply in Ontario"	33
2.7	2017 State of the Downtown Report	57
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2.11	Upper Thames River Conservancy Authority - Dingman Creek Subwatershed Screening Area Mapping - Update	150
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3. **Scheduled Items**

3.1	Public Participation Meeting - Not to be heard before 4:00 PM - Application - 555 Wellington Road (Z-8990)	193

3.2 Public Participation Meeting - Not to be heard before 4:00 PM - Request to Repeal Heritage Designating By-law No. L.S.P - 3227-417 - 429 William Street 209

a. (ADDED) J. Grainger, Architectural Conservancy Ontario *230*

b. (ADDED) D. Fuller, 429 William Street *231*

3.3 Public Participation Meeting - Not to heard before 4:00 PM - Demolition Request for Heritage Listed Property - 1588 Clarke Road 232

4. Items for Direction

4.1 2nd Report of the Environmental and Ecological Planning Advisory Committee 253

4.2 Draft Lambeth Area Community Improvement Plan 272

5. Deferred Matters/Additional Business

5.1 Deferred Matters List 383

5.2 (ADDED) 4th Report of the London Advisory Committee on Heritage *387*

a. Delegation - Not to be heard before 4:00 PM - M. Whalley, Vice-Chair, London Advisory Committee on Heritage

b. G. Priamo, Zelinka Priamo Ltd. - Request for Delegation Status - 195 Dundas Street *404*

6. Adjournment

Trees and Forests Advisory Committee

Report

2nd Meeting of the Trees and Forests Advisory Committee
February 27, 2019
Committee Room #4

Attendance	PRESENT: R. Mannella (Chair), J. Kogelheide, C. Linton, A. Meilutis, A. Morrison, R. Walker; and P. Shack (Secretary) ABSENT: C. Haindl, T. Khan, G. Mitchell, M. Szabo and S. Teichert ALSO PRESENT: J. Spence The meeting was adjourned at 12:45 PM, due to lack of quorum.

Advisory Committee on the Environment

Report

3rd Meeting of the Advisory Committee on the Environment
March 6, 2019
Committee Room #4

Attendance

PRESENT: S. Ratz (Chair), K. Birchall, M. Bloxam, S. Brooks, S. Hall, M. Hodge, L. Langdon, C. Lyons, D. Szoller and A. Tipping and J. Bunn (Secretary)

ABSENT: J. Howell

ALSO PRESENT: V. Kinsley, T. MacBeth, L. McDougall, J. Stanford, G. Tucker and T. Van Rossum

The meeting was called to order at 12:15 PM.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that S. Ratz disclosed a pecuniary interest in clauses 3.3 and 5.2 of this Report, having to do with a Voluntary Recycling Program Staff Response and a Green in the City 2019 discussion, respectively, by indicating that her employer is involved in both of these items.

2. Scheduled Items

2.1 Communication of Environmental Topics and City Programs to the Public

That it BE NOTED that the attached presentation from G. Tucker, Communications Specialist, with respect to the communication of environmental topics and city programs to the public, was received; it being noted that verbal delegations from L. McDougall, Ecologist Planner, T. Van Rossum, Environmental Services Engineer, V. Kinsley, Supervisor, Neighbourhood Development & Support and J. Stanford, Director - Environment, Fleet and Solid Waste, were received with respect to this matter.

3. Consent

3.1 2nd Report of the Advisory Committee on the Environment

That it BE NOTED that the 2nd Report of the Advisory Committee on the Environment, from its meeting held on February 6, 2019, was received.

3.2 1st Report of the Trees and Forests Advisory Committee

That it BE NOTED that the 1st Report of the Trees and Forests Advisory Committee, from its meeting held on January 23, 2019, was received.

3.3 Voluntary Commercial Recycling Program - Staff Response

That the Memo, dated February 7, 2019, from J. Stanford, Director, Environment, Fleet & Solid Waste, with respect to the staff response to a voluntary commercial recycling program BE REFERRED to the Waste Sub-Committee for review.

3.4 Green in the City - 2018 Speaker Series - Final Report

That it BE NOTED that the Green in the City Speaker Series Final Report, dated February 24, 2019, from S. Ratz, was received.

4. Sub-Committees and Working Groups

None.

5. Items for Discussion

5.1 Precautionary Principle - Discussion

That the submission with respect to the Precautionary Principle in London, submitted by K. Birchall, BE DEFERRED to the next meeting of the Advisory Committee on the Environment for discussion.

5.2 Green in the City 2019 - Discussion

That the subject of a 2019 Green in the City Speaker Series BE DEFERRED to the next meeting of the Advisory Committee on the Environment (ACE) to be considered in conjunction with the 2019 ACE Work Plan.

6. Deferred Matters/Additional Business

None.

7. Adjournment

The meeting adjourned at 1:23 PM.



Communications Overview

Environmental Topics



Urban Agriculture Strategy

- Communication efforts were led by Planning Services
- Started in September of 2016 and continues

- Hosted a public meeting on September 29 at City Hall
- Attended "London's Food Future" on November 19 at the Library (Central Branch)
- Hosted a community visioning workshop at Goodwill Industries on February 4, 2017, and work has continued beyond this time.



Urban Agriculture Strategy on the City website:



https://www.london.ca/business/Planning-Development/current-topics/Pages/Urban-Ag-Strategy.aspx



Also on the City website:

https://www.london.ca/residents/Parks/Community-Projects/Pages/London-Community-Gardens.aspx





Toilets are Not Garbage Cans

- Communication efforts were led by Wastewater
- Assisted by Communications
- Started in 2012 and continues

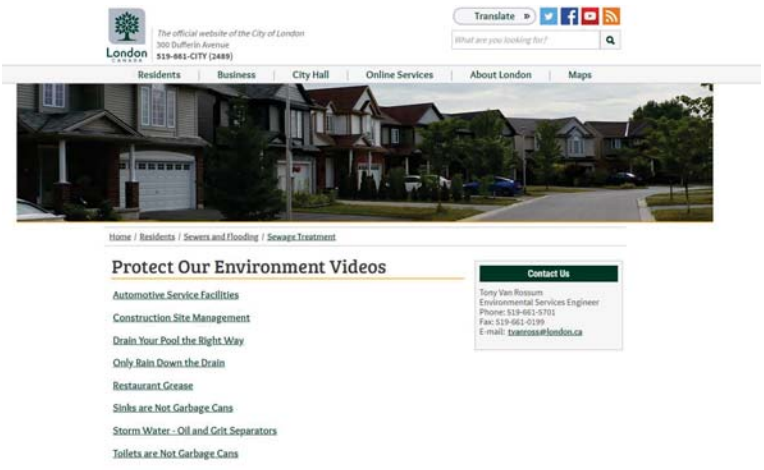
In 2018, education efforts focused around two main themes:

- Fats, Oils and Grease (FOG)
- What Not to Flush









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Telly Award-Winning Video



Toilets are Not Garbage Cans
(City of London website and YouTube)

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https://www.london.ca/residents/Sewers-Flooding/Sewage-Treatment/Pages/Toilets.aspx





Community Outreach

Displays at:

- Schools
  - Elementary
  - Western, Fanshawe
- Festivals
  (Sunfest, Home County, etc.)

London.ca





- Lifestyle HomeShow
  January 2019

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Fats, Oils and Grease (FOG)

- Cups
- Flyers
- Social Media







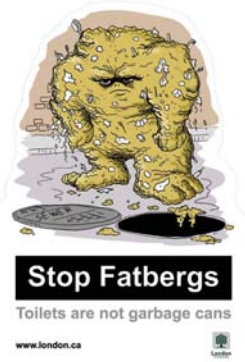


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2019
Under Development



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Pollinator Programs

- Communication efforts were led by Planning Services

Available on City website:

https://www.london.ca/residents/Environment/Natural-Environments/Pages/Naturalization.aspx



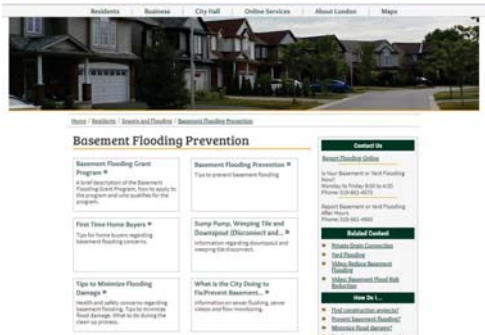


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Resilience/Climate Change Preparation

- Communication efforts are shared
- Environmental & Engineering Services, Planning Services, Emergency Management

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City website:

https://www.london.ca/residents/Sewers-Flooding/Basement-Flooding-Prevention/Pages/default.aspx

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City website:

https://www.london.ca/residents/Emergency-Information/Emergency-Preparedness/Pages/Know-the-Risks.aspx

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Overview of Role of Communications Division

- Four Communication Specialists
  each has portfolio of Service Areas
- Meet regularly with service area Directors/Managers to keep apprised of upcoming educational and promotional campaigns (projects)
- Develop Communications Plans, Social Media plans and, if required, Engagement Plans for these projects
- Develop Tactical plans to execute the Communications and Engagement strategies utilizing service area budgets
- Work directly with external graphic designers to create print materials and project art (used in social media postings and website)

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Communications Division – what we do

- Write content for projects, both for print and social media
- Buy advertising from media outlets related to projects and supply creative
- Buy digital advertising (Facebook, Google, etc.)
- Incorporate project messaging and imagery into City communication channels
  - e-newsletter,
  - Council PowerPoint/City facility televisions,
  - City website,
  - Get Involved engagement website,
  - Facebook, Twitter, Instagram

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Communications Division – what we do

- Writes news releases, media advisories, coordinate media briefings/events
- Plan and oversee execution of special events, such as grand openings, milestone announcements, funding announcements
- Arrange audio/video/livestream for above events
- Monitor social media channels throughout the day and respond to inquiries or comments related to their Service Areas
- Attend and assist at Public Information Centres and other public engagement events, as required by the service area
- Review use of corporate logo for compliance with brand standards

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How to Reach Us:

Communications
519-661-4792
cocc@London.ca

@CityofLdnOnt @LondonCanada

London.ca

File: H-8961
Planner: S. Meksula

Report to Planning and Environment Committee

To: **Chair and Members**
Planning & Environment Committee
From: **George Kotsifas, P.ENG**
Managing Director, Development & Compliance Services and Chief Building Official
Subject: **Application By: Lambeth Health Organization Inc.**
4402 Colonel Talbot Road
Removal of Holding Provision (h-18)
Meeting on: **March 18, 2019**

Recommendation

That, on the recommendation of the Planner II, Development Planning, based on the application of Lambeth Health Organization Inc. relating to the property located at 4402 Colonel Talbot Road, the attached proposed by-law **BE INTRODUCED** at the Municipal Council meeting on March 26, 2019 to amend Zoning By-law No. Z.-1 in conformity with the Official Plan to change the zoning **FROM** a Holding Business District Commercial Special Provision (h-18* BDC(30)) Zone **TO** a Business District Commercial Special Provision (BDC(30)) Zone to remove the "h-18" holding provision from these lands.

Executive Summary

Purpose and the Effect of Recommended Action

The purpose and effect of this zoning change is to remove the h-18 holding symbol from the zoning to permit the development of the lands for commercial purposes permitted under the Business District Commercial Special Provision (BDC(30)) Zone.

Rationale of Recommended Action

1. The "h-18" holding provision requires that the property is assessed and adverse impacts to any significant archaeological resources found are mitigated before grading or soil disturbance can occur on the subject site. The necessary archaeological assessments have been conducted to the satisfaction of the Ministry of Tourism, Culture and Sport and have been approved by Staff, therefore the "h-18" holding provision is recommended for removal.

2. All substantive issues have been addressed with only technical design details outstanding, which are being addressed through the Site Plan Approval process (SPC18-060).

Analysis

1.0 Site at a Glance

1.1 Property Description

The subject site is located on the east side of Colonel Talbot Road and is the former McEachren Primary School. The school ceased operation in 2010 and the site has been vacant until present. The vacant school is proposed for adaptive re-use to permit a health and wellness centre as well as a pharmacy, with only minor structural changes planned. Improvements are proposed to the façade along Colonel Talbot Road, including the construction of a door, stairs and a ramp to improve accessibility. These changes will be implemented through the Site Plan Approval process (SPC18-060). The site is located in the Lambeth Neighbourhood.

1.2 Current Planning Information (see more detail in Appendix D)

- Southwest Area Secondary Plan Designation - Main Street Lambeth North (MSLN), Main Street Lambeth South (MSLS) & Lambeth Neighbourhood (LN)
- The London Plan Place Type – Neighbourhoods & Main Street
- Official Plan Designation – Main Street Commercial Corridor (MSCC) & Low Density Residential (LDR)
- Existing Zoning – Holding Business District Commercial Special Provision (h-18* BDC(30))Zone

1.3 Site Characteristics

- Current Land Use – School (vacant)
- Frontage – Combined total of 80m along Colonel Talbot Road
- Depth – Irregular
- Area – 2.2 ha
- Shape – Irregular

1.4 Surrounding Land Uses

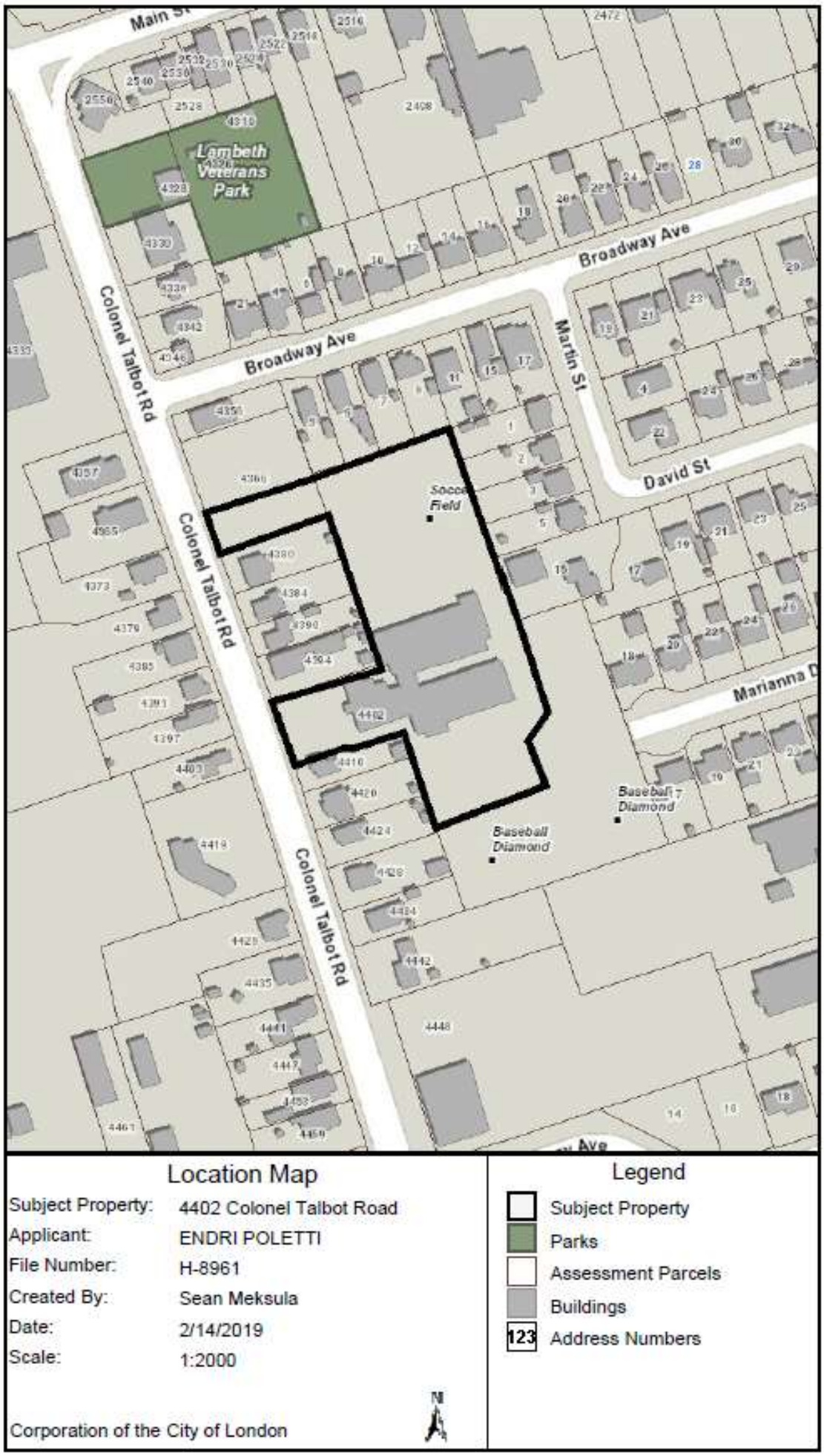
- North – Residential and Commercial
- South – Commercial and Neighbourhood Facility
- East – Residential
- West – Commercial and Residential

2.0 Description of Proposal

This proposal is to remove the “h-18” holding provision at 4402 Colonel Talbot Road. The removal of this holding provision requires that the property is assessed and any adverse impacts to any significant archaeological resources found are mitigated before grading or soil disturbance can occur on the subject site. No modifications to built form or land use are proposed as part of this request to remove the holding provision. Through the Site Plan Approval process (SPC18-060), the vacant school is proposed for adaptive re-use to permit a health and wellness centre as well as a pharmacy, with only minor structural changes planned. The removal of the h-18 holding provision will allow for the development of permitted business and commercial uses on the site.

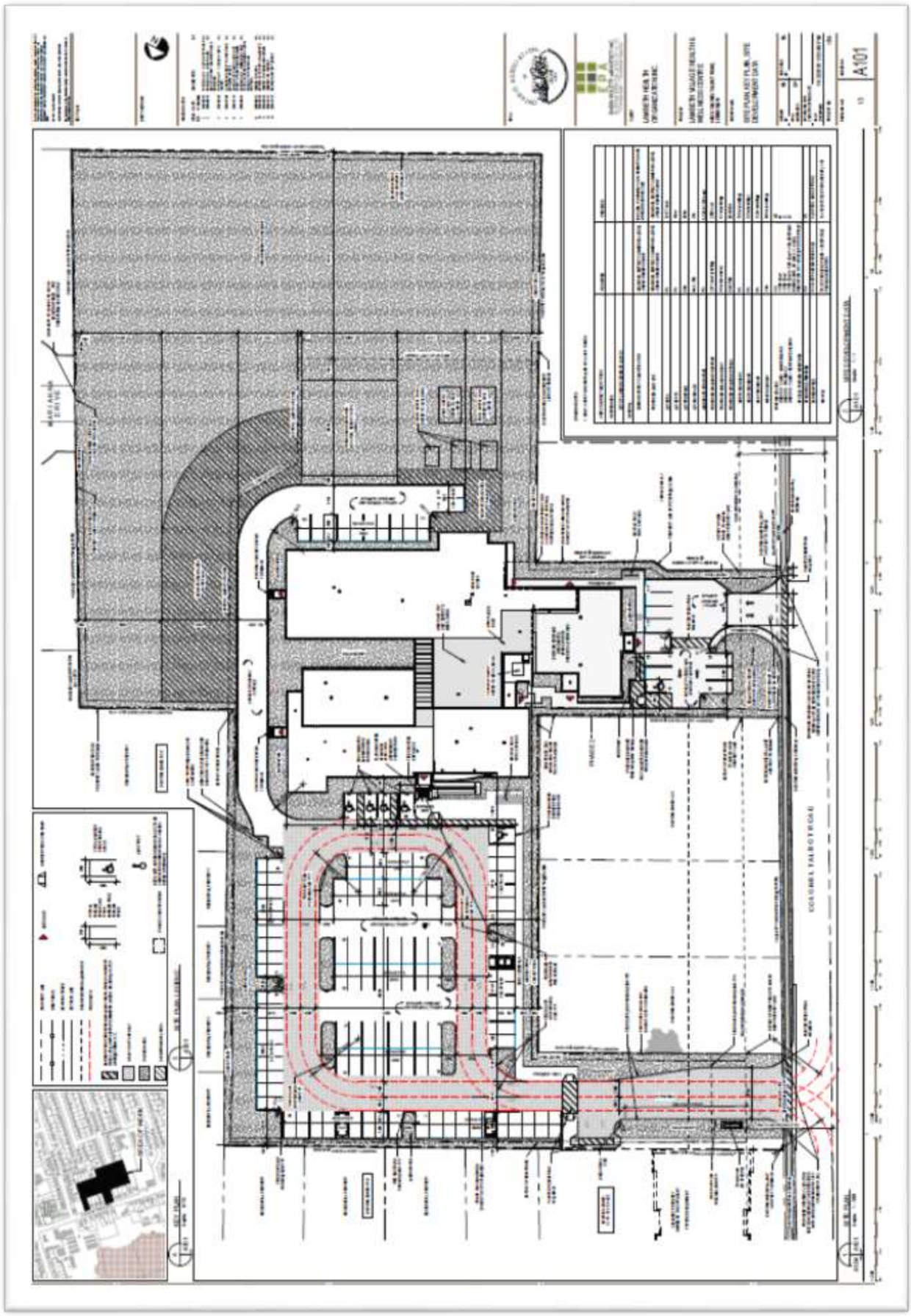
File: H-8961
Planner: S. Meksula

Location Map



File: H-8961
Planner: S. Meksula

Proposed Site Plan



3.0 Revelant Background

3.1 Planning History

In June, 2015, City Council adopted a Zoning By-law Amendment application (Z-8461) for the redevelopment of the former McEachren Primary School and associated lands to permit a Holding Arterial Commercial (h-17*h-18*h-124*AC2) Zone, a Holding Business District Commercial Special Provision (h-18*BDC (30)) Zone, and a Holding Urban Reserve (h-18*UR1) Zone, to permit the adaptive re-use of the former McEachren School to permit a health and wellness centre as well as a pharmacy, and to maintain the rear (eastern) portion of the site as vacant land for future residential uses. This Zoning By-law Amendment application included holding provisions that would need to be fulfilled and subsequently removed before the future development of the site could proceed.

3.2 Requested Amendment

The applicant is now requesting the removal of the h-18 holding provision on the site for the proposed commercial development. The applicant and the City of London have signed the development agreement, appropriate access arrangements associated with the site plan have been established and securities have been posted for the lands. As such the development of the lands is forthcoming.

3.3 Policy Context (see more detail in Appendix C)

Planning Act

Section 36 of the *Planning Act* gives municipalities the authority to use a holding symbol "h" in conjunction with any use designation to specify the development permissions for the property after the hold has been removed by an amendment to the Zoning By-law.

City of London 1989 Official Plan ("Official Plan")

Policy 19.4.3 of the Official Plan identifies that the Zoning By-law may contain holding provisions in accordance with the *Planning Act*. These holding provisions may be used to ensure that necessary servicing features and municipal works are in place before development can proceed. The requirement for the "h-18" holding provision, as identified in the Zoning By-law, is that the necessary archaeological assessments be completed before development can proceed on the subject site.

The Official Plan identifies that a Zoning By-law will be amended to remove the holding symbol when Council determines that the conditions relating to the appropriate purposes as set out in the By-law have been met.

4.0 Key Issues and Considerations

4.1 Issue and Consideration # 1- "h-18" holding provision

The "h-18" holding provision requires that archaeological assessments be completed before the holding symbol can be removed and development can proceed. The "h-18" holding provision is as follows:

"To ensure that lands are assessed for the presence of archaeological resources prior to development. The proponent shall carry out an archaeological resource assessment of the entire subject property or identified part thereof and mitigate, through avoidance or documentation, adverse impacts to any significant archaeological resources found, to the satisfaction of the Ministry of Citizenship, Culture and Recreation, and the City of London. No grading or other soil disturbance shall take place on the subject property prior to the issuance of a letter of clearance by the City of London Planning Division. The property

will be assessed by a consultant archaeologist, licensed by the Ministry of Citizenship, Culture and Recreation under the provisions of the Ontario Heritage Act (R.S.O. 1990); and any significant sites found will be properly mitigated (avoided, excavated or the resource protected), prior to the initiation of construction, servicing, landscaping or other land disturbances. The condition will also be applied where a previous assessment indicates the presence of significant archaeological resources but mitigation has not been carried out."

A Stage 1 and 2 Archaeological Assessment was submitted as part of the site plan application. The assessment found no archaeological resources and recommended no further study on the subject site. A letter from the Ministry of Tourism, Culture and Sport was provided. As this has been completed, it has been recommended that the "h-18" holding provision be removed from the subject site.

5.0 Conclusion

The "h-18" holding provision requirement has been satisfied and it is appropriate to remove the holding symbol to allow for the development on the subject land. The applicant is moving forward with their site plan application and development agreement with the City of London. Removal of the "h-18" holding provision will allow for the consideration of building permits to permit the construction a health and wellness centre as well as a pharmacy.

Prepared and Recommended by:	**Sean Meksula, MCIP RPP** **Planner II, Development Services**
Reviewed by:	**Lou Pompilii, MPA RPP** **Manager, Development Planning (Subdivision)**
Concurred in by:	**Paul Yeoman, RPP PLE** **Director, Development Services**
Submitted by:	**George Kotsifas, P.ENG** **Managing Director, Development and Compliance Services and Chief Building Official**
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services	

File: H-8961
Planner: S. Meksula

Appendix A

Bill No. (Number to be inserted by Clerk's Office)
2019

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 4402 Colonel Talbot Road.

WHEREAS Lambeth Health Organization Inc. have applied to remove the holding provisions from the zoning for the lands located at 4402 Colonel Talbot 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 4402 Colonel Talbot Road, as shown on the attached map, to remove the h-18 holding provisions so that the zoning of the lands as a Business District Commercial Special Provision (BDC(30)) Zone comes into effect.

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

PASSED in Open Council on March 26, 2019.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading - March 26, 2019
Second Reading – March 26, 2019
Third Reading - March 26, 2019

File: H-8961
Planner: S. Meksula

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



Appendix B – Public Engagement

Community Engagement

Public liaison: On October 17, 2018, Notice of Application was sent to 3 property owners in the surrounding area (those that requested notice through the previous zoning amendment). Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on October 18, 2018.

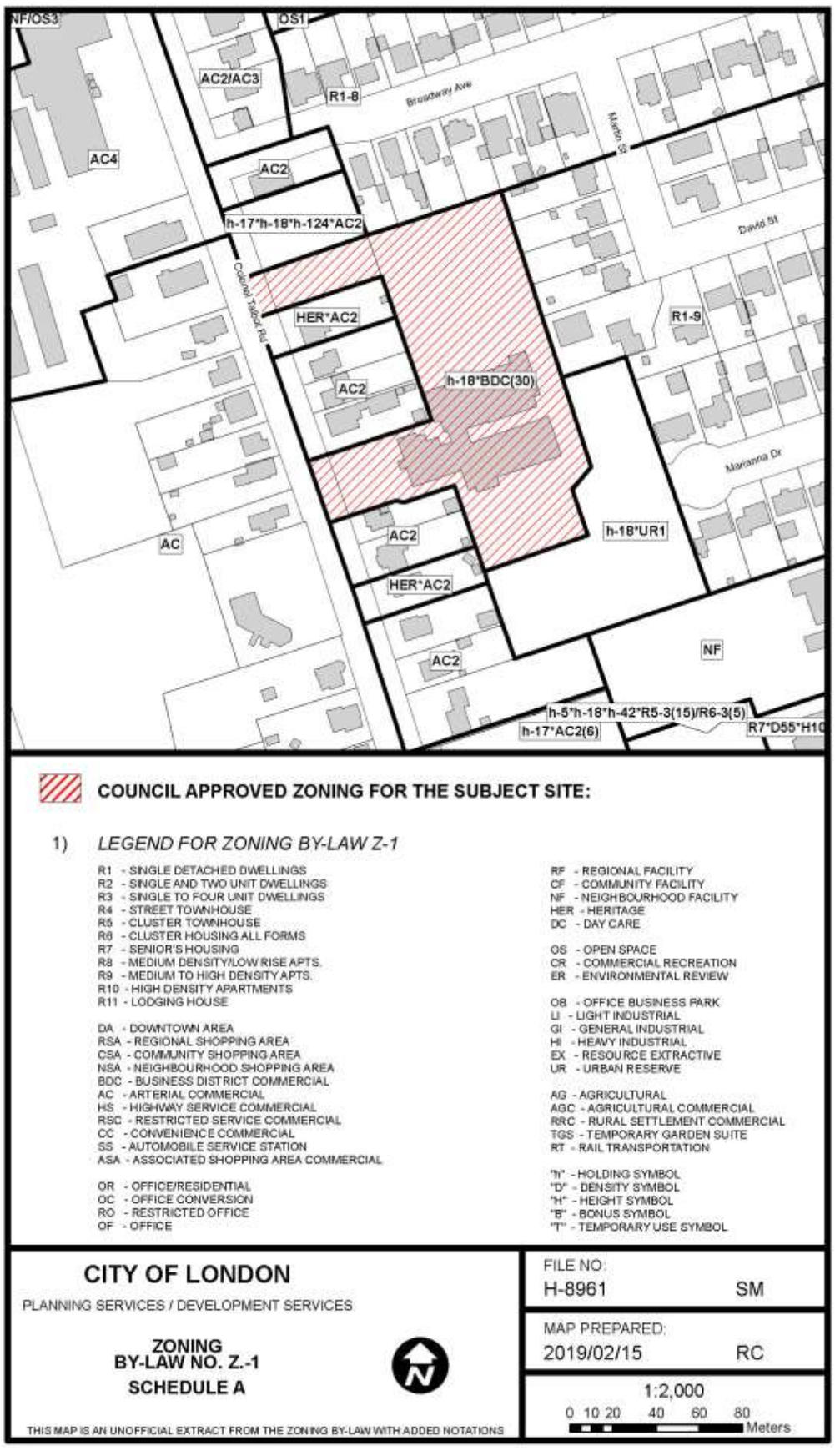
0 replies were received

Nature of Liaison: City Council intends to consider removing the "h-18" Holding Provision from the zoning of the subject lands. The purpose and effect of this zoning change is to remove the holding symbol to allow development of the lands for commercial purposes permitted under the Business District Commercial Special Provision (BDC(30)) Zone. The purpose of the "h-18" provision is to carry out a Stage 1 (or Stage 1-2) archaeological assessment of the entire property and follow through on recommendations to mitigate, through preservation or resource removal and documentation, adverse impacts to any significant archaeological resources found (Stages 3-4). The archaeological assessment must be completed in accordance with the most current Standards and Guidelines for Consulting Archaeologists, Ministry of Tourism, Culture and Sport.

Council will consider removing the holding provisions as it applies to these lands no earlier than December 10, 2018**.**

Appendix C – Relevant Background

Existing Zoning Map



Report to Planning and Environment Committee

To: **Chair and Members**
Planning & Environment Committee
From: **George Kotsifas, P. Eng.**
Managing Director, Development and Compliance Services
And Chief Building Official
Subject: **Passage of Heritage Designating By-law for 432 Grey Street**
Meeting on: **March 18, 2019**

Recommendation

That, on the recommendation of the Heritage Planner, Development Services, the attached by-law to designate 432 Grey Street to be of cultural heritage value or interest **BE INTRODUCED** at the Municipal Council meeting to be held on March 26, 2019; 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*.

Executive Summary

Summary of Request
The designation of the Fugitive Slave Chapel – at its new location at 432 Grey Street – was requested by the property owner.

Purpose and the Effect of Recommended Action
The purpose and effect of the recommended action is to pass the by-law to designate the property at 432 Grey Street under Section 29 of the *Ontario Heritage Act*. This is the final step in the designation process.

Rationale of Recommended Action
The evaluation of the property at 432 Grey Street found that the property is of significant cultural heritage value or interest, and merits designation under the *Ontario Heritage Act*.

Analysis

1.0 Background

The property at 432 Grey Street is of significant cultural heritage value because of its physical or design values, its historical or associative values, and its contextual values.

The building on the property (known as the Fugitive Slave Chapel) was originally located at 275 Thames Street and was relocated to 432 Grey Street in 2014. It is adjacent to 430 Grey Street, which is the location of Beth Emanuel British Methodist Episcopal Church (c1868). The Fugitive Slave Chapel is a 1-storey, wood-framed structure, dating from 1853-1855, and built in the vernacular style. The building originally functioned as a place of worship for the African Methodist Episcopal Church congregation (at 275 Thames Street), and was later sold in 1869 and converted to a residential use. It has associations with the Black community which took shape in the formative years of London's early growth. The building is also a built remnant of the community of African Canadians whose roots are anchored in the history of the Underground Railroad.

The Fugitive Slave Chapel was previously designated at its original location at 275 Thames Street (L.S.P.-3432-10). Property owners, the Trustees of the London Congregation of the British Methodist Episcopal Church in Canada, requested the designation of this property at 432 Grey Street to recognize its cultural heritage value or interest on its new location. Supported by the recommendation of the London Advisory Committee on Heritage (LACH) at its meeting on September 12, 2018, Municipal Council resolved to issue its notice of intent to designate the property under Section 29 of the

Ontario Heritage Act at its meeting on October 2, 2018. This notice was served on the Ontario Heritage Trust and the property owner. The notice was also published in *The Londoner* on November 29, 2018; the thirty day appeal period expired on January 2, 2019. No appeals were received.

The final steps to designate the property at 432 Grey Street under the *Ontario Heritage Act* are the passage of the designating by-law (Appendix A), and registration of that by-law on the title of the property.

2.0 Conclusion

The property at 432 Grey Street is a significant cultural heritage resource in the City of London and should be protected under the *Ontario Heritage Act*.

Recommended by:	**Laura E. Dent, M.Arch, PhD, MCIP, RPP** **Heritage Planner**
Reviewed by:	**Michael Tomazincic, MCIP, RPP** **Manager, Current Planning**
Concurred in by:	**Paul Yeoman, RPP, PLE** **Director, Development Services**
Submitted by:	**George Kotsifas, P.ENG** **Managing Director, Development and Compliance Services and Chief Building Official**
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services.	

March 11, 2019
LED/

K:\Shared\ADMIN\1- PEC Reports\2019 PEC Reports\4- March 18\DRAFTb_2019-03-18_PEC Passage of Designating By-law_432 Grey St.docx

Planner: L. E. Dent

Appendix A

Bill No.
2019

By-law No. L.S.P.-_____

A by-law to designate 432 Grey Street to be of cultural heritage value or interest.

WHEREAS pursuant to the *Ontario Heritage Act, R.S.O. 1990, c. 0.18*, the Council of a municipality may by by-law designate a property including buildings and structures thereon to be of cultural heritage value or interest;

AND WHEREAS notice of intention to so designate the property known as 432 Grey Street has been duly published and served;

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

1. The real property at 432 Grey Street, more particularly described in Schedule “A” attached hereto, is designated as being of cultural heritage value or interest for the reasons set out in Schedule “B” attached hereto.

2. The City Clerk is authorized to cause a copy of this by-law to be registered upon the title to the property described in Schedule "A" hereto in the proper Land Registry Office.

3. The City Clerk is authorized to cause a copy of this by-law to be served upon the owner of the aforesaid property and upon the Ontario Heritage Trust and to cause notice of this by-law to be published once in a newspaper of general circulation in The City of London, to the satisfaction of the City Clerk, and to enter the description of the aforesaid property, the name and address of its registered owner, and designation statement explaining the cultural heritage value or interest of the property and a description of the heritage attributes of the property in the Register of all properties designated under the *Ontario Heritage Act*.

4. This by-law comes into force and effect on the day it is passed.

PASSED in Open Council on DATE.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – DATE
Second Reading – DATE
Third Reading – DATE

Planner: L. E. Dent

SCHEDULE "A"
To By-law No. L.S.P.-_____

Legal Description
Part Lot 13, N/E Grey Street, Plan 178(E) as in LC74719, London

SCHEDULE "B"
To By-law No. L.S.P.-_____

Description of Property
The property at 432 Grey Street is located on the north side of Grey Street between Colborne and Maitland Streets. It is adjacent to 430 Grey Street, which is the location of Beth Emanuel British Methodist Episcopal Church (c1868). The building on the property at 432 Grey Street (known as the Fugitive Slave Chapel) was originally located at 275 Thames Street, part of Lot 26, south of Bathurst Street, in the City of London. It is a 1-storey, wood-framed structure, dating from 1853-1855, and built in the vernacular style. The building originally functioned as a place of worship for the African Methodist Episcopal Church congregation (at 275 Thames Street), and was later sold in 1869 and converted to a residential use. The building was relocated to 432 Grey Street in 2014.

Statement of Cultural Heritage Value or Interest
The property at 432 Grey Street is of significant cultural heritage value because of its physical or design values, its historical or associative values, and its contextual values.

The cultural heritage interest of the property and building at 432 Grey Street is based on its associations with: 1) the early development of the Black community in London; 2) its later connections to the Underground Railway; and, 3) the emergence in London of a branch of the African Methodist Episcopal Church – later renamed the British Methodist Episcopal Church. The building, originally used for the intended purpose as a house of worship, also marks one of the oldest extant structure used as a church in London and is the first African Methodist church in London. The building's construction dates from the mid-1800s and reflects wood-framing using bent structural system and assembly. Its current location historically links the building to its surroundings in SoHo as an area where – in the late 1800s – a more prosperous Black community relocated from the Thames Street area. Situated adjacent to Beth Emanuel Church at 430 Grey St, together both buildings represent two eras of a common history of the Black community in London.

Heritage Attributes
The heritage attributes which support or contribute to the cultural heritage value or interest of the property at 432 Grey Street include:

- The one-storey vernacular cottage style building form with pitched-end gable roof;
- A symmetrical front façade with a single centered door and two evenly spaced window openings;
- Original exterior materials dating to the time of construction; including (but not limited to) all wood elements used on the exterior, bent structural system and assembly; and,
- One open, non-divided interior space or room.

File: O-8844
Planner: T. Macbeth

Report to Planning and Environment Committee

To: **Chair and Members**
Planning & Environment Committee
From: **John M. Fleming**
Managing Director, Planning and City Planner
Subject: **White Oak-Dingman Secondary Plan – Update Report**
Meeting on: **March 18, 2018**

Recommendation

That, on the recommendation of the Managing Director, City Planning and City Planner, the following actions be taken with regard to this report:

a) That this report **BE RECEIVED** for information; and

b) That the White Oak-Dingman Secondary Plan project **BE DEFERRED** until sufficient information is made available through Phase 2 of the Dingman Creek Environmental Assessment to delineate a developable land area.

IT BEING NOTED that the limits of the Dingman Creek flood plain are currently being reviewed and updated by the Upper Thames River Conservation Authority, and this review will inform the Dingman Creek Environmental Assessment.

IT BEING FURTHER NOTED that the White Oak-Dingman Secondary Plan area is identified as part of the second phase of the Dingman Creek Environmental Assessment (EA), which will address the flood plain limit and potential mitigation measures related to the flood plain.

Executive Summary

- This report provides an update on the 2018 activities within the White Oak-Dingman Secondary Plan area.
- On December 12, 2017, Council directed a Secondary Plan for the “White Oak-Dingman” area be undertaken in order to identify a vision for future growth of vacant lands, including the land uses, and intensities and forms of uses within the “Future Community Growth” Place Type. The Secondary Plan is also to identify transitions to surrounding established designations/Place Types and assess environmental, archaeological, transportation, and design matters.
- As part of the Secondary Plan, a number of background studies are required, including:
    - A Subject Lands Status Report (SLSR) for the natural environment. Natural Hazards, including flood lines and hazard limits, are also to be reviewed.
    - Stage 1 Archaeological Assessments to assess the potential for cultural heritage and identify where further study would be required as part of subsequent planning and development applications.
    - A Transportation Study to determine road patterns, connections, alignments, intersections, as well as the pedestrian, bicycle, and transit networks within the developable area.
    - Servicing studies for stormwater, sanitary, and water servicing requirements.

- Public uses, such as parkland, parks and recreation facilities, and future school sites to be assessed as part of visioning for the area and the land use concept.

- Work has been undertaken regarding the Subject Lands Status report and archaeological assessment. A public meeting was also held in March 2018 to identify considerations and vision for the future Place Type and transitions to surrounding land uses and Place Types (e.g. Industrial and Commercial Industrial).

- During the Summer of 2018, a flood plain map modelling update for the Dingman Creek Subwatershed was made available by the Upper Thames River Conservation Authority (UTRCA).

- As identified at the Planning and Environment Committee on November 12, 2018, the updated Dingman flood plain mapping is to be used as an interim "screening area" requiring UTRCA review of applications.

- The map modelling of the "screening area" is currently being peer reviewed.

- Changes to the regulatory flood plain area may result from the confirmation of the peer review and finalization of the flood plain modeling update.

- The flood plain map modeling, as presented to Council in November 2018, has significant impact on the White Oak-Dingman Secondary Plan area. The Secondary Plan cannot be completed until review of the "screening area" is completed in coordination with the concurrent Dingman Creek Environmental Assessment (EA).

- The City will continue to work with the UTRCA to review and refine the screening area and coordinate this review with the on-going Environmental Assessment. The EA will consider engineering works that may mitigate flood impact. A target date of Q1 2021 is anticipated for the second phase of the EA. Subsequent update reports will continue to inform Council and landowners of progress on the EA and the UTRCA's screening area review.

- It is recommended that the White Oak-Dingman Secondary Plan be deferred to align with the timing of the EA. Until the limits of the regulatory floodplain are confirmed, it is not possible to determine the extent of the developable area.

- The Background Studies are intended to be used to support the future development of the area by informing matters such as the transportation network, servicing and land uses. It is recommended that these studies be deferred and undertaken in conjunction with the second phase of the EA.

Analysis

1.0 White Oak-Dingman Secondary Plan Update

1.1 Background

In 2014 the City of London initiated an Official Plan Amendment to conduct a review of the land uses within the White Oak-Dingman Area. The review was initiated as a result of a landowner request that the City review the "Industrial" designation and to have them considered for alternative land uses. The review was conducted as a background study to the preparation of the new Official Plan (*The London Plan*).

The review evaluated the existing Industrial lands within the study area, including the landowners' requests, to determine if it was appropriate for the lands to continue to be identified for industrial purposes or whether the lands should be re-designated to non-industrial uses (e.g. residential, commercial, institutional and/or open space).

The findings of the evaluation indicated the lands are poorly located for future industrial development, existing infrastructure investments are not being used efficiently, and a lack of market interest are precluding the lands from being developed for industrial purposes. As a result of the review, in March 2015 Municipal Council approved a change in Official Plan land use designation for a portion of the White Oak/Dingman area from “Industrial” designation to “Urban Reserve-Community Growth” designation. Changes to the Southwest Area Plan (SWAP) also reflect these changes.

Council’s decision to re-designate a portion of the lands from Industrial to non-Industrial land uses was appealed to the Ontario Municipal Board (OMB). Through its August 2016 decision, the OMB upheld Council’s decision to re-designate the lands for non-industrial uses.

On December 12, 2017, Council directed a Secondary Plan be undertaken for lands south of Exeter Road, north of Dingman Drive, east of White Oak Road and west of the Marr Drain (See Map Below), so that a vision for future growth and an urban designation can be applied to the “Urban Reserve-Community Growth” lands (termed “Future Community Growth” in *The London Plan*).



Figure 1: White Oak-Dingman Secondary Plan Area

The lands are owned by private landowners, with a portion owned by the City of London and Hydro One. The subject lands encompass an area of approximately 225 hectares.

The Secondary Planning process represents an opportunity to determine the appropriate land uses to provide for future community growth. The planning of the study area for a future neighbourhood would also connect the future residential uses west of White Oak Road with the study area, and to the existing White Oaks neighbourhood to the north. Identification of the future mobility system, including street system, pathways, and parks and open space will provide additional opportunities to integrate this area with the surrounding neighbourhoods.

As identified in policy 1556_ of The London Plan, Secondary Plans are to apply:

- Where there is a need to elaborate on the parent policies of the London Plan and where more policy guidance is required;
- Where it is important to coordinate development of multiple properties; and

- Where comprehensive study is required to consider the City Building and Environmental policies of the Plan.

Furthermore, as noted in policy 1557_ of The London Plan, Secondary Plans may apply to areas of varying sizes, including but not limited to:

- Areas within a Future Growth Place Type;
- Areas that require a coordinated approach to subdivision development;
- Older industrial areas that are subject to pressure for expansion or transition to other uses;
- Areas that are subject to substantial change as a result of a proposed major development; and/or
- Areas where a coordinated approach to the development of multiple properties is required for specific planning and design objectives;

The White Oak-Dingman Secondary Plan process is to identify a vision for future growth and development of the "Future Community Growth" Place Type lands, including the land uses, intensities of development and forms of uses. The Secondary Plan is also to address transitions to surrounding Place Types (i.e. Industrial and Commercial Industrial Place Types along Exeter Road). Additionally, a number of background studies for the Secondary Plan will assess environmental, archaeological, transportation and city design matters.

Background studies regarding archaeology and the natural environment have been and are continuing to be prepared. A community meeting to create a vision for the Future Community Growth area was also held in spring 2018.

As a result of a UTRCA's flood plain map modelling update, which was brought forward to Planning and Environment Committee on November 12, 2018, the other background studies remain outstanding because they are contingent upon the flood plain review and establishment of the developable area and development limits in relation to the flood plain. This delay would affect the transportation study, servicing studies, as well as completing the Secondary Plan.

1.2 Background Studies

a) Environmental Background Study: Subject Land Status Report

In accordance with policy 1428_ of *The London Plan*, a Subject Land Status Report (SLSR) is generally required for all of the following:

- To confirm and map boundaries of natural heritage features and areas;
- To evaluate the significance of lands in the Environmental Review Place Type on Map 1;
- To identify and evaluate the significance of other natural heritage features and areas which are not included in the Green Space or Environmental Review Place Types on Map 1 including those natural heritage features and areas shown on Map 5 and vegetation patches greater than 0.5 hectares in size.

A Subject Land Status Report has been undertaken by Parsons Inc. Permission to Enter (PTE) was requested from the owners of all parcels within the study area prior to the start of field investigations. However, PTEs were only secured for approximately half of the study area. For properties where PTE was not secured, investigations and observations were conducted from adjacent properties wherever possible and some assumptions had to be made regarding the presence of certain features on properties which could not be directly accessed (e.g., air photo interpretation, adjacent photographs).

A SLSR includes a three (3) season ecological inventory, following the City's Data Collection Standards for Ecological Inventory and other provincially and federally accepted protocols. Following specific timing protocols, the area was studied in 2018

for Amphibians, Birds, Plants, Reptiles, Mammals, Species at Risk and Significant Wildlife Habitat, and the Existing Uses and Disturbances were documented. Based on the findings of the SLSR, the identified natural heritage features will be added to the Secondary Plan and London Plan mapping. Natural Hazards, e.g., regulatory flood lines as identified by the UTRCA, will also be included in the Secondary Plan.

As specific development proposals come in, those proposed to be located adjacent to natural heritage features including those identified in the Secondary Plan will be subject to all of the Environmental Policies of the City's Official Plan (*The London Plan*) and the Provincial Policy Statement 2014, consistent with policy 1432_ Environmental impact studies. The SLSR thus supports a secondary plan's direction and role in protecting and sustaining natural heritage features, per *The London Plan* policy 1561_3.

Data collection has been completed and the data is now being analyzed and evaluated. A number of species and habitats were identified during the investigations. The detailed SLSR report will be made available for public review upon completion, which is anticipated in Spring 2019.

b) Archaeological Assessments

The majority of the area within the Future Community Growth Place Type have previously completed archaeological assessments, with archaeological reports registered by the Ontario Ministry of Tourism, Culture, and Sport. For properties where no previous archaeological reports were registered with the Ministry, the City sought landowner concurrence to have Stage 1 assessments prepared.

The Stage 1 assessment evaluates properties for their potential to have archaeological sites. The Stage 1 background study included a review of current land use, historic and modern maps, registered archaeological sites and previous archaeological studies, past settlement history for the area and a consideration of topographic and physiographic features, soils and drainage. The Stage 1 report identifies areas where further study and subsequent stages, such as Stage 2 archaeological investigation, would be required to determine whether or not archaeological sites exist.

The additional stages of study will be undertaken by applicants as part of subsequent planning and development applications. Three of five properties responded to the City's request and participated in the Stage 1 archaeological assessment. The three participating properties were:

- 55 Chalkstone Drive;
- 60 Chalkstone Drive; and
- 501 and 509 Exeter Road.

The two remaining properties for which no archaeological assessment was undertaken are:

- 453 Exeter Road; and
- 459 and 461 Exeter Road.

Timmins Martelle Heritage Consultants Inc. was contracted by the City to undertake the Stage 1 assessments in accordance with the provisions of the *Planning Act*, *Provincial Policy Statement*, and City's *Archaeological Management Plan* (2017).

The consultant's map-based review and historical research identified the potential for archaeological sites based upon: location within proximity (i.e. within 300 m) from known water courses (Johnson and Attwood Drains); a 19th Century travel route (Exeter Road); and 19th century structures depicted on historical maps. The City's Archaeological Master Plan also identifies the area as having archaeological potential. As a result of the map and historical research reviews identifying archaeological potential, Stage 1 property inspections were conducted to evaluate current site conditions and determine if any areas of archaeological potential remained intact.

Based on the findings of the research and field investigation, the following recommendations were made in the Stage 1 archaeological assessment report:

- 55 Chalkstone Drive: property consists of gravel parking lots, disturbed topsoil, a small pond and an agricultural field. The parking lot, disturbed topsoil and pond are considered to have low archaeological potential and no further work is recommended. The agricultural field retains archaeological potential and a Stage 2 archaeological assessment is recommended;
- 60 Chalkstone Drive: property consists of an agricultural field. The agricultural field retains archaeological potential and a Stage 2 archaeological assessment is recommended;
- 501 and 509 Exeter Road: property consists of gravel and paved parking lots, a small drainage catch basin, gravel laneway, small artificial soil pile, and grassed and treed field. The gravel parking lot, drainage catch basin, gravel laneway, and artificial soil pile are considered to be of low archaeological potential and no further work is recommended. The treed and grassed field retains archaeological potential and a Stage 2 archaeological assessment is recommended.

The Stage 1 archaeological assessment report, including the recommendations above, was submitted by the consultant to the Ministry of Tourism, Culture, and Sport on August 20, 2018.

For the properties that did not participate in this Stage 1 assessment, they will be required to undertake Stage 1 assessments as well as any subsequent assessments as part of their future planning and development applications.

1.3 Dingman Creek Flood Plain Mapping – Impacts on Secondary Plan

During Summer 2018, it was identified to the City that the update to Dingman Creek flood plain map modelling was completed by the Upper Thames River Conservation Authority (UTRCA). A separate report on this matter was brought forward to the Planning and Environment Committee on November 12, 2018 and a flood plain review update report will be provided on March 18, 2019.

The updated flood plain map modelling is currently being verified by a peer review, and may result in changes to the Conservation Authority Regulation Area in the watershed. In the interim, the updated mapping is being used as a “screening area” requiring UTRCA review of planning and development applications. The City is concurrently conducting a Dingman Creek Environmental Assessment (EA). As part of the EA, a review of engineering works that may mitigate flood potential will also be assessed.

The flood plain “screening area”, as identified in November 2018, has a significant impact on the White Oak-Dingman Secondary Plan area. Staff will continue to work with the UTRCA to review this “screening area”, assist with the peer review, and coordinate land use planning processes with the concurrent Dingman Creek EA.

However, until such time as the peer review of the floodplain modelling is complete and the flood plain limits are finalized, it is premature to identify or designate a developable urban land area. It is also premature to establish a transportation network and servicing strategy within the Secondary Plan area.

The Transportation Study will determine the road pattern, connections, and alignments, as well as the pedestrian, bicycle and transit networks. It would be premature to recommend such networks without a defined flood hazard limit.

Additionally, servicing studies to determine stormwater, sanitary and water servicing requirements are contingent upon the outcome of the flood hazard review and EA because they are based upon the size of developable area and the intensity of land use and design concepts.

In November 2018, Council received a report identifying that the White Oak-Dingman Secondary Plan area will be located in the second phase of the Dingman Creek Environmental Assessment. In that report, Phase 2 was identified as a continuation of the Master Plan EA process but which will include a new or expanded problem statement to analyze potential engineering infrastructure for Dingman Creek (and tributaries not included in Phase 1) to mitigate flooding on impacted lands (as well as to improve access), all in consideration of the updated hazard information. During this time, the UTRCA will continue to confirm the extents of the natural hazards that are components of the UTRCA's Regulation Limits. Phase 2 of the Dingman Creek EA is targeted for completion in 2021.

In order to address land use and flood plain issues concurrently, and have the benefit of the EA evaluating the potential for flood mitigation measures, the completion of the outstanding background studies and the Secondary Plan will coincide with the second phase of the EA.

2.0 Conclusion

The White Oak-Dingman Secondary Plan area has not been identified as part of the first phase of the Dingman Creek Environment Assessment. However, the City will continue to work with the UTRCA to review and refine the flood plain and coordinate this floodplain review with the on-going Environmental Assessment's review of engineering works and those works' potential to mitigate flood risks. The City's role will include participation in the peer review, as well as assisting with the evaluation of policy alternatives. A target date of 2021 is anticipated for the second phase of the Dingman Creek Environmental Assessment.

The White Oak-Dingman Secondary Plan is located within the second phase of the Environmental Assessment. As such, the completion of the outstanding background studies and completion of the Secondary Plan will be deferred to coincide with the timing of the second phase of the EA, anticipated in 2021. If sufficient information is available through the EA process that would determine the limits of the developable lands within the planning area, the background studies work would be undertaken to advance the Secondary Plan before the completion of Phase 2 of the Environmental Assessment.

Prepared by:	**Travis Macbeth, MCIP, RPP** **Planner II, Policy Planning**
Submitted by:	**Gregg Barrett, AICP** **Manager, Long Range Planning and Sustainability**
Recommended by:	**John M. Fleming, MCIP, RPP** **Managing Director, City Planning and City Planner**
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Planning Services	

February 19, 2019
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Appendix A – Additional Reports

Additional Reports Pertinent to this Matter

December 4, 2017	Planning and Environment Committee, “White Oak/Dingman Secondary Plan – Terms of Reference for Project Initiation”.
November 12, 2018	Planning and Environment Committee, “Upper Thames River Conservation Authority Dingman Creek Subwatershed Screening Area Mapping.”

Report to Planning and Environment Committee

To: **Chair and Members**
Planning & Environment Committee
From: **John M. Fleming**
Managing Director, Planning and City Planner
Subject: **Update on Response to Provincial Consultation on "Increasing Housing Supply in Ontario"**
Meeting on: **March 18, 2019**

Recommendation

That, on the recommendation of the Managing Director, City Planning and City Planner, this report **BE RECEIVED** for information.

Report: Background and Submission

1.0 Executive Summary

- The Province has identified that rising housing costs and limited supply has resulted in rising prices and rents which makes it difficult for many Ontarians to afford the housing they need.
- In response, the Province is developing a "Housing Supply Action Plan". In support of that Plan, the Province released a consultation guide entitled "Increasing Housing Supply in Ontario" at the end of November 2018.
- The consultation guide identified five themes of consultation and asked for public feedback by January 25, 2019.
- Through a January 7, 2019, report to Planning and Environment Committee, the approach for a City response to the questions posed in the consultation guide was identified, noting that comments would be provided to the Province by the consultation deadline, and reported back to municipal Council at a later date.
- On January 24, 2019, the attached comments were submitted to the Province in response to the "Increasing Housing Supply in Ontario" consultation guide.

2.0 Response

2.1 Key Considerations

At the January 7, 2019, meeting of the Planning and Environment Committee, it was identified how the City would approach its response to the Provincial Government's consultation on "Increasing Housing Supply in Ontario". This approach included identifying City actions and initiatives which seek to address the consultation guide's questions regarding housing cost, affordability, and supply. Opportunities for potential Provincial actions were also identified.

Directions to Staff included that the City's submission should:

- Address the specific questions of the consultation guide;
- Seek opportunities for City involvement in any engagement processes related to subsequent legislation or regulations that result from this consultation;
- Identify that housing affordability should be a key consideration of any discussion seeking to address matters of housing supply;

- Ensure tools, such as existing Provincial legislation and regulations, which address housing affordability should be supported and enhanced. This includes tools such as Inclusionary Zoning;

- Recognize that municipal fees and charges are levied for the purposes of cost recovery, and that any reduction in fees (such as Development Charges for initial capital cost recovery) would be required to be off-set by increases in property tax, which would also adversely affect long term housing affordability.

2.2 Consultation Submission

In accordance with the comments and direction from Council, an inter-departmental staff and agency team compiled a response. The response was submitted electronically to the Province on January 24, 2019. The submission (attached as Appendix 'A' to this report) included comments and suggestions such as:

- The need for flexibility in Provincial approaches, thus allowing municipalities to meet local housing and affordability needs;

- The need for municipal engagement in any future legislation or regulations stemming from this consultation;

- The Province should continue to support its existing tools, legislation, and funding (including Inclusionary Zoning, the Local Planning Appeals Tribunal, and intensification policies);

- The need for Provincial support for intensification to address pressure on Employment lands;

- Addressing the "missing middle" of affordability as well as the "missing middle" built forms (i.e. townhouses to mid-rise developments;

- The sale of surplus Provincial lands provide unique opportunities to address housing supply and affordability within cities;

- The recognition of a "Transitional Industrial" land use designation, which would identify lands with the potential to change to non-Employment uses such as residential or mixed use, but would not be considered part of the "Employment" land supply for purposes of a land needs study (comprehensive review);

- The review of the 1990s "D-Series" Guidelines which identify separation distances between Industrial and non-Industrial uses (such as residential), noting the Guidelines are effective for protecting public health and safety but could be reviewed and confirmed given changes in industrial practices and emerging and new mitigation opportunities;

- The Province could consider lowering the cost of developing new housing by providing capital funding for growth-related infrastructure costs, thus lowering Development Charges (DCs);

- Provincial funding for growth-related infrastructure costs could include funding related to Community Housing and developments that include affordable units;

- The Province could also consider creating a Provincial fund which municipalities could have access to in order to rebate capital infrastructure costs (i.e. reduce development charges);

- The City also highlighted its GMIS (Growth Management Implementation System) program, where the City of London undertakes an annual review of its growth-related infrastructure projects to ensure that the projects and timing are aligned with growth needs. This annual review incorporates significant engagement with the development community, including several consultation

meetings and one-on-one interviews to seek feedback. Reviewing and adjusting City servicing investments annually through the GMIS process ensures that serviced land is available for housing;

- The City of London is also in the process of updating the five-year Homeless Prevention and Housing Plan. Within this process, the City will be consulting directly with landlords and housing providers to better understand their needs and discuss new approaches to support them within a competitive rental market;

- Landlords and tenants are protected through such measures as the Vulnerable Occupancy Protocol, the Landlord Licensing Team and the City provides additional resources to support the Landlord and Tenant Board;

- Within London, all non-apartment building rental properties, including secondary suites, are required to have a Residential Rental Unit Licence; and

- The Province could encourage homeowners to create legal secondary suites by reviewing its legislation and regulations to ensure that policies and regulations are aligned.

3.0 Conclusion

Civic Administration submitted the attached response to the Provincial Consultation on "Increasing Housing Supply in Ontario" on January 24, 2019. The response to the Province also included the January 7, 2019, report to the Planning and Environment Committee.

The response identified that housing affordability is a key component of any discussion regarding housing supply, and that the existing tools, legislation, regulations, and funding provided by the Province should be maintained and enhanced. It also identified several opportunities for the Province to support or fund projects that would lower the cost or increase opportunities for housing supply and support housing affordability.

The response also reiterated the City's interest in continued participation in any consultation processes related to changes to legislation or regulations that result from this consultation on housing supply.

Acknowledgements: Douglas Calderwood-Smith, Manager, Strategic Program and Partnerships (Housing); Stephen Giustizia, CEO, HDC London; Brian Turcotte, Development Manager, HDC London; Kevin Edwards, Manager, Development Finance; Matt Feldberg, Manager, Development Services (Subdivisions).

Prepared by:	**Travis Macbeth, MCIP, RPP** **Planner II, Policy Planning**
Submitted by:	**Gregg Barrett, AICP** **Manager, Long Range Planning and Sustainability**
Recommended by:	**John M. Fleming, MCIP, RPP** **Managing Director, City Planning and City Planner**
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Planning Services	

February 19, 2019
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Appendix A: City Submission to "Increasing Housing Supply" Consultation

January 24, 2019 Submission to the Province Regarding "Increasing Housing Supply in Ontario" Consultation

300 Dufferin Avenue
P.O. Box 5035
London, ON
N6A 4L9

London
CANADA

January 24, 2019

Hon. Steve Clark
Minister of Municipal Affairs and Housing
17th floor
777 Bay St.
Toronto, ON
M5G 2E5

Re: "Increasing Housing Supply in Ontario": City of London Response to the Provincial Consultation

Dear Minister Clark,

The Province is to be commended for this consultation initiative that serves to prioritize the issue of housing supply and affordability in Ontario. The City of London and its partner Housing Development Corporation appreciate the opportunity to contribute to this important discussion that will inform the Province's Housing Supply Action Plan (HSAP). Foundational to the HSAP should be the notion that a coordinated public-private sector response is required.

Actions advanced under the Housing Supply Action Plan should be flexible, recognizing that "one size" does not fit all municipalities. The City would encourage any new Provincial legislation or regulations resulting from this consultation provide municipalities with the flexibility to respond to local needs and local priorities. Any new legislation or regulations should allow municipalities to adapt to changing markets and economic situations, including municipalities able to respond to high- and low-growth markets. The City would appreciate the opportunity to engage with the Province regarding any proposed legislation or regulations resulting from this consultation process.

Additionally, the City would strongly urge the Province to maintain and enhance the existing Provincial legislation, funding, and tools that support the creation of housing supply, the mix of housing forms and which address the affordability of housing. It is critical to recognize that housing affordability is an important component of any larger strategy to address housing supply.

Community Housing is also an important component of the spectrum of housing supply. The consultation questions do not address Community Housing/Social Housing sector considerations. As such, the City would recommend these considerations be included into any subsequent consultations on housing supply or proposed legislative or regulatory changes.

This response is being sent further to a report to the City of London's Planning and Environment Committee, which was prepared with input from the City's partner Housing Development Corporation (Note: the staff report is attached as an appendix to this response, for reference). The remainder of this submission is comments which address

the specific themes and questions of the Province's consultation guide on "Increasing Housing Supply in Ontario".

Theme 1: "Speed"

City response:

Development review is one aspect related to the availability of housing supply. Expediency of processing applications should not be at the cost of one public interest over another. It is incumbent on all levels of government to review policy, procedures and processes to identify process improvements and efficiencies appropriate for localized housing challenges.

The City of London has taken various actions to improve the efficiency of development review, including:

- Introducing *The London Plan*, the City's new official plan with a policy framework that is more flexible to various forms and intensities of housing;
- Applying Lean Six Sigma principles to City departments' processes; and
- Engaging a stakeholder working group with development industry representatives to review process improvements.

The province is encouraged to enhance provincial tools that support the efficiency of development applications and delivery of housing, including support for the Local Planning Appeals Tribunal (LPAT). The LPAT is an important Provincial support for creating new forms and supply of housing through residential infill and intensification projects. Residential infill and intensification is supported by the PPS; however, such projects often encounter neighbourhood resistance. Through the introduction of the LPAT, there will be fewer appeals and appeal of residential intensification will be limited in those areas of municipalities that are identified as appropriate for intensification by policies of municipal Official Plans. However, the City would note that recent reductions in the number of LPAT adjudicators may have the potential to protract LPAT appeals because of the scheduling and availability of fewer adjudicators.

Theme 2: "Mix"

City response:

In order to build the kind of housing people want and can afford in the right places with the right supports, the City of London has introduced a new official plan after extensive public consultation. *The London Plan* identifies a framework for mixed-use development and growing "inward and upward", as well as coordinating land use planning permissions with transportation infrastructure planning (a city structure that aligns with a future rapid transit system).

The City suggests that the Province continue to provide supports for urban regeneration, community housing regeneration, and policy tools to support different forms and prices of housing. These important Provincial housing policies include appropriate range and mix of housing, minimum ten years' supply of lands for intensification and redevelopment, and minimum targets of affordable housing, in accordance with section 1.4 of the Provincial Policy Statement 2014.

The consultation guide identifies the "missing middle" forms of housing as a means to address affordability of housing. Medium- and high-density forms of housing are often perceived as intrinsically more affordable than other housing forms; however, a mix of forms does not necessarily address a mix of tenure or a mix of housing affordability.

Any Provincial directions and actions to address the missing "built form" middle of housing supply are also recommended to address the missing "middle" of affordability.

To address new types and forms of housing being integrated into existing neighbourhoods, the City would encourage the Province to maintain and enhance the planning tools that support housing affordability and create housing supply. Such tools include Inclusionary Zoning and Bonus Zoning.

Additionally, to create new housing supply in and address housing affordability, the City of London would encourage the Province to consider land sales of its surplus Provincial properties. The Province is a significant landowner, and such sites present a unique opportunity to create a mix of housing forms and address housing affordability within urban centres. Within the City of London, sales of surplus Provincial properties have resulted in the ongoing re-development of the Old Victoria Hospital Lands and the recent announcement of the sale of the former London Psychiatric Hospital site (approximately 75 hectares combined). The City would encourage the Province to continue with the disposition of its surplus sites, which may contribute to affordable housing.

Furthermore, in order to balance the need for more housing with the need for employment and industrial lands, the City would encourage the Province to support policies and tools for residential infill and intensification so that potential pressure to convert employment areas (both urban/industrial and agricultural lands) is lessened. Additionally, the Province could consider the concept of "Transitional Industrial" land use designations. A "Transitional Industrial" designation could recognize and support the existing employment uses while also recognizing the potential for transition over time to new uses such as commercial uses or mixed-use areas with commercial, office, and/or affordable housing uses. "Transitional Industrial" lands would not be considered as Employment Lands, and as such, would not require a comprehensive review as contemplated by section 1.3.2.2 of the PPS 2014. The concept of "Transitional Industrial" could also support economic development by streamlining and scoping the types of studies that are required for applications for such changes in land use (currently a comprehensive review of the entire municipality is required to convert employment land to non-industrial uses per the PPS).

The Province could also consider reviewing and confirming appropriate separation distances between Industrial and non-Industrial urban uses. The "D-Series" Guidelines are very effective in ensuring public health and safety by separating housing and other sensitive uses from Industry; however, given changes over time to the nature of industry and the advances in industrial technologies with improved capacity to mitigate some nuisances such as noise, vibration, and odour, the Province may consider reviewing and confirming such separations in the "D-Series" Guidelines and other Provincial regulations.

Theme 3: "Cost"

City response:

Land acquisition costs are one the greatest impediments to increasing the supply of affordable housing. In response, many municipalities, including the City of London, have adopted "affordable housing first" policies for surplus municipal lands and/or municipal acquisition of surplus school sites. These policies offer great opportunities to increase the supply of affordable housing stock.

The City of London uses Development Charges to fund required growth-related infrastructure on a cost-recovery basis. If costs are not recovered through DCs, then there would be a required increase in property taxes to recover those costs. The Province could consider lowering the cost of developing new housing by providing Provincial capital funding for growth-related infrastructure costs. This may help ensure that the use of new infrastructure is optimized and strategically located for cost-effectiveness, in accordance with section 1.6 of the PPS 2014. Provincial funding for growth-related infrastructure costs could include funding related to Community Housing

and affordable housing projects. The Province could also consider creating a Provincial fund which municipalities could have access to, in order to rebate development charges, including for affordable housing projects. These actions would have the effect of lowering development charges.

Through its GMIS (Growth Management Implementation System) program, the City of London undertakes an annual review of its growth-related infrastructure projects to ensure that projects and timing are aligning with growth needs. This annual review incorporates significant development community engagement including several consultation meetings and one-on-one interviews to seek feedback. Reviewing and adjusting City servicing investments annually through the GMIS process makes sure serviced land is available in the right places for housing.

Theme 4: "Rent"

City response:

a) Landlords

To make the current system work better for landlords, the City of London understands the importance of working directly with landlords in an effort to increase housing stability for all Londoners. Through the *London For All, A Road Map to End Poverty* policy framework, the City has previously committed to working with landlords to reduce the number of evictions from low income from rental properties.

Given London's lack of affordable apartment units and the lengthy wait for social housing, the private rental market provides more immediate opportunities in terms of growing housing stock. There is a significant need to work creatively with housing providers to help make the system work better for landlords.

Private landlords and housing providers have expressed their desire to house tenants who are able to meet their financial obligations on time, maintain the condition of their units and become good neighbours. Any future strategies must mitigate a landlord's risks. This can be achieved through innovative approaches to the following themes:

- Tenant education;
- Eviction prevention strategies and resources; and
- Additional case management resources to support tenant longevity and stability.

The City of London is currently in the process of updating and re-envisioning the five-year homeless prevention and housing plan. Within this process, the City will be consulting directly with landlords and housing providers to better understand their needs and discuss new approaches to support them within a competitive rental market.

Once completed, this strategic document will guide the work of the City's Homeless Prevention and Housing service areas while meeting the requirements from the City, Province of Ontario and the Government of Canada.

b) Tenants

To protect tenants, the City of London respects and enforces the legal rights and protections of all tenants in London, as outlined in the Human Rights Code and the Residential Tenancies Act. All tenants in London must have access to, for example, a clean home in good repair, vital services such as heating, hot and cold water and electricity, privacy, controlled rent increases and protection from unlawful evictions.

The City has taken a proactive approach to ensure tenants are supported, as evidence of implementing the following:

- ***Vulnerable Occupancy Protocol****: Supporting those living in more challenging accommodations.*

    - Vulnerable Occupancy Protocol Response Strategy establishes a closer direct working relationship between service providers most closely engaged in responses to vulnerable occupancy.

    - This strategy is intended to address the safety of individual tenants or occupants or a group together in one residence where the physical state of the residence or the behaviours within it are putting existing vulnerable people at risk.

- ***Landlord Licencing Team****: Ongoing compliance to ensure residential locations are licensed.*

    - The Residential Rental Unit Licence by-law was adopted in 2011 and aims to effectively address sub-standard housing conditions in rental units and to protect the amenity, character, and stability of residential areas.

Through the updating and re-envisioning the five-year homeless prevention and housing plan, the City of London will be consulting with tenants to develop initiatives to improve the ability of households to retain their housing. Any new supports developed as part of the homeless prevention and housing plan are intended to complement existing provincial legislation.

The City of London also supports the province providing additional resources to the support the Landlord and Tenant Board to ensure all tenants, particularly those more vulnerable, have access to an efficient and fair adjudication process.

c) Secondary Suites

Legal and safe secondary suites are an important tool to increase the supply of affordable housing and increase housing supply through “invisible densification” in established and new neighbourhoods. Secondary suites help optimize the use of the existing private housing stock while creating an income revenue stream for the housing provider.

Within the City of London, all non-apartment building rental properties in the City of London, including secondary suites, must have a Residential Rental Unit License. This License ensures the rental property is a safe dwelling for the tenant and meets current legislation and building and fire code.

Through the updating and re-envisioning the five-year homeless prevention and housing plan, the City of London will be consulting with private housing providers to develop new and innovative approaches to promote the growth of secondary suites. Any new protections developed as part of the homeless prevention and housing plan are intended to complement existing provincial legislation.

To encourage homeowners to create legal secondary suites, the Province could review the Provincial legislation, regulations and codes in a manner consistent with the PPS, thus ensuring policy and code alignment and easing homeowner navigation through the applications process.

Theme 5: “Innovation”

City response:

In sum, the City appreciates the opportunity to contribute to this important discussion on the housing supply and affordability in Ontario. The City would suggest that the Province consider the following measures to address housing supply and housing affordability:

- That the existing tools and supports for creation of housing supply and affordable housing be maintained and enhanced. This includes, but is not limited to, the targets, infrastructure, and growth management policies of the 2014 Provincial Policy Statement, as well as Inclusionary Zoning and Bonus Zoning.
- That any subsequent changes to legislation or regulations are flexible and recognize local priorities and local needs (high growth and low growth municipalities and flexibility to adapt to changing markets);
- That the City, as an administrator of the local economic development through housing application review, be given the opportunity to engage with the Province in any subsequent legislation or regulatory changes proposed;
- That housing affordability and the entire housing sector (including the community housing component) be evaluated collectively for its ability to deliver housing units and affordable housing;
- That the Province consider financial contributions to growth-related capital costs to help improve housing affordability (e.g. assisting paying for growth infrastructure or creating a Provincial fund where DC rebates for qualifying programs may be accessed by municipalities);
- That a new type of employment land in transition be considered (e.g. “Transitional Industrial”). This designation would recognize areas as they change over time from Industrial uses to other uses such as mixed-use or affordable residential, and that these areas may have a scoped application requirements (e.g. not the comprehensive employment land review now required for all changes in designation);
- That the Province review and confirm the distances between industrial and non-industrial uses in the “D-series” guidelines, for example the noise and vibration guidelines;
- That the Province review codes and regulations related to secondary suites to ensure alignment and to ease homeowners navigation through the application process to create legal second suites; and
- That the Province continue disposition processes for surplus Provincial properties. Recent examples in London have been successful and these unique surplus sites have the potential to increase housing supply and address the “missing middle” of housing forms and housing affordability in municipalities across the Province.

Appendix:
Report to City of London Planning and Environment Committee
January 7, 2019

Report to Planning and Environment Committee

To: **Chair and Members**
Planning & Environment Committee
From: **John M. Fleming**
Managing Director, City Planning and City Planner
Subject: **Provincial Consultation on "Increasing Housing Supply in Ontario"**
Meeting on: **January 7, 2019**

Recommendation

That, on the recommendation of the Managing Director, City Planning and City Planner, with the concurrence of the Managing Director, Housing, Social Services, and Dearness Home, and the Managing Director, Development and Compliance Services and Chief Building Official, the following actions be taken:

a) That this report **BE RECEIVED** for information;

b) That the consultation guide entitled "Increasing Housing Supply in Ontario" **BE CIRCULATED** to community and stakeholder organizations (the Housing Development Corporation, London Development Institute, London Home Builders Association, and Urban League) for information; and

c) That Civic Administration **BE DIRECTED** to submit a response to the Ontario Ministry of Municipal Affairs and Housing before January 25, 2019, it being noted that Civic Administration will provide a subsequent information report to Council with the submission provided to the Province.

Executive Summary

- The Province has identified that rising housing costs and limited supply over the last few years has resulted in rising prices and rents which makes it difficult for many Ontarians to afford the housing they need.
- In response, the Province is developing a "Housing Supply Action Plan". In support of that Plan, the Province has released a consultation guide entitled "Increasing Housing Supply in Ontario".
- The consultation guide identifies five themes of consultation and asks for public feedback by January 25, 2019.
- Through this report, the City has identified its approach to respond to the housing cost and supply questions posed in the consultation guide.
- Administration will identify recent and upcoming municipal initiatives that also seek to address these same issues of housing cost, affordability, and supply.
- The information in the report may also serve to inform other organizations or members of the public who wish to respond to the consultation guide.
- Staff will provide comments to the Province regarding actions and initiatives that the Province could undertake to increase housing supply in Ontario.

- Staff will provide a subsequent information report to Council with the submission provided to the Ontario Ministry of Municipal Affairs and Housing.

- Staff have identified that housing affordability is also an important factor in increasing housing supply within Ontario.

1.0 Consultation Document: Increasing Housing Supply in Ontario

1.1 Background

On November 28, 2018, the Ontario Government announced a public consultation process to inform the province's development of a broad-based action plan to help increase the supply of housing in Ontario. To inform the Province's development of a "Housing Supply Action Plan", a consultation guide has been released through the Environmental Registry of Ontario (formerly the Environmental Bill of Rights)

The period to submit comments is **up until January 25, 2019**.

Attached as Appendix "A" to this report is the Province's consultation discussion paper, "Increasing Housing Supply in Ontario". The consultation guide and associated website (see: www.ontario.ca/housingsupply) reflect that this initiative is being driven in recognition that "housing is one of the largest cost burdens for households in Ontario" and notes that "high prices and rents have made it hard for people to afford the housing they need".

Communications from the Ministry of Municipal Affairs and Housing reflect that this is a cross-government initiative that seeks broad participation from any and all interested parties and individuals.

The consultation guide identifies five (5) broad themes related to barriers to housing supply and housing cost. Many of the statements and related public consultation questions are similar to those that have been recently posed by Council related to addressing gaps in housing stock. The categories of questions in the consultation guide are:

- Time taken for development projects to be approved;

- The appropriate mix of housing forms, including the so-called "missing middle" forms of housing (i.e. medium intensity forms of housing that are not single detached dwellings or high rises);

- Costs of development, including land prices and the fees and charges associated with providing services;

- Rent, including improvements for landlords and protection of tenants; and

- Innovation, including any opportunities for innovative forms of homeownership, or improvements to construction and design approaches.

1.2 "Increasing Housing Supply in Ontario" Consultation Guide Questions:

The following is the list of consultation questions by theme:

Theme 1: Speed: It takes too long for development projects to get approved.

- How can we streamline development approval processes, while balancing competing interests and the broader public interest?

Theme 2: Mix: There are too many restrictions on what can be built to get the right mix of housing where it is needed.

- How can we make the planning and development system more effective to build the kind of housing people want, and can afford, in

the right places with the right supports (e.g., schools, transit and other amenities)?
- How can we bring new types of housing to existing neighbourhoods while maintaining the qualities that make these communities desirable places to live?
- How can we balance the need for more housing with the need for employment and industrial lands?

Theme 3: Cost: Development costs are too high because of high land prices and government-imposed fees and charges.

- How can we lower the cost of developing new housing while ensuring that funds are available for growth-related infrastructure (e.g., water and sewer systems, fire and police services, schools, roads and transit)?
- How can we make sure that serviced land is available in the right places for housing?

Theme 4: Rent: It is too hard to be a landlord in Ontario, and tenants need to be protected.

- How can we make the current system work better for landlords?
- What additional protections should be provided for tenants?
- How do we encourage homeowners to create legal second units and new rental supply?

Theme 5: Innovation: Other concerns, opportunities and innovations to increase housing supply.

- How do we encourage innovation in the building industry while maintaining high standards of safety and efficiency?
- Are there any innovative forms of homeownership (e.g., shared ownership or rent-to-own models) that you feel could help make housing more attainable?
- Do you have any creative ideas to make better use of existing homes, buildings and neighbourhoods to increase the supply of housing?
- What other creative solutions could help increase the supply of housing?
- What type of protections would help new home buyers?

1.3 Approach to Response

Given the short time for responses, Staff have begun identifying to various stakeholder and network organizations that the Province is seeking comments on this “Increasing Housing Supply” consultation. Although there is not time to provide for a Council endorsed response, information is provided to ensure an understanding of local needs, strategies, and actions to address housing stock and affordability. In addition to information that forms the basis for the City’s response, such information may help to inform other stakeholders and the public in their responses to the “Increasing Housing Supply in Ontario” consultation guide.

Staff will respond with a submission by the January 25, 2019 deadline. The response will identify a number of recent municipal initiatives that address the themes of the consultation guide, including initiatives to address housing supply, affordability, housing forms, as well as timing and cost. Examples of such recent initiatives include:

- *The London Plan* (the new Official Plan for the City of London);
- The Closed Schools Strategy;
- Development Charges (DC) By-law Update;
- The Growth Management Implementation System (GMIS);
- Taxation rates for purpose-built rental buildings;
- Development Services’ Continuous Improvement Strategy;
- CMHC Rental Market Survey;
- CMHC London Housing Market Report.

The summary of what the City is currently doing under each of the five consultation themes will provide the Province with an understanding of what the City of London is currently doing to increase housing supply. These current initiatives are included as Appendix C.

The response will also identify additional municipal initiatives related to housing affordability that are currently underway or scheduled within various service areas' work plans. Examples of upcoming initiatives include:

- Revision and Update to the Homeless Prevention and Housing Plan;
- Council's direction to create an Affordable Housing Strategy (to coordinate various Housing initiatives with related Planning tools);
- Review of Inclusionary Zoning;
- Review of Bonus Zoning (Section 37) and its evaluation criteria regarding housing affordability;

The City's response will build on what the City is currently doing to increase the supply of housing as the basis for identifying what the Province could do to both build on these current initiatives, but also provide tools, incentives or funding to address any gaps between what the City currently does, and what more could be done under the five themes. For example, The London Plan contains many policies to support and encourage residential intensification, however, applications for these types of development often encounter strong resistance from neighbours. The Province could consider limitations on appeals to the Local Planning Approvals Tribunal (LPAT) where residential intensification projects are located in areas identified as appropriate in the Official Plan for these types of projects.

2.0 Housing Affordability

The London Plan identifies a series of key planning challenges facing the community, including: 77,000 new people; a growing senior's population; growing diversity and affordability challenges.

The London Plan, in part, responds to these economic and demographic changes and the gap in housing affordability in London. Housing and rental prices have risen sharply over the past decade and there remains a pressing need to develop affordable housing for those Londoners who need it the most. Average market rent is out of reach for people earning minimum wage or receiving social assistance and the cost of homeownership is increasing faster than household incomes.

A recent study undertaken by the Canada Mortgage and Housing Corporation (CMHC), which provides housing and rental market intelligence for London, further identifies the affordability challenge. CMHC's findings, as well as reports from the MMAH and City of London have recently identified the following affordability issues:

- Required income to purchase an average home is increasing faster than actual household income;
- Mortgage payments on average priced homes are rising;
- Historically low vacancy rates are resulting in rising rents;
- Penalties to move are resulting in lower turnover;
- Strong migration is pushing population growth;
- The number of units under construction is lower in 2018 but remains elevated (with affordability remaining an issue);
- The share of households in core housing need is significant.

It is important to recognize that housing affordability is an important component of any strategy to increase housing supply. Additional information and statistics regarding housing affordability are attached to this report as Appendix "B", and will also be provided as part of the City's submission to the Province.

3.0 Conclusion

Staff will provide a submission to the Province's consultation on "Increasing Housing Supply" by January 25, 2019. The submission will identify actions that the Province could undertake to increase housing supply in Ontario that would help to address matters that the City is currently unable to address, or fill in the gaps of any current initiatives that would require Provincial support. Staff will provide a subsequent information report to Council that includes the submission to the Province.

The Staff report will also be provided to other community stakeholders (HDC, LDI, LHBA, and Urban League) for their information.

Acknowledgements: Douglas Calderwood-Smith, Manager, Strategic Program and Partnerships (Housing); Stephen Giustizia, CEO, HDC London; Brian Turcotte, Development Manager, HDC London; Kevin Edwards, Manager, Development Finance; Matt Feldberg, Manager, Development Services (Subdivisions).

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Concurred by:	**George Kotsifas, P. Eng.** **Managing Director, Development and Compliance Services and Chief Building Official**
Concurred by:	**Sandra Datars Bere** **Managing Director, Housing, Social Services and Dearness Home**
Recommended by:	**John M. Fleming, MCIP, RPP** **Managing Director, City Planning and City Planner**
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Planning Services	

December 13, 2018
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Appendix A – "Increasing Housing Supply in Ontario"

Copy of the Consultation Document: "Increasing Housing Supply in Ontario"

Increasing Housing Supply In Ontario

Introduction

Housing is one of the largest cost burdens for households in Ontario, and an imbalance between strong demand for housing and limited supply means these costs have risen dramatically over the last few years. Across Ontario – in both urban and rural communities – high prices and rents have made it hard for people to afford the housing they need.

Creating more housing, of the types and sizes people need, will help make home ownership and renting more affordable and give people more choice.

The government is developing a Housing Supply Action Plan to address the barriers to creating more housing. It will include measures that the Province can take to increase the supply of new ownership and rental housing in Ontario.

The Housing Supply Action Plan will support the government's commitment to reduce red tape and make it easier to live and do business in Ontario.

This consultation does not cover initiatives specifically related to community housing (e.g., social and supportive housing). However, the barriers and potential solutions being explored may have a positive impact on community housing providers, such as by either making it easier to develop new housing, or by easing some of the pressure on waitlists.

Barriers to new housing supply

The government has heard from many individuals and groups that it has become too complicated and expensive to build new housing in Ontario. There are five broad themes:

1. **Speed : It takes too long for development projects to get approved.**

   To get a new home from the drawing board to the market, a number of different planning, building and site-specific approvals and permits are needed. These may be required by municipalities, provincial ministries, agencies, utilities, and occasionally federal authorities.

   A single housing project may require approvals from many of these entities. Duplication, lack of coordination and delays add burden to the development process and increase costs for builders and home buyers. Potential appeals of these decisions can add further delays and uncertainty.

   The various regulatory requirements and approvals were established to serve specific public interests, policy objectives or government goals. For example, rules and processes exist to ensure the health and safety of residents, protect environmentally and culturally sensitive areas, and support economic development and a vibrant agricultural sector. Efforts to streamline these requirements need to balance these multiple goals.

What do you think?

- How can we streamline development approval processes, while balancing competing interests and the broader public interest

2. Mix: There are too many restrictions on what can be built to get the right mix of housing where it is needed.

Many people have pointed out that the mix of housing types being built does not fully reflect what people are looking for, and certain types of housing are not being built where demand is greatest. For example, the government has heard that not enough housing appropriate for families and seniors wishing to downsize is being built near transit, schools, workplaces and amenities.

Market conditions, provincial policies and plans, local planning priorities, and municipal zoning by-laws can all affect the type and location of housing.

Promoting "gentle" density and a mix of housing, and creative re-use of heritage properties and building design ideas can result in more housing, as well as economic and environmental benefits.

The character of some existing neighbourhoods will begin to change as new types of housing are built. The government has heard that plans to make more room for housing also need to respect the existing qualities of these neighbourhoods.

The 'Missing Middle' in New Homes

In recent years, there has been increasing public discussion about the lack of "missing middle" housing. This typically includes low-to-mid-rises, as well as ground-related housing types such as row/townhouses and semi-detached homes, located close to the services and amenities required for daily living (e.g., workplaces, schools, and transit). "Missing middle" housing has also been used to refer to family-sized condo and apartment units and housing that is affordable to middle-income households, including non-luxury rental housing.

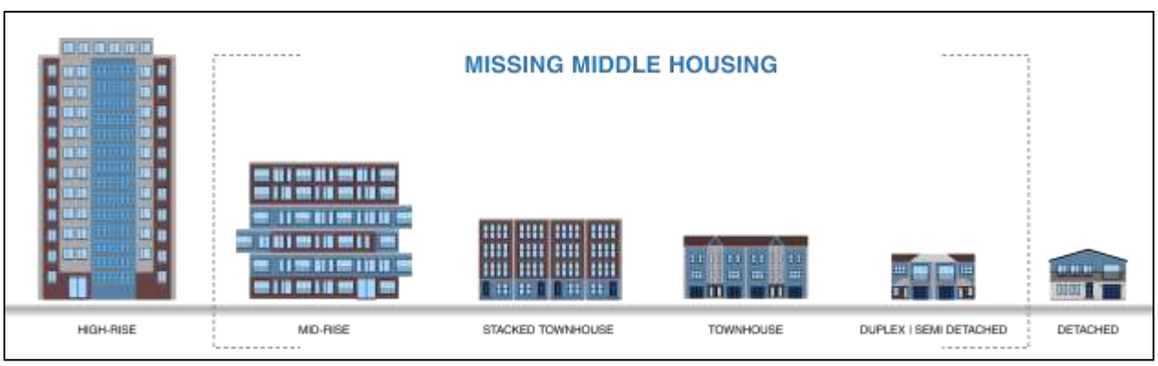


Figure 1 - Examples of different types of homes. 'Missing Middle' housing can come in the form of mid-rise buildings, stacked townhouses, townhouses, and semi-detached houses, and can be for sale or for rent.

What do you think?

- How can we make the planning and development system more effective to build the kind of housing people want, and can afford, in the right places with the right supports (e.g., schools, transit and other amenities)?
- How can we bring new types of housing to existing neighbourhoods while maintaining the qualities that make these communities desirable places to live?
- How can we balance the need for more housing with the need for employment and industrial lands?

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3. Cost: Development costs are too high because of high land prices and government-imposed fees and charges.

New housing development requires access to serviced land (land that has critical infrastructure like water and sewer lines in place). Some people have raised concerns that land prices are driven up because there is a lack of serviced land available for development in locations where people want to live. There have also been debates about how best to pay for that servicing and how to ensure it is done in the most cost-effective manner.

Government-imposed costs also make it more difficult and expensive to develop new housing. Examples include municipal and education development charges, planning and building approval fees and federal and provincial taxes.

Rental housing developers have noted that the challenges created by high land prices and government-imposed costs make some of their projects financially unfeasible due to the inability to attract investment capital.

Many of the investments in public infrastructure (e.g., sewer and water services, roads, etc.) needed to support housing development are funded by these fees and charges. There is a need to balance efforts to lower the costs of development with building and maintaining vital public infrastructure.

Development Charges

Under the *Development Charges Act, 1997*, municipalities are permitted to levy certain charges on new developments, including housing and commercial developments. These funds are designed to assist municipalities in paying a portion of the costs for growth related services, such as roads, water services, and police and fire services.

Under the *Education Act*, school boards may also levy education development charges. Education development charges are primarily levied by school boards that cannot accommodate new students in their existing schools and may only be used to purchase and prepare land for future school sites.

What do you think?

- How can we lower the cost of developing new housing while ensuring that funds are available for growth-related infrastructure

(e.g., water and sewer systems, fire and police services, schools, roads, and transit)?
- How can we make sure that serviced land is available in the right places for housing?

4. Rent: It is too hard to be a landlord in Ontario, and tenants need to be protected.

It is hard for Ontarians to find rental housing that is affordable and meets their needs. In many urban areas, vacancy rates have fallen to historic lows. In northern and rural communities, a long-term shortage of suitable rental units has made it difficult for renters to find a home in their communities.

A rental unit can be an apartment, a house, a condominium unit, a unit in a retirement or care home, or a home in a mobile home park or land lease community.

In Ontario, rental housing is regulated by the *Residential Tenancies Act, 2006*. This Act establishes rules for landlords and tenants, including rent increase rules. It also establishes the Landlord and Tenant Board, which helps landlords and tenants resolve disputes.

Many small landlords say the Act makes it difficult to be a landlord. On the other hand, tenants have said they need stronger protections against unlawful evictions, and poorly maintained rental housing.

Second units, such as basement apartments, are an important part of the rental market and can make better use of existing homes. Yet creating new legal second units is difficult because of government requirements, such as the Building Code and local bylaws/restrictions.

Landlord and Tenant Board

The Landlord and Tenant Board (LTB) is an adjudicative tribunal that is accountable to Ontario's Ministry of the Attorney General, and makes decisions independent of government.

The LTB adjudicates disputes and also provides information to landlords and tenants about their rights and responsibilities under the *Residential Tenancies Act, 2006*.

Over the past few years, wait times for hearings and orders have increased at the LTB.

What do you think?

- How can we make the current system work better for landlords?
- What additional protections should be provided for tenants?
- How do we encourage homeowners to create legal second units and new rental supply?

5. Innovation: Other concerns, opportunities and innovations to increase housing supply.

The government is interested in other creative ideas to help increase the supply of housing. Some examples include:

- Innovative forms of homeownership
- State-of-the-art building designs and materials
- Creative building design ideas to improve the quality of the community.

The government is also interested in hearing your input about other issues that people face when trying to find or afford a home, including issues that new home buyers face.

What do you think?

- How do we encourage innovation in the building industry while maintaining high standards of safety and efficiency?
- Are there any innovative forms of homeownership (e.g., shared ownership or rent-to-own models) that you feel could help make housing more attainable?
- Do you have any creative ideas to make better use of existing homes, buildings and neighbourhoods to increase the supply of housing?
- What other creative solutions could help increase the supply of housing?
- What type of protections would help new home buyers?

Appendix B – Additional Housing Affordability Information

Recent Report and Survey findings regarding Housing Affordability

The Canada Mortgage and Housing Corporation (CMHC), which provides housing and rental market intelligence for London, has recently conducted a survey and housing report. This research has identified the magnitude of the affordability challenge in London.

The most recent CMHC Rental Market Survey and CMHC London Housing Market Report are available online at the following addresses:

https://www.cmhc-schl.gc.ca/en/data-and-research/publications-and-reports/rental-market-reports-major-centres

https://www.cmhc-schl.gc.ca/en/data-and-research/publications-and-reports/housing-market-outlook-canada-and-major-centres

Recent findings from these CMHC reports, as well as City of London and MMAH reports, have identified the following affordability issues:

- **Required income to purchase an average home is increasing faster than actual household income.**
    - The average value of a dwelling in London has increased 16% between 2013- 2017,[a] which exceeds the 11% increase in household incomes within the City over a similar time period.[b]
    - Similar to individuals in the rental market, existing homeowners in London are increasingly occupying unaffordable homes and unsuitable accommodations. The average shelter-to-income ratio for a homeowner in London before taxes is 54% of income, which is higher than CMHC's affordability target of 30.
- **Historically low vacancy rates are resulting in rising rents**.
    - The vacancy rate for available units has decreased in recent years, from 5% in 2009 to 2.1% in 2018.
    - With fewer units on the market, prices are increasing. From 2017 to 2018, the rental market in London experienced a 4.4% increase ($952 – $995) in the average rent paid to a landlord. This is the largest year over year increase since the CMHC started recording this data in 1993.[c]
    - For individuals who are already within rental market, the units they occupy are increasingly unaffordable. In 2018, the average shelter-to-income ratio was 49% of annual gross income, which is much higher than CMHC's affordability target of 30%.
- **Strong migration pushing up population growth**.
    - London has also experienced an unprecedented inter-provincial migration of individuals and families migrating to London from the GTAH. In 2016, London experienced a 39% increase in the number of

[a] 2018 Housing Data Profile for Service Managers, Ministry of Municipal Affairs and Housing, Table 8.1 Average and Median Value of Dwelling
[b] City of London, City of London Profile, https://www.london.ca/About-London/community-statistics/city-profiles/Pages/City-Profile.aspx
[c] Statistics Canada, Core Housing Need, 2016 Census https://www12.statcan.gc.ca/census-recensement/2016/dp-pd/chn-biml/index-eng.cfm

individuals and families moving to London within a 12 month window compared to the same question asked in 2011.[d]

- **The number of units under construction lower in 2018 but remain elevated (but housing affordability remains an issue);**
    - The supply of net-new purpose built rental units has decreased from 1,059 units in 2016 to 681 units in 2018. According to CMHC, in 2017, condo and detached homes accounted for 77% of all new construction development in London.

- **Share of households in core housing need;**
    - In 2016, 13.9% of all households in London were identified as being in core housing need, which means the dwelling type did not suit their family's needs.[e] This places London in the top ten nationally for all census metropolitan areas[f].

[d] City of London, City of London Profile, https://www.london.ca/About-London/community-statistics/city-profiles/Pages/City-Profile.aspx
[e] CMHC, Housing Market Information Portal, https://www.cmhc-schl.gc.ca/hmiportal, Ontario — Household Type (% of Households in Core Housing Need),
[f] Statistics Canada, Figure 1, core housing need prevalence rates for all census metropolitan areas. https://www12.statcan.gc.ca/census-recensement/2016/dp-pd/chn-biml/index-eng.cfm

Appendix C – Current Municipal Initiatives to Increase Housing Supply

The following are examples of City initiatives that will be used to inform the response to the five themes of questions in the Consultation Guide.

- **Theme 1: "Speed" and time for development projects to be approved**:

- Local Policies and Initiatives Informing Response to Theme 1:

    - City of London's commitment to improved response and review times through review and action using the principles of Lean Six Sigma as outlined in the Corporate Continuous Improvement program.
    - Stakeholder working groups with the City of London addressing issues related to lot supply, subdivision approval process enhancements, streaming the review of similar applications and coordination of public input process.
    - Municipal Benchmarking Network Canada (MBNC) and its annual benchmark reporting for the City's processing costs and timeline relative to other major cities/regions across Ontario and Canada.
        - Building Permits;
        - Planning and Development Services Applications.
    - City of London's recent re-organization of Development Services and City Planning's service area work portfolios.
    - Following extensive public consultation, 2016 Ministry approval of *The London Plan* (new Official Plan for City) with policy framework allowing greater flexibility for range of housing types within neighbourhoods (including "missing middle" forms), and ranges of affordability.

- **Theme 2: "Mix": How to create the right mix of housing where needed:**

- Local Policies and City Initiatives Informing Response to Theme 2:

    - *The London Plan* policy framework: all decisions of Council are to be in conformity with the community's official plan (*The London Plan*).
    - Providing more flexible framework for range of housing forms.
    - Providing for ranges of affordability to match needs (including affordability targets).
    - Permitting intensification opportunities within the existing built and serviced urban area.
    - Permitting mixed-use developments and transit-supportive development so amenities and housing combine for complete communities.
    - Permitting small to large scales of intensification (Secondary Suites to regeneration of larger sites, such as Closed School sites and former hospital lands).
    - Providing incentives strategically to encourage urban regeneration (including public housing stock) within existing neighbourhoods.
    - Urban employment and farmland employment areas protected for planned employment uses (managing growth).
    - Closed Schools Strategy (approved 2018).
    - Regional issues (e.g. transportation, economic development) identified as priority area under re-organized City Planning department structure.
    - Upcoming work program (City initiatives): Affordable Housing Strategy, Review of Inclusionary Zoning, and Review of Section 37 (Bonus Zoning) criteria.

- **Theme 3: "Cost": Development costs are too high because of land prices and government-imposed fees and charges:**

- Local Policies and City Initiatives Informing Response to Theme 3:

- Brief summary of *Development Charges Act*/DC By-law.
- Paying for growth-related services based on DC By-law update.
- Development Charges are a capital cost recovery tool to extend/expand public services to accommodate new urban growth (roads, sewers, fire department, library, etc.).
- Making sure serviced lands are available in the right locations based on the City's annual GMIS review to align growth patterns with DC infrastructure timing and affordability.
- First phase of Planning and Development fees review completed in Fall 2018 to streamline and coordinate fees, with a commitment to undertake a full review in 2020.
- Municipal fees are cost recovery – such costs would otherwise be added to property tax.

- **Theme 4: "Rent": It is too hard to be a landlord in Ontario, and tenants need to be protected:**

- Local Policies and City Initiatives Informing Response to Theme 4:

    - ***London For All, A Road Map to End Poverty*** policy framework: The City has committed to working with landlords to reduce the number of evictions from low income from rental properties. Those discussions are ongoing.
    - **Revision and a five-year Update to the Homeless Prevention and Housing Plan**: The public consultations process that will inform this Plan will seek input from both landlords and tenants to ensure a renewed strategic direction addresses their respective needs.
    - **Vulnerable Occupancy Protocol**: Supporting those living in more challenging accommodations.
    - **Landlord Licencing Team**: Ongoing compliance to ensure residential locations are licensed.

- **Theme 5: "Innovation": Other concerns, opportunities and innovations to increase housing supply:**

- Local Policies and City Initiatives Informing Response to Theme 5:

    - Opportunity for City to identify other issues with housing cost and supply, emerging trends, gaps in housing supply.
    - Labour market and demographic trends – housing supply to match community's growth.
    - Emerging issues and best practices to be identified: Demographics (Inter-generational homes, aging populations, household sizes); Building Code for Secondary Suites in older neighbourhoods; Tenant protections.
    - A review of best practices from other jurisdictions regarding affordable housing (Affordable Housing Strategy).
    - Creation of the Housing Development Corporation (HDC) London as a subject matter expert and consulting partner to the City on affordable housing matters.

G. Bailey /
B. O'Hagan

Report to Planning and Environment Committee

To: **Chair and Members**
Planning & Environment Committee
From: **John M. Fleming**
Managing Director, Planning and City Planner
Subject: **2017 State of the Downtown Report**

Recommendation

That, on the recommendation of the Managing Director, Planning and City Planner, the *2017 State of the Downtown Report*, attached as Appendix "A" **BE RECEIVED** for information purposes.

Executive Summary

State of the Downtown Reports provide a snapshot in time of the economic health of downtown and the individual and collective impacts of our investments. Data is collected and analyzed, and the reports are prepared every two years. The *2017 State of Downtown Report* is the eighth report prepared by the City, and contains information from 2016 and 2017.

Analysis

1.0 Pertinent Reports

Previous State of the Downtown Reports submitted in 2003, 2005, 2006, 2009, 2011, 2013 and 2015.

2.0 Background

2.1 The Importance of Downtown

The London Plan, the City's new Official Plan, was adopted by Council in 2016. The Plan emphasizes 'inward and upward' growth to create a compact, mixed use city. In particular, it highlights our Downtown as the focus for residential intensification, commerce, employment and economic growth. Downtown will also be planned with a high degree of pedestrian amenity making it a great place to live, shop, work, and play.

The importance of downtowns to a city's economy is increasingly being recognized in Canada and throughout North America. In 2012, the Canadian Urban Institute, in partnership with the International Downtown Association, released "*The Value of Investing in Canadian Downtowns"* – the first large-scale attempt to measure, benchmark, and assess the impact of municipal and private investment across 17 Canadian downtowns. The State of the Downtown Reports build upon this data and allow us to assess the impact of the City's strategic policies, programs and investments in our downtown.

2.2 Why Track the Impact of Revitalization Measures?

City Planning, with the assistance of other City Service Areas, agencies and organizations, tracks changes in the downtown to assess the impacts of both short term and long term investments. Monitoring and reporting this data provides empirical evidence to the private sector to help inform investments in the downtown. It also helps to measure progress being achieved through the Downtown Community Improvement Plan and associated financial incentives. The complexity of downtown is evident in that investment in one area can have significant spin-off benefits in others. The State of the Downtown Reports provide a snapshot in time of the health of downtown and the individual and collective impacts of our investments.

2.3 History of Investments in Downtown

The revitalization of downtown has been a key focus of the City for many years. Financial incentives programs for the downtown were initiated in 1986 (Façade Improvement Loan) and continue to this day.

The *Downtown Millennium Plan,* prepared in 1998, was recognized by the International Downtown Association as a key driver for revitalization in the downtown. Over $100 million was invested in public facilities including Budweiser Gardens (formerly John Labatt Centre), the Central Library and Covent Garden Market, because of the plan. These investments dramatically increased visitors and stimulated assessment growth through private sector development in downtown.

Our Move Forward: London's Downtown Plan was adopted in 2015 and focuses on investment in the public realm. This plan highlights strategic directions to incorporate into planning and design decisions, as well outlining 10 transformational projects that focus on large-scale improvements to public spaces and facilities. Two of those, Dundas Place and Back to the River, are currently underway.

Through municipal and private sector investment, we continue to incorporate the vision of *Our Move Forward* into downtown projects.

1.1 Changes to the Report Format and Measures

The first six City of London reports were very similar in terms of format, presentation and measures used to evaluate revitalization. For the 2014/2015 report, City Planning expanded the number of revitalization measures and improved the graphics in the report. The attached *2017 State of the Downtown Report* adopts this same format and continues to expand the measures being reported. Similar to the 2015 report, this iteration demarcates new sections that have been added to the report with a 'NEW' icon.

The *2017 State of the Downtown Report* aims to make stronger reference and connection to *Our Move Forward: London's Downtown Plan*, adopted in 2015. Reference to specific policies on the plan are incorporated as call-outs within relevant sections.

2017 State of the Downtown Report Highlights

- Downtown retained approximately 77% of London's total supply of office space, and the retail vacancy rate dropped to 7.0% in 2017 from 7.9% in 2015.
- Approximately 2,000 jobs were added in the last two years, resulting in approximately 51,000 daytime employees in downtown – over 20% of all daytime workers in the city.
- Music, entertainment and cultural events drew over 3.2 million people to indoor and outdoor downtown destinations in 2017.
- The City hosted Country Music Week and the Canadian Country Music Awards which created an $8.4 million impact on the economy.
- Community Improvement Plan financial incentives contributed approximately $267,000 in loans during this two-year period, leveraging over $835,000 in private sector investment.
- In 2017, the downtown made up 0.2% of London's land area and contributed 5.42% of the total municipal taxes.
- The assessment value of downtown has increased 61% over the past 10 years, and reached $1.75 billion in 2017.

Conclusion

The *2017 State of the Downtown Report* provides a snapshot of the economic health and prosperity of the downtown for the time period between 2016 and 2017.

City Planning has already begun collecting information from 2018 and 2019 for the *2019 State of the Downtown Report*, which will be released in 2020. It is our intent to continue to report on the broadened range of revitalization measures, verify the accuracy of the information, and present the results in a clear informative format for Council, City staff, private investors and the public.

Prepared by:	**Graham Bailey, MCIP, RPP** **Planner II, Urban Regeneration**
Prepared and Submitted by:	**Britt O'Hagan, MCIP, RPP** **Manager, Urban Regeneration**
Recommended by:	**John M. Fleming, MCIP, RPP** **Managing Director, Planning and City Planner**
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Planning Services	

March 11, 2019
BO/bo

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Appendix A – 2017 State of the Downtown Report



London
CANADA

City of London

State of the Downtown

2017

Acknowledgments

This document would not have been possible without the contribution of staff within many City of London service areas including: Taxation and Revenue, Building, Engineering, Parking, Realty, and Parks and Recreation; as well as our community partners at Tourism London, Housing Development Corporation, London Transit Commission; Downtown London, London Convention Centre, London Public Library, London Economic Development Corporation, London Community Foundation, Western University, Fanshawe College, CBRE, Live Work Learn Play, Museum London, Budweiser Gardens, Covent Garden Market, Centennial Hall, and all those that provided data and information.

City Planning Services
Urban Regeneration Division
2019

Executive Summary

This State of the Downtown Report addresses the two-year period between January 1, 2016 and December 31, 2017. During this period, the downtown continued to show signs of progress and improvement. Some key trends are highlighted below.

In 2017, the downtown made up 0.2% of London's land area and contributed 5.42% of the total municipal tax revenue, generating $30.2 million in 2017. The assessment value of downtown has more than doubled in the past 20 years, and reached $1.75 billion in 2017.

The construction value of 2016/2017 building permits issued in the downtown was over $160 million. This included a $48 million renovation to the Kingsmill Building for Fanshawe College and a $60 million residential tower by Tricar at 505 Talbot Street.

Downtown remains the economic heart of the city. In 2017, downtown retained 77% of London's total supply of office space, providing a concentration of jobs in the core. The vacancy rate for retail spaces also dropped from 7.9% in 2015 to 7.0% in 2017.

Approximately 2,000 jobs were added - many of them due to the relocation and expansion of technology companies in the downtown. This resulted in over 51,000 people coming to work downtown every day, who spent money before work, on their lunch hour and after work in the downtown. More than 20% of all daytime workers in the city are in the downtown.

In 2017, music, entertainment and cultural events drew over 3.2 million people to indoor and outdoor destinations, and provided spin-off benefits to other businesses in the downtown. The City hosted Country Music Week and the Canadian Country Music Awards which created an $8.4 million impact on the local economy.

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> **London's face to the world.**
> **A vibrant destination.**
> **A unique neighbourhood.**
>
> — Downtown Plan Vision

Introduction

This report is the eighth edition of the State of the Downtown report. Since 2003, the City of London has been reporting on the health and progress of its downtown through standardized indicators. The 2017 State of the Downtown report continues to refine these indicators and introduces new measures to track the downtown's evolution. This report builds on the 2015 State of the Downtown report by creating stronger linkages to the policies and directions in Our Move Forward: London's Downtown Plan. As a result, this edition includes new sections and establishes a new baseline for future reports.

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

With the adoption of the Downtown Heritage Conservation District (HCD) in 2013, the expansion of the Downtown Business Improvement Area (BIA) boundary in 2014, and the adoption of Our Move Forward – London's Downtown Plan in 2015, how we define the limits of the downtown is a constant consideration. While reading through this report, be mindful that the geographic boundaries associated with different data sets may vary based on the source of the information.

Noteworthy Moments Since 2015

April 2016
First Meeting of the Residents of Downtown London community association

June 2016
Council adopted the London Plan

January 2017
Ministry Approval of The London Plan

September 2017
The City hosted Country Music Week and the Canadian Country Music Awards which created a $8.4million impact on the economy

September 2017
Council's bid for the 2019 JUNO week was approved which could create a potential economic impact of $12 million for the City

December 2017
Tricar's River Walk development broke ground with a construction value of $60 million

London's Downtown Boundaries

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

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

The final boundary is the downtown as defined by the Official Plan. This boundary determines the land use permissions for the properties contained within it and guides the long-term growth and development of this area. In most instances in this report, the territory within this boundary is the one referenced.

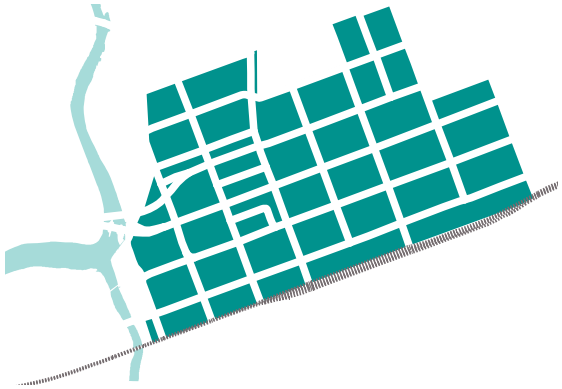
Downtown Business Improvement Area



Downtown Heritage Conservation District



Downtown Official Plan Designation



1 Investing in Downtown

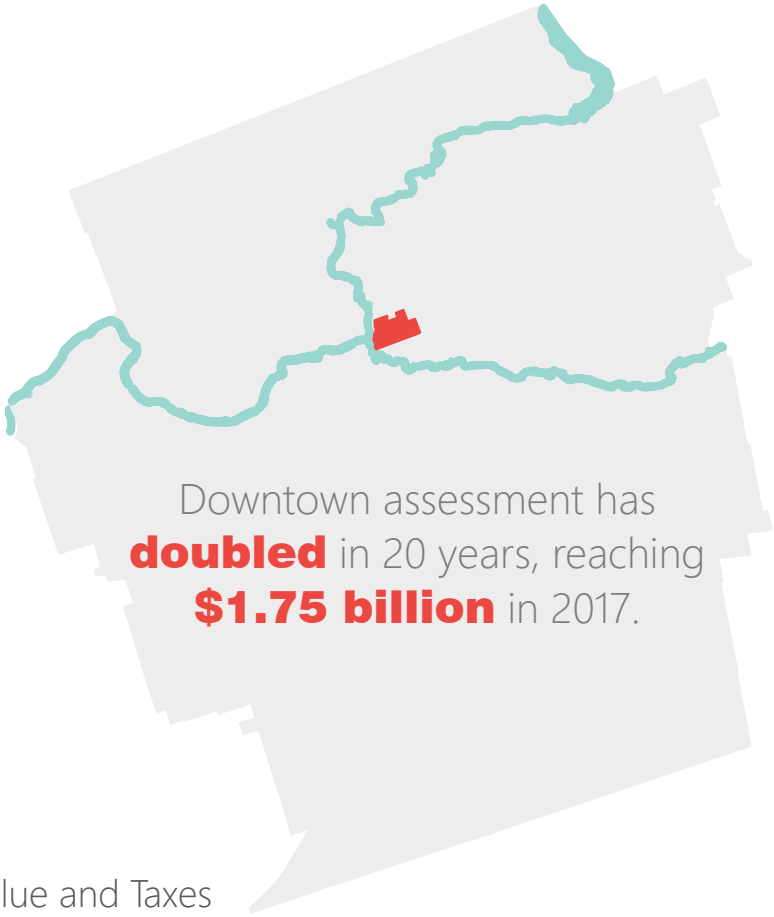
"Target funding programs which support property owners on Dundas Street to improve the street appearance, heritage character and usability of their building."

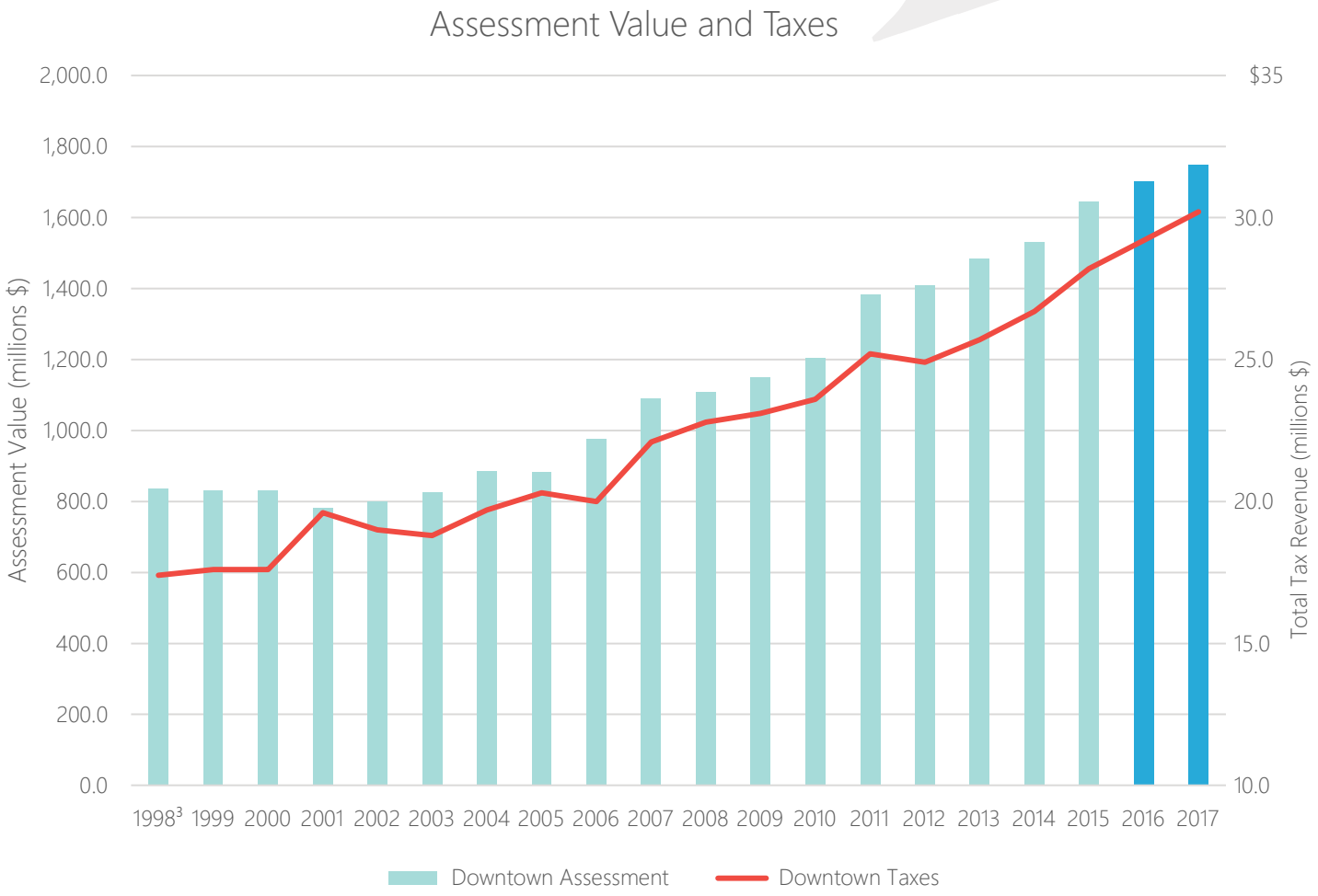
- Downtown Plan Policy 1.6

Assessment Value

In 2017, the downtown, as defined by the Official Plan downtown boundary, represented 0.2% of the city's land area. This same area generated 5.42% of the city property tax revenue. Downtown property tax revenue rose to $30.2 million in 2017. This amounts to $8 million more per year compared to 10 years ago.

Downtown assessment value reached $1.75 billion in 2017. That is a 61% increase over the past 10 years, and more than double the assessment value 20 years ago, in 1998.





Development

There were five major projects either started or completed in 2016/2017 comprising $180.5 million in investment including:

1. Phase 2 of Fanshawe College ($48 million),
2. A 29 storey, 190 unit apartment building (Azure/Tricar at 505 Talbot Street started construction in 2016 ($60 million) and will be ready for occupancy in 2018,
3. "The Cube" was completed at 304 Talbot Street by York Developments ($3 million) for Arcane Digital in a renovated 3,250 square metre building;
4. In 2017 construction started ($60 million) on a 24 storey 245 unit apartment building (Riverwalk/Tricar) at 32-40 York Street, and,
5. In 2017 a 69 unit (50 affordable) apartment building at 356 Dundas Street ($9.5 million) started.

Building Permits & Construction Value

There were 113 building permits issued in 2016 within the Downtown with an approximate construction value of over $128 million. In 2017, a total of 124 building permits were issued with a total estimated value of $32 million. The significant difference in value can be attributed to two large developments in 2016, Phase 2 of Fanshawe College ($48 Million) and a 29 storey apartment building (Azure/Tricar - $60 million) at 505 Talbot Street. Map 1 in Appendix B shows the location of these permits.

Future Development

City Planning processed Official Plan and/or zoning by-law amendment applications which propose 2,087 new residential units in the downtown. In 2016 and 2017 Council approved approximately 1,360 new downtown residential units.



The construction value of downtown **building permits** issued in 2016 & 2017 was over **$160 million**.

Future Opportunities

Approximately 19% of the downtown land area is undeveloped land primarily occupied by surface parking lots. Surface parking lots provide optimal opportunities for redevelopment. Two of these parking lots were developed in 2016/2017 (356 Dundas Street and 40 York Street).

Since 1998, over **2,200 residential units** have been built downtown, with a total construction value over **$300 million**.



Undeveloped Land within the downtown is indicated in red.



Development Incentives

In 2016, the City of London had four active incentive programs; Upgrade to Building Code Loan, Façade Improvement Loan, Downtown Rehabilitation and Redevelopment Grant, and Residential Development Charge Grant.

Since the end of 2014, four programs were no longer offered; Forgivable Upgrade to Building Code Loan; Forgivable Façade Improvement Loan; Awning, Lighting and Signage Grant and Non-Street Façade Improvement Loan; however, some previously submitted applications were processed in 2016 and 2017.



Building Code & Facade Loans

In 2016, $175,000 was provided in loans, which leveraged $651,000 in private sector investment. In 2017, the total value of loans was $92,000 leveraging $184,000 investment from the private sector. (Appendix C, Tables 3 and 4). In total, for every $1 in loans there was $3.13 in private sector investment.

Rehabilitation & Redevelopment Grant

The value of Rehabilitation and Redevelopment Grants in 2016/2017 totalled $820,390.

Residential Development Charge Grant

In 2016, a Development Charge Grant of approximately $3 million was provided for the Azure development at 505 Talbot Street, incentivizing the $60 million project. In 2017, a Development Charge Grant of approximately $850,000 was provided for the development at 356 Dundas Street, leveraging $9.5 million construction cost, as well as 50 affordable housing units. Every $1 of public investment in the program results in $18 of private investment.

'Last Mile' Fibre Optic Grant

In 2017, the "Last Mile" Fibre Optic Connection Grant Program pilot project concluded. Although there was not a high level of participation in the program, the pilot project did provide a mechanism to address the need for fibre optic service in the downtown.

> **"Encourage the construction of a variety of dwellings within the Downtown."**
>
> - Downtown Plan Policy 3.0

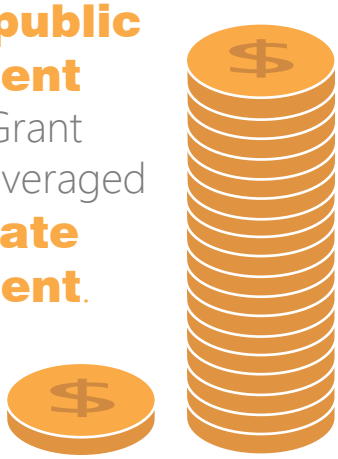
Upgrade to Building Code Loan
An interest-free loan for eligible interior building upgrades.

Facade Improvement Loan
An interest-free loan for eligible exterior building improvements.

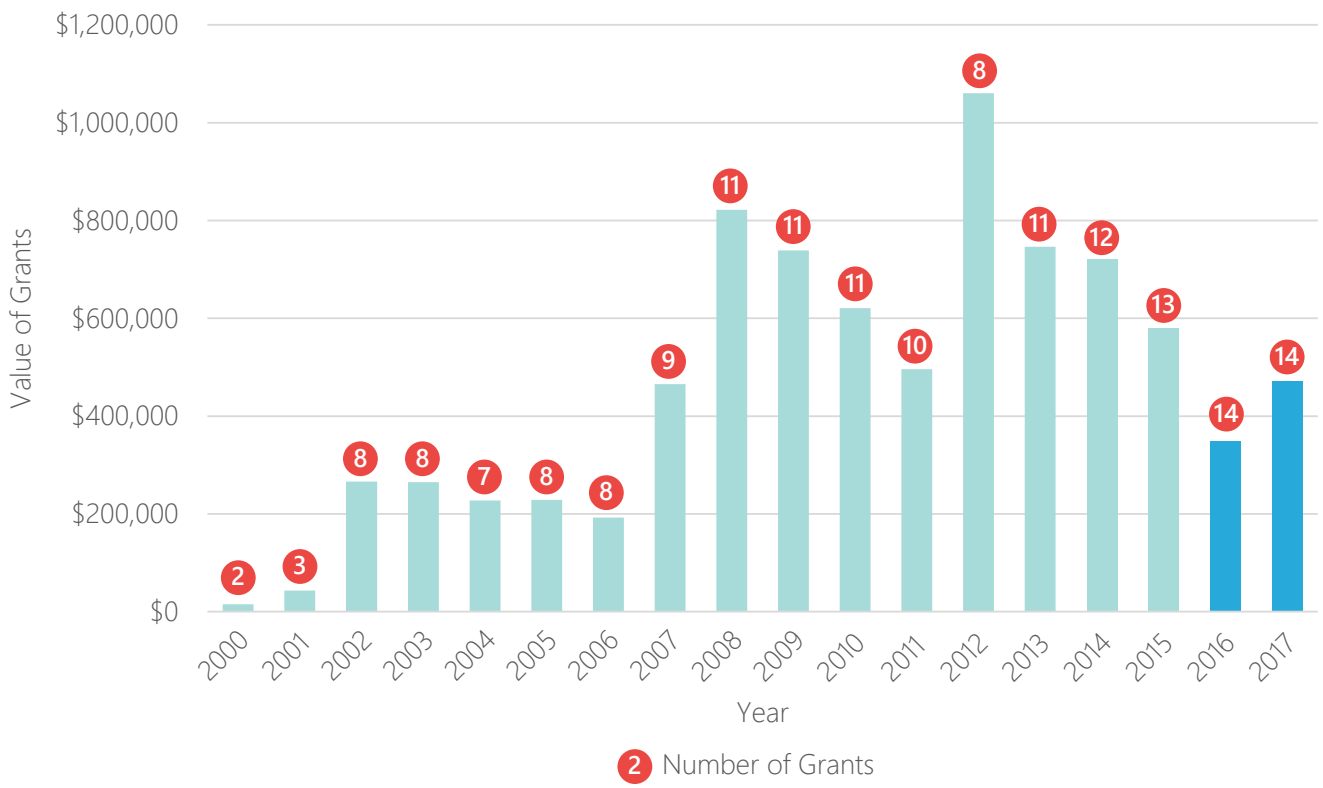
Downtown Rehabilitation & Redevelopment Grant
An annual grant to defer tax increase resulting from a rehabilitation and/or redevelopment project.

Residential Development Charge Grant
A grant equal to a rebate of 100% of Development Charges for residential units constructed.

In 2016/2017, every **$1 public investment** in the DC Grant program leveraged **$18 private investment**.



Downtown Rehabilitation and Redevelopment Grant Program



Heritage

Heritage Designations

In 2013, the Downtown Heritage Conservation District was adopted by Council. This included 369 properties designated under Part V of the Ontario Heritage Act and 21 properties designated individually under Part IV.

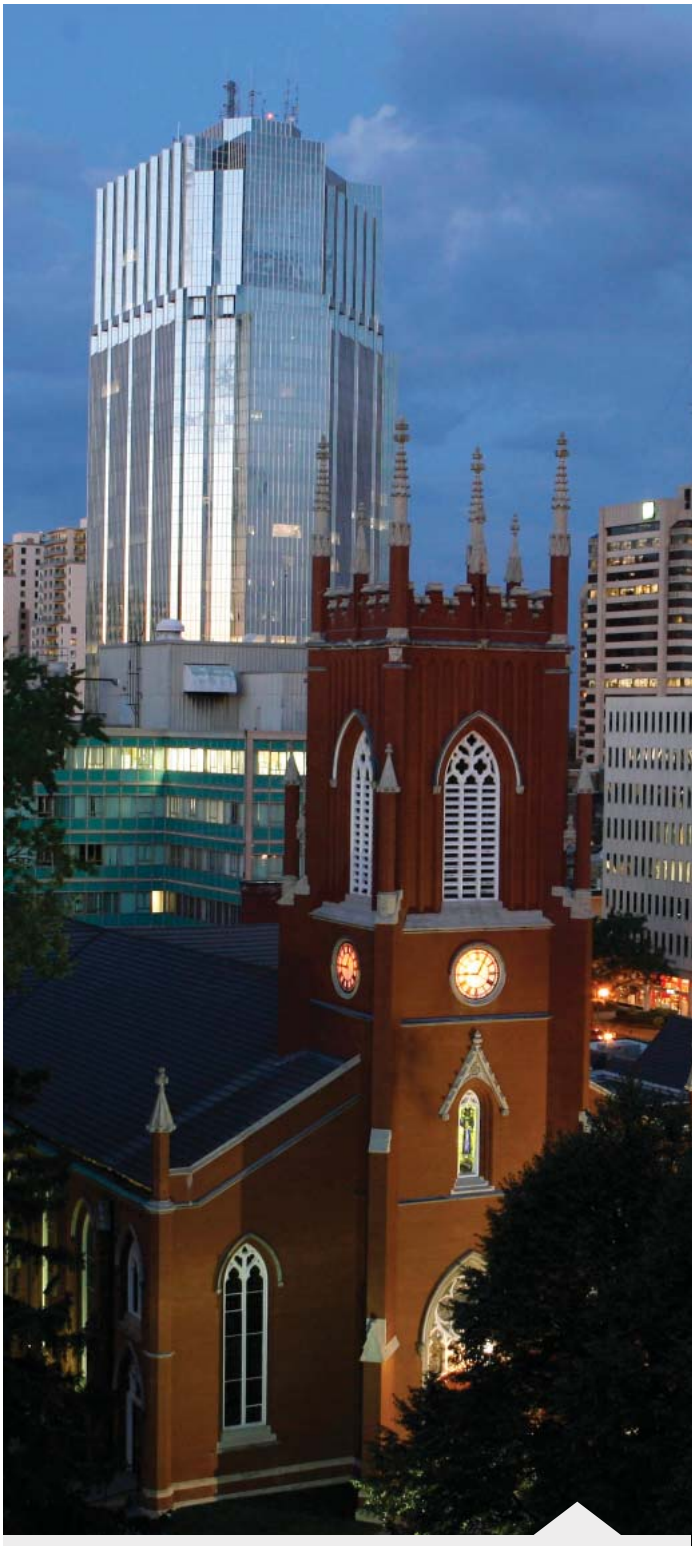
Though outside the Downtown Heritage Conservation District, one property, 93-95 Dufferin Avenue was individually designated under Part IV of the Ontario Heritage Act in 2017.

Heritage Alterations & Demolitions

There were 11 heritage alteration permits processed in 2016 and 27 processed in 2017, the most notable of which were the Harris Park Pavilion, Museum London, Info-Tech, and the Century Theatre.

Numerous properties were demolished in 2016 and 2017 for future development projects including 175-181 King Street, 345-351 Ridout Street North, 36-40 York Street, and 479-469 Talbot Street (Camden Terrace).

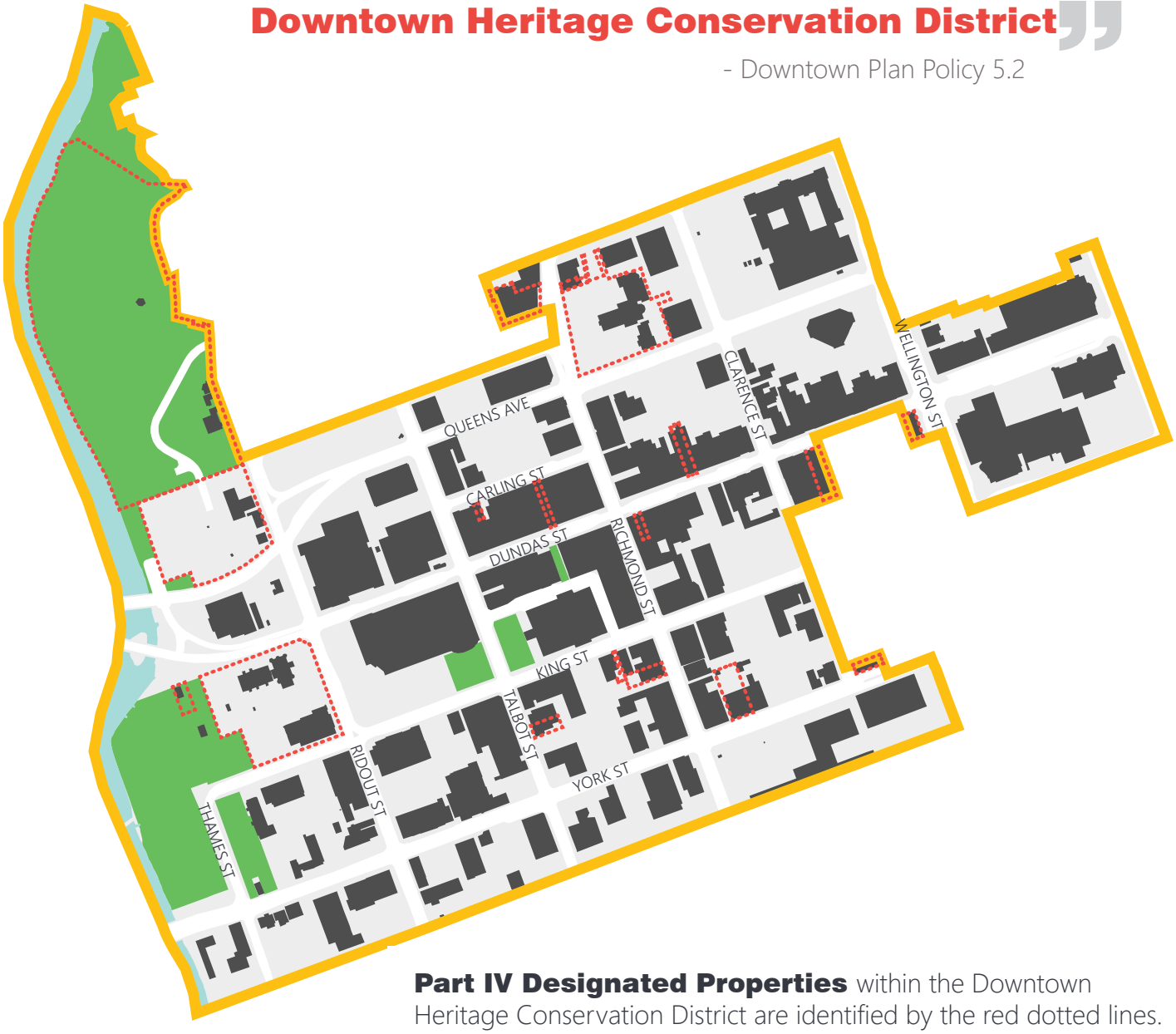
In 2017, the London Endowment for Heritage Fund offered through the London Community Foundation provided one grant to St. Paul's Cathedral for its renovation project.



St. Paul's Cathedral is located at **472 Richmond Street**

“Retain and reuse heritage buildings to strengthen the distinct identity of the Downtown Heritage Conservation District”

- Downtown Plan Policy 5.2



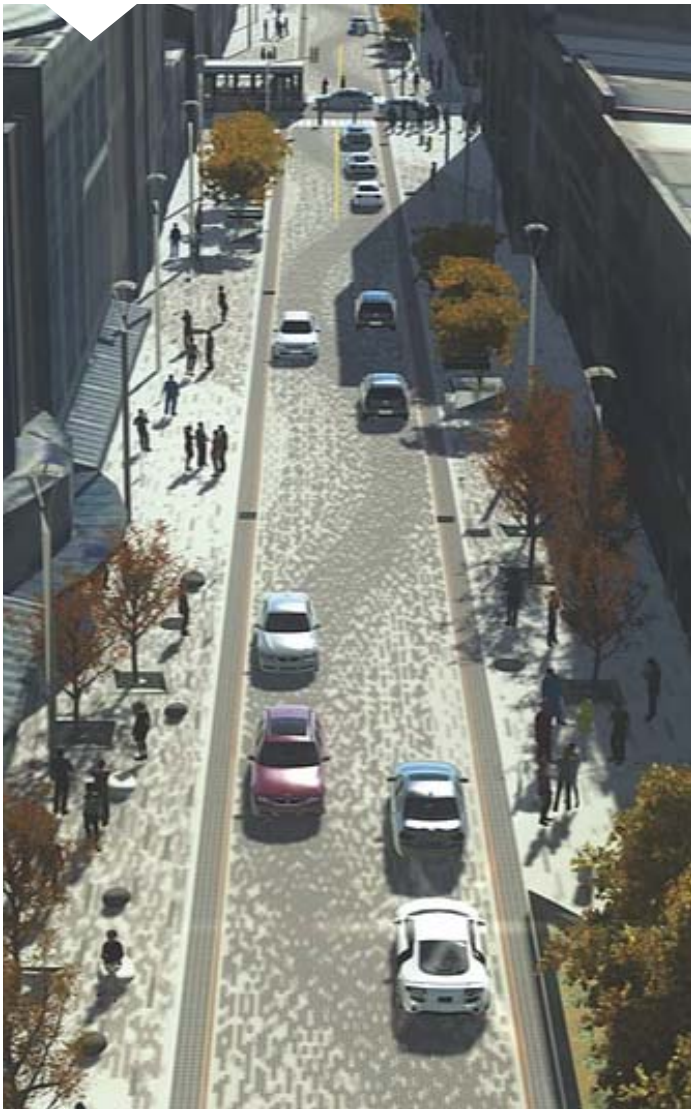
Part IV Designated Properties within the Downtown Heritage Conservation District are identified by the red dotted lines.

Public Realm Improvements

Dundas Place

The first large-scale project planned following the adoption of *Our Move Forward: London's Downtown Plan* is the flexible street project known as Dundas Place. In 2016, the My Dundas consultation began and the Dundas Place Environmental Study Report was completed.

In 2017, the detailed design for the project was completed. The $15.6 million project consists of two phases: Ridout Street to Richmond Street in 2018 and Richmond Street to Wellington Street in 2019.



Back to the River/One River EA

NEW

Back to the River is a community lead initiative by London Community Foundation in partnership with the City of London and Upper Thames River Conservation Authority.

Through an International design competition, the initiative reimagined a five kilometer stretch of the river radiating from the Forks in three directions.

The goal of the Back to the River initiative is to refocus public and private investment into the riverfront in order to stimulate economic development, create a strong sense of place and identity, and to revitalize the core.

The Back to the River project has been rolled into the One River Environmental Assessment (EA), which incorporates a number of ongoing plans, partnerships, and studies.

London LAWN

London Area Wireless Network (LAWN) provides free outdoor public Wi-Fi zone in London's downtown. What began as a pilot project is now one of Canada's largest free outdoor Wi-Fi hot spots. Investment in equipment and installation for LAWN was provided by Downtown London/ City of London with ongoing operation costs funded by Downtown London. In 2017, 116,364 users connected to London LAWN up from 106,946 users in 2016.

In 2017, **116,364** users connected to London LAWN.

Urban Dog Park

NEW

In 2016, a pilot urban dog park was established at 280 Dundas Street in Campbell Memorial Park at a cost of approximately $32,000. In addition, a timed off-leash area was started at Harris Park.

There are approximately 240 dog licenses and an estimated 130 non-licensed dogs in the urban core.



The Victoria Park Cenotaph restoration was completed in September, 2017.

Infrastructure Improvements

NEW

In 2017, there were two roads projects at a total cost of $2.2 million - the Colborne Cycle Track from Dufferin Avenue to Horton Street East at $1.7 million, and Queens Avenue from Richmond Street to the Thames River at $550,000. There were no projects in 2016.

In 2017, there were also two Canada 150 infrastructure projects completed - the Harris Park Pavilion renovation and Victoria Park Cenotaph restoration.

Other infrastructure projects in the downtown were associated with above ground and below ground infrastructure improvements as a result of pending development and aging infrastructure.

Sidewalk and intersection reconstruction remains a priority to address accessibility needs and to connect surrounding residential neighbourhoods and commercial areas to the downtown.

> **"Forge connections with the downtown neighbourhoods."**
>
> - Downtown Plan Policy 3.0

2 Working Downtown

Maintain and enhance the Downtown as a major focus for employment and economic activity within the City and Region.

- Downtown Plan Policy 6.1

Employment

One of the keys to a strong downtown is to attract a significant number of people to the downtown; people who work, people who live and people who visit. Employment can include full-time, part-time and seasonal employment in offices, retail stores, venues, cultural facilities etc. A recent study has estimated the number of daytime workers within the downtown Official Plan boundary at over 51,000, which is 21% of all daytime workers in the City of London (Downtown London Market Assessment, Environics 2016). The same study noted over 55,000 daytime employees within the Downtown London BIA boundary. Historically, the City has used an estimate of 30,000 - 35,000 employees in past State of the Downtown reports.

Office Sector

Downtown had 32 of the top 100 employers in London in 2016 including companies such as TD Canada Trust, London Life Insurance Company, Libro Credit Union and Autodata Solutions.

Downtown continues to attract digital creative companies. 5 digital creative relocated to or expanded within downtown in 2016/2017, amounting to a total of 118 companies in the technology industry now in downtown representing 3,898 employees.

New additions/expansions in 2016/2017 include;

- Bill Gosling Outsourcing, a call centre added 200 more employees to their location in Citi Plaza.
- Voices.com at 100 Dundas Street, the largest online marketplace for voice-over in the world, has expanded to 200 employees in 2016, with plans to hire an additional 400 employees.
- Autodata, an automotive industry support business, moved into 100 Dundas Street with 400 employees;
- Robarts Institute moved to 100 Dundas Street with 95 employees;
- Arcane Digital moved to 304 Talbot Street with 100 employees

The Innovation Works at 201 King Street is London's first shared space with flex desk, private desk, and cluster or office packages for shared space with over 80 co-tenants using their facilities.



21% of London's
daytime workers
work Downtown, amounting to
51,000 people.

Education Sector

The number of students and faculty in downtown post-secondary institutions continues to grow with Fanshawe College, Western University Continuing Studies and a number of private colleges now represented.

Fanshawe's College for Digital and Performance Arts, 137 Dundas Street, opened prior to 2016. Phase 2 of Fanshawe College (124-130 Dundas Street) was under construction in 2016 and 2017 and will be home to Hotel Management, Hospitality and Culinary Studies in Fall 2018.

Once the second phase is opened, the Fanshawe College Downtown Campus will bring 2,000-2,500 students and 250 faculty and staff to downtown (Source - London Free Press, September 7, 2018).

Western Continuing Studies has been located in Citi Plaza since 2001, with a floor space of 945 square metres (10,147 sq.ft). This educational facility includes four large classrooms, three seminar rooms, offices and a reception area.

There were 1,422 and 1,479 students at the Western Continuing Studies campus downtown in 2016 and 2017 respectively. The school offers classes in professional development, post-degree diplomas and personal interest education.

There are also a number of private educational institutions (eg. London International Academy) within the Downtown.

Downtown Residents in the Labour Force

NEW

The 2016 Census shows 4,245 residents within the Downtown. 3,030 of those residents are currently employed, while 1,215 are retired or not working. Of employed residents, 1,660 work full-time and 1,370 work part-time. The unemployment rate is 8.3%.

> **"Continue to develop the Downtown as an international, national and regional education center."**
>
> - Downtown Plan Policy 6.5



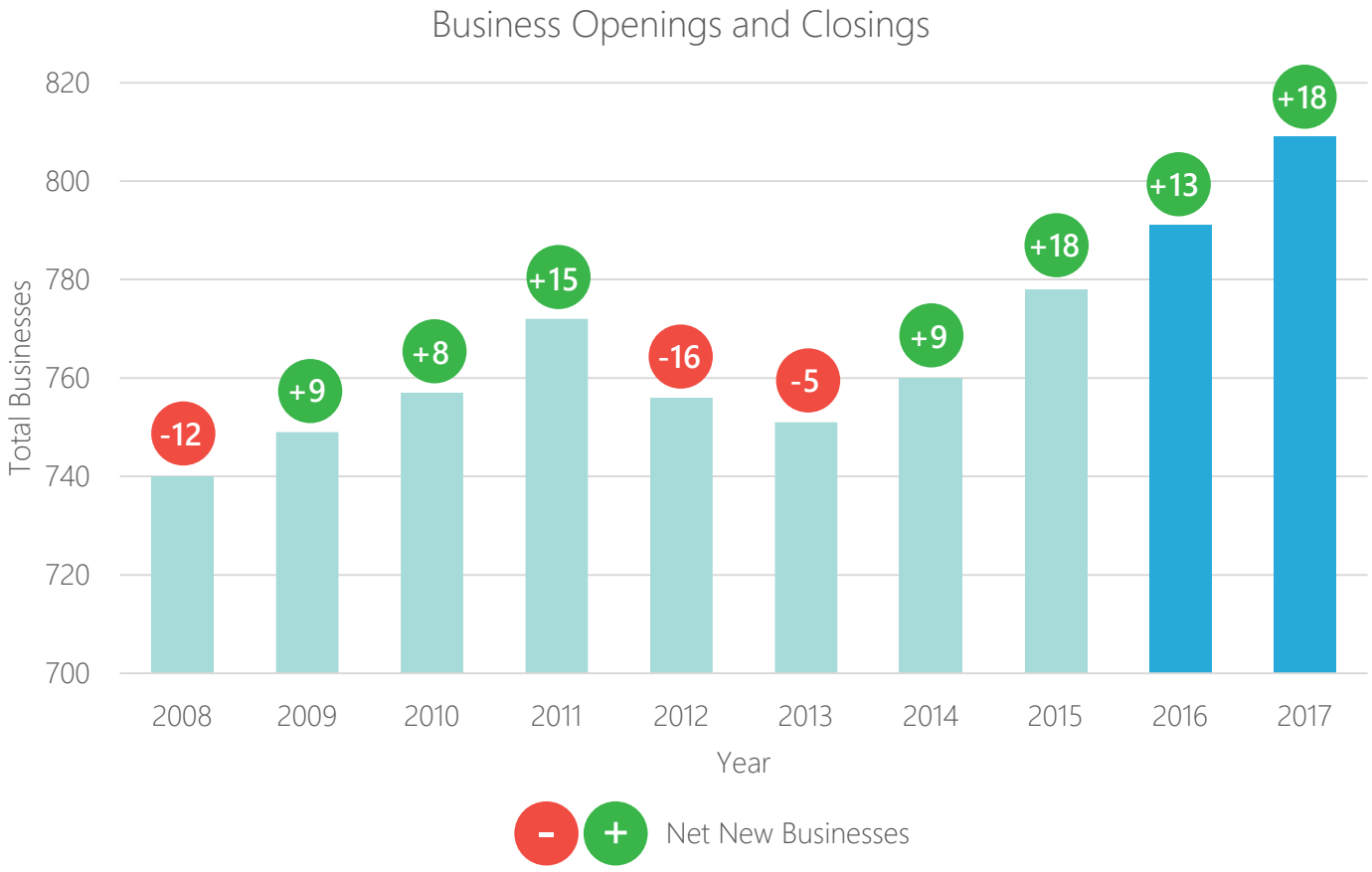
Fanshawe College's Downtown Campus will bring over **2,000 students** and **250 staff/faculty** into the downtown.

Business Openings & Closings

Business openings and closings fluctuate considerably over time and are tracked by the Downtown Business Improvement Association. In 2016, 31 new businesses opened and 18 businesses closed, for a net gain of 13 businesses. In 2017, 27 new businesses opened and 9 businesses closed, for a net gain of 18 new businesses (Downtown London BIA).



Plant Matter Bistro opened in November, 2017 at 244 Dundas Street



Office Supply & Vacancy

Office Supply

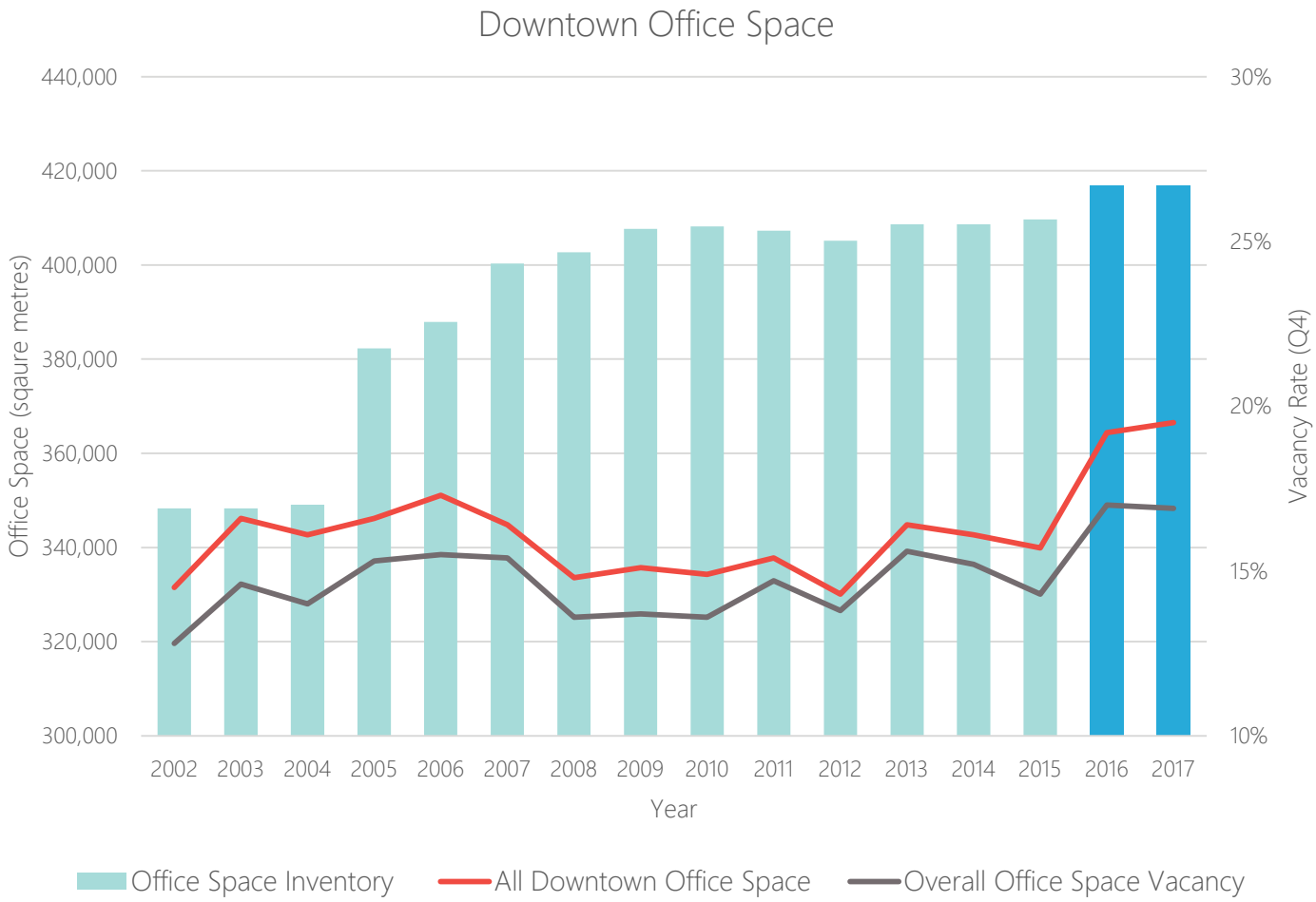
In 2016 and 2017, there was 416,898 square metres (4.45 million sq.ft.) of office space in the downtown.

The last new office space built downtown was 431 Richmond Street in 2011; however, office space has been created in the conversion of Citi Plaza from retail space to office space, as well as smaller conversions in existing buildings.

In 2017, the downtown had approximately 77% of London's total office space, down slightly from 79% in 2016 and 80% in 2015. The London Plan contains policies to limit the size of office space built outside of the downtown.



77% of the city's total **office space** is within downtown



Office Vacancy

Downtown office vacancy rates were high in 2016 and 2017 as reported by CBRE, with the overall core vacancy rates at 19.2% and 19.5%, respectively. A rate of 5-8% is considered "healthy".However, Class A space, the most prestigious and most modern, had lower vacancy rates at 11.9% and 17.5% over the two years. A greater percentage of vacancies are in older Class B (20% and 16.7%) and Class C (45.3% and 42.2%) buildings.

Over the last two years there has been a slight drop in the vacancy rate in these older buildings as new smaller start-up companies have preferred locations in these older buildings. In some cases, older buildings have been renovated for new high tech companies (eg. 304 Talbot Street- The Cube).

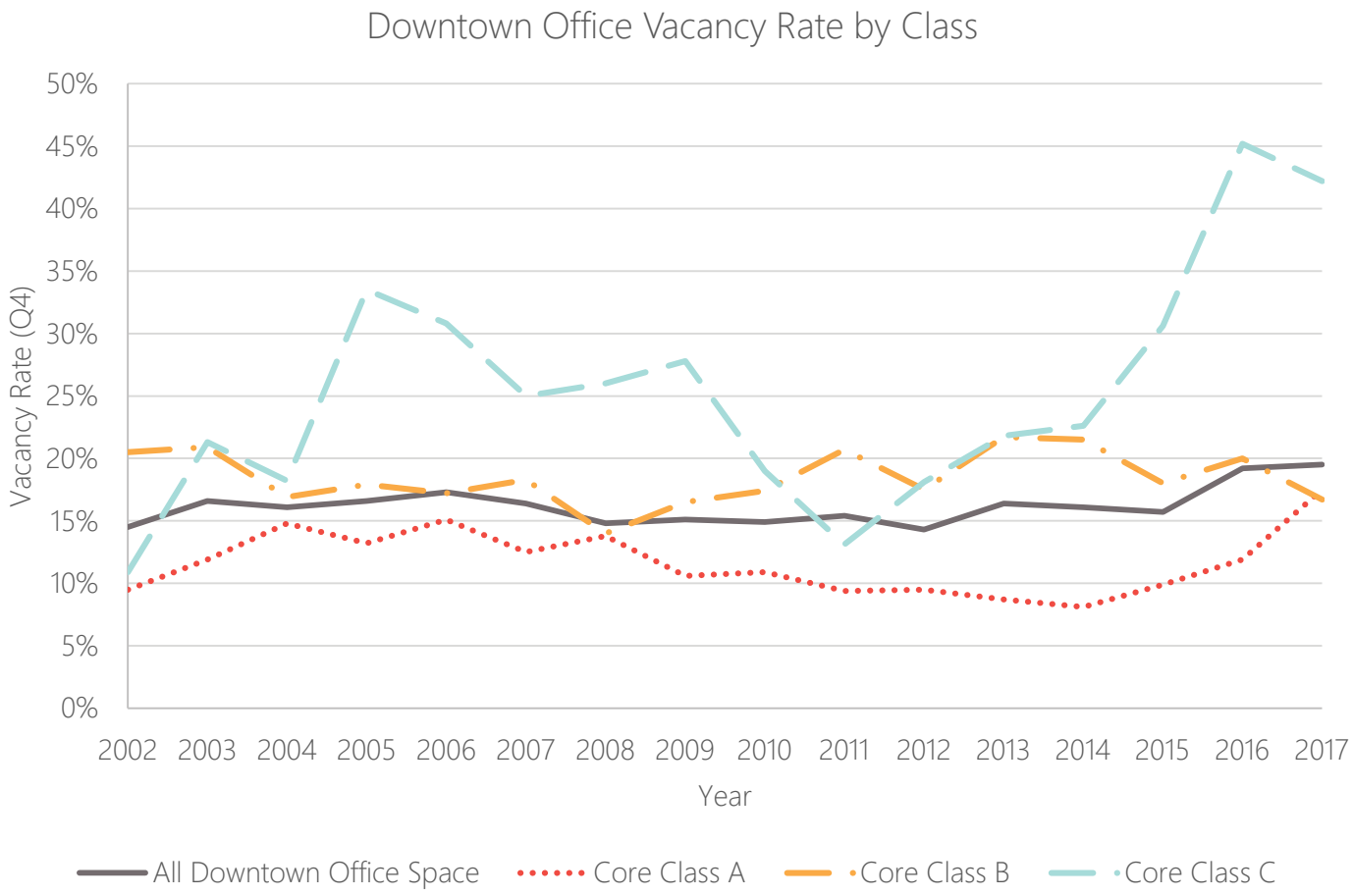
Some increase to vacancy rates can be attributed to office relocations outside of the core, including; the decentralization of Ontario Works, Sifton relocating to West London, Goodlife Fitness moving to West London (space subsequently occupied by Innovation Works) and Start.ca moving to 700 York Street, just outside of the downtown boundary.

Classification of Office Space

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

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

Class C: Buildings of below-average rents.



New & Expanded Downtown Offices NEW

2016

Voices.com moved to an expanded headquarters with 4,180 square metres (45,000 sq.ft). at 100 Dundas Street (Bell Building). Reasons for the move from within the Downtown were "Our staff want to be in the core. Most of them live here and they can walk to work" - David Ciccarelli, Voices.com (London Free Press, June 29, 2016).

Autodata moved to 100 Dundas Street in 4,645 square metres (50,000 sq. ft.). Reasons for moving from a suburban location included "previous location off the beaten path" and "It is way more interesting to be downtown. We skew young on our demographics for workers, and the core is a draw" - Chris Wedermann, Autodata (London Free Press, March 9, 2018).

Robarts Research Institute moved to 100 Dundas Street from Western University to occupy 3,000 square metres.

304 Talbot Street ("The Cube") opened. After renovations in 2015 the 3 storey, 3,250 square metre building, built in 1922, became the new home of Arcane Digital with room for 100 employees. Arcane stated "We see the future of London as being downtown, young, dynamic and social. We want to build where the talent is and the talent is in the core" - Erin Pollett, Arcane Digital (London Free Press, May 9, 2015).

2017

Bill Gosling Outsourcing expanded from 744 square metres to 2,788 square metres in Citi Plaza.

> **"Maintain the Downtown as the primary and preferred location for office buildings exceeding 5,000 sq.m"**
>
> - Downtown Plan Policy 6.2



Great West Life is a major employer in Downtown London

Retail Supply & Vacancy Rates

Retail Supply

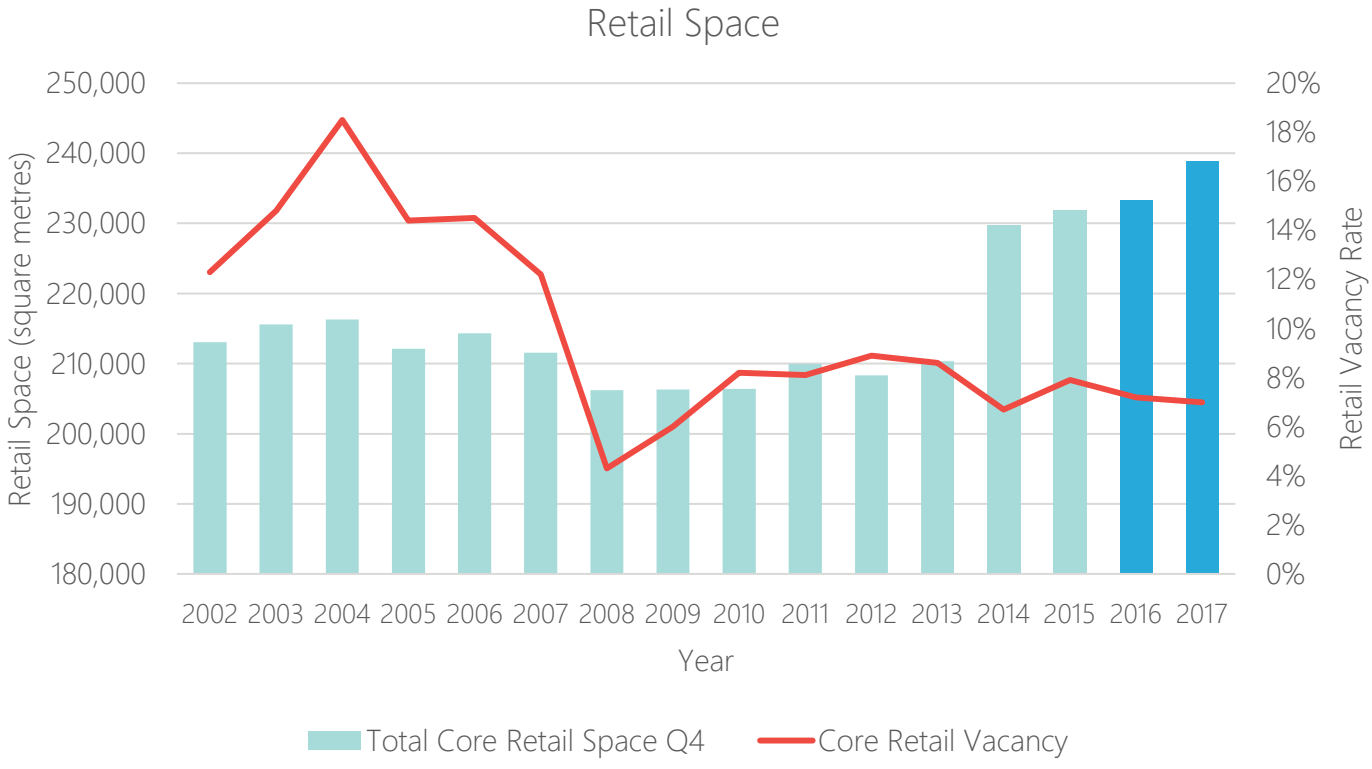
In 2016 and 2017, there were approximately 233,000 and 239,000 square metres of retail space in the downtown, respectively. This is approximately 14% of the City's total retail supply. Since 2008, the amount of retail space in downtown has been gradually increasing.

Retail Vacancy Rates

Between 2000 and 2017, the retail vacancy rates has fluctuated considerably. The period between 2000 and 2007 experienced high vacancy rates ranging between 11% and 18%. In 2016 and 2017, the retail vacancy rates were 7.2% and 7.0%, respectively. Both of these figures are slightly higher than the city-wide vacancy rate for those years. A "healthy" vacancy rate is considered between 5% and 9%.



Downtown's **retail vacancy** rate dropped from 7.9% in 2015 to **7%** in 2017.



3 Living Downtown

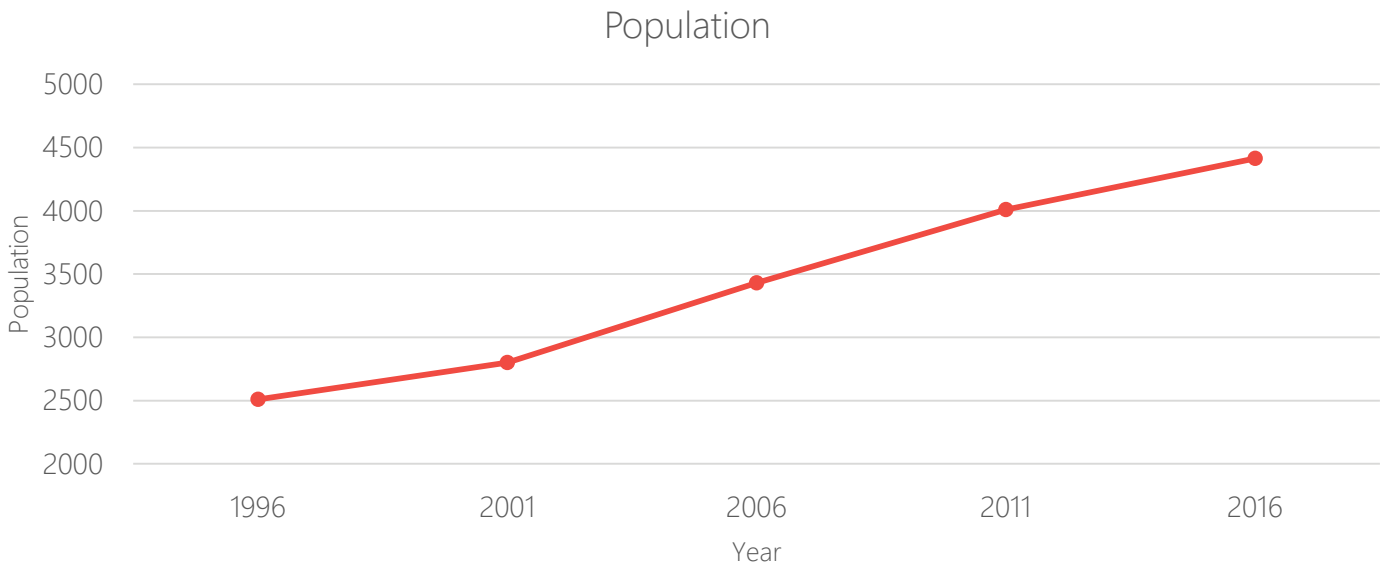
> **Encourage the construction of a variety of dwellings within the Downtown that can accommodate residents at various life stages.**
>
> - Downtown Plan Policy 5.1

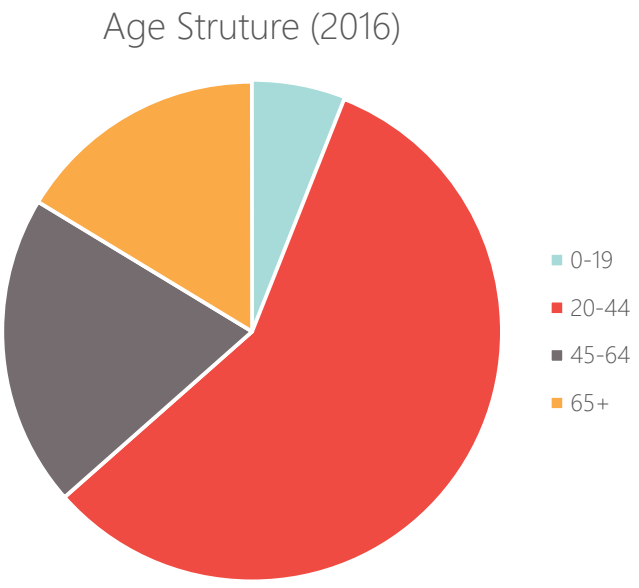
Population

The 2016 Census of Canada shows the population is approximately 4,415 in the Downtown with a 75% increase in population over the last 20 years. A recent study identified that 4,835 people live within the Downtown London BIA boundary. (Downtown London Market Assessment, Environics 2016). The median age of residents within the downtown is 33 years of age.



Downtown's **population** has **increased 75%** in the past 20 years.







Downtown Dwellings

There are over 3,200 dwelling units in the downtown, most of which are low-rise and high rise apartment buildings. Over 80% of these units are rented. Since 1998 over 2,200 residential apartment units have been built in downtown, an average of 113 units per year. This is a 300% increase in dwelling units in downtown since 1998.

> **"Build a great neighbourhood."**
>
> - Downtown Plan Policy 5.0

Affordable Housing

NEW

The London Plan envisions the Downtown as "an exceptional neighbourhood unto itself with housing, services and amenities targeted to a wide spectrum of lifestyles [and incomes] including seniors and young adults".

The 2016 Census data shows a total of 1,000 low income residents or 22.7% of the total population for the downtown. Since 2006 there has been seven affordable housings projects, adding 98 units of affordable housing in downtown.

Affordable Housing Developments in the Downtown 2006 to 2017

Address	Date	Units
129 Dundas Street	2006	25
211 Dundas Street	2007	6
332 Richmond Street	2007	28
225 Dundas Street	2009	5
343 Richmond Street	2012	16
392 Richmond Street	2013	7
189 Dundas Street	2015	11
Total		**98**



There are over **3,200 dwelling units** in the downtown. Over **80%** of dwellings in the downtown are **rented**.

Future Residential

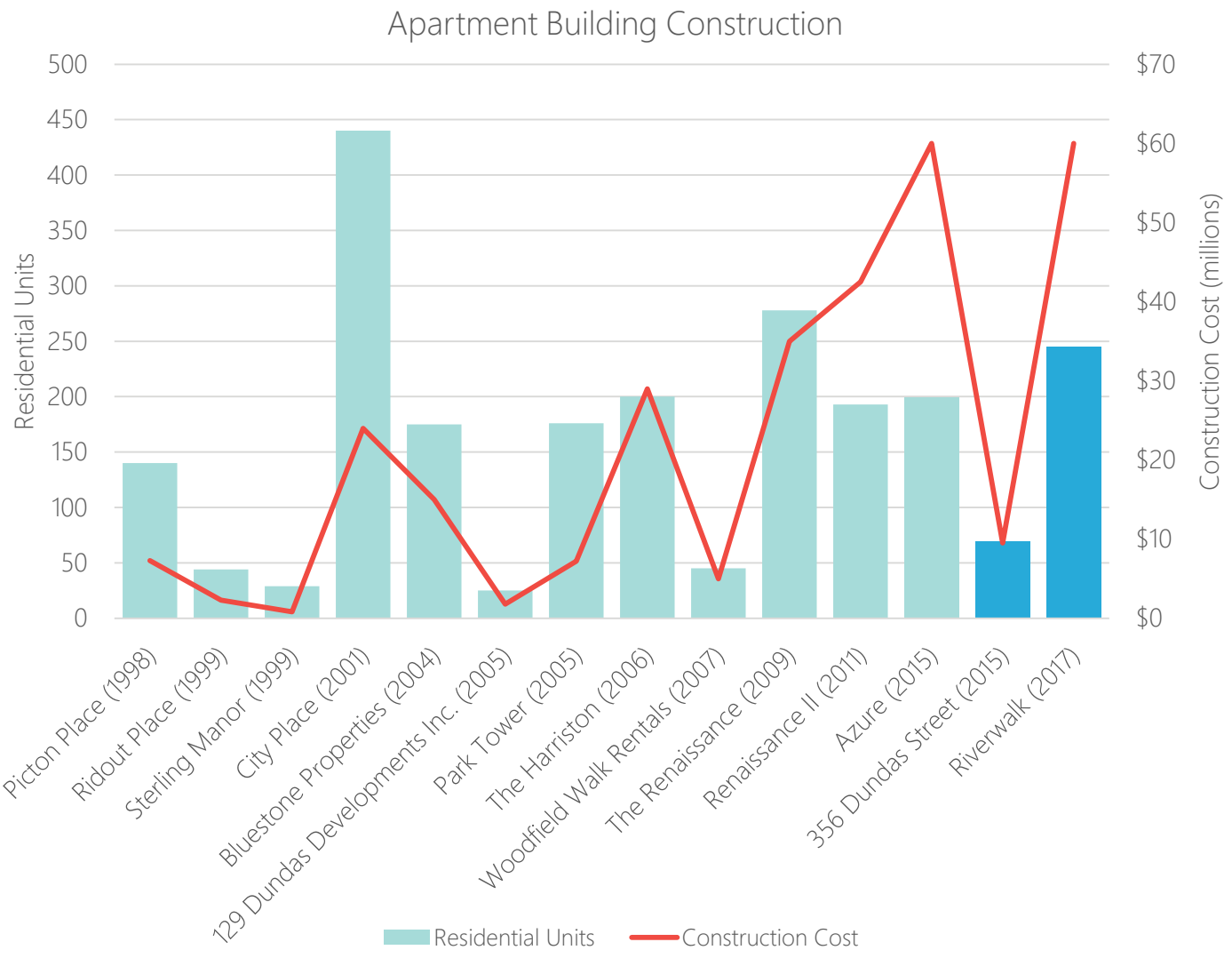
The addition of the Azure and Riverwalk developments, both by Tricar Group, will bring many more residents to downtown once fully occupied. In 2016 and 2017, Council also approved zoning permissions for approximately 1,360 potential new downtown residential units.

Downtown housing **demand** is high with only **2.2% vacancy** rate.

Rental Market

The Canada Mortgage and Housing Corporation (CMHC) reported that the vacancy rate of apartment units in the downtown was 3.0% in 2016 and decreased to 2.2% in 2017. These figures are slightly higher than the city-wide average, with an apartment vacancy rate of 2.1% in 2016 and 1.8% in 2017.

In 2016 and 2017, the average monthly rent increased from $1,012 in 2016 to $1,102 in 2017. The average rent downtown is greater than that of the city-wide average at $918 in 2016 and $952 in 2017.



4 Downtown Vibrancy

“Support the downtown's distinct identity by encouraging artistic expression and cultural activity that promotes the central city as a hub for culture in London.”

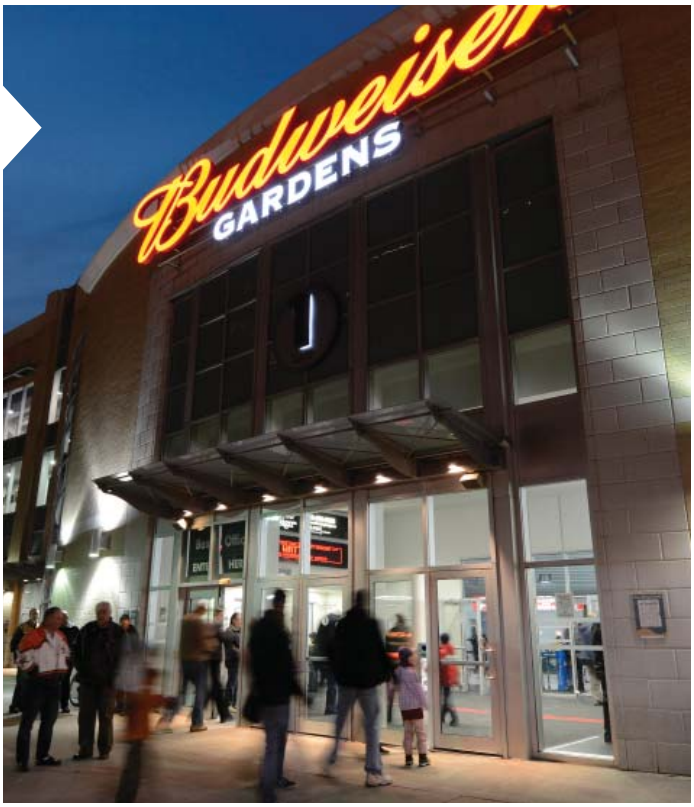
- Downtown Plan Policy 6.1

Downtown Destinations

Budweiser Gardens

Budweiser Gardens opened in 2002 as a public/private partnership with a seating capacity of 9,090 for hockey and ice events to over 10,000 for concerts, family shows and other events. The venue is home to the London Knights of the Ontario Hockey League and the London Lighting of the National Basketball League of Canada. The venue has had an annual attendance of 450-750,000 since it opened. The Canadian Country Music Awards Week was the largest individual event in 2016/2017.

In 2016, 147 events took place attracting over 580,000 visitors. Budweiser Gardens was 3rd out of 100 venues that were ranked in the world for Social Media Power 100 (Venues Today). Ticket sales for Budweiser Gardens were 86th worldwide and 8th in Canada (Pollstar Magazine). The Our London's 2016 Readers Choice Awards voted Budweiser Gardens as their favorite Live Entertainment Venue.



In 2017, 134 events took place attracting 587,000 visitors. Budweiser Gardens moved up to be ranked 2nd out of 100 venues that were ranked in the world for Social Media Power 100 (Venues Today). Ticket sales at Budweiser Gardens was 122nd worldwide and 9th in Canada (Pollstar Magazine).



The Grand Theatre

The Grand Theatre is a not-for-profit regional theatre which has two stages, the Spriet Stage with 839 seats and the McManus Stage with 144 seats. In the 2016-2017 season 213 performances were held and 92,076 patrons attended the season performances.

> **"Create the Buzz."**
>
> - Downtown Plan Policy 6.0

Museum London

Museum London is a non-profit charitable organization which is home to over 45,000 regional historical artifacts and has over 5,000 regional and Canadian works in its art collection

In 2016 Museum London started design work and fundraising for The Centre at the Forks, a dynamic learning facility facing the Thames River. Construction on the Centre at the Forks began in 2017.

Museum London in 2016 welcomed 97,755 visitors including over 11,700 students on tours. In 2017 the Museum welcomed 93,365 visitors, including again over 11,700 students, fewer visitors than the previous year because of the loss of display space during construction.





London Music Hall

The London Music Hall is a premier venue for many bands and artists who tour Southwestern Ontario. This venue has two stages, the London Music Hall with a capacity of 1,600 people and Run Runners with capacity of 350 people.

Centennial Hall

In 2016, 67,530 people attended 117 events, which increased to 91,000 people attending 131 events in 2017.

NEW

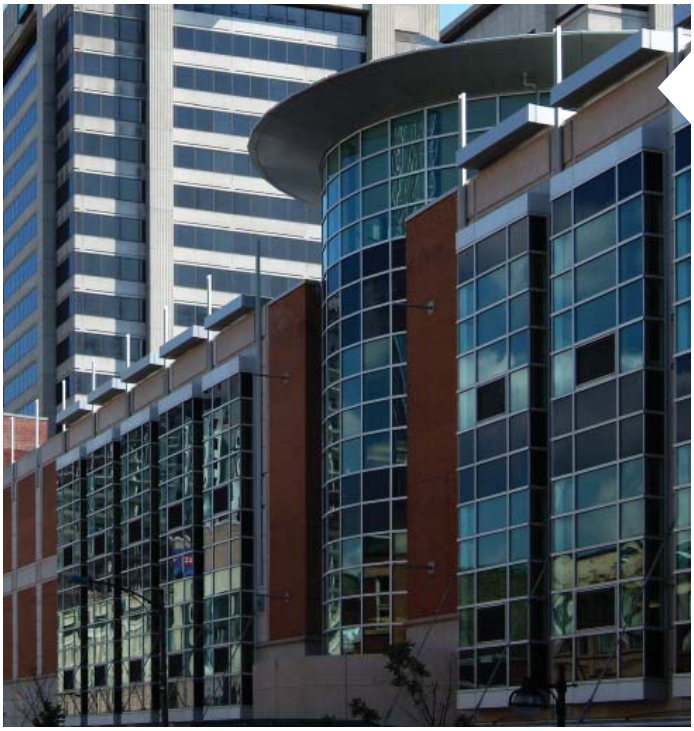


London Convention Centre

In 2016, the Convention Centre held 274 events and hosted 23 conventions, conferences and multi-day events which led to an economic impact of $17.7 million in direct spending. Over 13,400 hotel room nights and 117,361 delegate days were generated as a result. The top 10 events attracted over 7,500 delegates.

In 2016, the London Convention Centre underwent a $5 million renovation with a $700,000 grant from FedDev Ontario, $2 million of the London Convention Centre's own funds, and a $2 million loan from the City of London.

In 2017, there were 306 events and 31 conventions, conference and multi-day events, which resulted in $17.8 million in direct spending. Over 10,000 hotel room nights and 112,712 delegate days were generated as a result. The top 10 events attracted over 6,200 delegates. The London Convention Centre employs approximately 140 full and part time staff.





Central Library

In 2016 the Central Library welcomed 611,253 visitors including 32,508 who attended programs held at the library. These numbers increased in 2017 to 704,731 visitors with 39,316 attending programs held at the library.

The Central Library has two venues/facilities, the Wolf Performance Hall which in 2016 accommodated 34,442 visitors and an additional 45,948 visitors in 2017. The Central Meeting Room had 15,286 visitors attend events in 2016 and 20,655 visitors in 2017.

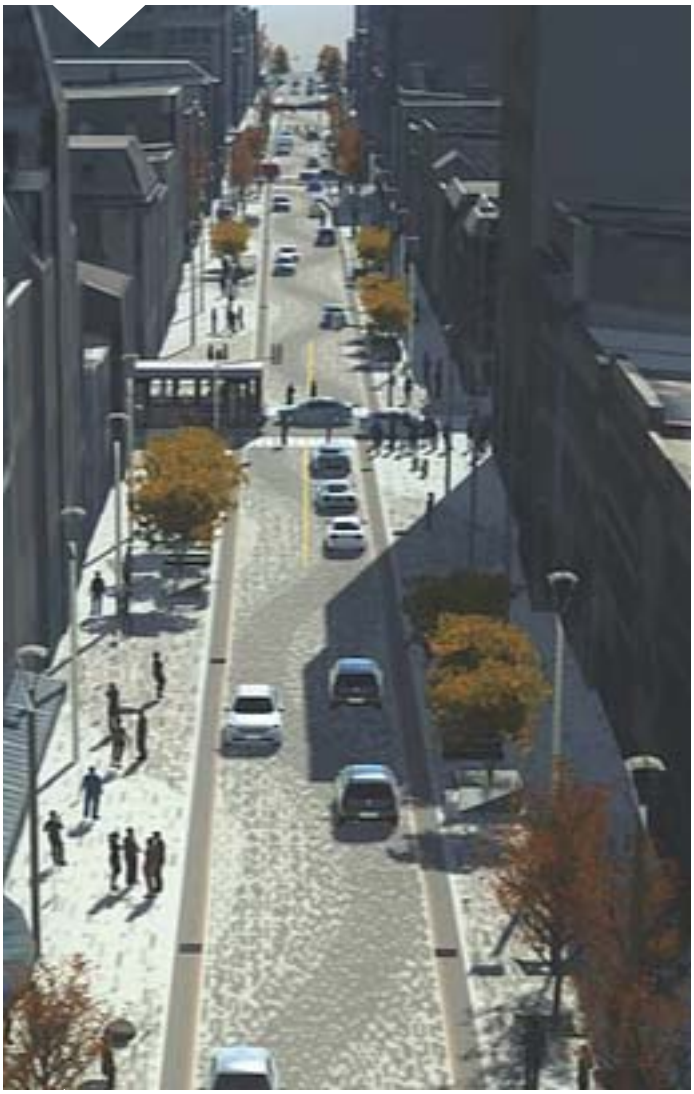
In 2016/2017 the Central Library underwent a $3,420,000 revitalization which took 18 months to complete and included infrastructure and life cycle improvements such as the removal of escalators and updating of electrical and information technology infrastructure. CBC London digital station became a tenant in 2017.

Covent Garden Market

It is estimated that 1.33 million people visited the indoor/outdoor market and special events at the market in 2016 which increased to 1.35 million in 2017.

Dundas Place

Dundas Place is the Number 1 Transformational Project in *Our Move Forward, London's Downtown Plan*. The project involves the creation of a flexible street that can toggle priority between its transportation network function and on-street activations such as events and festivals.





> **"Make Dundas Street the most exciting place in London"**
>
> - Downtown Plan Policy 1.0

Festivals & Events

In 2016 and 2017, an estimated 400,000 and 335,000 people attended outdoor events in the downtown.

There are 15 plus festivals downtown every summer with Sunfest as the second largest free outdoor festival in Canada, drawing over 250,000 visitors to Victoria Park.

In 2016 and 2017,
3.2 million people
attended events
Downtown





5 Downtown Movement

Walking

NEW

Improving transportation access to/from downtown by enhancing the cycling and pedestrian network and increasing transit service are identified in *Our Move Forward: London's Downtown Plan* as important goals for long term sustainable development. The focus of the *London 2030 Transportation Master Plan*, approved by Council in 2012, is to achieve a more sustainable transportation system City-wide. In the downtown the goal is to reduce the long term need for employee or commuter parking or put it in a form, either below or above ground, that is more sustainable and accommodates future development.

Using Walk Score, downtown scored a 93 (Walker's Paradise). The city's average Walk Score is 49 (Car Dependent).

Walk Score Categories

Walk Score	Description
90-100	**Walker's Paradise** *Daily errands do not require a car*
70-89	**Very Walkable** *Most errands can be accomplished on foot*
50-69	**Somewhat Walkable** *Some errands can be accomplished on foot*
25-49	**Car-Dependent** *Most errands require a car*
0-24	**(Very) Car-Dependent** *Almost all errands require a car*

Pedestrian Movements

In 2017, pedestrian counts were taken during the afternoon peak hours at six intersections and results are summarized below.

This represents one third of approximately 16,500 pedestrian movements along the Richmond, Clarence and Wellington corridors.

Pedestrian Counts

Intersection	Movements
Dundas & Richmond	1,420
Richmond & Queens	910
Clarence & King	820
Clarence & Dundas	760
Wellington & Dundas	760
Wellington & King	690
Total	***5360***



1,420 people walk through the **Dundas & Richmond** intersection during peak afternoon hours.

Cycling NEW

There is currently an estimated 500 short and long-term bicycle parking spaces downtown. The City installed London's first two bike corrals in 2016. One is located outside the Central Library which can hold up to 14 bikes. A bike fix-it station has been installed outside City Hall.

In 2016, Council approved the *London ON Bikes Cycling Master Plan*. The plan identifies a variety of cycling initiatives including new infrastructure, policies and programs. In 2017, London's first cycle track was constructed on Colborne Street from Horton Street to Dufferin Avenue.



Public Transit

London Transit

London Transit has 39 bus stops in downtown. In 2016, London Transit had 171,838 boarding's with weekday ridership of 14,360 and weekend ridership of 12,955.

In 2017, 171,092 passengers boarded London Transit in downtown with weekday ridership of 14,010 and weekend ridership of 13,740.

In 2016, approximately 30% of all trips in downtown were residents who live in downtown with 45% of these trips being made by active transportation modes. On a daily basis, approximately 14% of trips to and from the downtown area are made by transit. In the afternoon peak period, 15% of transit trips start in downtown, and 16% end in downtown.

In 2017, Council approved the rerouting of transit buses off Dundas Street in the downtown core to accommodate Dundas Place.



In 2017, London Transit had **171,838 boardings** originating from **39 transit stops** within downtown.

Shift Rapid Transit

The Shift Rapid Transit initiative is an on-going Environmental Assessment. A downtown multi-modal transportation hub has been a key component to the proposed network - linking intercity rail, rapid transit, and local bus service.

The implementation of a Rapid Transit system is a central component of The London Plan's mobility framework to link land use and transportation.

The Rapid Transit Master Plan was approved by Council on July 25, 2017.

Via Rail

Downtown is home to the London VIA Rail station, which is a major hub for passengers in Southwestern Ontario. The Toronto-London-Sarnia-Windsor VIA Rail Corridor saw 923,127 passengers in 2016 and by the third quarter of 2017 there were 733,500 passengers. The Government of Canada in 2016 announced significant investment of $2.6 Million towards improving London's station.



100

High Speed Rail

NEW

The Toronto-Windsor corridor is home to more than 7 million people and accounts for 3.4 million jobs and over 50% of Ontario's GDP.

The provincial government has been studying the viability of High Speed Rail, including how it might connect London to the rest of the province.

If implemented, High Speed Rail could create opportunities for regional development, help shape transportation planning in cities and towns throughout the corridor, and improve interconnectivity and mobility options across Southwestern Ontario. Connecting High Speed Rail into downtown could dramatically stimulate private sector investment.

Intercity Bus

Greyhound is Canada's largest intercity bus service with 375,000 passengers traveling through downtown London's station in 2016 and 312,000 in 2017. In 2016, 184,332 passengers arrived into London and 191,008 passengers departed. In 2017 154,098 passengers arrived in London and 157,914 passengers departed.

Auto

Traffic Volumes

The total daily traffic volume entering and leaving the Downtown from the north is 40,000 vehicles, from the east is 39,500 vehicles, from the south is 53,000 vehicles and from the west is 32,000 vehicles.

Car Sharing

NEW

The downtown has two car sharing programs: the ZipCar located west of the London VIA Rail Station and the Community CarShare which has been operating in London since 2014 with one station near the Covent Garden Market, and two future stations at Budweiser Gardens and City Hall.

Parking

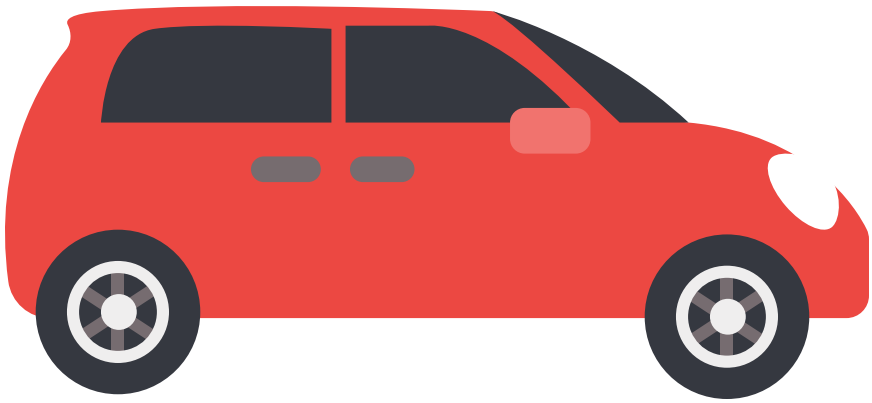
The Downtown Parking Strategy was approved by Council in December 2017. As part of the Strategy, a comprehensive inventory of existing downtown parking spaces was undertaken which summarized the current supply as follows:

There is a total of 15,436 parking spaces in the downtown, out of which 9,897 parking spaces (64%) are publicly available parking. The City owns a total of 2,664 parking spaces in six surface parking lots, three parking garages and on-street parking in the downtown area. Approximately 17% of the parking supply within the study area is controlled by the City directly or through its corporate entities including the Covent Garden Market and the London Convention Centre.

Of the City's 2,664 Downtown parking spaces, 1,262 spaces are in underground or above ground parking garages which is consistent with the City's long term approach in *Our Move Forward – London's Downtown Plan* to provide parking in below or above ground parking garages.

The City has 159 commercial boulevard parking agreements in place, 47 of which are located in the downtown core area. The City charges an annual rental fee for the use of the boulevard at a rate of $3.10 per square foot of land area, generating a revenue of approximately $106,000 per year in downtown.

There are **15,436 parking spaces** in downtown, including **9,897** available to the general **public**.



7 Downtown Policies & Initiatives

2016/2017 Municipal Policy Initiatives NEW

A number of interrelated municipal initiatives were started and/or completed in 2016/2017.

Core Area Steering Committee

This Committee first met in January 2017 and includes members at the Senior Leadership Team level whose purpose is to discuss and co-ordinate core area projects across Service Areas of the Corporation and implement the various plans and initiatives related to these areas. Matters reviewed during 2017 included Dundas Place, the Live Work Learn Play (LWLP) project and Market Lane.

Expansion of the Downtown Community Improvement Plan Area

In November 2017 By-laws were approved to expand the existing downtown community improvement project area to include Richmond Row so that loans could be sought by business owners for building improvements.

Music, Entertainment and Culture District Study

The project was completed in March 2017 with the intent of creating a more vibrant, attractive downtown with a focus on music and culture. The strategy had many goals including to: retain a younger population, increase tourism and economic development, mitigate the impact of festivals and noise on downtown residents, and remove barriers for festival and event organizers. One of the first actions coming out of the Study was to amend the Music on Patios Bylaw.

Downtown Temporary Surface Commercial Parking Lots Policy

Completed in December 2017, this policy initiative was intended to encourage the redevelopment of existing surface parking lots in the downtown for residential/commercial development with parking garages below or above grade consistent with policies in the *London Plan* and *Our Move Forward-London's Downtown Plan*. A primary goal was to

> **"Encourage redevelopment of vacant sites to increase the resident and worker population Downtown by discontinuing temporary-use zoning on these sites."**
>
> - Downtown Plan Policy 5.2



Downtown London/Main Street London/London Downtown Business Association (LDBA)

These organizations work hand in hand with the City to revitalize downtown London. Their boundary is larger than the City's London Plan Downtown Place Type boundary and includes the Richmond Row area. Their key focuses are place-making, advocacy, marketing and engagement, leading, connecting and catalyzing.

In 2016 and 2017 their initiatives included:

- $1 million investment in Fanshawe College Phase 2 which will include 1,600 students.
- Assisting with the construction mitigation plan prepared for Dundas Place in 2017.
- Animating and reclaiming alleys and lane-ways.
- Block Talks providing a platform for Downtown London, members and community to share challenges conversation and engagement, discussing new and past ideas.
- Implementing the Get Down social media campaign.
- Beautifying the street.
- AboutFace Grant program ($)
- Fibre Optic Program and Wi-Fi – LAWN
- Business Retention and Recruitment
- Graffiti Removal
- Pigeon Program
- Sponsorships including About Face
- Planters and Public Art
- Clean Team

Results included:

- 2016 OBIAA Marketing Award
- 2016 IDA Marketing & Communications Award
- Winning the International Downtown Association (IDA) Pinnacle Award in 2017 for investment in Fanshawe College Phase 2.
- 35 new businesses within the BIA Boundary (15 within the London Plan Downtown Place Type)
- Four new murals on Richmond Row, Dundas Street, London Convention Center and Artisan's Alley.
- Four block talks which resulted in Crime Cards and Do Not Trespass window clings.
- 1,400+ one-on-one member interactions.
- 7,400 pieces of content using the GetDTL hashtag that broadcast people in Downtown.
- 9,697 monthly average LAWN users
- 128,804+ online impressions, 72 planters, 2250 plants where cared for.
- Collected 103 monster trucks worth of litter
- 61 business exteriors in the process of improvements
- Downtown Dollars that where redeemed in 2016 were $46,120 and in 2017 $50,000 was distributed with 200 plus merchants now accept Downtown Dollars.

Downtown London/Mainstreet London Grants/Loans

Downtown London provides two incentive programs. The About Face Grant program contributed $58,840 in 2016, which represented six projects and four designs and $61,260 in 2017, which represented nine projects and one design. The Tenant Improvement Loan contributed $17,310 in 2016 and $35,000 in 2017.

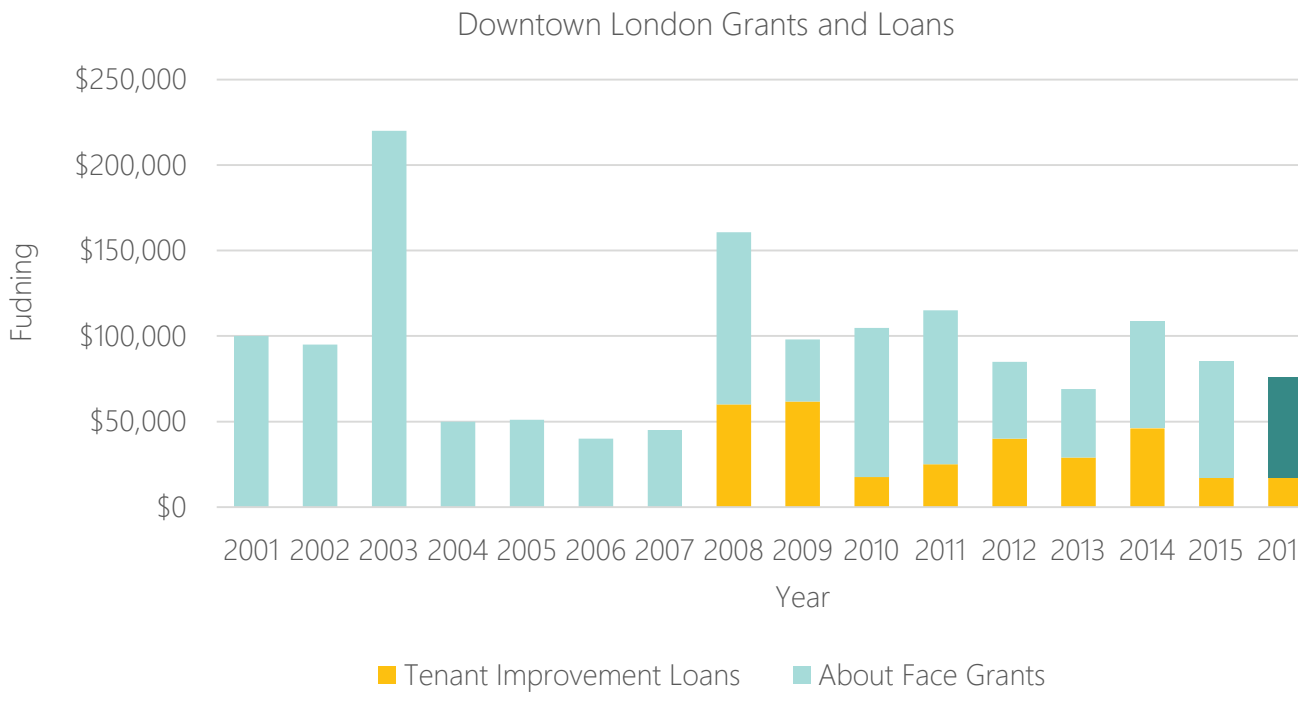
Mainstreet London Incentives

About Face Grant -A grant for eligible property owners to improve their building face.

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

Live Work Learn Play

This project was initiated and funded by London Downtown Business Association. The project started in early 2016 and was completed in August 2017. The purpose of the project was to find ways to re-tenant ground level retail floorspace by targeting and recruiting businesses and investors and find ways to activate public space.



Appendices

Appendix A: Background

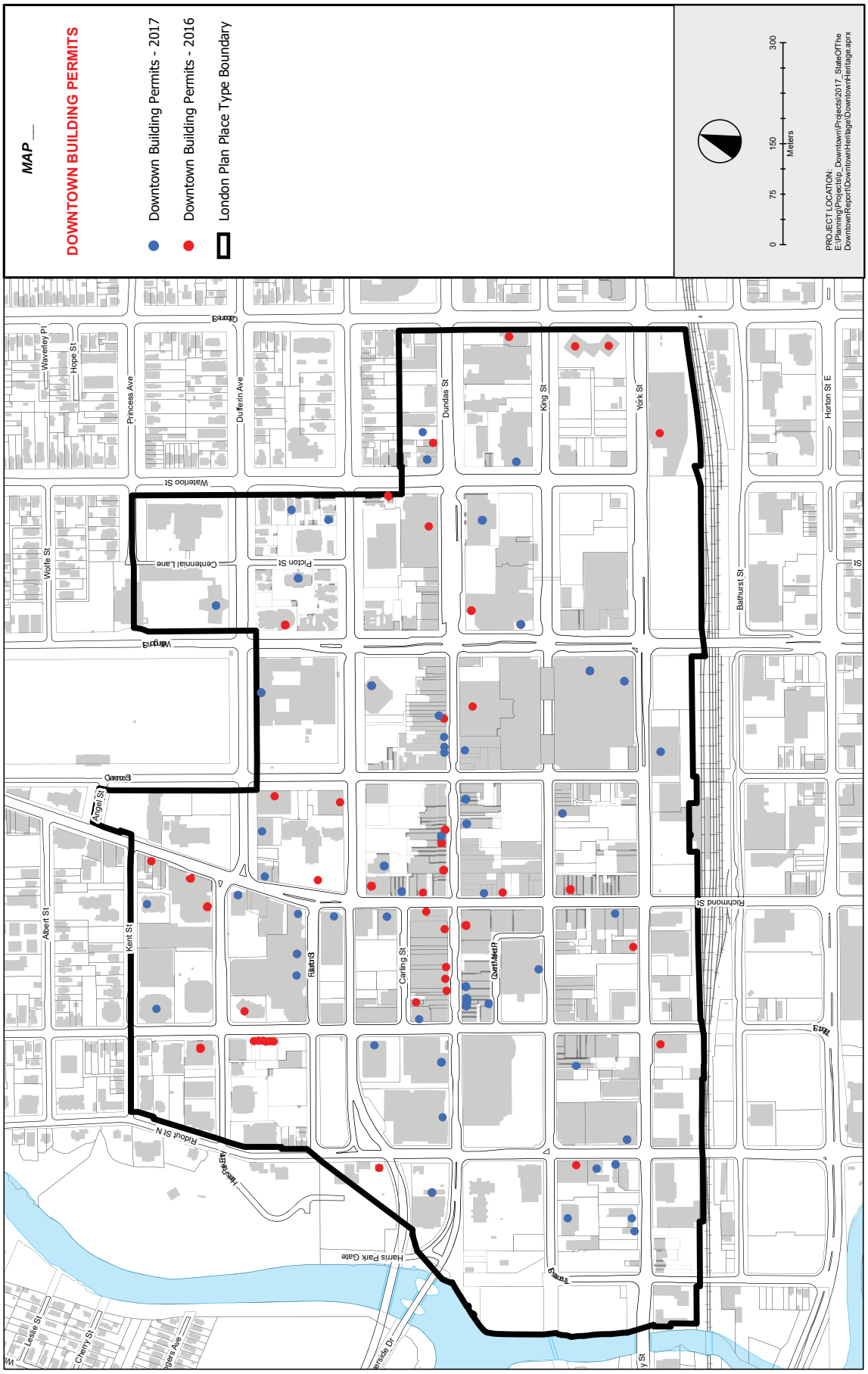
The Importance of Downtowns

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

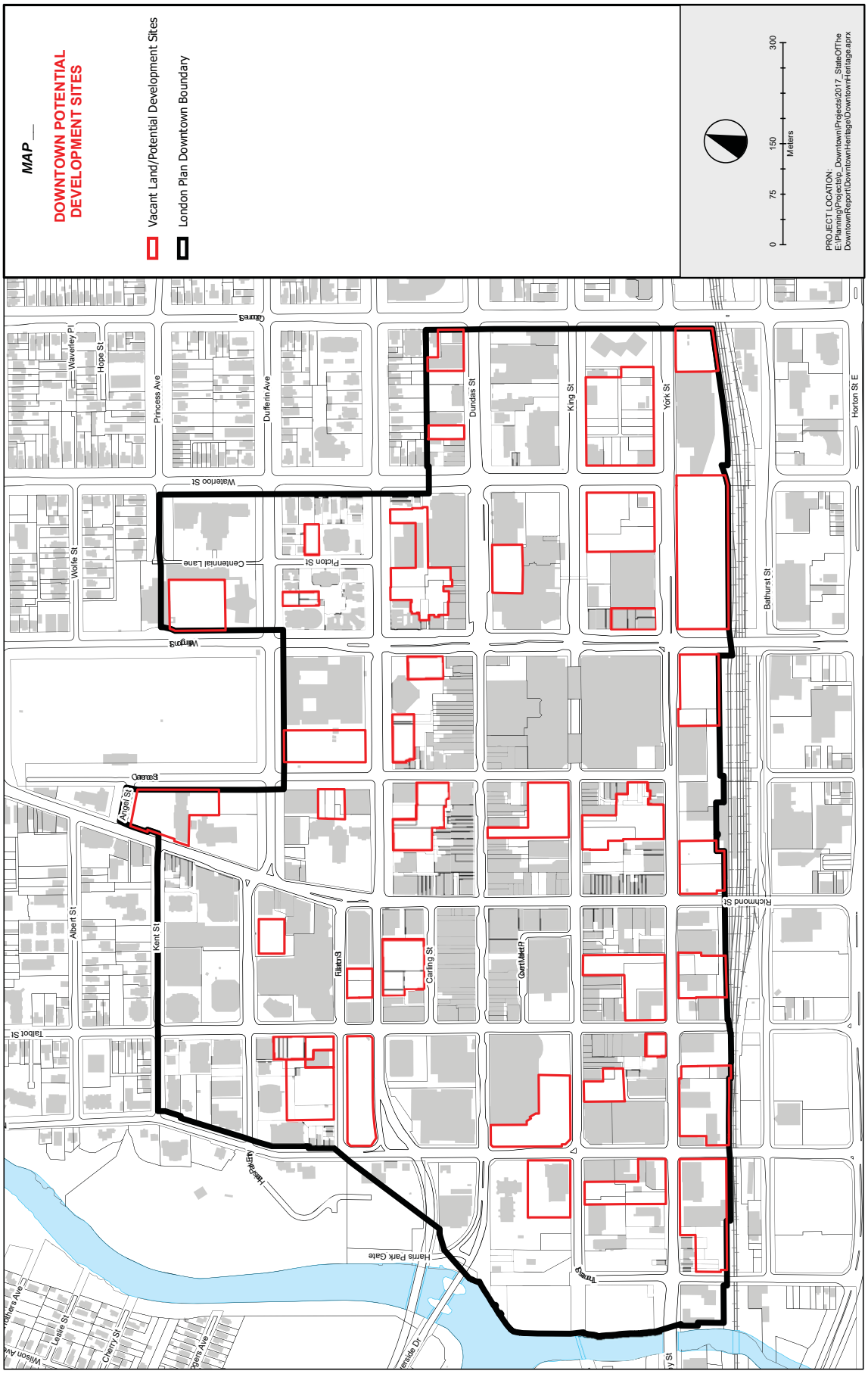
Downtowns represent the essence of a city. They are a visual representation of the health and well-being of their communities and provide meeting places for the region's residents. Downtowns act as entertainment and cultural centres. They draw businesses and provide employment opportunities, driving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

Appendix B: 2016/2017 Maps

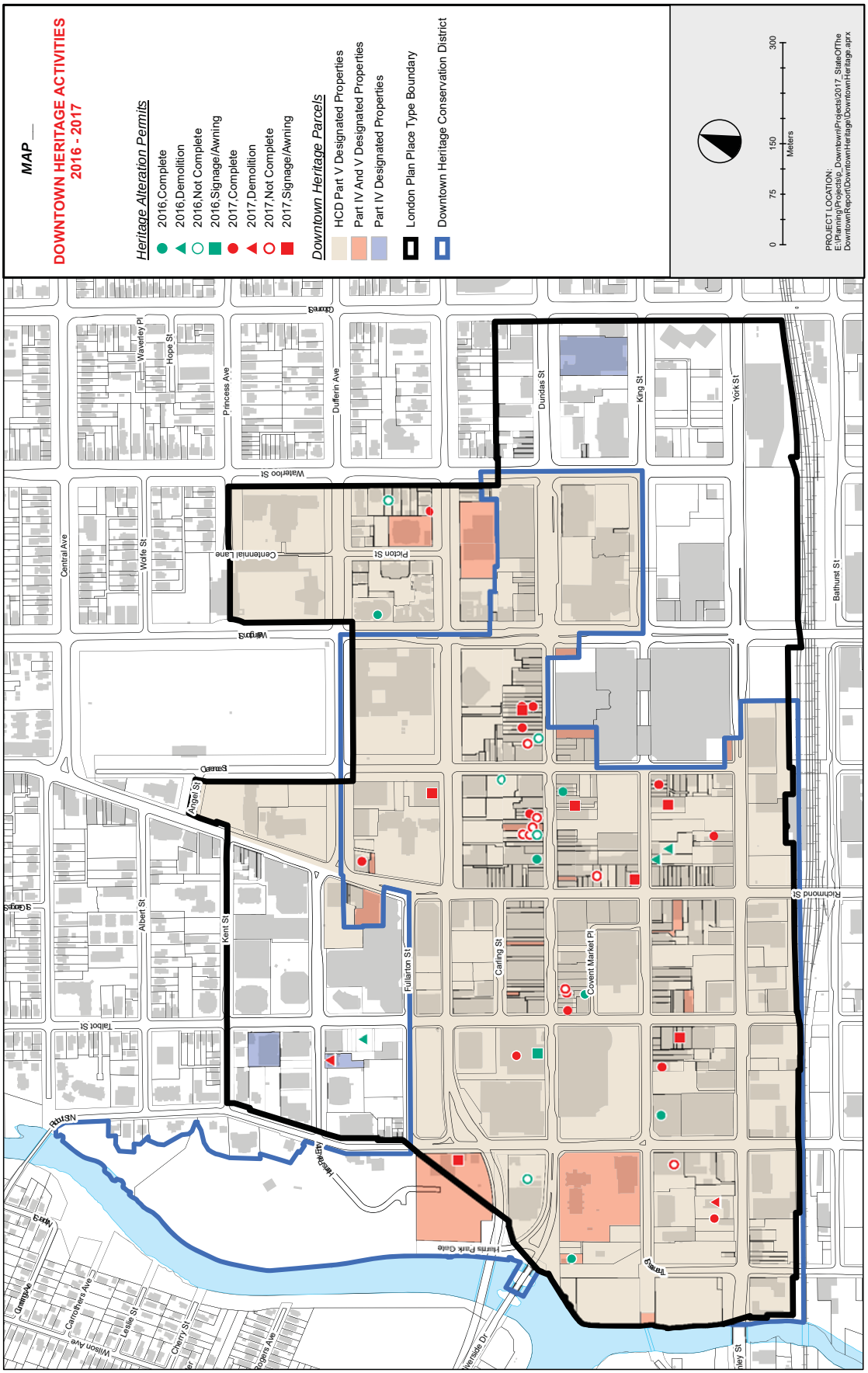
Downtown Building Permits



Downtown Potential Development Sites



Downtown Heritage Activities



Appendix C: Historical Data

Table 1 - Downtown Taxes as a Proportion of City Taxes 1998-2017

YEAR	Downtown Assessment (in millions)	Downtown Total Taxes[1] (in millions)	City Assessment (in millions)	Total City Taxes[2] (in millions)	Downtown Taxes as a % of City Taxes
1998[3]	835.4	17.4	17,323	258.2	6.75%
1999	830.4	17.6	17,474	259.7	6.76%
2000	831.9	17.6	17,741	263.6	6.69%
2001	781.5	19.6	18,115	275.6	7.13%
2002	799.4	19.0	18,496	293.4	6.48%
2003	824.9	18.8	19,569	307.8	6.09%
2004	886.1	19.7	21,575	337.3	5.83%
2005	883.4	20.3	22,035	366.4	5.55%
2006	976.6	20.0	25,436	384.8	5.21%
2007	1,090.8	22.1	25,942	402.8	5.49%
2008	1,108.8	22.8	26,456	420.5	5.43%
2009	1,149.4	23.1	28,302	441.2	5.23%
2010	1,205.0	23.6	29,945	456.4	5.17%
2011	1,382.8	25.2	31,826	462.7	5.45%
2012	1,409.1	24.9	33,538	467.4	5.32%
2013	1,482.9	25.7	34,853	479.6	5.36%
2014	1,529.4	26.7	36,292	498.7	5.35%
2015	1,645.3	28.2	37,796	517.2	5.45%
2016	**1,702.9**	**29.2**	**39,288**	**536.4**	**5.44%**
2017	**1,747.7**	**30.2**	**40,965**	**556.9**	**5.42%**

[1] Within the previous BIA Boundaries and includes general and transit taxes up to the end of 2014. Since 2015 the BIA Boundary has expanded to include a larger area. For 2016 and 2017 the figures include residential properties.
[2] Excludes education but includes general and transit taxes.
Info Source: Taxation and Revenue Division, City of London

Table 2 - Downtown Residential Apartment Buildings constructed since 1998

YEAR	Address	Name	Developer	Units	Construction Cost
1998	22 Picton Street	Picton Place	Tricar	140	$7,300,000
1999	536 Ridout Street	Ridout Place	Drewlo	44	$2,291,000
1999	330 Clarence Street	Sterling Manor	Spriet	29	$800,000
2001	310-320 Dundas Street	City Place	Drewlo	440	$23,992,000
2004	520 Talbot Street	Bluestone Properties	Bluestone/Old Oak	175	$15,000,000
2005	129 Dundas Street	129 Dundas Developments Inc.	Stuart McCulloch	25	$1,800,000
2005	186 King Street	Park Tower	Premier Alliance	176	$7,213,813
2006	500 Ridout Street	The Harriston	Auburn	200	$29,000,000
2009	71 King Street	The Renaissance	Tricar	278	$35,000,000
2007	435 Colborne Street	Woodfield Walk Rentals	Prespa Sales	45	$5,000,000
2011	70 York Street	Renaissance II	Tricar	193	$42,500,000
2015	505 Talbot Street	Azure	Tricar	199	$60,000,000
2015	356 Dundas Street		Yoshi Levie	69	$9,500,000
2017	32-40 York Street	Riverwalk	Tricar	245	$60,000,000
			TOTAL:	2258	$299,396,813

(R) – New units in a renovated building
Info Source – City Planning, City of London

Table 3 - Downtown Incentive Programs Activity Since 2000

YEAR	Upgrade to Building Code (1999)[1]		Forgivable Upgrade to Building Code (2008)		Façade Improvement (1986)		Forgivable Façade Improvement (2008)		Awning, Lighting and Signage Grant (2008)		Non-Street Façade Improve. Loan (2008)	
	#	$	#	$	#	$	#	$	#	$	#	$
2000	0				4	51,305						
2001	7	276,929			4	72,940						
2002	3	91,470			1	7440						
2003	3	108,990			5	62,269						
2004	2	90,439			1	25,000						
2005	6	117,874			0							
2006	2	53,671			2	23,743						
2007	6	123,343			1	7,103						
2008	6	210,000	0		4	85,567	0		0		0	
2009	1	50,000	3	79,877	1	19,422	0		1	2,750	0	
2010	4	126,025	7	245,248	3	94,567	5	126,596	7	18,341	3	58,127
2011	3	150,000	3	148,779	2	45,659	1	25,000	1	3,000	0	
2012	0		5	123,121	1	14,530	2	30,339	1	3,000	0	
2013	1	43,223	6	215,296	0		2	33,164	2	4,404	0	
2014	1	49,324	5	216,096	0		6	98,873	3	8,783	1	25,000
2015	0		8	327,101	2	50,000	2	27,800	0		0	
2016	0		2	100,000	0		2	50,000	N/A	N/A	1	25,000
2017	5	90,741	0		1	977	0		N/A	N/A	0	
TOTAL	50	1,582,029	39	1,455,518	32	560,522	20	391,772	15	40,278	5	108,127

[1] Indicates year the program was initiated.
[2] Although the programs ended in 2014 applications that had already been previously submitted were processed so numbers may appear in columns in years the programs were no longer offered.
Program Descriptions

3. **Upgrade to Building Code Loan** -An interest-free loan for eligible interior building upgrades.
4. **Façade Improvement Loan** -An interest-free loan for eligible exterior building improvements.
5. **Downtown Rehabilitation and Redevelopment Grant** -An annual grant to defer tax increase resulting from a rehabilitation and/or redevelopment project.

Info Source – Incentive Program Co-ordinator – City Planning, City of London

Table 4 - Downtown Rehabilitation and Redevelopment Grant Program

YEAR	# of New Applications	# of Grants	$ Value of Grants
2000	2	2	$15,192
2001	2	3	$43,024
2002	5	8	$266,311
2003	2	8	$264,655
2004	0	7	$227,199
2005	1	8	$228,494
2006	0	8	$192,228
2007	2	9	$465,628
2008	2	11	$822,008
2009	1	11	$738,988
2010	0	11	$620,742
2011	0	10	$496,203
2012	1	8	$1,060,030
2013	4	11	$746,576
2014	1	12	$720,979
2015	2	13	$580,611
2016	**1**	**14**	**$349,954**
2017	**1**	**14**	**$470,737**
TOTAL	25	140	$7,488,868

Info Source – Incentive Program Co-ordinator – City Planning, City of London

Table 5 - Heritage Activity in the Downtown Heritage Conservation District

Heritage Alteration Permits

YEAR	Municipal Council Approval	Delegated Authority	Notable Examples
2016	3	8	Harris Park Pavilion (531 Ridout Street) Museum London (421 Ridout Street North) London Music Hall (176 Dundas Street) 4 Covent Market Place
2017	1	26	InfoTech (345-359 Ridout Street North) Blackfriars Street (2 Blackfriars Street) Century Theatre (194 Dundas Street)

Ontario Heritage Act Designations

YEAR	Address
2016	King Street Bridge (355 Thames Street) Repeal of Designating Bylaw for 142 Kent Street (refused)
2017	93-95 Dufferin Avenue

Demolitions within Downtown Heritage Conservation District

YEAR	Address
2016	175-181 King Street 183 King Street (refused, appealed) 479-469 Talbot Street (Camden Terrace)
2017	345-351 Ridout Street North 36-40 York Street

Info Source – Heritage Planners – City Planning, City of London

Table 6 - London Core[1] Office Vacancy Rates

Year	Total Core Office Inventory Space (m2)	% of City Total	Core Q4 Rate[3]	Core Class A (Q4)[2]	Core Class B (Q4)[2]	Core Class C (Q4)[2]	Overall City Rate (Q4)	Notes
1993			25.0%				23.8%	One London Place & Dufferin Corporate Centre (1991).
1994			19.6%				19.7%	
1995			19.4%				20.0%	
1996			21.1%				20.1%	
1997			19.2%				18.8%	
1998			14.5%				13.9%	Millennium Plan adopted by Council
1999			10.2%				10.1%	
2000			11.4%				11.1%	
2001			15.7%				14.7%	
2002	348,311		14.5%	9.5%	20.5%	10.9%	12.8%	
2003	348,311		16.6%	11.9%	20.9%	21.3%	14.6%	
2004	349,078		16.1%	14.8%	16.9%	18.2%	14.0%	
2005	382,285		16.6%	13.2%	17.9%	33.5%	15.3%	
2006	387,887		17.3%	15.1%	17.2%	30.8%	15.5%	Bell Canada left
2007	400,342		16.4%	12.5%	18.3%	25.0%	15.4%	
2008	402,697		14.8%	13.8%	14.0%	26.0%	13.6%	
2009	407,713		15.1%	10.6%	16.5%	27.8%	13.7%	
2010	408,204	81%	14.9%	10.9%	17.4%	19.0%	13.6%	
2011	407,303	81%	15.4%	9.4%	20.7%	13.1%	14.7%	431 Richmond Street built
2012	405,132		14.3%	9.5%	17.5%	18.1%	13.8%	
2013	408,626		16.4%	8.7%	21.7%	21.8%	15.6%	
2014	408,626	80%	16.1%	8.1%	21.5%	22.6%	15.2%	
2015	409,666	80%	15.7%	9.9%	18.0%	30.6%	14.3%	
2016	**416,898**	**79%**	**19.2%**	**11.9%**	**20.0%**	**45.2%**	**17.0%**	
2017	**416,898**	**77%**	**19.5%**	**17.5%**	**16.7%**	**42.2%**	**16.9%**	

Info Source – CBRE Marketview Quarterly Reports. All the information is not available for all the years

Notes-

[1] CBRE defines Downtown Core as bounded by Oxford Street, Adelaide Street, York Street and the Thames River.

[2] As defined by CBRE

[3] The industry consider 5-8% a "healthy" vacancy rate.

Note: **Classification of Office Space**

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

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

Class C: Buildings of below-average rents.

Table 7 - London Core[1] Retail Vacancy Rates

Year	Total Core Retail Space Q4 (m^2)	Core Year End (Q4) Rate	Overall City Rate (Year End/Q4)	Notes
1993		16.20%		
1994		12.00%	10.00%	
1995		15.20%		
1996		12.80%		
1997		9.60%		
1998		13.70%	6.00%	New Covent Garden Market opened, Millennium Plan adopted by Council
1999		16.30%		Eaton's closed
2000	209,143	11.20%	6.80%	The Bay closed
2001	209,143	12.20%	7.20%	Central Library opened
2002	213,035	12.30%	6.20%	John Labatt Centre opened
2003	215,583	14.80%	7.10%	
2004	216,270	18.50%	8.40%	
2005	212,102	14.40%	7.60%	
2006	214,309	14.50%	8.70%	
2007	211,533	12.20%	7.90%	
2008	206,220	4.30%	4.00%	
2009	206,313	6.00%	5.00%	Galleria becomes CitiPlaza
2010	206,406	8.20%	5.10%	
2011	209,946	8.10%	6.70%	
2012	208,301	8.90%	6.30%	
2013	210,317	8.60%	6.80%	
2014	229,705	6.70%	6.10%	
2015	231,837	7.90%	8.20%	
2016	**233,234**	**7.20%**	**6.80%**	
2017	**238,846**	**7.00%**	**6.30%**	

Info Sources – CBRE (2000-2017) and CBRE Marketview Quarterly Reports.
- City of London Commercial Planning Review, UrbanMetrics,June 2007
- City of London Review of Commercial Supply and Demand, Malone Given Parsons, January 2005
- Downtown London
- City of London State of the Downtown Reports

[1] CBRE defines Downtown Core as bounded by Oxford Street, Adelaide Street, York Street and Thames River. Includes all retail types, mall and non-mall, in the numbers below.

Table 8 - Affordable Housing Developments in the Downtown since 2006

Intitial Occupancy Date	Address	Built Form	Total Project Cost	Total Units	Total Affordable Units	Total Market Units
2006	129 Dundas Street	Building Conversion	$3,200,000	25	25	N/A
2007	211 Dundas Street	Building Conversion	$410,000	6	6	N/A
2007	332 Richmond Street	Building Conversion	$8,000,000	28	28	N/A
2009	225 Dundas Street	Building Conversion	$630,000	5	5	N/A
2012	343 Richmond Street	Building Conversion	$4,200,000	16	16	N/A
2013	392 Richmond Street	Building Conversion	$700,000	7	7	N/A
2015	189 Dundas Street	Building Conversion	$2,700,000	11	11	N/A
2018	226 Dundas Street	Building Conversion	$5,200,000	33	33	N/A
2018	358 Dundas Street	Design / Build	$12,700,000	69	50	19
		Total	$37,740,000	200	181	19

Notes-
Based on Building Permits Issued in 2016/2017, with future anticipated completion.
Total Project Cost – in millions (includes land costs, construction costs and soft costs (i.e. consulting fees, etc.)

Table 9 - John Labatt Centre/Budweiser Gardens Impact on City

Year	Number of Events	Attendance	Total City Proceeds
2002	Opened October 2002[1]		
2003	85	458,860	$75,446
2004	121	612,546	$150,033
2005	139	772,294	$151,099
2006	171	769,575	$436,487
2007	151	704,445	$446,261
2008	148	644,791	$732,094
2009	129	574,531	$432,554
2010	155	672,985	$594,047
2011	135	604,857	$513,330
2012	141	654,207	$465,459
2013	147	675,631	$577,347
2014	155	669,497	$972,947
2015	124	669,499	$572,695
2016	**147**	**586,919**	**$377,514**
2017	**134**	**587,020**	**$386,912**
TOTAL	2082	9,657,657	$6,884,225

[1]There were some events later in 2002 but haven't been included.

Info Source –Committee Reports, 2009-2018

Table 10 - London Convention Centre Economic Impact

Year	Delegate Days	# Events	Economic Impact ($ millions)
2006			$15,000,000
2007			$13,000,000
2008	134,810	407	$19,600,000
2009	128,458	372	$18,000,000
2010	117,362	385	$16,400,000
2011	137,056	353	$19,400,000
2012	128,744	343	$18,600,000
2013	107,496	335	$15,500,000
2014	118,493	336	$17,500,000
2015	110,941	314	$16,400,000
2016		274	$17,700,000
2017		306	$17,800,000

Source: London Convention Centre Annual Reports
[1]The London Convention Center Opened in 1993. Data Between 1993 and 2005 is not available.

Bibliography

Our Move Forward: London's Downtown Plan	Council adopted April 14, 2015
Downtown London Community Report	January 2018
Downtown Market Assessment – Analysis and Evaluation of London's Downtown Market – Live Work Learn Play	December 15, 2016
Downtown London Parking Strategy	2017
Office Policy Study Hemson Consulting Ltd.	February 18, 2016
CBRE Market view Quarterly Office and Retail Reports	1990-2017
CMHC Rental Market Report- London CMA	2016-2017
Canadian Market Outlook, CBRE	2015
Commercial Real Estate Forecast, Avison Young	2014
London Public Library Annual Reports	2008-2014
"Smart Moves" Transportation Master Plan	2013
Cultural Prosperity Plan	2013
City of London State of the Downtown Reports	2015/2013/2011//2009 /2006/2005/2003
Downtown Heritage Conservation District Plan	Council adopted April 2012
Canada's Commercial Real Estate Market Primed for Growth, TD Economics	Special Report 2012
Census of Canada	1996-2016
Downtown Master Plan Background Study	June 2010
City of London Commercial Planning Policy Review, Meridian Planning Consultants/Urban Metrics	June 2007
City of London Review of Commercial Supply and Demand, Malone Given Parsons Ltd.	January 2005
Mainstreet Survey Acumen Research	April 2004

For more information, contact:

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

Report to Planning and Environment Committee

To: **Chair and Members**
Planning & Environment Committee
From: **George Kotsifas, P. Eng**
Managing Director, Development & Compliance Services and Chief Building Official
Subject: **Application By: Wastell Builders (London) Inc.**
Part Lot Control
1245 Michael Street, Blocks 3, 4 and 5, 33M-745
Meeting on: **March 18, 2019**

Recommendation

That, on the recommendation of the Senior Planner, Development Services, with respect to the application by Wastell Builders (London) Inc., the attached proposed by-law **BE INTRODUCED** at the Municipal Council meeting on March 26, 2019 to exempt Blocks 3, 4 and 5, 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.

Executive Summary

Summary of Request

This report is a request for approval to exempt Blocks 3, 4 and 5 in Registered Plan 33M-745 from the Part-Lot Control provisions of the *Planning Act*.

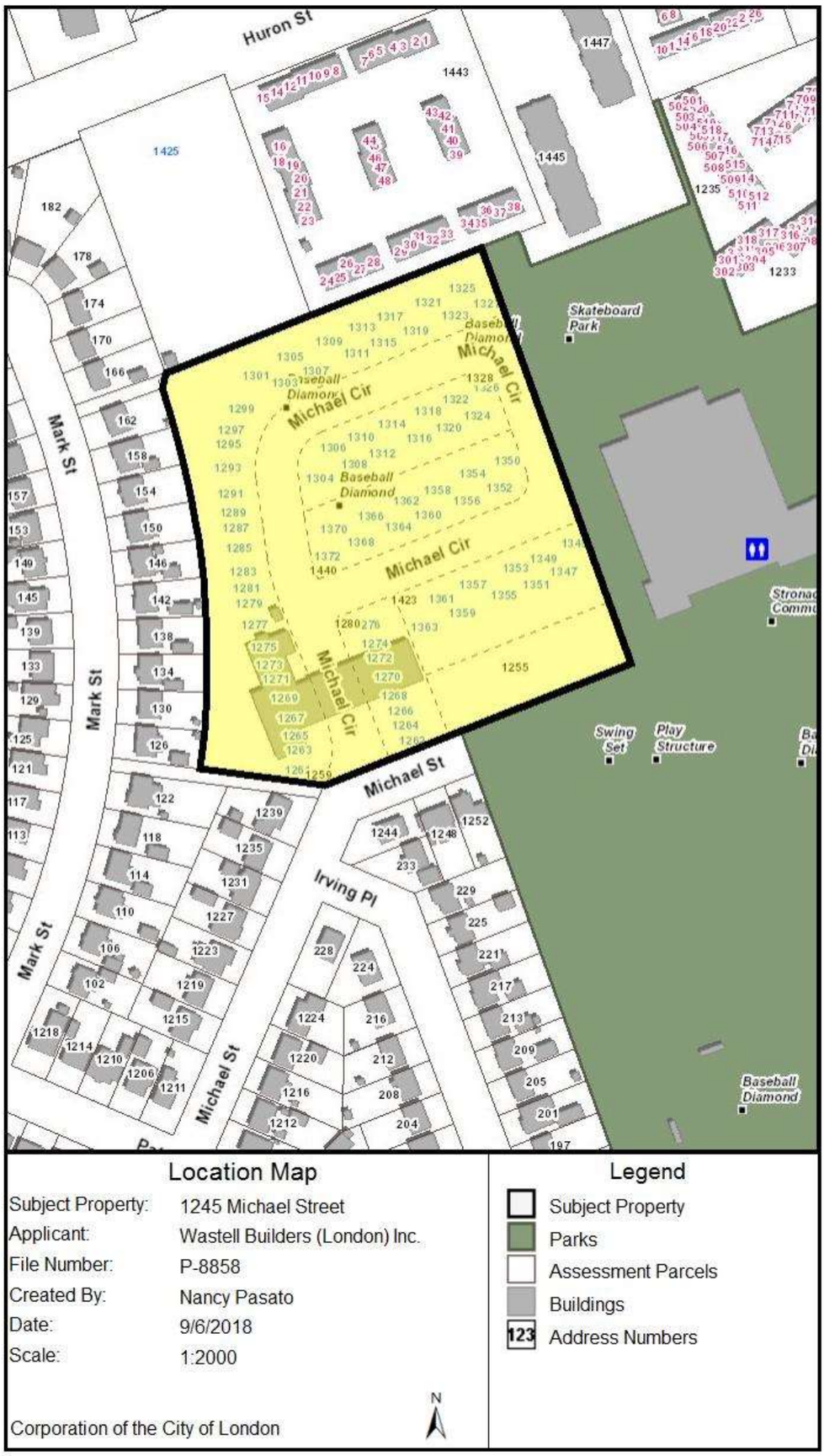
Purpose and Effect of Recommended Action

Exemption from Part-Lot Control will allow the developer to divide the blocks into freehold townhouse lots, consisting of thirty (30) attached townhomes, with access provided via a public street (Michael Circle).

Rationale for Recommended Action

The conditions for passing the Part-Lot Control By-law have been satisfied, and the applicant has been advised that the cost of registration of the by-law is to be borne by the applicant, all in accordance with the previous Council Resolution.

Location Map



Analysis

At its meeting held on September 18, 2018, Municipal Council resolved:

"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 attached proposed by-law **BE INTRODUCED** at a future 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 Bylaw 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;

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

*(c) the Approval Authority (Municipal Council) **BE REQUESTED** to approve this by-law; and,*

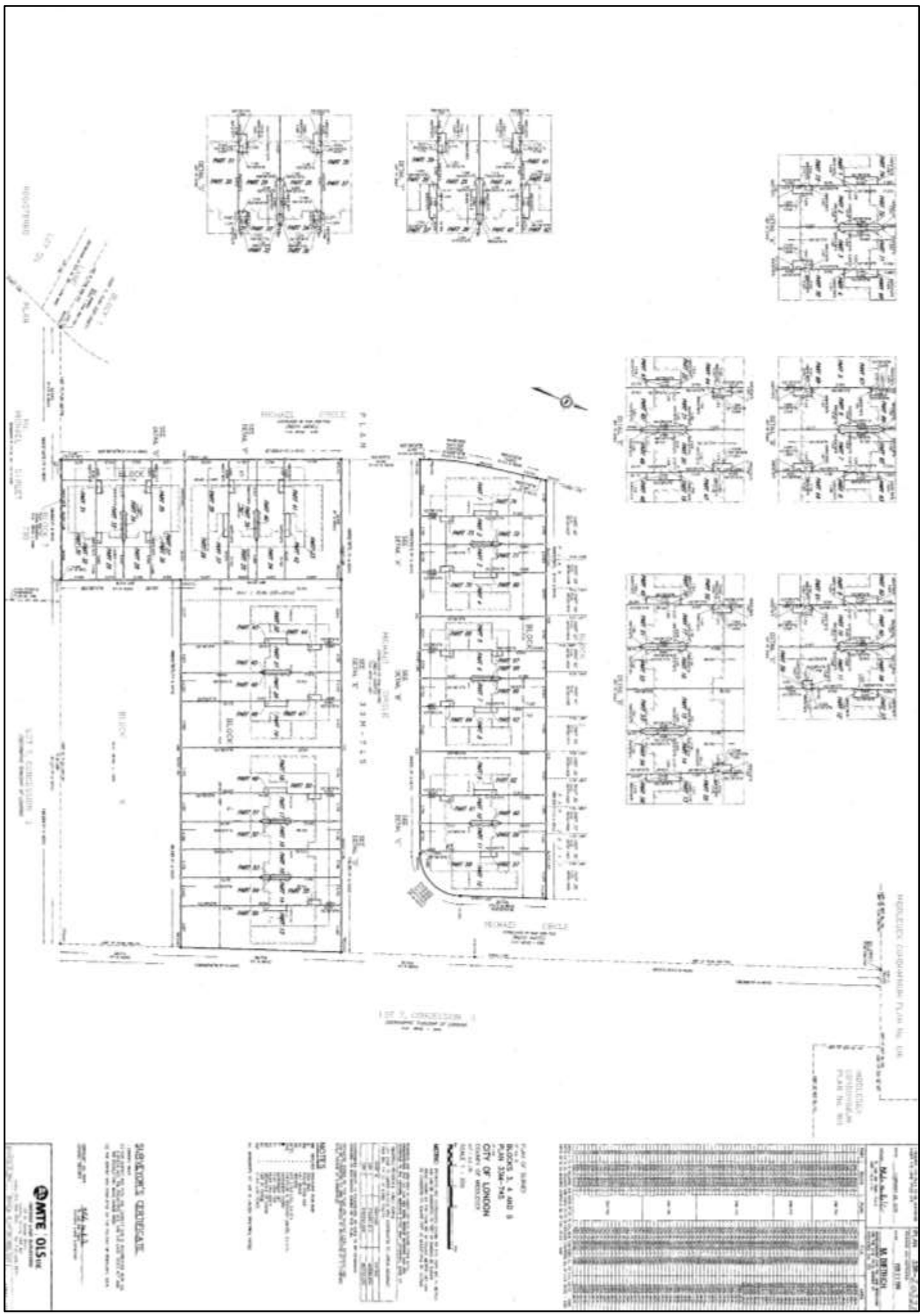
*(d) the Applicant **BE ADVISED** that the cost of registration of this by-law is to be borne by the applicant in accordance with City policy."*

The exemption from Part-Lot Control will allow for lot lines for individual units (lots) to be established on registered blocks in a registered plan of subdivision. The conditions noted above have been satisfied as follows:

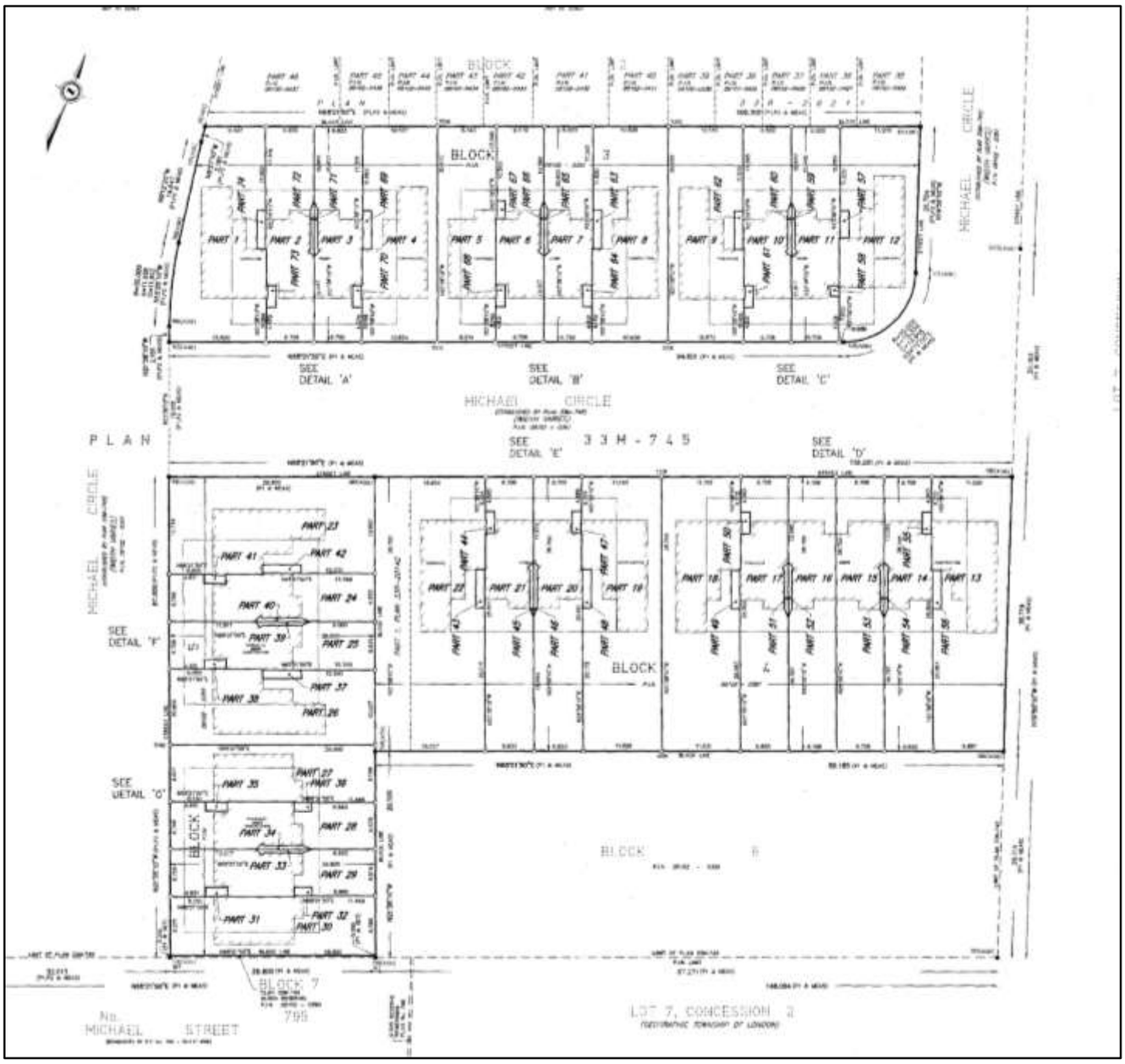
- zoning is in place;
- the proposed lots comply with the approved zoning;
- a reference plan and digital copy of the plan have been deposited with the Land Registry Office and received by the City;
- municipal addressing has been assigned;
- sign off from London Hydro has been provided;
- no amendment is required to the subdivision agreement;
- no revised lot grading or servicing plan is required; and,
- the development agreement has been registered for the site.

The attached recommended by-law to implement Council's September 18, 2018 resolution will allow the conveyance of individual lots within Blocks 3, 4 and 5, Plan 33M-745, as per the attached reference plan. This development proposal will consist of thirty (30) attached townhouse lots with access via a public street (Michael Circle).

Reference Plan 33R-20235



Close Up of 33R-20235



Conclusion

In accordance with the Council Resolution, the conditions required to be completed prior to the passage of a Part-Lot Control By-law have been satisfied, and the applicant has been advised that the cost of registration of the by-law is to be borne by the applicant.

Prepared & Recommended by:	**Nancy Pasato, MCIP, RPP** **Senior Planner, Development Services**
Reviewed by:	**Lou Pompilii, MPA RPP** **Manager, Development Planning (Subdivision)**
Concurred in by:	**Paul Yeoman, RPP, PLE** **Director, Development Services**
Submitted by:	**George Kotsifas, P.ENG** **Managing Director, Development and Compliance Services and Chief Building Official**
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services.	

March 11, 2019
NP/

\\CLFILE1\users-x\pdda\Shared\DEVELOPMENT SERVICES\4 - Subdivisions\2017\P-8858 - 1245 Michael Street (NP)\1245 Michael Street H-8858 Part Lot Control By-law Block 3.docx

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2019

By-law No. C.P. (number to be inserted by Clerk's Office)

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 3, 4 and 5 in Registered Plan 33M-745, more accurately described as Parts 1-74 inclusive on Reference Plan 33R- 20235 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 3, 4 and 5 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 3, 4 and 5, Plan 33M-745, in the City of London and County of Middlesex, more accurately described as Parts 1 to 74 inclusive on Reference Plan 33R-20235, 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, for a period not to exceed three (3) years; it being pointed out that these lands are zoned to permit street townhouse dwellings in conformity with the Residential R4 Special Provision (R4-2(2)) Zone of the City of London Zoning By-law No. Z.-1, covering the subject area.

2. This by-law comes into force when it is registered at the Land Registry Office.

PASSED in Open Council on March 26, 2019.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – March 26, 2019
Second Reading – March 26, 2019
Third Reading – March 26, 2019

Appendix B – Relevant Background

Additional Reports

39T-16509/Z-8664- Planning and Environment Committee Meeting on January 23, 2017 – Report on application by Wastell Builders (London) Inc. requesting approval of a draft plan of subdivision to permit 76 street townhouses on a public street and associated zoning by-law amendment at 1245 Michael Street.

P-8858 – Planning and Environment Committee Meeting on September 10, 2018 – Report on application by Wastell Builders (London) Inc. requesting an exemption from Part Lot Control for Blocks 1-5 Plan 33M-745, known municipally as 1245 Michael Street.

P-8858 - Planning and Environment Committee Meeting on September 24, 2018 – Report on application by Wastell Builders (London) Inc. request for approval to exempt Blocks 1 and 2 in Registered Plan 33M-745 from the Part-Lot Control provisions of the *Planning Act*.

Report to Planning and Environment Committee

To: **Chair and Members**
Planning & Environment Committee
From: **George Kotsifas, P. Eng.**
Managing Director, Development and Compliance Services
And Chief Building Official
Subject: **Application By: Rockwood Homes c/o Al Allendorf**
2688 Asima Drive
Meeting on: **March 18, 2019**

Recommendation

That, on the recommendation of the Senior Planner, Development Services, with respect to the application by Rockwood Homes, the attached proposed by-law **BE INTRODUCED** at the Municipal Council meeting on March 26, 2019 to exempt Block 56, Plan 33M-699 from the Part-Lot Control provisions of Subsection 50(5) of the *Planning Act*, for a period not exceeding three (3) years.

Executive Summary

Summary of Request

This report is a request for approval to exempt Block 56 in Registered Plan 33M-699 from the Part-Lot Control provisions of the *Planning Act*.

Purpose and Effect of Recommended Action

Exemption from Part-Lot Control will allow for the creation of four (4) street townhouse units, with access provided via Asima Drive.

Rationale for Recommended Action

The conditions for passing the Part-Lot Control By-law have been satisfied and it is appropriate to allow the exemption from Part-Lot Control. The applicant has acknowledged that they are responsible for the cost of registration of the by-law.

1.0 Analysis

At its meeting held on March 5, 2019, Municipal Council resolved:

"That, on the recommendation of the Senior Planner, Development Services, the following actions be taken with respect to the application by Rockwood Homes, to exempt Block 56, Plan 33M-699 from Part-Lot Control:

*(a) Pursuant to subsection 50(7) of the Planning Act, R.S.O. 1990, c. P.13, the attached proposed by-law **BE INTRODUCED** at a future Council meeting, to exempt Block 56, Plan 33M-699 from the Part-Lot Control provisions of subsection 50(5) of the said Act, **IT BEING NOTED** that these lands are subject to registered subdivision agreements and are zoned Residential R4 Special Provision (R4-5(2)) in Zoning By-law No. Z.-1, which permits street townhouse dwellings with a minimum garage front yard depth of 5.5m, a minimum exterior side yard main building depth of 3.0m and a minimum interior side yard depth of 1.5m;*

*(b) The following conditions of approval **BE REQUIRED** to be completed prior to the passage of a Part-Lot Control By-law for Block 56, Plan 33M-699 as noted in clause (a) above:*

i. The applicant be advised that the costs of registration of the said by-laws are to be borne by the applicant in accordance with City Policy;

ii. *The applicant submit a draft reference plan to the 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;*

iii. *The applicant submits to the 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;*

iv. *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;*

v. *The applicant submit to the City Engineer 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;*

vi. *The applicant shall enter into any amending subdivision agreement with the City, if necessary;*

vii. *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;*

viii. *The applicant shall obtain confirmation from the Development Services that the assignment of municipal numbering has been completed in accordance with the reference plan(s) to be deposited, should there be further division of property contemplated as a result of the approval of the reference plan prior to the reference plan being deposited in the land registry office;*

ix. *The applicant shall obtain approval from the Development Services of each reference plan to be registered prior to the reference plan being registered in the land registry office;*

x. *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;*

xi. *The applicant shall obtain clearance from the City Engineer that requirements iv), v) and vi) inclusive, outlined above, are satisfactorily completed, prior to any issuance of building permits by the Building Controls Division for lots being developed in any future reference plan;*

xii. *The applicant shall provide a draft transfer of the easements to be registered on title for the reciprocal use of parts 3 and 4 by parts 2 and 5; and,*

xiii. *That on notice from the applicant that a reference plan has been registered on a Block, and that Part-Lot Control be re-established by the repeal of the bylaw affecting the Lots/Block in question."*

Location Map



The exemption from Part-Lot Control will allow for lot lines for individual units (lots) to be established on the registered block in a registered plan of subdivision. The conditions noted above have been satisfied as follows:

i. The applicant be advised that the costs of registration of the said by-laws are to be borne by the applicant in accordance with City Policy;

Acknowledged by the applicant on March 4, 2019.

ii. The applicant submit a draft reference plan to the 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;

Satisfied by registration of reference plan 33R-20278.

iii. The applicant submits to the 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;

Satisfied by submission on December 19, 2018.

iv. 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;

Satisfied by installation of Hydro Services on February 4, 2019.

v. The applicant submit to the City Engineer 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;

Satisfied by the acceptance of Lot Grading and Servicing Plans submitted as per Site Plan Application SPA18-058.

vi. The applicant shall enter into any amending subdivision agreement with the City, if necessary;

Satisfied as the subdivision agreement was registered by instrument ER1192669 and no further amendment was required.

vii. 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;

Satisfied by service installation on October 19, 2016.

viii. The applicant shall obtain confirmation from the Development Services that the assignment of municipal numbering has been completed in accordance with the reference plan(s) to be deposited, should there be further division of property contemplated as a result of the approval of the reference plan prior to the reference plan being deposited in the land registry office;

Satisfied by municipal numbering assigned on October 22, 2018.

ix. The applicant shall obtain approval from the Development Services of each reference plan to be registered prior to the reference plan being registered in the

land registry office;

Satisfied by reference plan 33R-20278

x. *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;*

Satisfied by reference plan 33R-20278

xi. *The applicant shall obtain clearance from the City Engineer that requirements iv), v) and vi) inclusive, outlined above, are satisfactorily completed, prior to any issuance of building permits by the Building Controls Division for lots being developed in any future reference plan;*

Satisfied as per issuance of building permit number 18-027670.

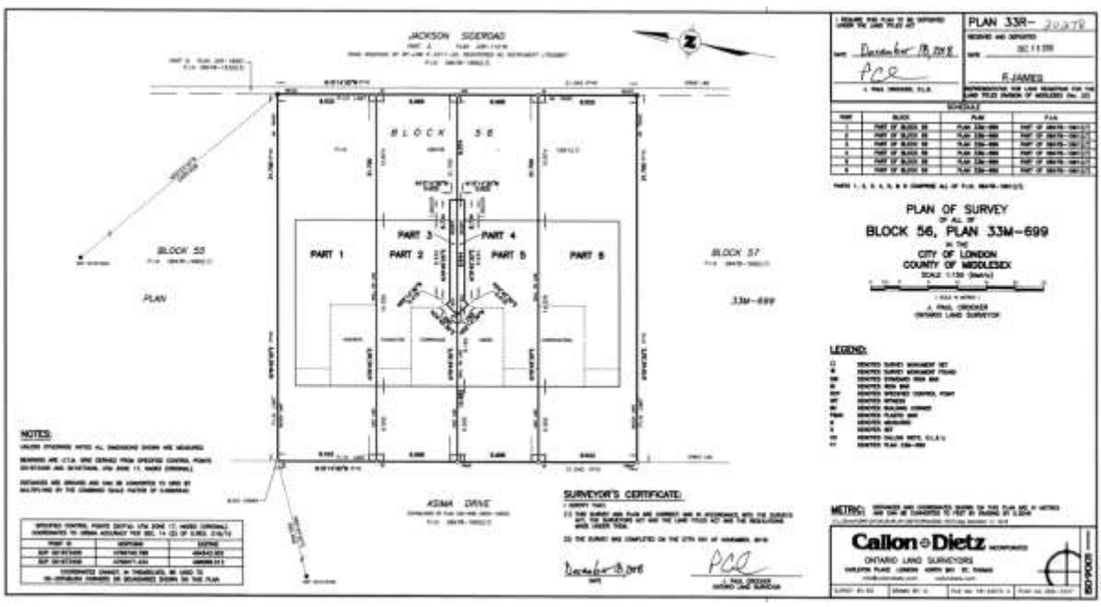
xii. *The applicant shall provide a draft transfer of the easements to be registered on title for the reciprocal use of parts 3 and 4 by parts 2 and 5; and,*

Satisfied as per draft transfer provided from Block 55 registered as ER1206610.

xiii. *That on notice from the applicant that a reference plan has been registered on a Block, and that Part-Lot Control be re-established by the repeal of the bylaw affecting the Lots/Block in question."*

Acknowledged by applicant on March 4, 2019.

Plan 33R-20278



2.0 Description of Proposal

2.1 Development Proposal

The Applicant, Rockwood Homes, has requested exemption from Part-Lot Control to create a total of four (4) freehold townhouse dwelling units on a local street (Asima Drive). The plan of subdivision was registered on July 14, 2016 as 48 single detached dwelling lots and nine (9) multi-family medium density residential blocks, all served by three (3) new local streets (Turner Crescent, Strawberry Walk and Asima Drive). The dwellings will be freehold street townhouse units, approximately two storeys in height, and accessed from Asima Drive.

3.0 Revelant Background

3.1 Planning History

The draft plan of subdivision 39T-07508 was approved by the Approval Authority as one (1) phase, consisting of 48 single family detached lots, and nine (9) multi-family medium density blocks, and was registered on July 4, 2016 as plan 33M-699.

A Site Plan Application was submitted in 2018 as SPA18-058 for Blocks 56 and 57 of Plan 33M-699. The Site Plan was approved and a Development Agreement was entered into with the City of London, which was registered as ER1192669 on September 13, 2018.

The application for exemption from Part-Lot Control was considered by the Planning and Environment Committee on February 18, 2019, and Municipal Council on March 5, 2019. The attached recommended by-law implements Council's March 5, 2019 resolution and allows for the conveyance of individual lots within Block 56, Plan 33M-699.

Conclusion

The recommended exemption from Part-Lot Control is considered appropriate and in keeping with the planned intent of the Summerside Subdivision. The conditions have been satisfied and the exemption from Part-Lot Control is recommended to allow for the creation of individual units.

Prepared & Recommended by:	**Sonia Wise, MCIP, RPP** **Senior Planner, Development Services**
Reviewed by:	**Lou Pompilii, MPA RPP** **Manager, Development Planning (Subdivision)**
Concurred in by:	**Paul Yeoman, RPP, PLE** **Director, Development Services**
Submitted by:	**George Kotsifas, P.ENG** **Managing Director, Development and Compliance Services and Chief Building Official**
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services.	

March 5, 2019
/sw
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Appendix A

Bill No. (*Number inserted by Clerk's Office)*
2019

By-law No. C.P.- ***(****Number inserted by Clerk's Office)*

A by-law to exempt from Part-Lot Control, lands located at 2688 Asima Drive, legally described as Block 56 in Registered Plan 33M-699.

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 Rockwood Homes, it is expedient to exempt lands located at 2688 Asima Drive, legally described as Block 56 in Registered Plan 33M-699, from Part-Lot Control;

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

1. Block 56 in Registered Plan 33M-699, located at 2688 Asima Drive, west of Jackson Road, is hereby exempted from Part-Lot Control, pursuant to subsection 50(7) of the *Planning Act, R.S.O. 1990, c.P.13*, as amended, for a period not to exceed three (3) years.

3. This by-law comes into force when it is registered at the Land Registry Office.

PASSED in Open Council on March 26, 2019.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – March 26, 2019
Second Reading – March 26, 2019
Third Reading – March 26, 2019

Report to Planning and Environment Committee

To: **Chair and Members**
Planning & Environment Committee
From: **G. Kotsifas P. Eng.,**
Managing Director, Development & Compliance Services and Chief Building Official
Subject: **Application by: 131 King West Inc.**
131 King Street
Meeting on: **March 18, 2019**

Recommendation

That, on the recommendation of the Senior Planner, Development Services, the following action be taken with respect to the application of 131 King West Inc. relating to the property located at 131 King Street, the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on March 26, 2019 to amend Zoning By-law Z.-1, in conformity with the Official Plan, to change the zoning of the lands **FROM** a Holding Downtown Area Special Provision Bonus (h-18*DA1(6)*D350*B-53) Zone **TO** a Downtown Area Special Provision Bonus (DA1(6)*D350*B-53) Zone to remove the "h-18" holding provision.

Executive Summary

Summary of Request

The applicant has requested the removal of the "h-18" holding provision from 131 King Street, which requires that an archaeological assessment be undertaken prior to development to ensure no archaeological significance exists for the site.

Purpose and the Effect of Recommended Action

The purpose and effect is to remove the holding ("h-18") symbol to facilitate the development of a mixed-use apartment building within the downtown.

Rationale of Recommended Action

The requirement for removing the holding provision has been met, as the required stage 1-2 archaeological assessment has been completed, and the Approval Authority has confirmed that no further work is required. It is appropriate to remove the holding provision as it is no longer required.

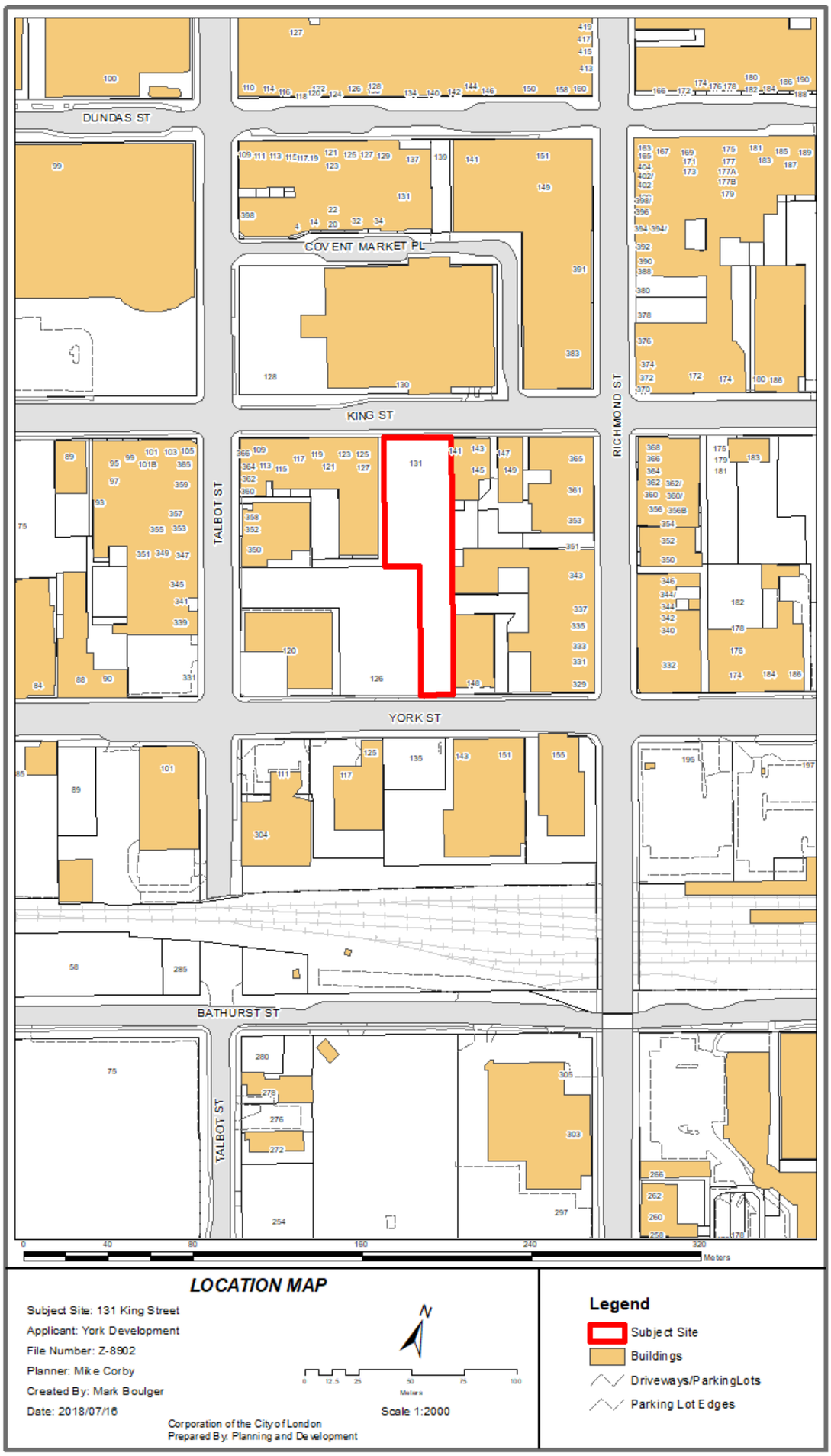
Analysis

1.0 Site at a Glance

1.1 Property Description

The subject site is located in the downtown between Talbot Street and Richmond Street, and is a through lot with frontage along King Street and York Street. The London Covent Garden Market is located directly to the north and Budweiser Gardens is located to the west. The site is approximately 0.28 ha in size and is currently undeveloped and used for surface parking. Along King Street to the east and west are mixed-use buildings with predominately commercial/retail uses at grade and at a scale of 2 to 3 storeys in height. The York Street frontage is located in an area made up of a combination of surface parking lots and low-rise buildings generally used for office and residential type uses.

1.6 Location Map



1.2 Current Planning Information

- The London Plan Place Type – Downtown
- Official Plan Designation – Downtown Area
- Existing Zoning – h-18*DA1(6)*D350*B-53

1.3 Site Characteristics

- Current Land Use – Surface Parking Lot
- Frontage – 32 metres
- Depth – 120 metres
- Area – 0.28 ha
- Shape – Irregular

1.4 Surrounding Land Uses

- North – Covent Garden Market
- East – Mixed use buildings
- South – Office/Residential/Surface Parking
- West – Mixed use buildings

2.0 Description of Proposal

2.1 Development Proposal

The proposal is for a 30-storey (102 metre) apartment building which will include 266 residential units (931uph) on floors 6 to 30, while the ground floor will provide 608m^2 of commercial space. Three levels of underground parking will be provided in addition to parking on levels 2 through 5, providing a total of 309 parking spaces. Vehicular access is provided from King Street and York Street to access upper and lower levels of parking.

3.0 Relevant Background

3.1 Planning History

The subject site was used as a surface parking lot for over 30 years and is located within the Downtown Heritage Conservation District and subject to the policies of the Downtown London Heritage Conservation District Plan, Downtown Design Guidelines and Our Move Forward: London's Downtown Plan.

In 2018, an application for Zoning By-law Amendment (Z-8902) was submitted to permit the development of the site for a 30 storey (102m) apartment building with 266 residential units (931uph) and ground floor commercial space. The application was approved by Municipal Council on November 20, 2019 and included the recommended Holding Downtown Area Special Provision Bonus (h-18*DA1(6)*D350*B-53) Zone.

In February of 2019 a request was made to Municipal Council to grant permission for the applicant to submit a minor variance application to the Committee of Adjustment within the two (2) year moratorium period. The request was to allow for an increase in height and a change to the parking and access configuration.

The site is currently zoned to permit the proposed development, and the minor variance request is considered to be a separate and independent process. The h-18 holding provision relates only to archaeological potential on the subject lands and is required to be removed prior to any development of the lands. The removal of the h-18 holding provision is not related to, or would not be impacted by, a change in design or height of the proposed building.

3.2 Previous Reports and Applications Relevant to this Application

November, 2018 - Report to Planning and Environment Committee to recommend approval of the Zoning by-law amendment Z-8902.

February, 2019 - Report to Planning and Environment Committee to request permission to apply for a minor variance within the moratorium period.

3.3 Requested Amendment

The applicant is requesting the removal of the "h-18" holding provision from the site to allow for the development of the mixed-use apartment building.

3.4 Community Engagement

No comments were received in response to the Notice of Application.

3.5 Policy Context

The Planning Act permits the use of holding provisions to restrict future uses until conditions for removing the holding provision are met. To use this tool, a municipality must have approved Official Plan policies related to its use, a municipal council must pass a zoning by-law with holding provisions, an application must be made to council for an amendment to the by-law to remove the holding symbol, and council must make a decision on the application within 150 days to remove the holding provision(s). The London Plan and the 1989 Official Plan contain policies with respect to holding provisions including the process, and notification and removal procedures.

4.0 Key Issues and Considerations

4.1 What is the purpose of the "h-18" holding provision and is it appropriate to consider its removal?

The "h-18" holding provision states:

"The proponent shall retain an archaeologist, licensed by the Ministry of Tourism, Culture and Sport under the provisions of the Ontario Heritage Act (R.S.O. 1990 as amended) to carry out a Stage 1 (or Stage 1-2) archaeological assessment of the entire property and follow through on recommendations to mitigate, through preservation or resource removal and documentation, adverse impacts to any significant archaeological resources found (Stages 3-4). The archaeological assessment must be completed in accordance with the most current Standards and Guidelines for Consulting Archaeologists, Ministry of Tourism, Culture and Sport.

All archaeological assessment reports, in both hard copy format and as a PDF, will be submitted to the City of London once the Ministry of Tourism, Culture and Sport has accepted them into the Public Registry.

Significant archaeological resources will be incorporated into the proposed development through either in situ preservation or interpretation where feasible, or may be commemorated and interpreted through exhibition development on site including, but not limited to, commemorative plaquing.

No demolition, construction, or grading or other soil disturbance shall take place on the subject property prior to the City's Planning Services receiving the Ministry of Tourism, Culture and Sport compliance letter indicating that all archaeological licensing and technical review requirements have been satisfied."

A stage 2 Archaeological Assessment was prepared by Lincoln Environmental Group Corporation in January of 2019. The assessment concluded that no archaeological resources were encountered and that the study area is not considered to retain further heritage value or interest and does not retain archaeological potential, and that no further archaeological assessment of the property is recommended. City Heritage Staff have reviewed the assessment, and confirmed no further work is required.

5.0 Conclusion

The Applicant has undertaken sufficient Archaeological Assessment with the completion

of the stage 1-2 assessment that there is no archaeological significance of the site. The requirement of the h-18 holding provision has been satisfied and the removal of the holding provision is recommended to Council for approval.

Prepared & Recommended by:	**Sonia Wise, MCIP, RPP** **Senior Planner, Development Services**
Reviewed by:	**Lou Pompilii, MPA RPP** **Manager, Development Planning (Subdivision)**
Concurred in by:	**Paul Yeoman, RPP, PLE** **Director, Development Services**
Recommended by:	**George Kotsifas, P.ENG** **Managing Director, Development and Compliance Services and Chief Building Official**
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services	

March 11, 2019
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Appendix A

Bill No.(number to be inserted by Clerk's Office)
2019

By-law No. Z.-1-19_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 131 King Street.

WHEREAS 131 King West Inc. has applied to remove the holding provision from the zoning for the lands located at 131 King Street, as shown on the map attached to this by-law, as set out below;

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

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

1. Schedule “A” to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 131 King Street, as shown on the attached map, to remove the holding provision so that the zoning of the lands as a Downtown Area Special Provision Bonus (DA1(6)*D350*B-53) Zone comes into effect.

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

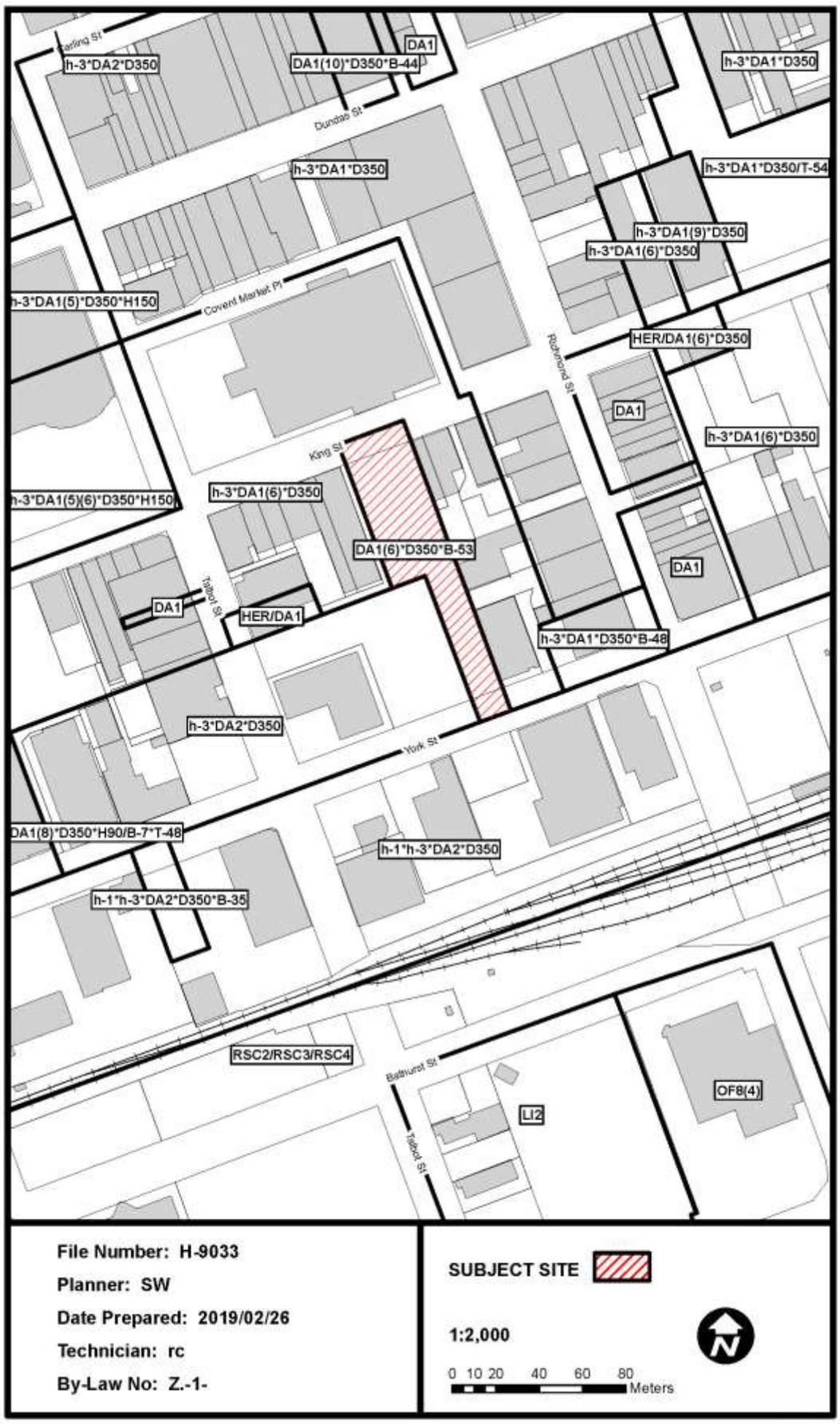
PASSED in Open Council on March 26, 2019.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – March 26, 2019
Second Reading – March 26, 2019
Third Reading – March 26, 2019

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



Report to Planning and Environment Committee

To: **Chair and Members**
Planning & Environment Committee
From: **George Kotsifas P. Eng.,**
Managing Director, Development and Compliance Services & Chief Building Official
Subject: **Upper Thames River Conservation Authority Dingman Creek Subwatershed Screening Area Mapping - Update**
Meeting on: **March 18, 2019**

Recommendation

That, on the recommendation of the Managing Director, Development and Compliance Services & Chief Building Official the following report **BE RECEIVED** for information.

Executive Summary

Purpose and the Effect of Recommended Action

In a parallel project to the Dingman Creek Environmental Assessment managed by the City, the Upper Thames River Conservation Authority (UTRCA) has engaged in a separate project to update the Regulatory Hazard Lands and flood model for the Dingman Creek subwatershed.

This report provides an update related to the Screening Area for the Dingman Creek Subwatershed identified by UTRCA and presented to Council in November 2018.

Following the November 27, 2018 UTRCA Board meeting, and confirmation of the proposed screening area approach, this report also identifies implications for the City's Growth Management Implementation Strategy (GMIS) and the impacts to planned development within the Screening Area.

Previous Reports Pertinent to this Matter

Planning and Environment Committee, November 12, 2018: "Upper Thames River Conservation Authority Dingman Creek Subwatershed Screening Area Mapping."

Civic Works Committee, October 6, 2015: "Dingman Creek Subwatershed: Stormwater Servicing Strategy Schedule C Municipal Class Environmental Assessment."

Civic Works Committee, February 3, 2013: "Contract Award T13-89 Dingman Creek Stormwater Management Erosion Control Wetland (ES2682)."

Municipal Council, November 20, 2012: "A by-law to amend the Official Plan for the City of London, 1989 relating to lands located in the southwest quadrant of the City, generally bounded by Southdale Road West, White Oak Road, Exeter Road, Wellington Road South, Green Valley Road, and the Urban Growth Boundary."

Analysis

1.0 Context

1.1 Dingman Creek Screening Area

The November 2018 PEC report presented a Screening Area map for the Dingman Creek subwatershed UTRCA provided this map to the City of London as a preliminary update to the Conservation Authority's Regulatory Hazard Lands for the area.

The Dingman Screening Area represents an area where further review and refinement will continue as options for engineered flood mitigation and/or policy solutions are assessed through Phase 2 of the Dingman EA. Following completion of the advisory services (discussed in Section 2.2.1 of this report) and Phase 2 of the EA study and/or implementation of viable mitigation works, there may be changes to the UTRCA's Regulatory Floodplain limits or adoption of planning policies, which can be incorporated through future amendments to The London Plan and the 1989 Official Plan.

1.2 UTRCA Board Meeting

The UTRCA presented the Screening Area to its Board of Directors on November 27, 2018.

A subsequent Board of Director's report was submitted on February 14th, 2019 which outlined the actions taken since the November meeting. The UTRCA Board report is attached as Appendix E**.**

Generally, the report highlights the public comment received from local developers, outlines how a screening area is applied under the Planning Act and Conservation Act, and discusses the next steps for implementation agreed on by London Development Institute (LDI), the City and UTRCA.

2.0 Status Update

There are two distinct projects that are currently underway in the Dingman Creek Sub-Watershed. The first, managed by the City, is the Dingman EA which will identify the stormwater servicing strategy for the sub-watershed. The second project, managed by the UTRCA, is the update of the floodplain modelling in the Dingman Creek Sub-Watershed. Although they are linked, they are separate projects with their own scope of work and outcomes.

2.1 Application of Screening Area on Development Applications

Appendix A contains a map reflecting the screening area previously shown in the November 12 2018 report. This area reflects a combination of existing erosion and wetland hazard information (which are part of current Regulation Limit mapping) together with the draft results of the UTRCA's updated flood modelling/mapping exercise.

The City has incorporated this UTRCA screening area into its internal digital mapping system for use by City Planning (CP), Environmental and Engineering Services (EES), Development and Compliance Services (DCS). Using this mapping, the City has been undertaking preliminary assessment of planning, development and building permit applications in order to highlight that consultation and submission requirements should be directed to the UTRCA when in the Screening Area.

Development Services (DS) staff have made some minor tweaks to the subdivision and site plan process to account for the additional reviews for screening area applications. As part of the consultation stage, DS is advising applicants to consult with the UTRCA before proceeding to a complete submission. Ideally, the applicant will have undertaken the necessary technical reviews and applied mitigation measures acceptable to the UTRCA as part of their development application.

The UTRCA approval will ensure that the lands have appropriate access, minimize risk to public health and safety and not create new or aggravate existing hazards.

2.2 Dingman Creek EA

The Screening Area triggered the phasing of the Dingman Creek Subwatershed: Stormwater Servicing Municipal Class Environmental Assessment (Dingman EA). Phase 1, currently underway, will recommend municipal infrastructure for new development within tributaries outside of the area of influence of the updated Dingman Creek hazard lands. The Phase 1 lands map presented in November 2018 has been refined to capture

the development lands for which stormwater management controls will be recommended (See Appendix B for refined Phase 1 mapping). A public meeting for Phase 1 is targeted by September 2019 with the Notice of Completion to be recommended for posting in fall 2019.

The City regularly updates information related to the Dingman Creek EA:

https://getinvolved.london.ca/DingmanCreek

2.2.1 Peer review of UTRCA Floodplain Modelling

In parallel with Phase 1 of the Dingman EA, the City retained a consultant to conduct a peer review, or advisory services, related to the UTRCA's floodplain modelling. The advisory services, will evaluate best practices for floodplain modelling and overarching assumptions made by Ontario Conservation Authorities and floodplain modelling practices conducted in Canada. The review is scoped to assess the draft hydrologic and hydraulic modelling conducted by the UTRCA for the entire Dingman Creek subwatershed and is the first step to confirming the updated Regulatory Floodplain without considering mitigation measures. The outcome of the review will include strengths and weaknesses of the current models, a review of how to consider climate change, and recommend possible improvements to best represent the floodplain within the subwatershed. AECOM has been contracted by the City of London to conduct advisory services.

The kick off meeting for the advisory services was held on January 29, 2019. This meeting included technical representatives from the City, UTRCA, AECOM, the London Development Institute, as well as a technical representative from the landowners involved in the White Oak-Dingman Secondary Plan. The advisory services assignment is scheduled for completion by the end of June 2019.

Once the advisory review is complete, Phase 2 of the Dingman EA will be initiated to evaluate servicing for the remaining lands in the subwatershed (within the Urban Growth Boundary) and will also consider potential mitigation measures to reduce the impact of the updated Regulatory Floodplain. A recommendation for consultant award for Phase 2 of the Dingman EA will be presented to the Civic Works Committee late in 2019 with a targeted completion date by 2021.

2.3 Public and Key Stakeholder Engagement

The City held the Dingman Creek EA External Stakeholder Meeting on December 5, 2018. This group includes members of City Council, City staff, City's EA consultant (Aquafor Beech), UTRCA, EEPAC, TFAC, LDI, Development Community, and LHBA. The meeting presented the information from the PEC report submitted in November 2018, with a focus on the updated phasing strategy of the Dingman EA.

On December 17, 2018, the City and UTRCA also held a meeting with members of LDI, large non-LDI member developers, the local Engineering Consultant chapter, and a handful of agents representing various development proponents. This presentation summarized the November 2018 PEC report and included new information related to the Growth Management Implementation Strategy (GMIS) timing of works. The presentation is included in the UTRCA Board of Director's report in Appendix E.

2.4 Implementation Group

A Dingman Creek Implementation Group has been established including members of CP, DS, Development Finance and EES along with UTRCA staff from the Water and Information Management Division and the Environmental Planning and Regulations Division. The primary objective of this group is to ensure the successful implementation of a revised Regulatory Floodplain within the Dingman Creek subwatershed. This includes looking for opportunities to implement planning policies and manage current development applications that have been submitted within the screening area. This

group is meeting regularly to ensure that continuing progress is being made and to ensure that barriers are removed wherever possible.

The focus is on improved opportunities for communications as well as assessment of the impacts of technical findings. The findings and recommendations of this group will be presented to the UTRCA Board of Directors and Council at key points in the process.

2.5 UTRCA Background Communications

In an effort to improve the understanding and background related to decision making, the UTRCA has provided links to resource documents that can assist land owners and development proponents in understanding the impacts of the screening area on their properties.

UTRCA Strategic Plan:

The Strategic Plan provides background on the UTRCA's mandate and rationale for the updated floodplain mapping.

http://thamesriver.on.ca/wp-content/uploads//Targets/EnvironmentalTargets-June2016.pdf

Frequently Asked Questions:

To supplement ongoing communications with all stakeholders, the UTRCA has posted answers to frequently asked questions on its webpage at the following link:

http://thamesriver.on.ca/planning-permits-maps/flood-erosion-hazard-mapping/

3.0 Key Issues and Considerations

3.1 GMIS Review

To assess potential implications for development, Staff have reviewed the Screening Area in relation to designated residential lands and the timing of City-led infrastructure in the Southwest GMIS Growth Area.

Based on GMIS timing, the lands identified on Appendix C are anticipated to have external water, wastewater and stormwater services in place by 2026 and be able to develop for residential purposes. The lands identified on Appendix C are colour-coded based on application status, with green representing lands with active applications and brown denoting developable lands with no applications.

Table 1 identifies the estimated unit yields for lands that are to be provided with external servicing to 2026 as shown on Appendix C.

Table 1: Southwest GMIS Growth Area: Estimated Units by Dwelling Type for lands to be provided with External Servicing by 2026

	Active Applications	No Application	Total
LDR (Singles/Semis)	519	2368	2887
MDR (Row/Towns)	767	3762	4529
HDR (Apartments)	320	1717	2037

As shown in Table 1, the lands identified on Appendix C have the ability to provide approximately 2,900 low-density units, 4,500 medium-density units and 2,000 high-density units.

As noted earlier, the UTRCA screening area does not mean development is prohibited. Rather, a screening area provides a means for the City to identify potential natural hazards for development applications that require further review. Within a screening

area, the City requests applicants to obtain confirmation and approval from the UTRCA before any City approval of a planning, development or building application. The Southwest GMIS Growth Area is already subject to an existing screening area to 'flag' such sites.

For the lands to be serviced to 2026, Appendix D identifies the existing regulatory area together with the screening area based on the draft results of the UTRCA's updated flood modelling/mapping exercise. On Appendix D, lands identified within the regulatory area are shown in pink. Additional lands identified by the screening area are shown in light blue.

Table 2 identifies the estimated unit yields by dwelling type for the additional lands shown in light blue that are further captured within the screening area.

Table 2: Southwest GMIS Growth Area: Estimated Units by Dwelling Type for Lands to 2026 that are Further Captured by the Updated Screening Area

	Active Applications	No Application	Total
LDR (Singles/Semis)	9	170	179
MDR (Row/Towns)	11	238	249
HDR (Apartments)	0	29	29

For residential lands that are to be provided with external servicing to 2026, there will be a minimal impact to development based on the revised screening area. Furthermore as these lands are mostly captured through Phase 1 of the Dingman EA, recommended stormwater management controls for these lands will refine the extents of the screening area and allow development to proceed in accordance with the GMIS over the next seven years.

3.2 Process for Screening Planning and Development Applications

For each individual development application, both the City the UTRCA will assess based on the site specific location. Many of the technical reports required can be used to satisfy Screening Area reviews, Section 28 process and the City's requirements under the Planning Act, Ontario Building Code and the various design standards. For the Conservation Authority, a precautionary approach is taken to decision making on development applications and is assessed on a case by case basis. The UTRCA examines the broader impacts of the development in the watershed and must assess the cumulative and incremental impact as much as the application under review.

Generally, the UTRCA will assess each application to determine if:

- Safe and/or dry access for proposed development can be provided;
- Appropriate flood-proofing measures have been taken into account;
- When in close proximity to watercourses and channels, what is the status of conveyance capacity function from a maintenance and operations perspective; and,
- Are changes in flood storage characteristics required.

For applications within the Screening Area, consultation with the UTRCA is strongly encouraged ahead of making an application to the City for development. The scope of review, technical details related to floodproofing, along with general expectations for the site can be established early so that proponents can make business decisions related to their proposal.

3.3 Approach to Planning Studies Currently Underway

The screening area approach will also be applied to any Secondary Plan, Master Plan, Municipal Class Environmental Assessments, or other planning study that are currently under review.

3.3.1 White Oak-Dingman Secondary Plan

An update related to the status of the White Oak-Dingman Secondary Plan is being provided as a separate report to PEC.

3.3.2 Dingman Drive EA

On February 12, 2019, Council awarded AECOM Canada Ltd. the environmental assessment for Dingman Drive from east of Wellington Road to Highway 401, Exeter Road/Wellington Road intersection and Dingman Drive/White Oak Road intersection and design of localized minor roadworks at the Exeter Road/Wellington Road intersection.

The Dingman Drive widening is being considered as a priority project in the 2019 Transportation Development Charges Background Study (DCBS) due to the application London Gateway development located at the southwest corner of Wellington Road and Highway 401. This development is proposed to add a large amount of new retail and is anticipated to be completed in phases in the near term.

Due to the anticipated large traffic volume generated by the development, improvements are required to widen Dingman Drive from 150 m east of Wellington Road to just east of Highway 401 overpass from two to four through lanes. It is anticipated that this project will be implemented in 2021. The development will also have a direct impact on the intersections of Wellington Road & Exeter Road and the intersection of Dingman Drive and White Oak Road.

The Dingman Drive EA will continue in parallel with the Dingman stormwater EA but will need to be coordinated closely with the outputs of the stormwater EA. Following Phase 1 of the Dingman Creek Stormwater EA, there will be an opportunity to assess the potential for flood mitigation measures along Dingman Drive. These measure may include, but not limited to, raising the elevation of Dingman Drive to reduce the frequency of flooding or to provide dry access to new or existing development as well as possibly improve conveyance through increasing culvert sizes.

4.0 Next Steps

Over the course of the next few months, the following activities are anticipated to complete / commence:

1. Complete peer review of UTRCA modelling by summer 2019
2. Complete Phase 1 of Dingman Creek EA by Fall 2019
3. Engage consultant for Phase 2 of Dingman EA in Fall 2019

Further work on establishing the parameters of application review will continue. Through the continued work of the Dingman Implementation Team, guidance on making applications will be provided. DS staff will examine the process for site plan and subdivision review to determine where / when the identification of a Screening Area application can be highlighted. As previously discussed, establishing the expectations related to a development early in the process allows proponents to make business decisions and sets realistic expectations.

Future PEC / CWC reports will examine the outcomes of the steps highlighted above and seek guidance and/or approval from Council.

5.0 Conclusion

The City will continue to work and assist the UTRCA in implementing its floodplain regulation mandate. The City will continue to evaluate stormwater servicing solutions within the Dingman EA for lands identified as Phase 1. A subsequent Phase 2 of the Dingman EA will be presented at the Civic Works Committee to identify potential options to mitigate the increased hazard limits for the balance of the lands within the City boundary.

Separate reports will be brought forward to Council as required regarding planning and development applications and implications on any studies or master plans that are underway.

The updated screening area will have a minimal impact on lands to be provided with GMIS external servicing to 2026.

Acknowledgements:

This report was put together by members of the Dingman Implementation Team including UTRCA staff Stephanie Pratt, Christine Creighton, Mark Shifflett, Mark Snowsell and Tracy Annett. From the City, Maged Elmadhoon and Travis Macbeth added and provided advice on content.

Submitted by:	**Kevin Edwards** **Manager, Development Finance**
Submitted by:	**Shawna Chambers, P.Eng.** **Division Manager, Stormwater Engineering**
Submitted by:	**Matt Feldberg, MPA, CET** **Manager, Development Services (Subdivisions)**
Reviewed by:	**Paul Yeoman, RPP, PLE** **Director, Development Services**
Recommended by:	**George Kotsifas, P.Eng.** **Managing Director, Development and Compliance Services & Chief Building Official**
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services	

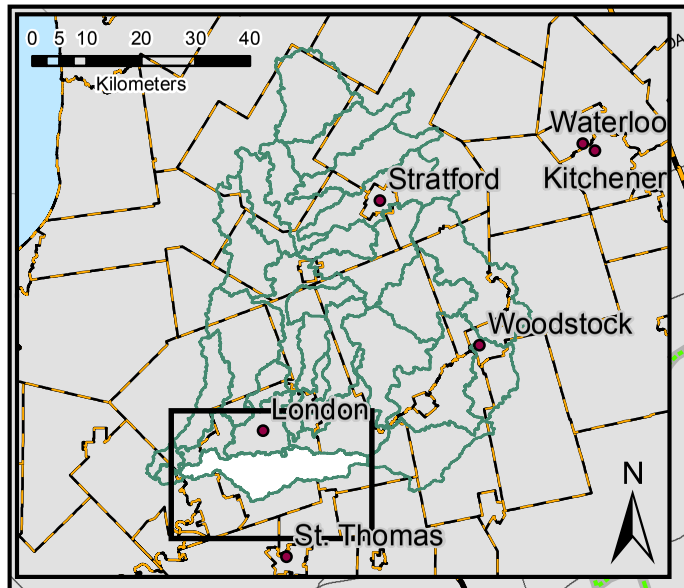
March 11, 2019
KE\SC

Appendix A – Dingman Subwatershed Screening Area Mapping
Appendix B – Location Map: Dingman Creek EA Proposed Phase 1 Catchment Area
Appendix C – Southwest GMIS Area with UTRCA Screening Area
Appendix D – Southwest GMIS Area - Application Status
Appendix E – February 14, 2019 UTRCA Board of Director's Report

CC: John Fleming, Managing Director, City Planning and City Planner
Kelly Scherr, Managing Director, Environmental and Engineering Services & City Engineer
Scott Mathers, Director, Water and Wastewater
Peter Kokkoros, Deputy Chief Building Official

Y:\Shared\STORMWATER\Capital Budget\Dingman Creek Subwatershed EA (ES3201_2&ES-SWM-NLP7_8)\Commitee Reports\2019-03-18 PEC Report_Dingman UTRCA Update\2019-Mar-18 PEC-UTRCA Draft Floodplain Update.docx

Appendix A – Dingman Subwatershed Screening Area Mapping



CITY OF LONDON

MUNICIPALITY OF THAMES CENTRE

MUNICIPALITY OF MIDDLESEX CENTRE

Dingman Creek

159

DINGMAN SUBWATERSHED SCREENING AREA

NATURAL HAZARDS (FLOODING, EROSION, WETLANDS)

UPPER THAMES RIVER CONSERVATION AUTHORITY

Legend

- River
- Roads
- Municipalities
- Dingman Subwatershed
- Urban Growth Boundary
- Screening Area
- Dingman Creek EA Proposed Phase 1 Area

200

Map Created by UTRCA
October 31, 2018

N

0 2.5 5 7.5
Kilometers

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This map is not a substitute for professional advice. Please contact UTRCA staff for any changes, updates and amendments to the information provided.

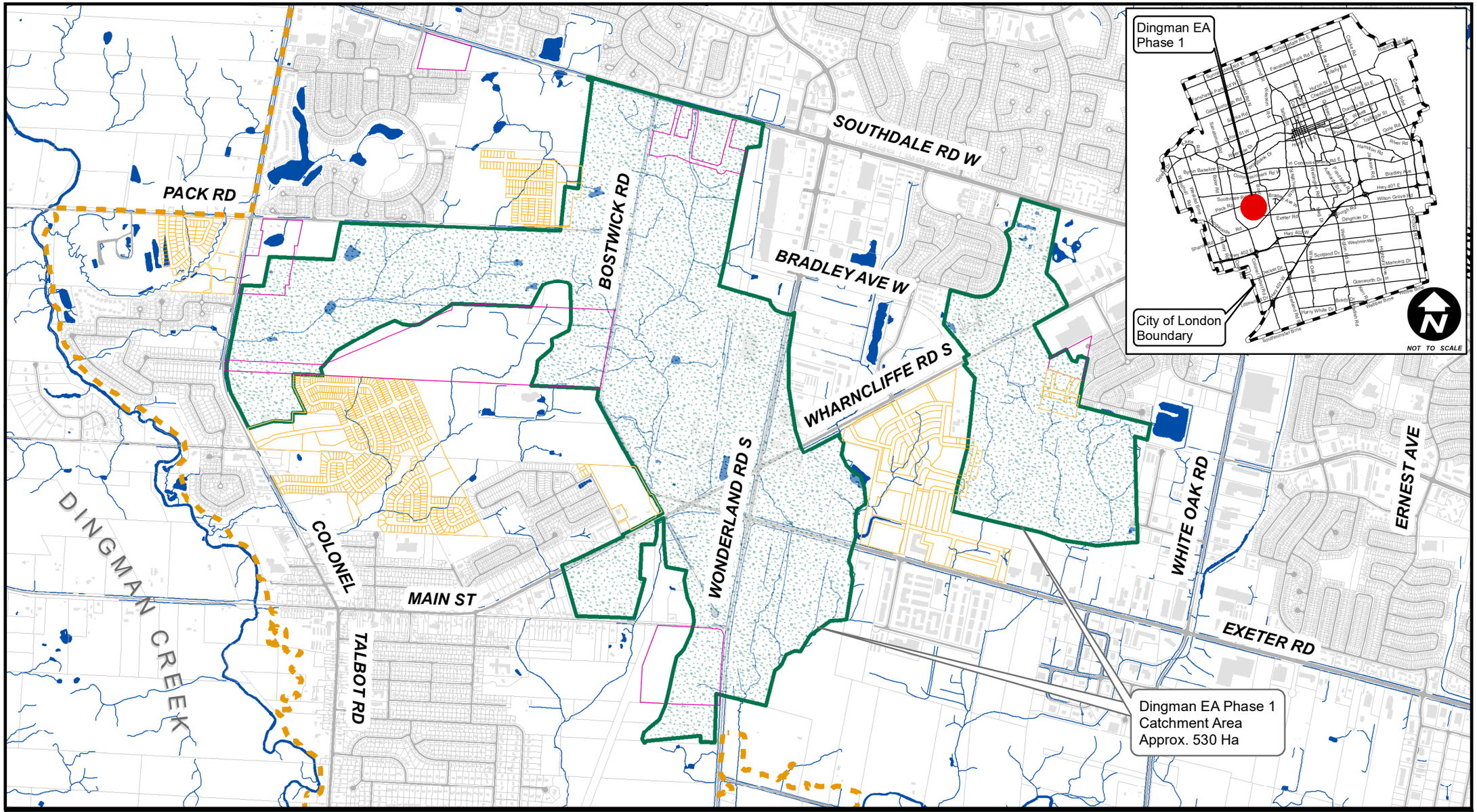
This document is not a Plan of Survey.

Data Sources:
2018 Watercourse, Oct. 2018 Section 28 Screening Area
Copyright © UTRCA, 2018

2016 Urban Growth Boundary Copyright © City of London, 2016

2018 Roads, 2013 Municipal Boundary
Copyright © Queen's Printer for Ontario, 2018, 2018.

Appendix B – Location Map: Dingman Creek EA Proposed Phase 1 Catchment Area



APPENDIX 'B' - LOCATION MAP - DINGMAN CREEK, MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT - PROPOSED PHASE 1 CATCHMENT AREA

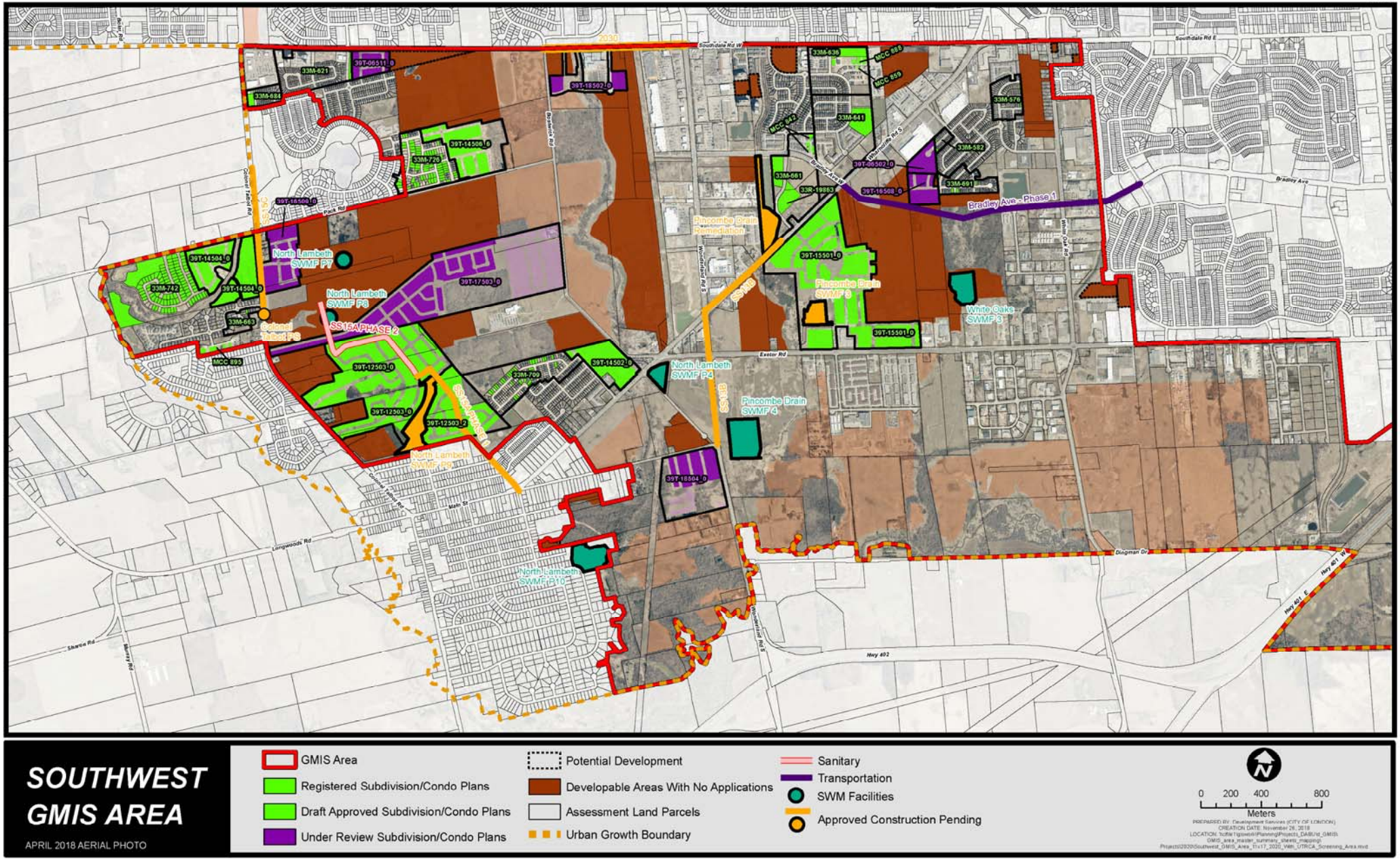
0 237.5 475 950
Meters

Legend:

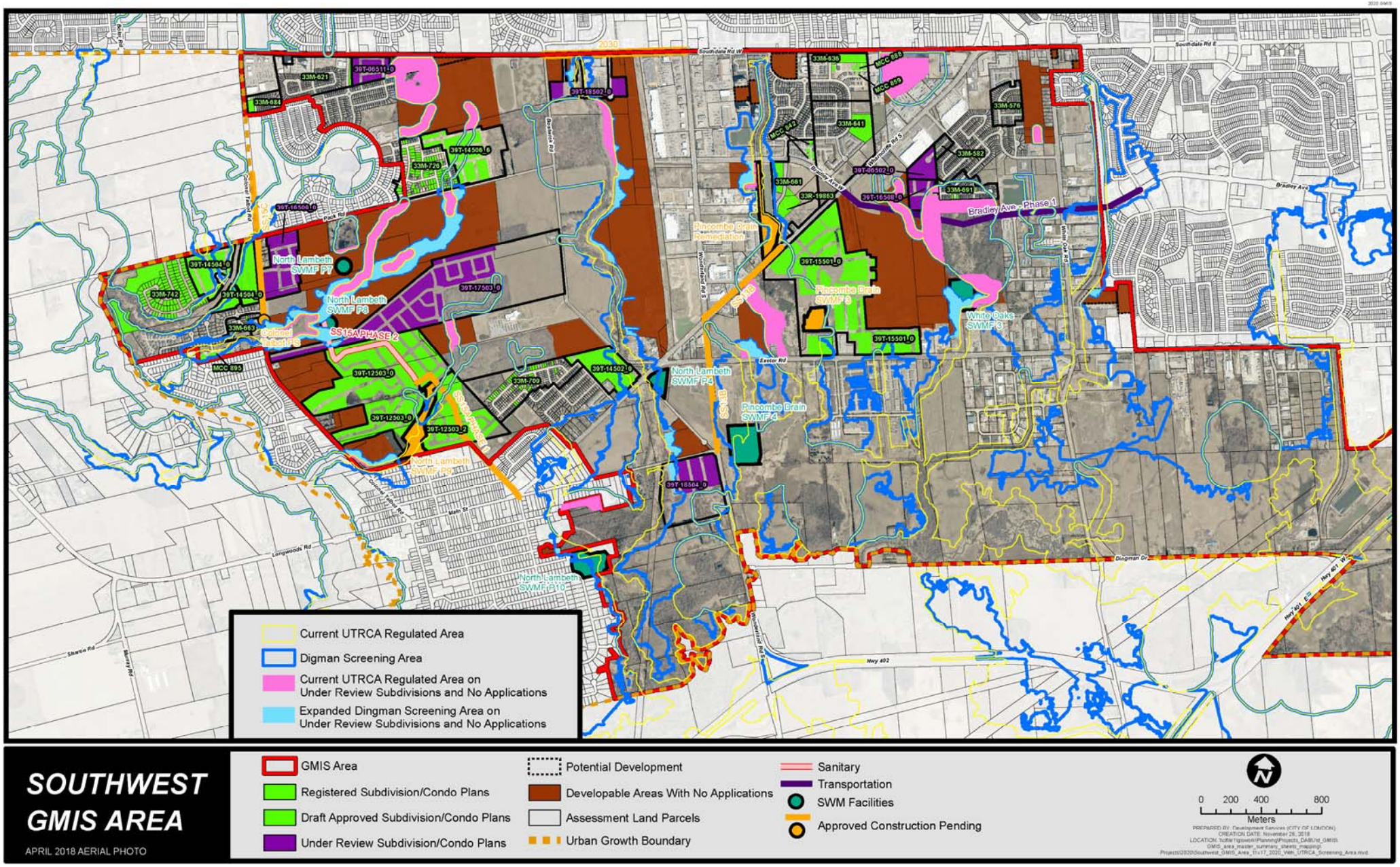
- Dingman Creek, EA Proposed Phase 1 Catchment Area
- Draft Plan (DP) Approved
- DP Under Review
- Land Parcel
- Road
- Urban Growth Boundary
- Railroad
- Water Body

Map Produced by
Stormwater Engineering
300 Dufferin Avenue,
PO Box 5035
London, Ontario
N6A 4L9
www.London.ca

Appendix C – Southwest GMIS Area with UTRCA Screening Area


SOUTHWEST
GMIS AREA
APRIL 2018 AERIAL PHOTO
GMIS Area
Registered Subdivision/Condo Plans
Draft Approved Subdivision/Condo Plans
Under Review Subdivision/Condo Plans
Potential Development
Developable Areas With No Applications
Assessment Land Parcels
Urban Growth Boundary
Sanitary
Transportation
SWM Facilities
Approved Construction Pending
0 200 400 800
Meters
North Lambeth SWMF P7
North Lambeth SWMF P8
North Lambeth SWMF P9
North Lambeth SWMF P4
North Lambeth SWMF P10
Pincombe Drain Remediation
Pincombe Drain SWMF 3
Pincombe Drain SWMF 4
White Oaks SWMF 3
Bradley Ave - Phase 1
SS15A/PHASE 2
SS15B
SS16
SS17
Southdale Rd W
Southdale Rd E
Bradley Ave
Exeter Rd
Dingman Dr
Longwoods Rd
Hwy 402
Hwy 401 W
Hwy 401 E
Colonel Talbot Rd
Wonderland Rd S
Boler Rd
Sharon Rd
Murray Rd
Main St

Appendix D – Southwest GMIS Area Application Status


Current UTRCA Regulated Area
Digman Screening Area
Current UTRCA Regulated Area on Under Review Subdivisions and No Applications
Expanded Dingman Screening Area on Under Review Subdivisions and No Applications
SOUTHWEST GMIS AREA
APRIL 2018 AERIAL PHOTO
GMIS Area
Registered Subdivision/Condo Plans
Draft Approved Subdivision/Condo Plans
Under Review Subdivision/Condo Plans
Potential Development
Developable Areas With No Applications
Assessment Land Parcels
Urban Growth Boundary
Sanitary
Transportation
SWM Facilities
Approved Construction Pending
0 200 400 800
Meters
North Lambeth SWMF P7
North Lambeth SWMF P6
Colonel Talbot P5
SS15A/PHASE 2
North Lambeth SWMF P4
North Lambeth SWMF P9
North Lambeth SWMF P10
Pincombe Drain Remediation
Pincombe Drain SWMF 3
Pincombe Drain SWMF 4
White Oaks SWMF 3
Bradley Ave - Phase 1
Southdale Rd W
Southdale Rd E
Bradley Ave
Exeter Rd
Dingman Dr
Longwoods Rd
Sharon Rd
Hwy 402
Hwy 401

Appendix E – February 14, 2019 UTRCA Board of Director's Report

UPPER THAMES RIVER
CONSERVATION AUTHORITY

MEMO

To:	**UTRCA Board of Directors**		
From:	**Tracy Annett & Chris Tasker**		
Date:	**February 14, 2019**	**Agenda #:**	**5 (a)**
Subject:	**Dingman Delegation Report to Board**	**Filename:**	**C:\Users\annettt\Documents\GroupWise\7253-1.doc**

BACKGROUND

On November 27th, 2018 two delegations were heard at the Board of Directors Meeting;

- Mr. Herman Turkstra, Lawyer representing Bluestone Properties, Tradewinds Properties and Exeter Dingman Investments; and
- Mr. Bill Vietch representing the London Development Institute and Ms. Lois Langdon spoke on behalf of the London Home Builders' Association

As a result of the delegations made at the November 27, 2018 Board of Directors Meeting clarification from staff were requested regarding if a policy was needed to apply screening areas. In addition, this report outlines the steps taken to inform landowners, stakeholders and their consultants of the updates to flood plain modelling within the Dingman Creek Study EA.

SCREENING AREAS

The UTRCA is involved in the review of development applications through the Planning Act and Conservation Authorities Act. This review is important to satisfy our roles under the Planning Act and the Conservation Authorities Act:

1) **Planning Act:**
   a. Delegated responsibility to review municipal policy documents and applications under the Planning Act to ensure that they are consistent with the natural hazards policies contained in Section 3.1 Provincial Policy Statement. It should be noted that Section 3.1.3 of the PPS states that "Planning authorities shall consider the potential impacts of climate change that may increase the risk associated with natural hazards";
   b. CAs are also considered public commenting bodies pursuant to Section 1 of the Planning Act. As such, CAs must be notified of municipal policy documents and applications as prescribed; and
   c. Ensure that the applicant and municipal planning authority are aware of the Section 28 regulations and requirements under the *CA Act*, and, assist in the coordination of applications under the *Planning Act* and the *CA Act*
2) **Conservation Authorities Act**: Legislated responsibility for the "Development, Interference with Wetlands, Alterations to Shorelines and Watercourses" regulation.

The use of Screening protocols are described in the Ministry of Natural Resources and Forestry *Policies and Procedures for Conservation Authority Plan Review and Permitting Activities, MNRF (May, 2010).* It states:
3.3 CAs are considered public commenting bodies pursuant to Section 1 of the Planning Act and regulations made under the Planning Act. As such, ***CAs must be notified of municipal policy documents and applications as prescribed. To streamline this process, CAs may have screening protocols with municipalities,*** *normally through service agreements, which identifies those applications that CAs should review.*
Link to document
https://conservationontario.ca/fileadmin/pdf/conservation_authorities_section_planning___regulations/Policies_and_Procedures_for_CA_Plan_Review_and_Permitting_Activities.pdf

The purpose of the Screening Area mapping is for the Municipality to identify which properties require CA staff review of applications made pursuant to the Planning Act, in order to streamline the review process. Screening Area mapping can include areas affected by CA Act Regulations and areas where we have either delegated or public commenting roles under the Planning Act. To emphasize, these areas for screening are not only for our Regulatory responsibility.

Section 9.1.2 of the UTRCA's Environmental Planning Policy manual outlines the approach for Pre-screening protocol maps and states that: *The pre-screening protocol is map based. The maps will reflect the most current location information available for natural hazard, natural heritage and natural resource areas. Adjacent lands, allowances and areas of interference are included on the maps to ensure that the area of potential interest is reflected.* Page 99/110 of the pdf http://thamesriver.on.ca/wp-content/uploads//PlanningRegulations/UTRCA-EnvironmentalPlanningPolicyManual-2006.pdf
Examples of Conservation Authorities throughout the province that produce screening maps for each of their watershed Municipalities include; Halton Region CA, Cataraqui Region CA, Toronto Region CA, Mississippi Valley CA are a few.

Staff feel that a specific policy to reflect Screening Areas as an approach to identifying properties where CA's are to be circulated for comments is not required. Direction for utilizing this approach is provided in current UTRCA policies and in the Policy and Procedures set out by the Province for the CA's review of *Planning Act* Applications. The current Screening maps for the Dingman Creek Subwatershed were developed with the City of London to ensure CA staff are reviewing development proposals in areas where hazard modelling and mapping are being updated.

PUBLIC ENGAGEMENT
The delegation requests from LDI and LHBA both suggested that the screening area mapping be withdrawn and that there be no requirement for the City of London to refer applications to the UTRCA for applications outside of the current Regulation Limits with any development. Further, LDI felt that the impacts of climate change are not a regulatory responsibility and had concern that these buffers did not reflect the current regulation. While Herman Turkstra requested that the Board not approve the 'new lines' without talking to stakeholders. It was clarified that the report before the Board was an information item, not for approval. Through the presentations made by the delegations it was evident that additional engagement was necessary to understand the goals of the Dingman EA and the update to the flood plain mapping project.

As a result, the UTRCA and the City of London have engaged in further meetings and presentations to clarify the Flood Modelling Updates being undertaken through the Dingman EA process, and describe the purpose of the Screening Area. This additional engagement includes;

- Meeting with Dingman EA Stakeholders December 6th
- Meeting with Dingman Industry Representatives December 17th (the presentation to the Development Industry is attached).
- Monthly Dingman Implementation Team meetings have occurred with City Staff; December 10th, January 9th, and February 14th
- Peer Review Kick off Meeting Jan 29, 2019 – City of London, AECOM, UTRCA and LDI and a consultant representing Tradewinds/Bluestone Properties
- Updated website including FAQ's and project information is currently being finalized
- City staff have arranged a meeting proposed on February 19th with Tradewinds/ Bluestone Properties and their consultant, UTRCA staff have been asked to attend; and
- An updated EA Report is currently being drafted to be shared at City of London's Planning & Environment Committee on March 18, 2019.

Feedback received after the Dingman Industry Session was positive and Industry representatives shared with the City that they were impressed by the amount of information received.

Key messages shared with the Development Industry representatives during these meetings are summarised in the attached presentation (Delegation Landowners and/or their consultants, LDI and LHBA were in attendance).

Until the flood plain updates for the Dingman Subwatershed have been completed, the areas within the screening area may be subject to Conservation Authority Regulations. The delegations focused on the "change to Regulation" and that the screening map was beyond the Regulatory jurisdiction of the Conservation Authority. To clarify, the Regulation has NOT changed. Ongoing modelling suggests that previous hazard mapping does not accurately represent the flood hazards defined in Ontario Regulation 157/06. The Dingman Subwatershed Screening Area map is an interim tool intended to assist the UTRCA, City of London and proponents to assess proposed development. Land outside the screening area can proceed as usual through the development process. Within the screening area, further analysis and discussion is required to determine the impact of the hazard on development proposals. New development may be restricted in some areas identified within the Screening Area while the floodplain mapping is being verified and updated. These requirements are consistent with the Transition Policies as approved by the Board of Directors in August 2018 stated that:

> *When the available information is deemed insufficient to make decisions regarding hazard lands, the CA shall require the applicant to collect information, undertake calculations/modeling, produce mapping etc. to allow an informed decision to be made regarding the hazard lands*.

CONCLUSION

Ontario Regulation 157/06 indicates that if there is a conflict between the description of areas and the areas as shown on the maps, the description of areas prevails. As the UTRCA continues the significant task of completing updates to hazard models and mapping staff continue to rely on the best available information, whether prepared through these updates or provided by the applicant, in their review of development proposals. The use of screening maps are a tool, supported by MNRF Policies and Procedures and UTRCA polices, intended to assist the UTRCA, City of London and proponents to assess proposed development through these updates. Staff will rely on the direction provided in the Transition Policies approved by the Board of Directors in August 2018, while public consultation and engagement continues through the EA process and subsequent updates to regulatory mapping. Subsequent reports will be provided to the Board as Target #3 work progresses.

PREPARED BY:

Tracy Annett, MCIP, RPP, Manager
Environmental Planning and Regulations

Chris Tasker, P.Eng., Manager
Water and Information Management

Attachments:
December 17th, 2018 Presentation to the Development Industry Meeting



DINGMAN EA

DEVELOPMENT INDUSTRY MEETING

December 17, 2018
City of London & Upper Thames River Conservation Authority

OUTLINE

- Background into Conservation Authority Regulations
- Role in Development Applications
- Dingman Background
- Floodplain update and modelling
- Screening Area approach
- Growth Management Implementation Strategy (GMIS)
- Next steps



REGULATION LIMITS

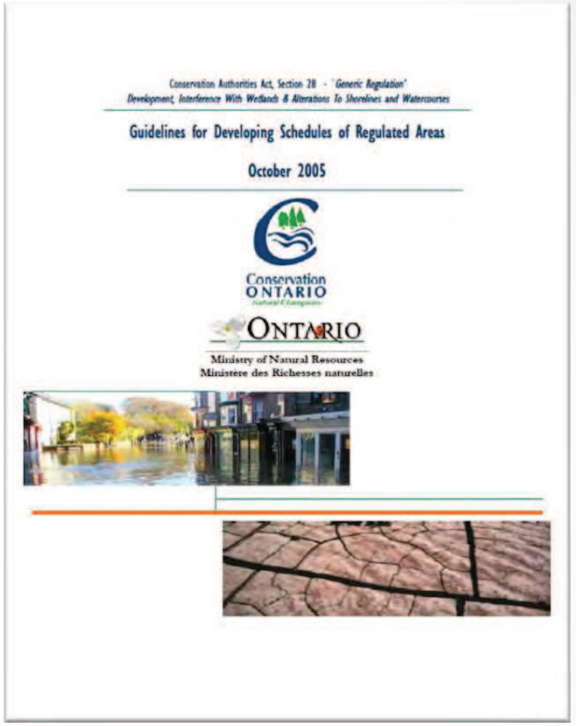
- Conservation Authorities Act, implemented through Regulation: Ontario Regulation 157/06 *Development, Interference with Wetlands and Alterations to Shorelines and Watercourses*

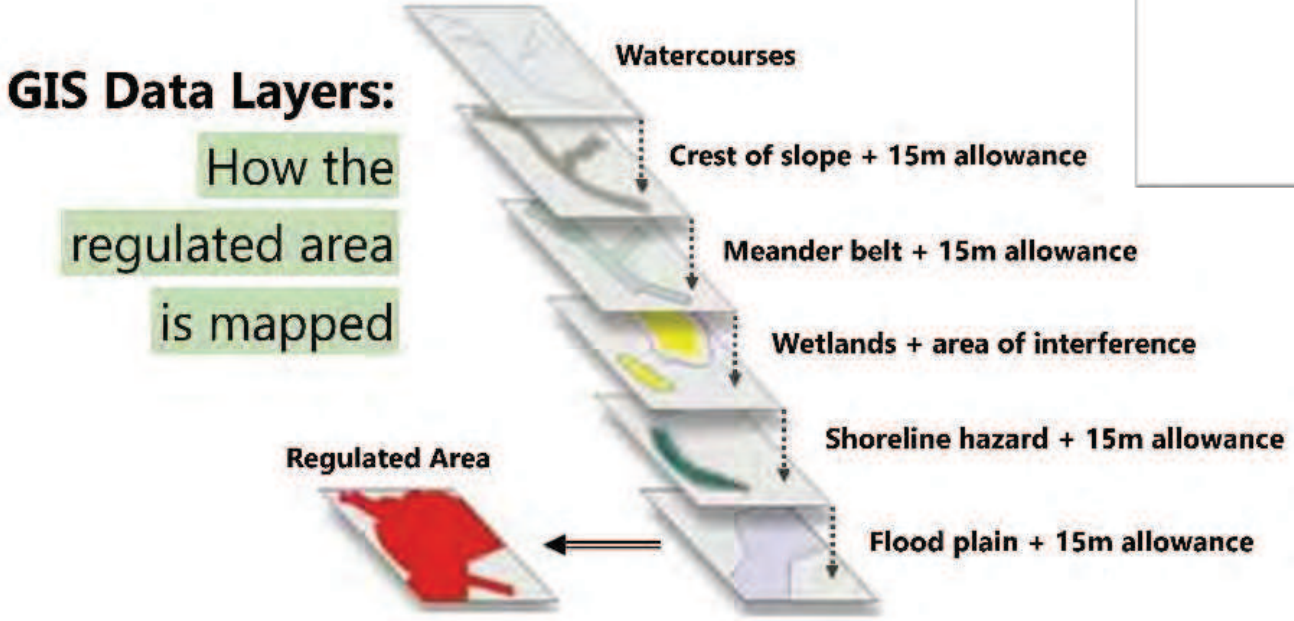
- The Act and Regulation provide direction for CA's to identify hazard areas The area of land where the Regulation applies are:
  - Watercourses
  - Valleys, steep slopes and areas subject to erosion (meander belts)
  - Floodplains
  - Wetlands
  - Areas surrounding wetlands

It is important to note that the text of Ontario Regulation 157/06 describes the areas regulated, features and hazards do not have to be shown on the mapping to be regulated. <u>The Regulation has not changed</u>. In the event that there is a conflict between the text of the Regulation and the mapping, the text prevails

REGULATION TEXT

- Mapping process established by the Province (MNRF) and Conservation Ontario in 2005





DEVELOPMENT REVIEW

- Conservation Authorities (CA's) have a delegated responsibility to review municipal policy documents and applications under the Planning Act to ensure that they are consistent with the natural hazards policies contained in section 3.1 of the Provincial Policy Statement.
- CA's are also public commenting bodies pursuant to Section 1 of the Planning Act and regulations made under the Planning Act. As such CA's must be notified of municipal policy documents and applications as prescribed. To streamline this process, CA's may have screening protocols with municipalities.





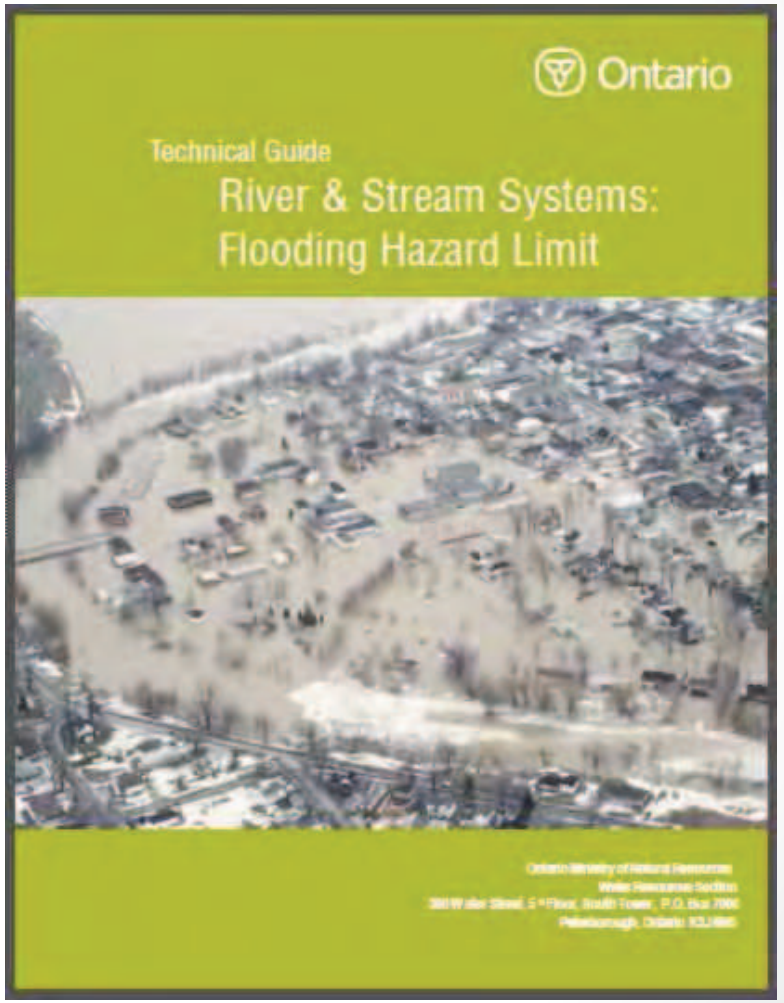
DINGMAN EA BACKGROUND

- Initiated the Dingman Creek Subwatershed: Stormwater Servicing Municipal Class Environmental Assessment October 2015
- UTRCA was appointed to carry out the modelling for the Floodplain update
- The EA initiatives are intended to inform the review of future development applications within the subwatershed



FLOODPLAIN UPDATE

- Methods to identify Hazards are provided through technical guidance provided by the Province, 2002



FLOOD MODELLING

- Updated to reflect new technical information to more accurately identify floodplain hazard areas.
- Became apparent that previous floodplain mapping was no longer accurate
- While we are at the beginning of the public engagement process - needed to ensure these potential areas of change were identified – not wait until the end of the process
- Modelling/Mapping update efforts will be peer reviewed





SCREENING AREA MAP

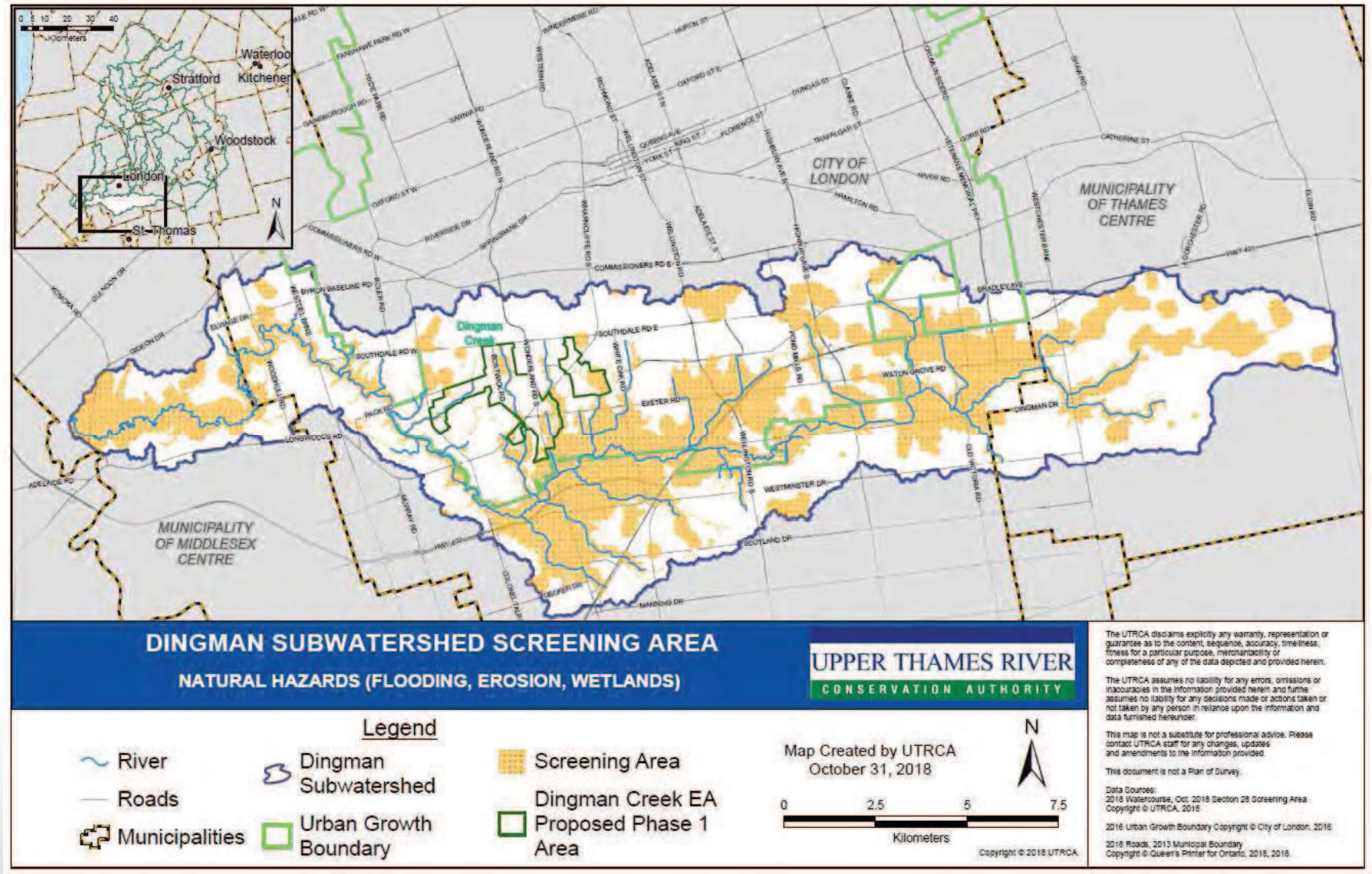
- Interim tool to aid City staff in appropriately engaging UTRCA early in planning process for proposed development in these areas
- Screening Map is intended to capture all Natural Hazards as identified in the PPS, 2015, including 3.1.3, impacts of climate change.

For Information Reports

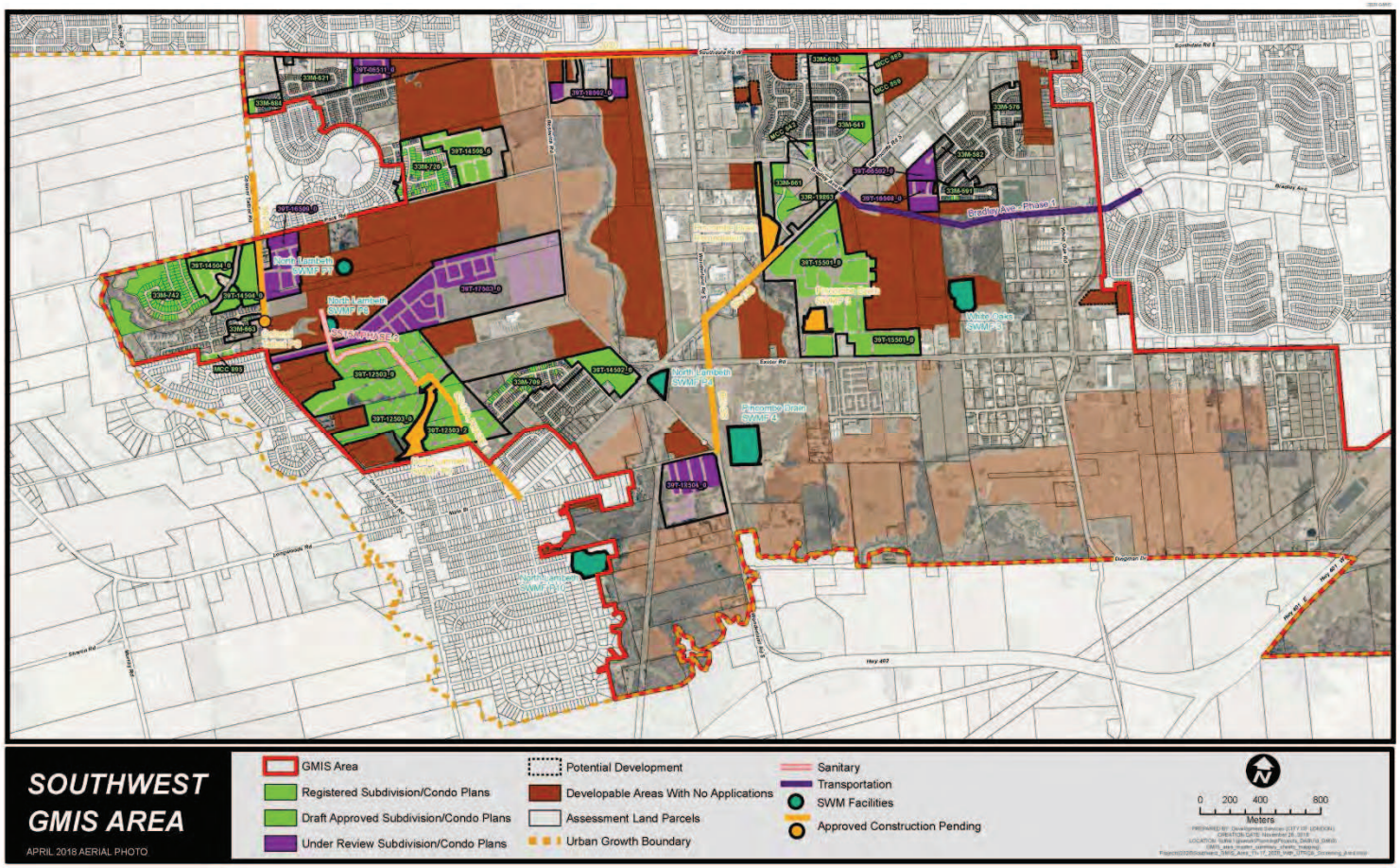
- Planning & Environment Committee Nov 12, 2018
- UTRCA Board of Directors Nov 27, 2018



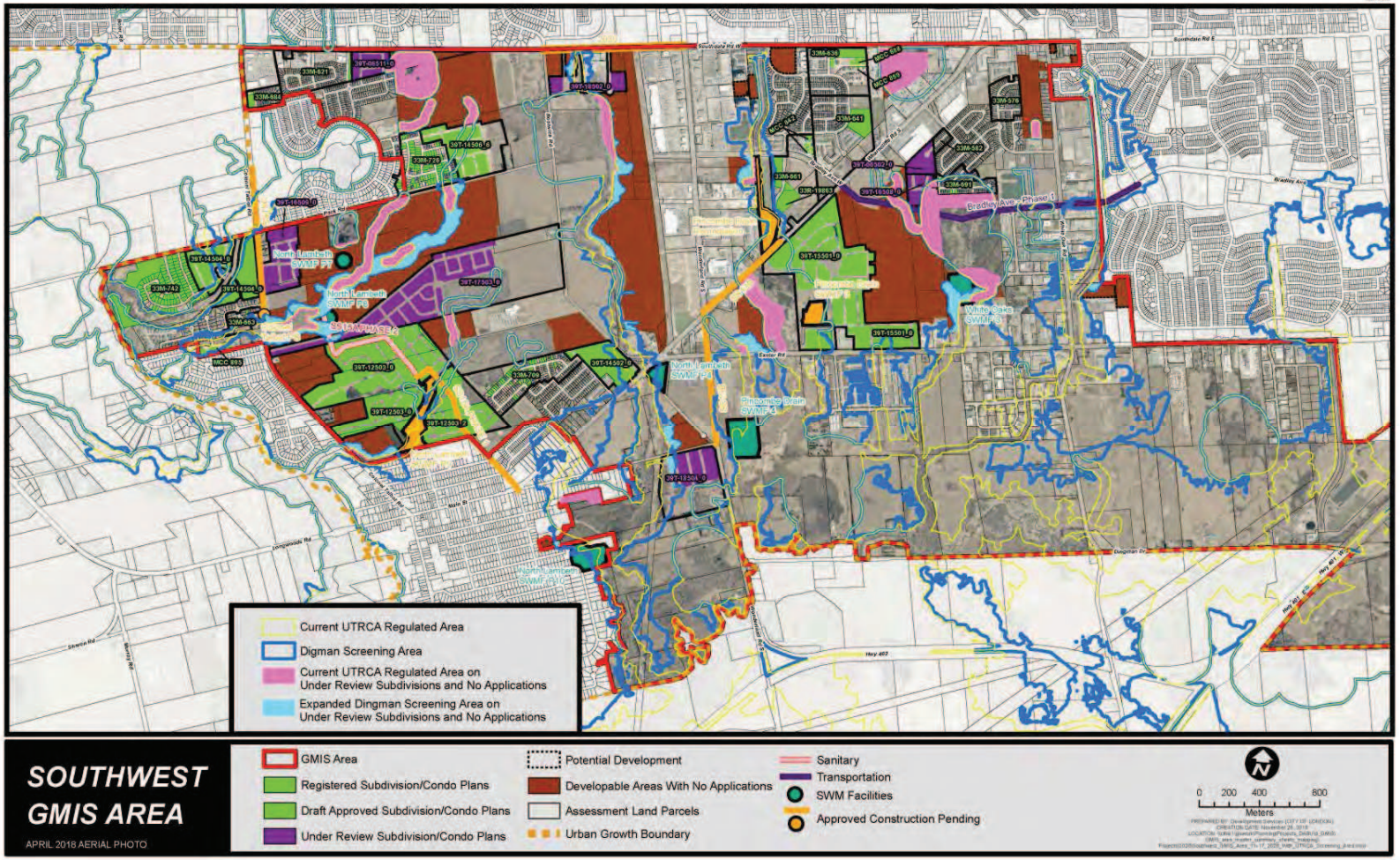
SCREENING AREA



Southwest Growth Area
7-Year (2019-2026) Servicing Plan



Screening Area



REVIEW PROCESS

- Registered & Draft Approved and Under Review Plans of Subdivisions / Condominiums within the Southwest Growth Area;
  - Where the 'Principle of Development' has been established under the Planning Act, the Authority will work with the proponent and the municipality to pursue a resolution where possible
  - The UTRCA review will ensure that the lands have appropriate access, minimize risk to public health and safety, and not create new or aggravate existing hazards
  - Under Review Plans also need to consider with other natural heritage considerations



Dingman Creek at Colonel Talbot looking south January 10, 2008

MITAGATION

Build Resilient watersheds to prevent flooding. Flood Mitigation can include both structural measures and policy approaches. Examples may include:

- Structural Approaches:
  - Watercourse channelization
  - Infrastructure improvement (e.g. roads, culverts, bridges)
  - Low Impact Development
- Policy Approaches
  - Two Zone Floodway Flood Fringe
  - Requirements for flood proofing



CONSULTATION & ENGAGEMENT

- December 5th, Dingman Creek EA Stakeholders meeting
- December 17th, Landholders Meeting
- December 19th GMIS Meeting at the City
- Planning & Environment Committee early February
- Feb 25th onward, will follow the EA schedule



SUMMARY OF NEXT STEPS

- Further review and refinement of the hazard areas will continue
- Webpage dedicated to Floodplain updates and include answers to Frequently Asked Questions
- Peer review of the modelling results will be undertaken
- UTRCA and City Implementation Team
- Public consultation and engagement through the EA process
- EA will consider options for flood mitigation and/or policy approaches on impacted lands



Highbury Ave. at Dingman Creek, February 2018 looking northwest

QUESTIONS

Tracy Annett, MCIP, RPP
Manager, Environmental Planning & Regulations
annettt@thamesriver.on.ca

Chris Tasker, P. Eng.
Manager, Water & Information Management
taskerc@thamesriver.on.ca

Mark Shifflett, P.Eng.
Sr. Water Resources Engineer
shifflettm@thamesriver.on.ca



Development and Compliance Services
Building Division

To: G. Kotsifas. P. Eng.
Managing Director, Development & Compliance Services
& Chief Building Official

From: P. Kokkoros, P. Eng.
Deputy Chief Building Official

Date: February 11, 2019

RE: **Monthly Report for January 2019**

Attached are the Building Division's monthly report for January 2019 and copies of the Summary of the Inspectors' Workload reports.

Permit Issuance

By the end of January, 275 permits had been issued with a construction value of $41.7 million, representing 70 new dwelling units. Compared to last year, this represents a 4.5% increase in the number of permits, a 62.5% decrease in the construction value and a 77.3% decrease in the number of dwelling units.

To the end of January, the number of single and semi-detached dwellings issued were 36, which was a 40% decrease over last year.

At the end of January, there were 713 applications in process, representing approximately $612 million in construction value and an additional 1,372 dwelling units, compared with 772 applications having a construction value of $582 million and an additional 986 dwelling units for the same period last year.

The rate of incoming applications for the month of January averaged out to 10.9 applications a day for a total of 241 in 22 working days. There were 38 permit applications to build 38 new single detached dwellings, 6 townhouse applications to build 12 units, of which 3 were cluster single dwelling units.

There were 275 permits issued in January totalling $41.7 million including 70 new dwelling units.

Inspections

BUILDING

Building Inspectors received 1,801 inspection requests and conducted 2,741 building related inspections. An additional 4 inspections were completed relating to complaints, business licenses, orders and miscellaneous inspections. Based on a staff compliment of 11 inspectors, an average of 243 inspections were conducted this month per inspector.

Based on the 1,801 requested inspections for the month, 95% were achieved within the provincially mandated 48 hour time allowance.

CODE COMPLIANCE

Building Inspectors received 462 inspection requests and conducted 622 building related inspections. An additional 158 inspections were completed relating to complaints, business licenses, orders and miscellaneous inspections. Based on a staff compliment of 5 inspectors, an average of 123 inspections were conducted this month per inspector.

Based on the 462 requested inspections for the month, 100% were achieved within the provincially mandated 48 hour time allowance.

PLUMBING

Plumbing Inspectors received 666 inspection requests and conducted 940 plumbing related inspections. An additional 1 inspection was completed relating to complaints, business licenses, orders and miscellaneous inspections. Based on a staff compliment of 6 inspectors, an average of 157 inspections were conducted this month per inspector.

Based on the 666 requested inspections for the month, 100% were achieved within the provincially mandated 48 hour time allowance.

NOTE:

In some cases, several inspections will be conducted on a project where one call for a specific individual inspection has been made. One call could result in multiple inspections being conducted and reported. Also, in other instances, inspections were prematurely booked, artificially increasing the number of deferred inspections.

AD:cm
Attach.

c.c.: A. DiCicco, T. Groeneweg, C. DeForest, O. Katolyk, D. Macar, M. Henderson, S. McHugh

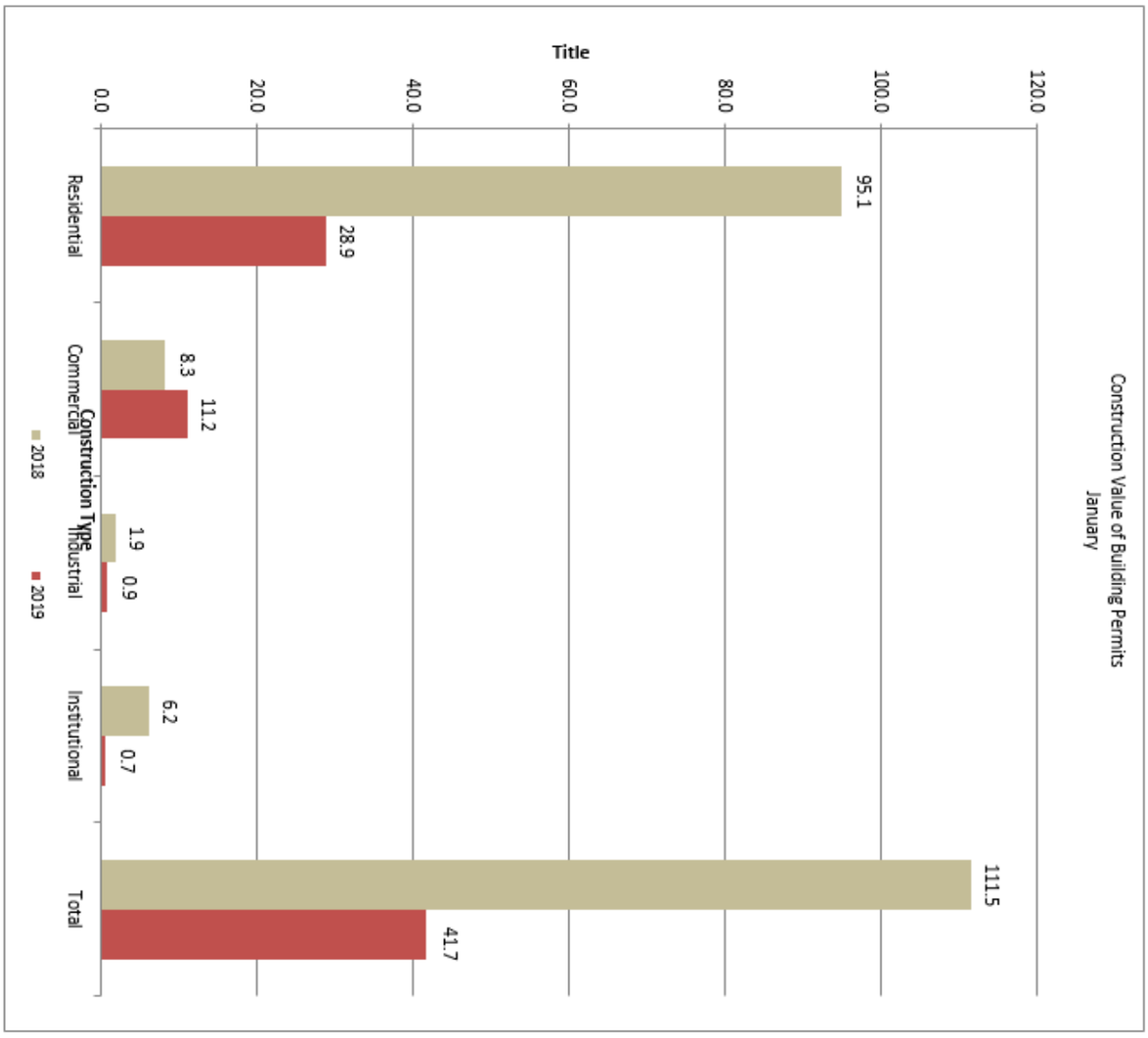
CITY OF LONDON

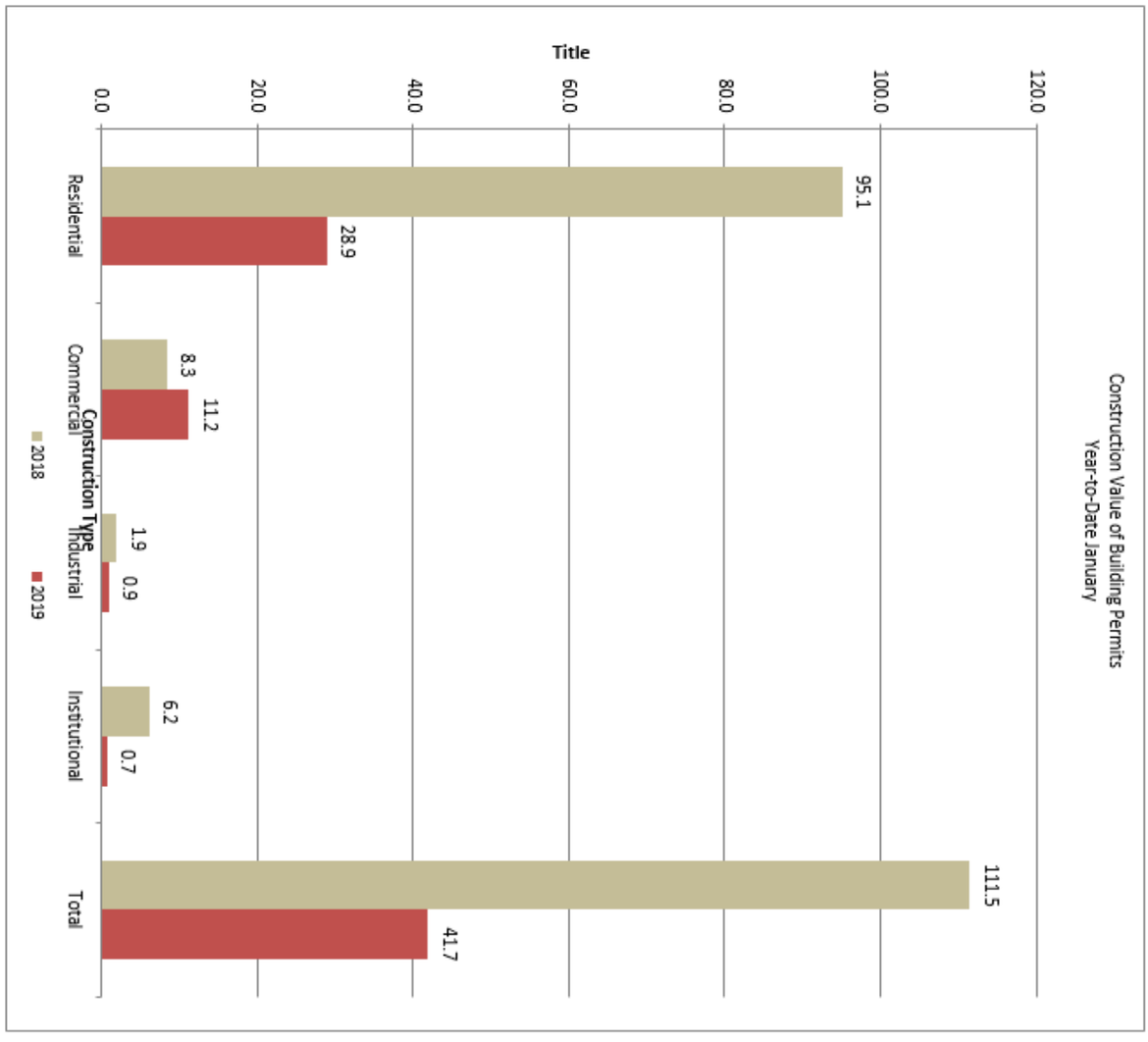
SUMMARY LISTING OF BUILDING CONSTRUCTION ACTIVITY FOR THE MONTH OF January 2019

	January 2019			to the end of January 2019			January 2018			to the end of January 2018		
CLASSIFICATION	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS
SINGLE DETACHED DWELLINGS	36	15,764,000	36	36	15,764,000	36	60	25,531,689	60	60	25,531,689	60
SEMI DETACHED DWELLINGS	0	0	0	0	0	0	0	0	0	0	0	0
TOWNHOUSES	8	6,478,000	29	8	6,478,000	29	11	7,276,297	27	11	7,276,297	27
DUPLEX, TRIPLEX, QUAD, APT BLDG	1	1,250,000	0	1	1,250,000	0	1	60,000,000	216	1	60,000,000	216
RES-ALTER & ADDITIONS	129	5,407,000	5	129	5,407,000	5	81	2,269,750	1	81	2,269,750	1
COMMERCIAL -ERECT	0	0	0	0	0	0	1	2,200,000	0	1	2,200,000	0
COMMERCIAL - ADDITION	1	2,500,000	0	1	2,500,000	0	1	215,000	0	1	215,000	0
COMMERCIAL - OTHER	45	8,688,000	0	45	8,688,000	0	33	5,917,168	0	33	5,917,168	0
INDUSTRIAL - ERECT	1	100,000	0	1	100,000	0	0	0	0	0	0	0
INDUSTRIAL - ADDITION	0	0	0	0	0	0	0	0	0	0	0	0
INDUSTRIAL - OTHER	7	811,000	0	7	811,000	0	7	1,922,949	0	7	1,922,949	0
INSTITUTIONAL - ERECT	0	0	0	0	0	0	0	0	0	0	0	0
INSTITUTIONAL - ADDITION	0	0	0	0	0	0	1	2,800,000	0	1	2,800,000	0
INSTITUTIONAL - OTHER	6	738,000	0	6	738,000	0	32	3,379,950	0	32	3,379,950	0
AGRICULTURE	1	10,000	0	1	10,000	0	0	0	0	0	0	0
SWIMMING POOL FENCES	1	15,000	0	1	15,000	0	1	3,500	0	1	3,500	0
ADMINISTRATIVE	7	0	0	7	0	0	4	10,000	0	4	10,000	0
DEMOLITION	9	0	5	9	0	5	2	0	1	2	0	1
SIGNS/CANOPY - CITY PROPERTY	5	0	0	5	0	0	1	0	0	1	0	0
SIGNS/CANOPY - PRIVATE PROPERTY	18	0	0	18	0	0	27	0	0	27	0	0
TOTALS	275	41,761,000	70	275	41,761,000	70	263	111,526,303	304	263	111,526,303	304

Note: 1) Administrative permits include Tents, Change of Use and Transfer of Ownership, Partial Occupancy.
2) Mobile Signs are no longer reported.

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Construction Value of Building Permits
January
Title
120.0
100.0
80.0
60.0
40.0
20.0
0.0
95.1
28.9
8.3
11.2
1.9
0.9
6.2
0.7
111.5
41.7
Residential
Commercial
Industrial
Institutional
Total
Construction Type
2018
2019


Construction Value of Building Permits
Year-to-Date January
Title
120.0
100.0
80.0
60.0
40.0
20.0
0.0
95.1
28.9
8.3
11.2
1.9
0.9
6.2
0.7
111.5
41.7
Residential
Commercial
Industrial
Institutional
Total
Construction Type
2018
2019

February 5 2019

City of London - Building Division

Principal Permits Issued From January 01, 2019 to January 31, 2019

Owner	Project Location	Proposed Work	No. Of Units	Constr Value
Rembrandt Homes Rembrandt Homes	1061 Eagletrace Dr 35	Erect-Townhouse - Condo-Townhouse Building - Erect,1,5 Storey, 2 Car Garag	1	326,720
Stormfisher Environmental Stormfisher Environmental	1087 Green Valley Rd	Install-Chemical Mfg Or Processing-Id- Upgrade Drainage System	0	500,000
White Oaks Mall Holdings Ltd C/O Bentall Kennedy (Canada)	1105 Wellington Rd	Alter-Retail Store-Cm- Alter To Existing Unit For The Shoe Company	0	180,000
The Board Of Governors The University Of Western Ontario	1151 Richmond St	Alter-Auditoria-Com - Alter Interior Of Alumni Hall Levels 2 And 3	0	1,200,000
Hyde Park Square Inc	1175 Hyde Park Rd	Alter-Department Stores-Alter.Cm Fiant Tiger- Interior Tenant Fit-Up For N	0	772,000
Hyde Park Square Inc	1175 Hyde Park Rd	Alter-Retail Store-Comm - Alter Facade And Interior Work By Landlord	0	800,000
Millstone Inc. Millstone Homes Inc.	1452 Byron Baseline Rd 6	Erect-Townhouse - Cluster Sdd-Erect New Building, 2 Storey, 2 Car Garage 4 Bedro	1	497,100
Old Oak Properties Inc. Old Oak Properties Inc.	150 Dufferin Ave	Alter-Offices-Alter - Cm Offices - Second Floor, Suite 202 - Rev	0	187,000
Richmond & Fanshawe Centre Inc	1673 Richmond St	Alter-Restaurant -Comm - Alter For Fionn Maccools Restaurant Frr/Fp	0	560,000
Blue Stone Properties Inc	171 Exeter Rd	Install-Automobile Repair Garage-Cm - Install Paint Booth	0	149,000
2584857 Ontario Inc	1820 Canvas Way	Install-Townhouse - Condo-Install Site Services	0	1,500,000
Liberty Square (London) Inc	1880 Phillbrook Dr	Alter-Offices-Alter - Cm Offices - Tenant Fitup On The 3rd Floor	0	750,780
Liberty Square (London) Inc	1880 Phillbrook Dr	Alter-Retail Plaza-Interior Alter Unit 101 For Doctor'S Office With A	0	165,000
1907-1909 Oxford Holdings Limited C/O Briarlane Rental	1909 Oxford St E	Alter-Retail Plaza-Interior Alter Of Existing Office, Unit 2 ***Insp	0	122,400
St Joseph'S Health Care London St Joseph'S Health Care London	268 Grosvenor St	Alter-Hospitals-Inst - Alt For Facade Work On Zone B Upper Level	0	200,000
Foxwood (London) Inc. Foxwood Developments (London) Inc.	2900 Tokala Trail C	Erect-Townhouse - Condo-Erect - New 5 Unit Townhouse, Block "C" - Unfinish	5	1,021,700
Foxwood (London) Inc. Foxwood Developments (London) Inc.	2910 Tokala Trail M	Erect-Street Townhouse - Condo-Erect - Rt - New 3 Units Townhouse Bldg M - 2 Stor	3	590,800
Finch Real Property Ltd	300 Southdale Rd E	Add-Automobile Sales & Service-Adding Show Room For Finch Hyundai/Gemesis. Frr Fp	0	2,500,000
1221022 Ontario Inc 1221022 Ontario Inc	300 Sovereign Rd	Alter-Chemical Mfg Or Processing-Indust- Alt To Upgrade Hvac System In Pharmaceutic	0	150,000
First London East Developments Inc.	310 Clarke Rd	Alter-Restaurant -Cm- Interior Alter Fit Up For Tenant- Chucks Roadh	0	154,300
Western Fair Association Western Fair Association	316 Rectory St	Alter-Markets-Cm - Washroom Renvation In Confederation Building.	0	150,000
2585306 Ontario Inc	3260 Singleton Ave R	Erect-Townhouse - Condo-Erect - Townhouse Block - 4 Unit - 3 Storey, 1 Car	4	960,400
Sandhyaji Homes Inc	3560 Singleton Ave 49	Erect-Townhouse - Cluster Sdd-Erect New Cluster Sfd - 2 Storey, 2 Car Garage, 4	1	315,000
477996 Ontario Limited In Trust	433 King St 101	Alter-Apartment Building-Alter- Apartment Buiilding- Remove Existing Chille	0	500,000
Thames Valley District School Board Thames Valley District School Board	450 Millbank Dr	Alter-Schools Secondary, High, Jr. High-Is - Alter For Electrical Upgrades.Frr	0	450,000
The Y Group Investments & Management Inc.	747 Waterloo St	Alter-Medical Offices-Comm-Alter For Change Of Use From Retail To Medica	0	198,000
London Crossroads Centre Holdings Inc. London Crossroads Centre Holdings Inc.	765 Exeter Rd	Alter-Gymnasia-Comm - Interior Alter For New Crunch Fitness	0	700,000
Farhad Noori 2425293 Ontario Inc	811 Sarnia Rd F	Erect-Townhouse - Condo-Erect 9 Unit Condo Block, Building F, Dpns 12, 14,	9	1,773,810
2425293 Ontario Inc. C/O Farhad Noori	811 Sarnia Rd I	Erect-Townhouse - Condo-Erect 5 Unit Condo Block, Building I, Dpns 2, 4, 6	5	991,900
Maplerose Holdings (Canada) Inc Maplerose Holdings (Canada) Inc	820 Wharncliffe Rd S	Alter-Super Market-Inter Alter To Create Supermarket. Fpo Frr Shell	0	1,200,000
Drewlo Inc. Drewlo Holdings Inc.	848 Blythwood Rd	Erect-Garage For Apartment Building-Erect Ra Storage Garage, 3 Storey, Open Air Above	0	1,250,000
Gvr Investments Ltd.	960 Green Valley Rd	Alter-Offices-Cm - Interior Office Renovation	0	325,000

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February 5 2019

City of London - Building Division

Principal Permits Issued From January 01, 2019 to January 31, 2019

Owner	Project Location	Proposed Work	No. Of Units	Constr Value

Total Permits 32 Units 29 Value 21,140,910

Includes all permits over $100,000, except for single and semi-detached dwellings

Commercial building permits issued - subject to Development Charges under By-law C.P.-1496-244

Owner

Finch Real Property Ltd
1803299 Ontario Inc

Commercial permits regardless of construction value.

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File: Z-8990
Planner: Mike Corby

Report to Planning and Environment Committee

To: **Chair and Members**
Planning & Environment Committee
From: **G. Kotsifas P. Eng.,**
Managing Director, Development & Compliance Services and Chief Building Official
Subject: **Werger Realty Limited**
555 Wellington Road
Public Participation Meeting on: March 18, 2019

Recommendation

That, on the recommendation of the Director, Development Services, with respect to the application of Werger Realty Limited relating to the property located at 555 Wellington Road, the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting March 26, 2019 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject property **FROM** an Associated Shopping Area (ASA1) Zone, **TO** an Associated Shopping Area Special Provision (ASA1/ASA3(_)) Zone;

Executive Summary

Summary of Request

The requested amendment would permit an increased range of office type uses on the subject site but restrict them to the existing building.

Purpose and the Effect of Recommended Action

The purpose and effect of this zoning change is to permit clinics, day care centres, laboratories, medical/dental offices, professional offices and service offices restricted to the existing building.

Rationale of Recommended Action

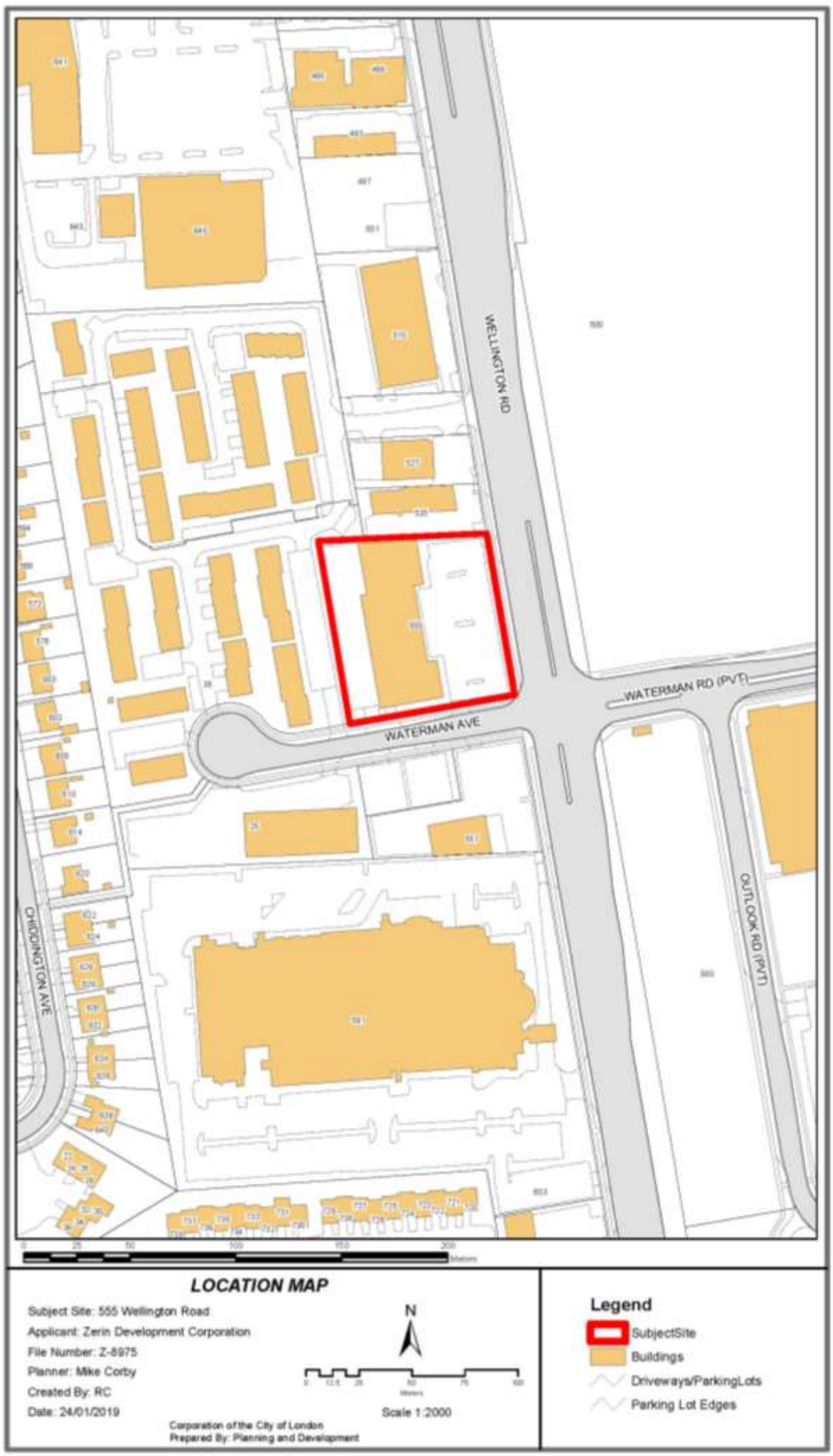
1. The recommended amendment is consistent with the PPS 2014.
2. The recommended amendment conforms to the City of London Official Plan policies and the permitted uses policies of the Rapid Transit Corridor Place Type in The London Plan.
3. The recommended amendment provides additional uses that are appropriate and compatible with the surrounding area and provides an increased opportunity to effectively utilize the existing building.
4. The existing built form and on-site parking is capable of supporting the requested office type uses without resulting in any negative impacts on the abutting lands.

1.0 Site at a Glance

1.1 Property Description

The subject site is part of a long commercial corridor which runs along the west side of Wellington Road (south of Commissioners Road East) with low density residential uses located behind the commercial properties fronting the corridor. The subject site is located approximately 300 metres south of the Wellington Road and Commissioners Road intersection where a commercial node exists on the northwest and southwest corners of the intersection and Victoria Hospital and Parkwood Institute exist on the northeast and southeast corners.

1.2 Location Map



1.3 Current Planning Information (see more detail in Appendix D)

- Official Plan Designation – Auto Oriented Commercial Corridor
- The London Plan Place Type – Rapid Transit Corridor
- Existing Zoning – Associated Shopping Area (ASA1) Zone

1.4 Site Characteristics

- Current Land Use – Commercial Plaza
- Frontage – 77.3 metres (253.66 feet)
- Depth – 79 metres (259 feet)
- Area – 0.76ha
- Shape – Rectangular

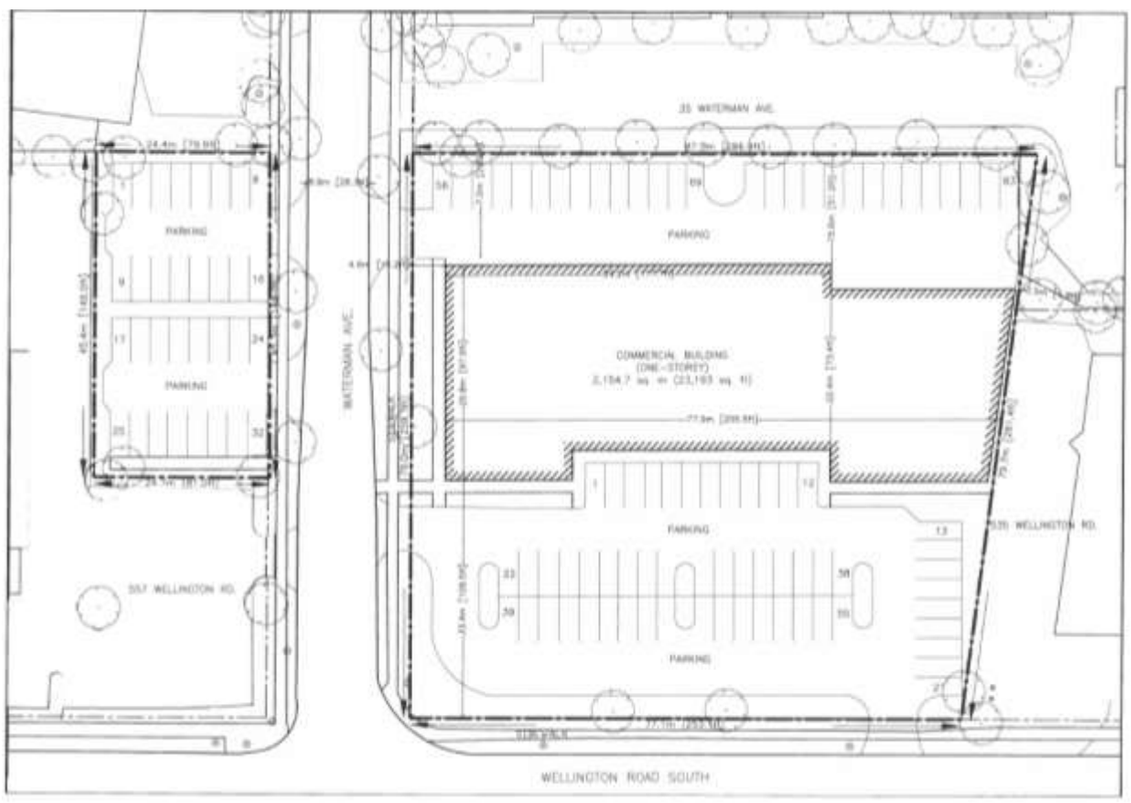
1.5 Surrounding Land Uses

- North – Commercial
- East – Regional Facility
- South – Restaurant/Hotel
- West – Low Density Residential

2.0 Description of Proposal

2.1 Development Proposal

The recommended amendment would result in no additional development on the site. The proposed office-type uses would be permitted within the existing plaza.



3.0 Relevant Background

3.1 Requested Amendment

The requested amendment would permit an increased range of office type uses on the subject site. The amendment will require a change to the Zoning By-law Z.-1 from an Associated Shopping Area (ASA1) Zone to an Associated Shopping Area Special Provision (ASA1/ASA3(_)) Zone to permit clinics, day care centres, laboratories, Medical/dental offices, professional offices and service offices restricted to the existing building.

3.2 Community Engagement (see more detail in Appendix B)

Through the circulation process some questions arose about the potential for a Methadone Clinic and/or a Supervised Consumption Facility being permitted through the proposed rezoning. It was clarified with the members of the public that the requested amendment would not permit a Methadone Clinic as a separate definition exists for that use. Although clinics can be interpreted to include Supervised Consumption Facilities, the Middlesex-London Health Unit has not identified this site as a preferred location for such a use. Also, City Council has recently adopted a more specific definition for Supervised Consumption Facilities which, once in place, would ensure that the "Clinic" definition can no longer be interpreted to include Supervised Consumption Facilities. The implementation of this definition has been delayed due to an appeal against the Council-adopted Zoning By-law and Official Plan amendment intended to regulate such uses.

3.3 Policy Context (see more detail in Appendix C)

PPS 2014

The Provincial Policy Statement (PPS) 2014, provides policy direction on matters of provincial interest related to land use planning and development. Section 1.1 *Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns* of the PPS encourages healthy, livable and safe communities which are sustained by accommodating an appropriate range and mix of residential, employment and institutional uses to meet long-term needs. It directs cities to make sufficient land available to accommodate this range and mix of land uses to meet projected needs for a time horizon of up to 20 years. The PPS also directs planning authorities to promote economic development and competitiveness by providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses. Compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities is encouraged to help facilitate the goals of the PPS (1.3 Employment, 1.1.2, 1.3.1). The PPS 2014 also promotes cost-effective development patterns and standards to minimize land consumption and servicing costs while directing settlement areas [1.1.3 Settlement Areas] to be the main focus of growth and development and their vitality and regeneration shall be promoted.

The long-term economic prosperity should be supported by promoting opportunities for economic development and community investment-readiness (1.7.1).

The London Plan

The London Plan is the new Official Plan for the City of London (Council adopted, approved by the Ministry with modifications, and the majority of which is in force and effect). *The London Plan* policies under appeal to the *Local Planning Appeals Tribunal* (Appeal PL170100) and not in force and effect are indicated with an asterisk throughout this report and include many of the Shopping Area Place Type policies pertinent to this planning application. *The London Plan* policies under appeal are included in this report for informative purposes indicating the intent of City Council, but are not determinative for the purposes of this planning application.

The subject site is within Rapid Transit Corridor Place Type which permits a range of residential, retail, service, office, cultural, recreational, and institutional uses. Mixed-use buildings will be encouraged while large floor plate, single use buildings will be discouraged. Where there is a mix of uses within an individual building, retail and service uses will be encouraged to front the street at grade (Permitted Uses *837_)

The Rapid Transit Corridor requires a minimum of 2-storeys or 8m in height and a maximum height of 8-storeys while 12-storeys can be achieved through the use of Type 2 bonusing (*839_).

Development within Corridors will be sensitive to adjacent land uses and employ such methods as transitioning building heights or providing sufficient buffers to ensure compatibility. Commercial buildings should not exceed 6,000m^2 in size within Corridors and lots will be of sufficient size and configuration to accommodate the proposed development and to help mitigate planning impacts on adjacent uses. Individual buildings will not contain more than 2,000m^2 of office space (*840_).

The Rapid Transit corridor ensures that all planning and development applications will conform to the City Design policies of this Plan. Buildings should be sited close to the front lot line, and be of sufficient height, to create a strong street wall along Corridors and to create separation distance between new development and properties that are adjacent to the rear lot line. An appropriate transition of building scale and adequate setback distances should be provided between the Corridor and adjacent neighbourhood areas. While access to development along Corridors may be provided from “sidestreets”, traffic impacts associated with such development will be directed away from the internal roads. Surface parking areas should be located in the rear and interior side yard. Underground parking and structured parking integrated within the building design is encouraged (*841).

New developments should be designed to implement transit-oriented design principles. Buildings and the public realm will be designed to be pedestrian, cycling and transit-supportive through building orientation, location of entrances, clearly marked pedestrian pathways, widened sidewalks, cycling infrastructure and general site layout that reinforces pedestrian safety and easy navigation. Convenient pedestrian access to transit stations will be a primary design principle within Rapid Transit Corridors. New development adjacent to rapid transit stations and transit stops should make strong, direct connections to these facilities. On-street parking within Corridors is encouraged wherever possible and when conflicts with public transit services and on-street bike paths can be avoided or mitigated (*841_).

1989 Official Plan

The subject site is designated Auto Oriented Commercial Corridor. This designation promotes the grouping of service commercial uses into integrated forms of development that have common access points and parking facilities and encourages infilling and consolidation of permitted uses within the existing limits of commercial corridor developments (4.4.2.1. Planning Objectives). The Auto-Oriented Commercial Corridor designation is applied to areas along arterial roads that typically consist of a mix of retail, auto and commercial uses, office and remnant residential uses. The intent of the policies is to promote the clustering of similar service commercial uses having similar functional characteristics and requirements, and to avoid the extension of strip commercial development (4.4.2.3. Function).

Areas designated Auto-Oriented Commercial Corridor are primarily intended for commercial uses that cater to the commercial needs of the traveling public. Types of service commercial uses that generate significant amounts of traffic and draw patrons from a wide area may also be located within these areas. These uses have limited opportunity to locate within Commercial Nodes or Main Street Commercial Corridors by reason of their building form, site area, location, access or exposure requirements; or have associated nuisance impacts that lessen their suitability for a location near residential areas.

Uses considered to be appropriate include hotels; motels; automotive uses and services; commercial recreation establishments; restaurants; sale of seasonal produce; building supply outlets and hardware stores; furniture and home furnishings stores; warehouse and wholesale outlets; self-storage outlets; nursery and garden stores; animal hospitals or boarding kennels; and other types of commercial uses that offer a service to the traveling public.

Secondary uses which serve employees of adjacent employment areas including eat-in restaurants; financial institutions; personal services; convenience commercial uses; a

limited amount and range of retail uses; day care centres; medical and dental offices and clinics; and offices associated with wholesale warehouse or construction and trade outlets, and similar support offices may also be permitted in appropriate locations (4.4.2.4. Permitted Uses).

The development of new permitted uses within the designation may take the form of infilling, redevelopment or the conversion of existing structures. Auto-Oriented Commercial Corridors vary considerably in their mix of existing uses, lot sizes and scale of development. Specific policies will guide the form of development in these areas (4.4.2.6. Form).

4.0 Key Issues and Considerations

Through the circulation process no agency or departmental concerns were expressed. Some general concern was expressed about the potential for a Methadone Clinic or Supervised Consumption Facilities being permitted at this location. It was clarified that the requested amendment would not permit a Methadone Clinic as a separate definition exists for that use. And a Council-approved definition for Supervised Consumption Facilities is currently before the Local Planning Appeals Tribunal which, if approved, will no longer permit Supervised Consumption Facilities to be interpreted as Clinics. The section below identifies key issues and considerations in detail.

4.1 Issue and Consideration # 1 - Use

Provincial Policy Statement, 2014 (PPS)

The PPS requires municipalities to accommodate an appropriate range and mix of uses and promote economic development and competitiveness by providing for an appropriate mix and range of employment and institutional uses to meet long-term needs (1.1.1b, 1.3.1a). It also requires municipalities to provide opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses (1.3.1b)

The recommended amendment is in keeping with the PPS 2014 as it provides additional uses on the subject site that contribute to an appropriate range and mix of employment uses helping meet long-term needs. The amendment increases the site's ability to provide a diversified economic base, and remain suitable for employment uses taking into account the needs of existing and future businesses and provides a range of compatible employment uses helping support a liveable and resilient community while supporting the long-term economic prosperity by promoting community investment-readiness.

London Plan

The London Plan designates the site as a Rapid Transit Corridor Place Type which permits a range of residential, retail, service, office, cultural, recreational, and institutional uses (Permitted Uses *837_). The additional office-type uses are in keeping with the permitted uses of the Rapid Transit Corridor.

1989 Official Plan

The subject site is located within an Auto Oriented Commercial Corridor which is most commonly implemented through an Associated Shopping Area Commercial (ASA) zone. The existing development and ASA1 zone variation provide a range of permitted uses that are in keeping with the Planning Objectives and Function of the 1989 Official Plan. The policies contemplate the grouping of service commercial uses into an integrated form of development that has a common access point and parking facilities (4.4.2.1. Planning Objectives). The policies also contemplate the clustering of similar service commercial uses having similar functional characteristics and requirements helping to avoid the extension of strip commercial development (4.4.2.3. Function)

The recommended ASA3 zone provides a range of office-type uses which are permitted through the AOCC designation as secondary permitted uses (4.4.2.4. Permitted Uses). These uses are intended to facilitate the grouping of service commercial uses into an integrated form with similar functional characteristics in conformity to the policies of the 1989 Official Plan.

4.2 Issue and Consideration # 2 – Intensity

Provincial Policy Statement, 2014 (PPS)

The PPS promotes cost-effective development patterns and standards to minimize land consumption and servicing costs and encourages densities and a mix of land uses which will efficiently use the existing land and resources (1.1.1e, 1.1.3.2.a(1)).

The additional uses are of similar or less intensity then the existing range of permitted uses on the site resulting in no new additional impacts on the surrounding land uses. The new uses, in combination with the existing permitted uses, are in keeping with the goals of the PPS as they will continue to efficiently use the existing site and resources available.

The London Plan

The Rapid Transit Corridor Place Type requires a minimum of 2-storeys or 8m in height and a maximum height of 8-storeys while 12-storeys can be achieved through the use of Type 2 bonusing (*839_). The existing development is one storey in height and this policy cannot be achieved until the site redevelops at some point in the future.

The existing building is less than 6,000m^2 in size and the lot is of sufficient size and configuration to accommodate the development and recommended additional uses. The Rapid Transit Corridor Place Type limits individual buildings to no more than 2,000m^2 of office space. The requested ASA3 zone restricts the uses to the existing building and limits office space to 2000m^2 ensuring this policy is achieved (*840_).

1989 Official Plan

The Official Plan ensures that lands shall be of a suitable depth and size to accommodate the permitted uses and shall be on lands separated from existing or planned residential development by physical barriers, intervening land uses or buffer and setback provisions that are sufficient to offset potential nuisance impacts (4.4.2.5 Location)

As mentioned, the recommended amendment will restrict the new uses to the existing building ensuring that the existing development is maintained. The depth and size of the existing lot has proven capable of accommodating the existing uses and provides sufficient buffering between the existing built form and abutting residential neighbourhoods. Since the new uses are considered of similar or less intensity than the existing range of uses no new impacts are anticipated.

Similar to The London Plan the 1989 Official Plan limits the scale of office buildings to 2000m² in size to help maintain a neighbourhood scale of development (4.4.2.6.7. Office Buildings). As previously mentioned the recommended ASA3 zone mirrors the policy of the Official Plan restricting office buildings to 2000m² ensuring this policy is met.

4.3 Issue and Consideration # 3 - Form

Provincial Policy Statement, 2014 (PPS)

The PPS encourages a compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities (1.3.1c). The recommended amendment will provide additional employment uses within the existing building ensuring a compact, mixed-use development is maintained thereby contributing to, and supporting, a livable and resilient community.

The London Plan

The London Plan provides a new vision for how Rapid Transit Corridors should develop and how those forms of development should address the street, provide for transit-oriented design and integrate themselves with the public realm. The intent of these form policies is to facilitate pedestrian, cycling and transit-supportive design through building orientation, location of entrances, clearly marked pedestrian pathways, widened sidewalks, cycling infrastructure and general site layout that reinforces pedestrian safety and easy navigation (Form 841_,2,4,5,6). Until such time that the City Building policies of The London Plan are fully in effect, and site plan approval is required for the redevelopment of the site, it is reasonable to allow for a modest expansion to the range of permitted uses within the existing building to add to the vitality of the site.

1989 Official Plan

The existing form of development pre-dates the 1989 Official Plan and existing AOCC policy context in regards to how these forms of development should occur. The existing form of development is still considered appropriate and in keeping with certain AOCC policies (4.4.2.6.2 Combined Access) as it provides limited access along the arterial road, and maintains a low, single storey form of development in keeping with the intent of the AOCC designation that helps to ensure it is compatible within its surrounding context (4.4.2.6.5. Height).

More information and detail is available in Appendix B and C of this report.

5.0 Conclusion

The requested amendment to add an Associated Shopping Area Special Provision (ASA3) Zone to permit additional office-type uses to the subject site is considered appropriate as recommended zoning is consistent with the PPS 2014 and conforms to the City of London 1989 Official Plan and future London Plan. The recommended zone provides additional uses that are appropriate and compatible with the surrounding area and provides an increased opportunity to effectively utilize the existing building. The existing built form and on-site parking is capable of supporting the requested uses without resulting in any negative impacts on the abutting lands.

Prepared by:	**Mike Corby, MCIP, RPP** **Current Planning**
Submitted by:	**Michael Tomazincic, MCIP, RPP** **Manager, Division Name**
Recommended by:	**Paul Yeoman, RPP, PLE** **Director, Development Services**
Submitted by:	**George Kotsifas, P.ENG** **Managing Director, Development and Compliance Services and Chief building Official**
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services	

March 11, 2019
MT/mt

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Appendix A

Bill No. (number to be inserted by Clerk's Office)
2019

By-law No. Z.-1-19_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 555 Wellington Road.

WHEREAS Werger Realty Limited has applied to rezone an area of land located at 555 Wellington Road, 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 555 Wellington Road, as shown on the attached map comprising part of Key Map No. A.107, from an Associated Shopping Area (ASA1) Zone to an Associated Shopping Area Special Provision (ASA1/ASA3(_)) Zone.

2) Section Number 24.4 of the Associated Shopping Area (ASA3) Zone is amended by adding the following Special Provision:

) ASA3(_) 555 Wellington Street

a) Regulation[s]

i) All uses permitted in the ASA3 zone will be restricted to the existing structure as it exists on the date of passing of this By-law.

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.

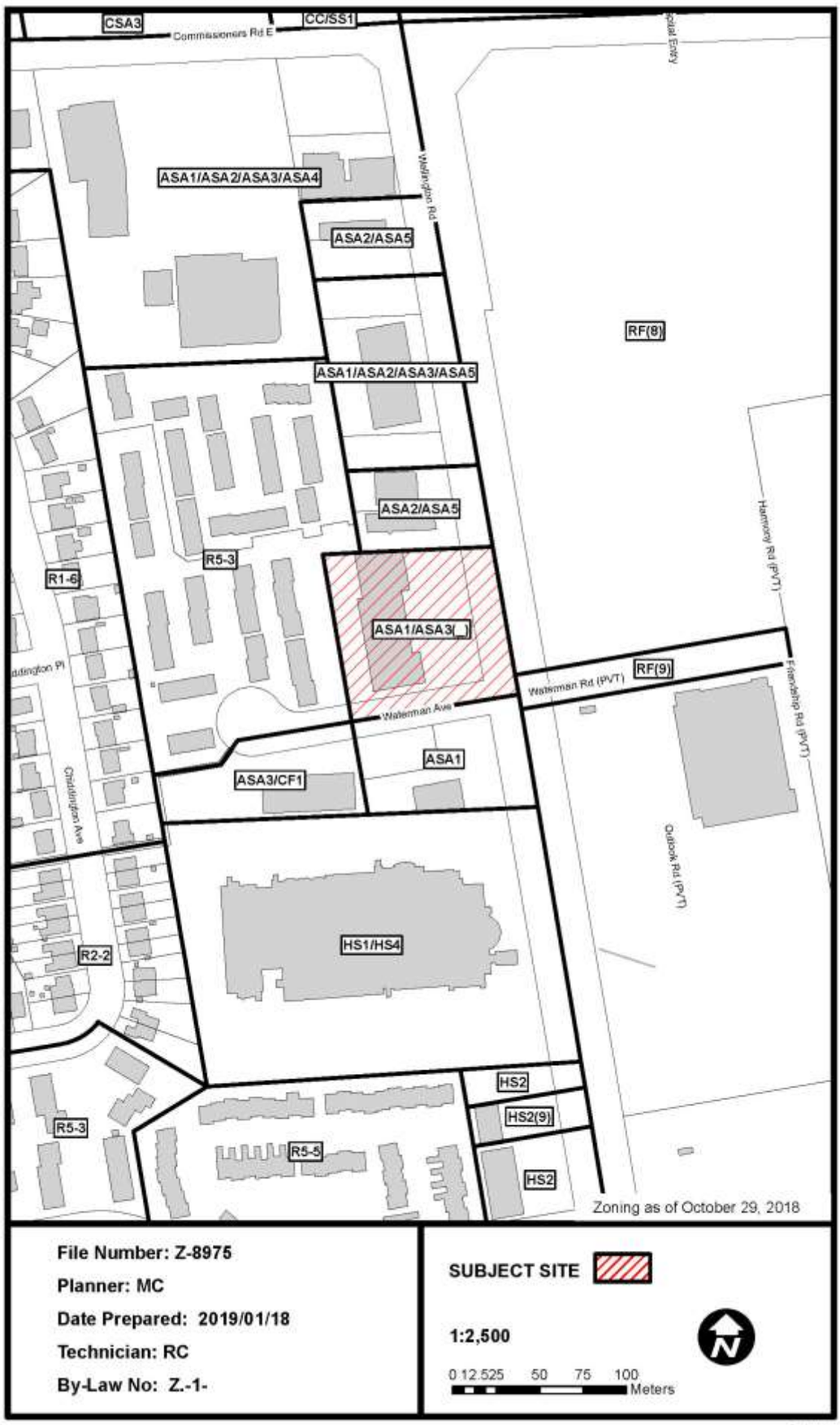
PASSED in Open Council on March 26, 2019.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – March 26, 2019
Second Reading – March 26, 2019
Third Reading – March 26, 2019

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



Appendix B – Public Engagement

Community Engagement

Public liaison: On December 19, 2018, Notice of Application was sent to 75 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on December 20, 2018. A "Planning Application" sign was also posted on the site.

Nature of Liaison: The purpose and effect of this zoning change is to permit an increased range of uses on the subject site. Possible change to Zoning By-law Z.-1 FROM an Associated Shopping Area (ASA1) TO an Associated Shopping Area Special Provision (ASA1/ASA3(__)) Zone to permit include clinics, day care centres, laboratories, Medical/dental offices, professional offices and service offices restricted to the existing building.

Responses: 4 inquiries were received seeking clarification if the proposed amendment would permit methadone clinics or supervised consumption sites. Once they were informed that neither use would be permitted no additional concerns were raised.

Agency/Departmental Comments

UTRCA - December 18, 2018

The UTRCA has no objections to this application.

London Hydro - December 21, 2018

London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation of the existing service will be at the expense of the owner.

Development Services – January 29, 2019

Wastewater

- The proposed additional uses require a sanitary inspection manhole to be used which is to be to City Standards and to the satisfaction of the City Engineer.
- The Applicant's Engineer may label a suitable existing sanitary manhole in the parking lot for this use.

Transportation

- Road widening dedication of 24.0m from centre line required on Wellington Road
- Wellington Road is a Rapid Transit Corridor. Construction of south leg of the Rapid Transit system is currently scheduled for 2023-2026.
- With the implementation of Bus Rapid Transit on Wellington Road, a raised concrete median will be constructed along the centre of the road. This median will restrict turning movements at driveways and unsignalized intersections to right-in/right-out only. For this property, the Wellington Road access at the north end of the site will be restricted to right-in/right-out turning movements. (Waterman Avenue will remain a signalized intersection.)
- The preliminary design of the BRT system in the area of this property is attached to these comments for the Applicant's information. More information about the City's BRT project can be found on the project website: www.LondonBRT.ca

Appendix C – Policy Context

The following policy and regulatory documents were considered in their entirety as part of the evaluation of this requested land use change. The most relevant policies, by-laws, and legislation are identified as follows:

Provincial Policy Statement

1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 a, b, c,

1.1.2

1.1.3 Settlement Areas

1.3 Employment

1.3.1

1.7 Long-Term Economic Prosperity

1.7.1

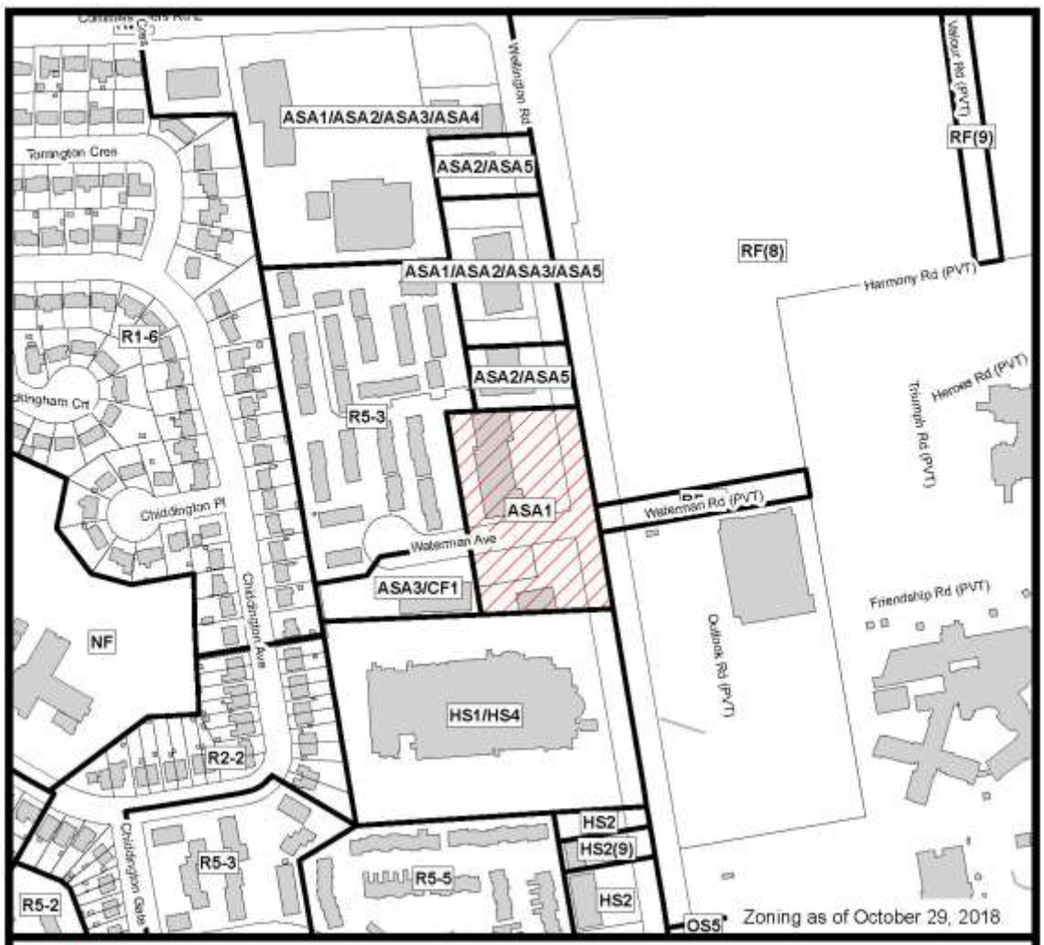
1989 Official Plan

4.4.2 Auto Oriented Commercial Corridor
4.4.2.1. Planning Objectives
4.4.2.3. Function
4.4.2.4. Permitted Uses
4.4.2.6. Form

London Plan
Rapid Transit Corridor
Use – 837_
Intensity – 839_, 840_
Form - 841_

Appendix D – Relevant Background

Additional Maps



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

1) *LEGEND FOR ZONING BY-LAW Z-1*

R1 - SINGLE DETACHED DWELLINGS
R2 - SINGLE AND TWO UNIT DWELLINGS
R3 - SINGLE TO FOUR UNIT DWELLINGS
R4 - STREET TOWNHOUSE
R5 - CLUSTER TOWNHOUSE
R6 - CLUSTER HOUSING ALL FORMS
R7 - SENIOR'S HOUSING
R8 - MEDIUM DENSITY/LOW RISE APTS.
R9 - MEDIUM TO HIGH DENSITY APTS.
R10 - HIGH DENSITY APARTMENTS
R11 - LODGING HOUSE

DA - DOWNTOWN AREA
RSA - REGIONAL SHOPPING AREA
CSA - COMMUNITY SHOPPING AREA
NSA - NEIGHBOURHOOD SHOPPING AREA
BDC - BUSINESS DISTRICT COMMERCIAL
AC - ARTERIAL COMMERCIAL
HS - HIGHWAY SERVICE COMMERCIAL
RSC - RESTRICTED SERVICE COMMERCIAL
CC - CONVENIENCE COMMERCIAL
SS - AUTOMOBILE SERVICE STATION
ASA - ASSOCIATED SHOPPING AREA COMMERCIAL

OR - OFFICE/RESIDENTIAL
OC - OFFICE CONVERSION
RO - RESTRICTED OFFICE
OF - OFFICE

RF - REGIONAL FACILITY
CF - COMMUNITY FACILITY
NF - NEIGHBOURHOOD FACILITY
HER - HERITAGE
DC - DAY CARE

OS - OPEN SPACE
CR - COMMERCIAL RECREATION
ER - ENVIRONMENTAL REVIEW

OB - OFFICE BUSINESS PARK
LI - LIGHT INDUSTRIAL
GI - GENERAL INDUSTRIAL
HI - HEAVY INDUSTRIAL
EX - RESOURCE EXTRACTIVE
UR - URBAN RESERVE

AG - AGRICULTURAL
AGC - AGRICULTURAL COMMERCIAL
RRC - RURAL SETTLEMENT COMMERCIAL
TGS - TEMPORARY GARDEN SUITE
RT - RAIL TRANSPORTATION

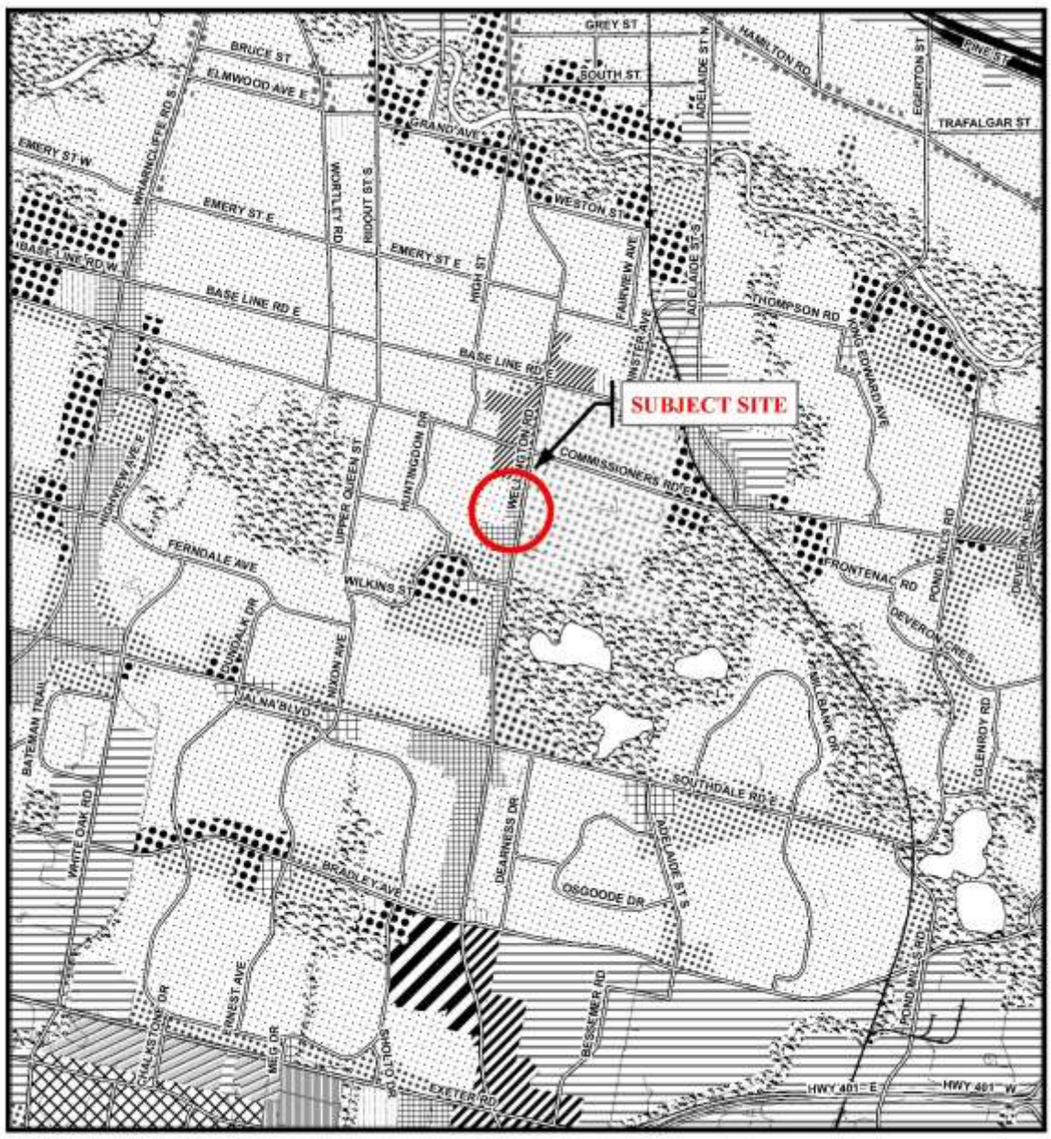
"h" - HOLDING SYMBOL
"D" - DENSITY SYMBOL
"H" - HEIGHT SYMBOL
"B" - BONUS SYMBOL
"T" - TEMPORARY USE SYMBOL

CITY OF LONDON
PLANNING SERVICES / DEVELOPMENT SERVICES

ZONING
BY-LAW NO. Z.-1
SCHEDULE A

THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS

FILE NO: Z-8975 MC
MAP PREPARED: 2019/01/18 RC
1:4,000
0 20 40 80 120 160 Meters



Legend

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

CITY OF LONDON

Planning Services / Development Services

OFFICIAL PLAN SCHEDULE A - LANDUSE -

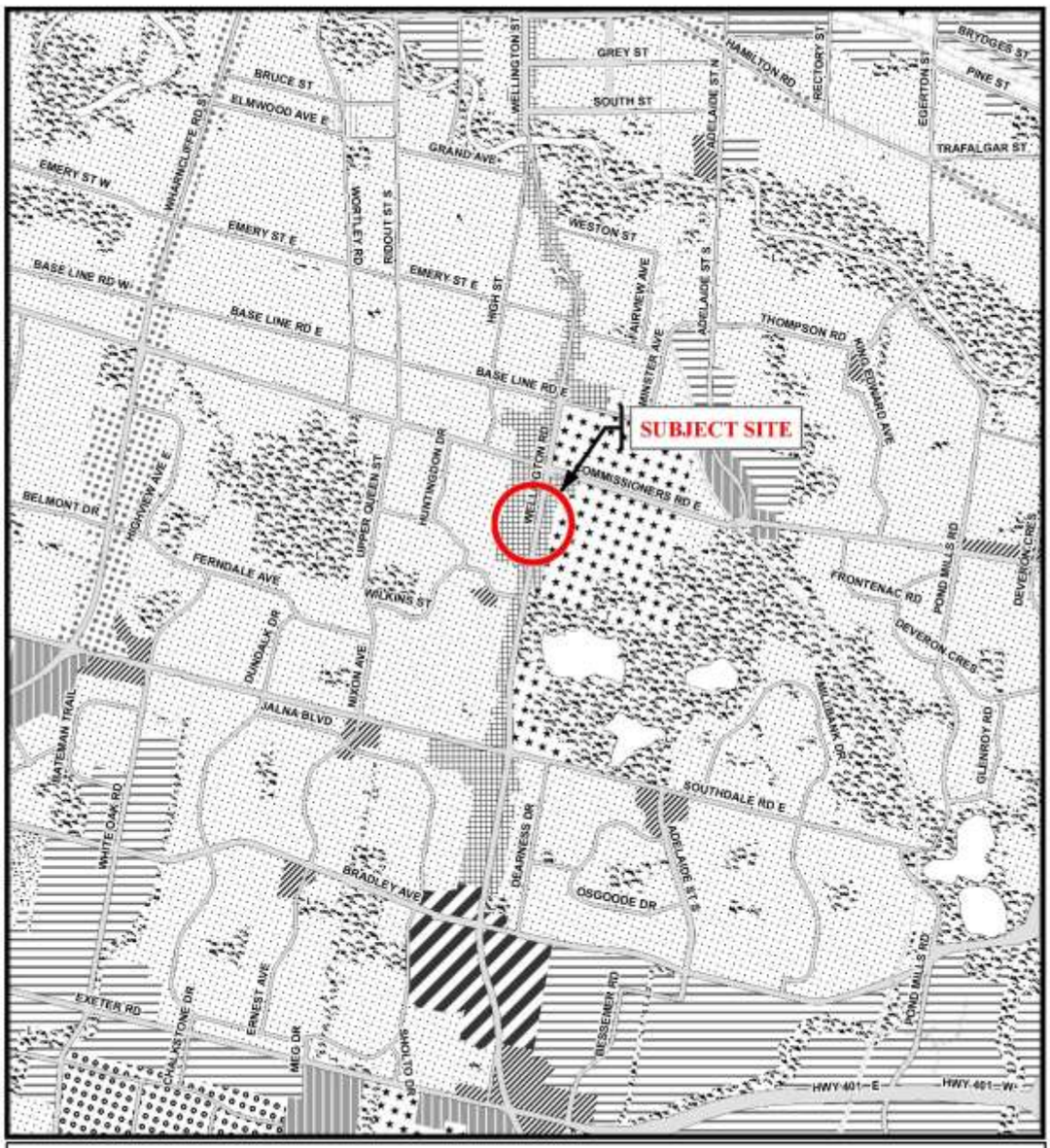
PREPARED BY: Graphics and Information Services

Scale 1:30,000

Meters

FILE NUMBER:	Z-8975
PLANNER:	MC
TECHNICIAN:	RC
DATE:	2019/01/18

PROJECT LOCATION: e:\planning\projects\p_officialplan\workconsol00\excerpts\mxd_templates\scheduleA_b&w_8x14_with_SWAP.mxd



Legend

- Downtown
- Transit Village
- Shopping Area
- Rapid Transit Corridor
- Urban Corridor
- Main Street
- Neighbourhood
- Future Community Growth
- Heavy Industrial
- Light Industrial
- Future Industrial Growth
- Commercial Industrial
- Institutional
- Green Space
- Environmental Review
- Farmland
- Rural Neighbourhood
- Waste Management Resource Recovery Area
- Urban Growth Boundary

This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

CITY OF LONDON
Planning Services /
Development Services

LONDON PLAN MAP 1
- PLACE TYPES -

PREPARED BY: Planning Services

Scale 1:30,000

Meters

File Number:	Z-8975
Planner:	MC
Technician	RC
Date:	January 18, 2019

Project Location: E:\Planning\Projects\p_zoning\z-1zones\amendments\Z-8975\projects\EXCERPT_Map1_PlaceTypes_b&w_8x14.mxd

Report to Planning and Environment Committee

To: **Chair and Members**
Planning & Environment Committee
From: **John M. Fleming**
Managing Director, Planning and City Planner
Subject: **Request to Repeal Heritage Designating By-law No. L.S.P.-3227-417 – 429 William Street**
David Fuller and Martine Fuller
Public Participation Meeting on: Monday March 18, 2019

Recommendation

That, on the recommendation of the Managing Director, Planning and City Planner, with the advice of the Heritage Planner, the request to repeal the heritage designating By-law No. L.S.P.-3227-417 for the property at 429 William Street **BE REFUSED** and that notice of this decision **BE GIVEN** to the property owners and to the Ontario Heritage Trust.

Executive Summary

The property at 429 William Street is a significant cultural heritage resource that is designated under Part IV of the *Ontario Heritage Act*. The property owner submitted the request to repeal the heritage designating by-law citing difficulty with selling the property. The purpose of the recommended action is to refuse this request to repeal the designating By-law No. L.S.P.-3227-417 because the property at 429 William Street continues to demonstrate significant cultural heritage value.

Analysis

1.0 Background

1.1 Property Location

The property at 429 William Street is located on the west side of William Street, north of the intersection of Dundas Street and William Street (Appendix A).

1.2 Cultural Heritage Status

At the request of the property owner, 429 William Street was designated under Part IV of the *Ontario Heritage Act* in 1993 by By-law No. L.S.P.-3227-417 (Appendix B).

1.3 Cultural Heritage Resource

The building located at 429 William Street is a representative example of a one-and-a-half storey, front gable, frame building. The remnant finial in the central peak and the trim around all the windows and doors express Gothic Revival influences and display a high degree of craftsmanship. The bay window on the first floor of the front façade is rare for one-and-a-half storey, frame buildings with a front gable. The porch, although a later addition (c1910-1920), contributes to the cultural heritage resource as it expresses the evolution of this property.

The building located at 429 William Street was constructed between 1870 and 1871. In 1868, the property was noted as vacant land in the tax assessment rolls. In 1870, the property was owned by Robert Kirkpatrick, but noted as vacant. In the 1871 tax assessment rolls, the property was occupied by John Webb, a painter as identified in the City Directory.

Since the construction of the building at 429 William Street, the building has been a private residence for labourers, tailors, school teachers, freight agents, and shoe makers. The property has also been used as a private school and many businesses. Contextually, the property at 429 William Street was once surrounded by wooden

dwellings as seen in the 1881 Rev.1888 Fire Insurance Plans, but is now amongst brick dwellings (Appendix C, Image 14 &15). Some of the surrounding brick buildings have elaborate details such as the former Bishop Cronyn Memorial Church (442 William Street).

Throughout the changes in use and evolution of the surrounding area, the property at 429 William Street continues to have a high degree of integrity as the property has been retained as a one-and-a-half storey, front gable, frame building. Many of the heritage attributes at 429 William Street have also been retained, which demonstrates the property's continued cultural heritage value. The property at 429 William Street is a significant cultural heritage resources as it is a representative example of a one-and-a-half storey, front gable, frame building that contributes to the understanding of the neighbourhood's history (Appendix C).

2.0 Legislative and Policy Framework

4.3 Provincial Policy Statement

The *Provincial Policy Statement*, issued pursuant to Section 3 of the *Planning Act*, provides policy direction on matters of provincial importance related to land use planning and development, including cultural heritage. Section 2.6.1 of the *Provincial Policy Statement* (2014) directs that "significant built heritage resources and significant cultural heritage landscapes shall be conserved."

"Significant" is defined in the *Provincial Policy Statement* (2014) as, in regards to cultural heritage and archaeology, "resources that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, and event, or a people."

"Conserved" as defined in the *Provincial Policy Statement* (2014) means, "the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained under the *Ontario Heritage Act*. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment. Mitigative measures and/or alternative development approaches can be included in these plans and assessments."

2.2 Ontario Heritage Act

In 1975, the *Ontario Heritage Act* came into force and effect and enabled municipalities to protect properties of "historic or architectural value or interest". In 2005, there were comprehensive amendments to the *Ontario Heritage Act,* which included the replacement of "historic or architectural value or interest" with "cultural heritage value or interest" as the criteria for heritage designation.

The mandated criteria is currently known as *Ontario Regulation 9/06: Criteria for Determining Cultural Heritage Value or Interest*. The mandated criteria expands the reasons for heritage designation by providing values that protect intangible elements of a property. A property may be heritage designated under Part IV, pursuant to Section 29, of the *Ontario Heritage Act* if it meets one or more of the mandated criteria.

The 2005 amendments to the *Ontario Heritage Act* also included requirements for the content of a heritage designating by-law. A heritage designation by-law, which is required to be served and registered on title (Subsection 29 (6) of the *Ontario Heritage Act*), must include a statement that explains the cultural heritage value or interest of the property, and a description of the heritage attributes of the property.

For properties that were heritage designated prior to 2005 the existing designating by-law cannot be interpreted as invalid due to the language of the by-law not being consistent with the requirements of the *Ontario Heritage Act* or its regulations. The *Ontario Heritage Act* enables a process to amend a heritage designating by-law, which provides the opportunity to bring an existing heritage designating by-law into conformity

with the requirements of the *Ontario Heritage Act* (Section 30.1, *Ontario Heritage Act)*.

2.2.1 Repeal of Heritage Designating By-law, Owner's Initiative
Under Section 32(1) of the *Ontario Heritage Act*, an owner of a property designated pursuant to Section 29 of the *Ontario Heritage Act* may apply to Municipal Council to repeal a heritage designating by-law. Section 32 of the *Ontario Heritage Act* states,

> *(2) After consultation with its municipal heritage committee [London Advisory Committee on Heritage], where one is established, the council shall consider an application under subsection (1) and within ninety days of receipt thereof shall,*
> *a) Refuse the application and cause notice of its decision to be given to the owner and to the [Ontario Heritage] Trust; or,*
> *b) Consent to the application to repeal the designating by-law, and*
> *i) Cause notice of the intention to repeal the by-law to be served on the owner and the [Ontario Heritage] Trust, and*
> *ii) Publish notice of the intention to repeal the by-law in a newspaper of general circulation in the municipality (Section 32(2), Ontario Heritage Act).*

Should Municipal Council fail to notify the property owner of its decision within 90 days, consent shall be deemed given and the heritage designating by-law repealed. Pursuant to Section 32(3) of the *Ontario Heritage Act*, it is possible to extend the timeline in a mutual agreement between the applicant and Municipal Council.

Within 30 days of receiving Municipal Council's notice of decision, the property owner may appeal to the Conservation Review Board. The Conservation Review Board is a provincially-appointed review body which holds hearings to review appeals concerning the designation and alterations to properties designated pursuant to Section 29 of the *Ontario Heritage Act* as well as the repeal of a heritage designating by-law for an individually designated property. The Conservation Review Board makes recommendations regarding appeals, however, the final decision rests with Municipal Council.

Should Municipal Council consent to the repeal of the heritage designating by-law, any person may object to the City Clerk within 30 days of the publication of the notice of intent to repeal the heritage designating by-law. These appeals are also referred to the Conservation Review Board.

Designating Heritage Properties, a guide included in the Ontario Heritage Toolkit (Ministry of Culture, 2006), includes a flowchart illustrating the steps in the repeal of a heritage designating by-law (owner's request) (Appendix D).

2.3 The London Plan
The policies of *The London Plan* articulate the contributions that our cultural heritage resources make to our community. Our cultural heritage resources distinguish London from other cities, and make London a more attractive place for people to visit, live, or invest. Importantly, "our heritage resources are assets that cannot be easily replicated and they provide a unique living environment and quality of life. By conserving them for future generations, and incorporating, adapting, and managing them, London's cultural heritage resources define London's legacy and its future" (Policy 552_, *The London Plan*). Both tangible and intangible attributes are recognized as part of our cultural heritage (Policy 551_).

With the cultural heritage policies of *The London Plan*, we will (Policy 554_):

1. *Promote, celebrate, and raise awareness and appreciation of London's cultural heritage resources.*
2. *Conserve London's cultural heritage resources so they can be passed on to our future generations.*
3. *Ensure that new development and public works are undertaken to enhance and be sensitive to our cultural heritage resources.*

The policies of *The London Plan* support the conservation, maintenance, retention, and protection of London's cultural heritage resources, including in the event of emergency or threat (Policy 564_). Where demolition or irrevocable damage has occurred, documentation may be required as well as interpretive techniques are encouraged where appropriate (Policies 567_, 569_, 591_).

3.0 Request to Repeal the Heritage Designating By-law

The property owners made the Heritage Planner aware of their challenges selling the property at 429 William Street in December 2018.

A request to repeal the heritage designating by-law for 429 William Street was received on January 15, 2019. The property owners' difficulty in selling the property is the motivating factor for requesting the repeal of the heritage designating by-law for 429 William Street.

Per Section 33 of the *Ontario Heritage Act*, the 90-day timeline will expire on April 15, 2019.

4.0 Analysis

Recent Conservation Review Board Hearings
Three Conservation Review Board hearings may provide a frame of reference for consideration of the property owners' request to repeal the heritage designating by-law for 429 William Street. The Conservation Review Board hearing CRB0807 reconciles the process and evaluation required to justify the repeal of a heritage designating by-law. The Conservation Review Board hearing CRB0906 highlights a case heard at the Superior Court of Justice, Tremblay v. Lakeshore (Town) (2003), which found that any municipal policy which requires an owner's permission to designate is in violation of the *Ontario Heritage Act*. Lastly, the Conservation Review Board hearing CRB1713 is specific to a request to repeal a heritage designating by-law that was motivated by the sale prospects of a property.

In Conservation Review Board hearing 0807 (CRB0807) (2009), the Municipality of the Village of Merrickville-Wolford refused the request of the property owner to repeal the designating by-law for 212 Drummond Street East, Village of Merrickville-Wolford, Ontario. The request was motivated by the alteration of the front verandah. In this case, the property owner proceeded to alter the verandah after Municipal Council of the Village of Merrickville-Wolford refused their application to obtain consent to alter the heritage designated property. The property owners subsequently requested the repeal of the heritage designating by-law for 212 Drummond Street East. The Village of Merrickville-Wolford denied their request, prompting the property owners to appeal to the Conservation Review Board.

The Conservation Review Board stated, "that a s.32 by-law repeal is effectively a reverse s.29 evaluation, and thus the primary scope of enquiry would be a determination of the cultural heritage value or interest of the property under the criteria of Ontario Regulation 9/06" (CRB0807). The Village of Merrickville-Wolford failed to demonstrate that the property demonstrated sufficient cultural heritage value or interest to merit designation, thus the Conservation Review Board recommended the designating by-law for the property be repealed. In 2010, the Council of the Village of Merrickville-Wolford repealed the designating by-law for 212 Drummond Street East.

In Conservation Review Board hearing 0906 (CRB0906) (2010), the Town of Parry Sound consented to a request to repeal the heritage designating by-law for 41 Church Street, Parry Sound, Ontario. The property owner cited difficulty in obtaining insurance as the motivating factor for requesting repeal of the designating by-law. The decision to repeal the heritage designating by-law was appealed by a community member to the Conservation Review Board.

Evidence presented in CRB0906 demonstrated that the Town of Parry Sound erroneously applied a “volunteer attitude for designation.” Council of the Town of Perry Sound felt that “the ability to obtain property insurance is critical to security of accommodation. It is considered a sufficient reason to remove the designation from the property.” In a previous case heard at the Superior Court of Justice, Tremblay v. Lakeshore (Town) (2003), any municipal policy which requires an owner’s permission to designate is in violation of the *Ontario Heritage Act*. The Conservation Review Board ruled that the Town of Parry Sound failed to present any reasoned arguments for repealing the designating by-law beyond its practice of “voluntary designation.”

In Conservation Review Board hearing CRB1713 (2018), the Municipality of Chatham-Kent made a motion to repeal the heritage designating by-law for 90 Park Street, Chatham, Ontario. The property owner of 90 Park Street requested the repeal of the heritage designating by-law citing the heritage designation of the property would negatively impacts the sale prospects of their property. The motion to repeal the heritage designating by-law prompted several community members to appeal to the Conservation Review Board.

The Objectors in Conservation Review Board hearing CRB1713 (2018), submitted that the reasons for designation had not changed since the time of designation and the property owner’s concern that the designation would negatively impact the sale prospects of the property, is “based on unsupported and unsubstantiated information”. The Objectors also argued that the repeal of the heritage designating by-law on the basis of financial hardship would create a dangerous precedent for future requests coming before the Municipality.

In Conservation Review Board hearing CRB1713 (2018), the Conservation Review Board cited hearing CRB1305 (February 26, 2014) as the framework for their recommendation regarding the request to repeal the heritage designating by-law for 90 Park Street. The hearing noted that the Conservation Review Board is to make **“**the determination of whether or not a property designated under s. 29 continues to hold cultural heritage value or interest as prescribed by O. Reg. 9/06” (CRB1713). The Conservation Review Board also stated that:

> “Under the OHA, the Review Board is not tasked with weighing all other non-heritage related matters in arriving at its recommendation. For example, the property resale value issue raised in this proceeding does not relate to the “heritage merits” and is thus beyond the scope of the Review Board’s considerations.” (CRB1713).

In the hearing, the Conservation Review Board noted that there had been no substantial changes to the property since the date of the heritage designation and that both the Municipality and the property owner did not provide a report which suggests that the property is not of cultural heritage value or interest.

The Conservation Review Board recommended that the heritage designating By-law No. 130-2012 not be repealed due to the continued presence of cultural heritage value or interest. The Municipality of Chatham-Kent did not repeal the heritage designating by-law for 90 Park Street.

Test to Repeal a Heritage Designating By-law

To determine if a property merits protection pursuant to Section 29 of the *Ontario Heritage Act*, it must be evaluated using the criteria of Ontario Regulation 9/06. If a property meets one of the criteria, it may be designated pursuant to Section 29 of the *Ontario Heritage Act*. If a property does not meet any of the above criteria, it does not merit designation under the *Ontario Heritage Act*. The mandated criteria of Ontario Regulation 9/06 are:

> *A property may be designated under Section 29 of the Ontario Heritage Act if it meets one or more of the following criteria for determining cultural heritage value or interest:*
>
> *1. The property has design value or physical value because it,*

   a. *Is a rare, unique, representative or early example of a style, type, expression, material or construction method,*
   b. *Displays a high degree of craftsmanship or artistic merit, or*
   c. *Demonstrates a high degree of technical or scientific achievement.*
2. *The property has historical value or associative value because it,*
   a. *Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,*
   b. *Yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or*
   c. *Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.*
3. *The property has contextual value because it,*
   a. *Is important in defining, maintaining or supporting the character of an area,*
   b. *Is physically, functionally, visually, or historically linked to its surroundings, or,*
   c. *Is a landmark.*

As this evaluation is required for new heritage designations pursuant to Section 29 of the *Ontario Heritage Act*, it should be applied in considering the repeal of an existing heritage designating by-law. If a property previously designated pursuant to Section 29 of the *Ontario Heritage A*ct is determined to not demonstrate sufficient cultural heritage value or interest to merit designation, as required by the mandated criteria of Ontario Regulation 9/06, its heritage designating by-law may be repealed. If a property previously designated pursuant to Section 29 of the *Ontario Heritage Act* is determined to demonstrate one or more of the criteria of Ontario Regulation 9/06, its heritage designating by-law should be upheld.

The methodology of applying the mandated criteria of Ontario Regulation 9/06 when considering a repeal the heritage designating by-law has been used by staff in past. In more recent years, there have been two requests to repeal the heritage designating by-law for 142 Kent Street (By-Law No. L.S.P.-2984) and 77 Price Street (By-Law No. L.S.P. -3249-28). In both cases, staff applied the Test to Repeal a Heritage Designating By-law and found that 142 Kent Street and 77 Price Street continued to have cultural heritage value or interest. Municipal Council refused both of the requests to repeal the heritage designating by-laws.

The Test to Repeal a Heritage Designating By-law has been conducted for the request to repeal the heritage designating By-law No. L.S.P.-3227-417 for 429 William Street (Appendix E). Although the heritage designating by-law for 429 William Street is structured differently than a contemporary heritage designating by-law, due to being designated prior to 2005 (e.g. no specific heritage attributes listed; only architectural reasons are discussed), the property continues to have design/physical value as well as contextual value.

The building located at 429 William Street has design/physical value because it is a representative example of a one-and-a-half storey, frame building with a front gable (Appendix F). The remnant finial in the central peak, as well as the trim around all windows and doors, express Gothic Revival influences and displays a high degree of craftsmanship in the building. The bay window on first floor of the front façade is rare for a one-and-a-half storey frame building. The porch, although a later addition (1910-1920), contributes to the cultural heritage resource as it expresses the evolution of the property.

The heritage designating by-law notes that the windows, storms, and front door are original, including the bay window on the main floor. Site visits were conducted on January 17, 2019 and February 22, 2019 by Krista Gowan, Heritage Planner, and found that the door and bay window have been retained. The top floor two windows appear to have changed. A Heritage Alteration Permit was not obtained, so the time of alteration is unknown. However, the believed newer windows are in similar style and design as the original and therefore, do not impact the overall integrity of the property.

Contextually, the property at 429 William Street was once surrounded by wooden dwellings as seen in the 1881 Rev.1888 Fire Insurance Plans, but is now amongst brick dwellings (Appendix C, Images 15 & 16). Some of the surrounding brick buildings have elaborate details such as the former Bishop Cronyn Memorial Church (442 William Street) (Appendix C, Images 9-16). The property at 429 William Street supports the character of the area by continuing to be a frame building in a neighbourhood that is known for its brick architecture.

The property at 429 William Street also has the potential to yield information that contributes to an understanding of the community. Since the construction of the building at 429 William Street, the building has been a private residence for labourers, tailors, school teachers, freight agents, and shoe makers. The property has also been used as a private school and for businesses.

The review of the heritage designating by-law affirms that 429 William Street continues to merit protection under Part IV of the *Ontario Heritage Act* (see Appendix E). Thus, By-law No. L.S.P.-3227-417 should not be repealed.

Opportunity to Amend Designating By-law
Given that 429 William Street was heritage designated under the Ontario Heritage Act, prior to 2005, it should be noted that Section 30.1(2)(a) of the *Ontario Heritage Act* provides the opportunity for Municipal Council to amend an existing heritage designating by-law. There are three scenarios which Municipal Council may amend a heritage designating by-law. They are:

a) To clarify or correct the statement explaining the property's cultural heritage value or interest or the description of the property's heritage attributes;

b) To correct the legal description of the property; or

c) To otherwise revise the language of the by-law to make it consistent with the requirements of the *Ontario Heritage Act* or the regulations.

While the existing heritage designating by-law cannot be interpreted as invalid, this situation may provide the opportunity to bring an existing heritage designating by-law into conformity with the requirements of the *Ontario Heritage Act*.

5.0 Conclusion

Designation under the *Ontario Heritage Act* is based on the cultural heritage value or interest of a property and not on any economic considerations. While it is unfortunate that the property owners have experienced difficulty selling the property, this is not a sufficient reason to warrant the repeal of a designating by-law.

A review of the heritage designating by-law using the criteria of Ontario Regulation 9/06 affirmed that 429 William Street continues to demonstrate significant cultural heritage value and merits protection under Part IV of the *Ontario Heritage Act*. The request to repeal the heritage designating By-law No. L.S.P.-3227-417 for the property at 429 William Street should be refused.

The City promotes the conservation of its cultural heritage resources as positive contributions to the identity of London, instilling civic pride, and benefiting the local economy. To repeal the designating by-law for a property based on the request of a property owner citing sale prospects would set a negative precedent for the City and would detract from the momentum achieved to date in the conservation of London's cultural heritage resources.

Prepared by:	**Krista Gowan,** **Heritage Planner**
Submitted by:	**Gregg Barrett, AICP** **Manager, Long Range Planning and Sustainability**
Recommended by:	**John M. Fleming, MCIP, RPP** **Managing Director, Planning and City Planner**
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Planning Services	

March 11, 2019
KAG/

Y:\Shared\policy\HERITAGE\Heritage Alteration Permit Reports\William Street, 429\Repeal Request\2019-03-13 LACH Repeal Request - 429 William Street.docx

Attached:

Appendix A: Property Location
Appendix B: Heritage Designating By-law No. L.S.P.-3227-417
Appendix C: Images
Appendix D: Ontario Heritage Toolkit, *Designating Heritage Properties – Repeal of Designating By-law – Owners Initiative* (Ministry of Culture 2006)
Appendix E: Review of By-Law N o. L.S.P.-3227-417
Appendix F: Comparative Properties
Appendix G: Annotated Façade Assessment

Bibliography of Information and Materials

Request for Repeal of Designating By-law No. L.S.P. -3227-417: City of London Request for Repeal of Designating By-law, completed by Dave and Martine Fuller, January 15, 2019.

Reference Documents:
City of London. Designating By-law No. L.S.P. -3227-417.

City of London. File on 429 William Street.

City of London. Request to Repeal Designating By-Law No. L.S.P.-2984-126, 142 Kent Street. Report to the London Advisory Committee on Heritage. Wednesday June 8, 2016.

City of London. Request to Repeal Designating By-law No. L.S.P.-3249-28, 77 Price Street. Report to the London Advisory Committee on Heritage. Wednesday May 13, 2015.

Conservation Review Board. “Re: Objection under s.32(14) of the Ontario Heritage Act, to the Notice of Intention to Repeal Designation By-law No. 130-2012 that designates the property known municipally as 90 Park Street (Haddington Villa) in the Municipality of Chatham-Kent, under s.29 of the Ontario Heritage Act” (CRB1713). February 6, 2018.

Conservation Review Board. “Re: Objection under s.32(14) of the Ontario Heritage Act, to the Notice of Intention to Repeal By-law 94-3705 that designates the property known municipally as 41 Church Street in the Town of Parry Sound, under s.29 of the Ontario Heritage Act” (CRB0906). June 11, 2010.

Conservation Review Board. “Re: The Municipality of the Village of Merrickville-Wolford – refusal of an application by Diana McCavera and Michael McCavera under s.32 of the Ontario Heritage Act to repeal part of By-law 10-82 under s.29 of the Ontario Heritage Act designating the property known municipally as 212 Drummond Street East in the Village of MerrickvilleWolford” (CRB0807). August 10, 2009.

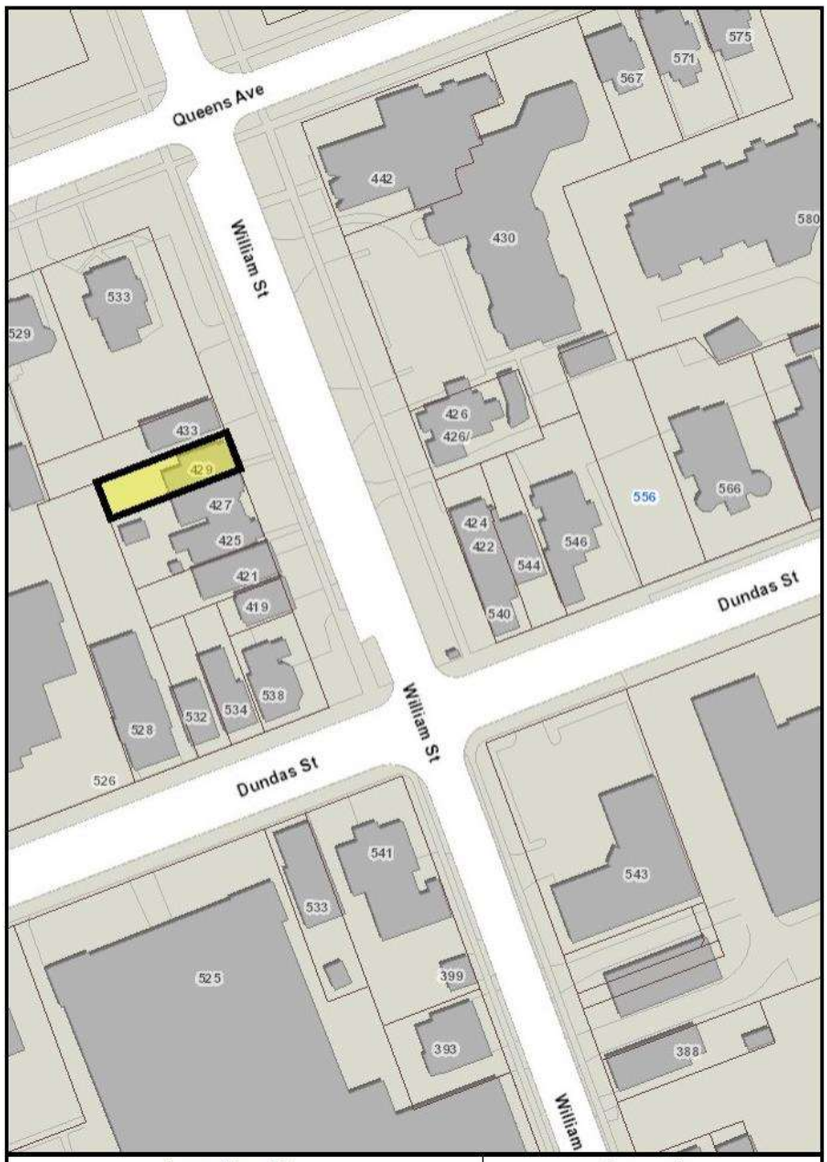
Ministry of Tourism, Culture and Sport. “Insuring Heritage Properties.” 2006, revised 2012.

Ontario Heritage Act, R.S.P. 1990, Chapter O.18.

Superior Court of Justice. Tremblay v. Lakeshore (Town), 2003 6354 (ON SCDC). November 3, 2003.

Other:
Site visit January 17 and February 22, 2019. Photographs of the same date indicated.

Appendix A – Location Map



Location Map	
Project Title:	Location Map
Description:	429 William Street
Created By:	Krista Gowan
Date:	2/12/2019
Scale:	1:1000

Corporation of the City of London

N

Legend

- Subject Site
- Parks
- Assessment Parcels
- Buildings
- 123 Address Numbers

Appendix B – Heritage Designating By-law No. L.S.P.-3227-417

Bill No. 9
1994

By-law No. L.S.P.-3227-417

A by-law to designate 429 William Street to be of architectural value.

WHEREAS pursuant to the Ontario Heritage Act, R.S.O. 1990, c. 0.18, the Council of a municipality may by by-law designate a property including buildings and structures thereon to be of historic or architectural value or interest;

AND WHEREAS notice of intention to so designate the property known as 429 William Street has been duly published and served and no notice of objection to such designation has been received;

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

1. There is designated as being of architectural value or interest, the real property at 429 William Street, more particularly described in Schedule "A" hereto, for the reasons set out in Schedule "B" hereto.

2. The City Clerk is authorized to cause a copy of this by-law to be registered upon the title to the property described in Schedule "A" hereto in the proper Land Registry Office.

3. The City Clerk is authorized to cause a copy of this by-law to be served upon the owner of the aforesaid property and upon the Ontario Heritage Foundation and to cause notice of this by-law to be published in the London Free Press, and to enter the description of the aforesaid property, the name and address of its registered owner, and short reasons for its designation in the Register of all properties designated under the Ontario Heritage Act, R.S.O. 1990.

4. This by-law comes into force on the day it is passed.

PASSED in Open Council on December 6, 1993.

T. G. Gosnell
Mayor

K. W. Sadler
City Clerk

First reading - December 6, 1993
Second reading - December 6, 1993
Third reading - December 6, 1993

SCHEDULE "A"

To By-law No. L.S.P.-3227-417

Part Lot 4 according to Plan 36(E) in the City of London and County of Middlesex as in Instrument No. 297240.

SCHEDULE "B"

To By-law No. L.S.P.-3227-417

In a neighbourhood known for its brick architecture, this pre-1877 frame building is noteworthy. This one and a half storey, front end gable frame house has door and unusual window trim detailing on all elevations which is seldom seen in London. All the windows and storms as original. There is a remnant finial in central peak. There is a bay window on first floor of front facade. The porch is a later addition (1910-1920). The original roof material was probably wood shingle.

Appendix C – Images



Image 1. 429 William Street, 1993 (at the time of designation)



Image 2. 429 William Street, February 2019



Image 3. Front of 429 William Street, February 2019



Image 4. Rear of 429 William Street, February 2019



Image 5. Porch, 429 William Street, February 2019



Image 6. Window Trim, 429 William Street, February 2019



Image 7. Trim around front door, 429 William Street, February 2019



Image 8. Bay window, 429 William Street, February 2019

Contextual Images



Image 9. West Side of William Street, February 2019



Image 10. Looking North/West at the brick dwellings that surrounds 429 William Street, West Side of William Street, February 2019



Image 11. Looking North/East at the brick dwellings that surrounds 429 William Street, East Side of William Street, February 2019



Image 12. Corner at Dundas Street and William Street. Looking at the brick dwelling that surrounds 429 William Street, February 2019



Image 13. Property at 536 Queens Ave. Corner of Queens Avenue and William Street (West Woodfield Heritage Conservation District). Looking North/East at the brick dwelling that surrounds 429 William Street , East Side of William Street, February 2019



Image 14. Property at 534 Queens Ave. Corner of Queens Avenue and William Street (West Woodfield Heritage Conservation District). Looking North/East at the brick dwelling that surrounds 429 William Street , East Side of William Street, February 2019

Fire insurance Plans

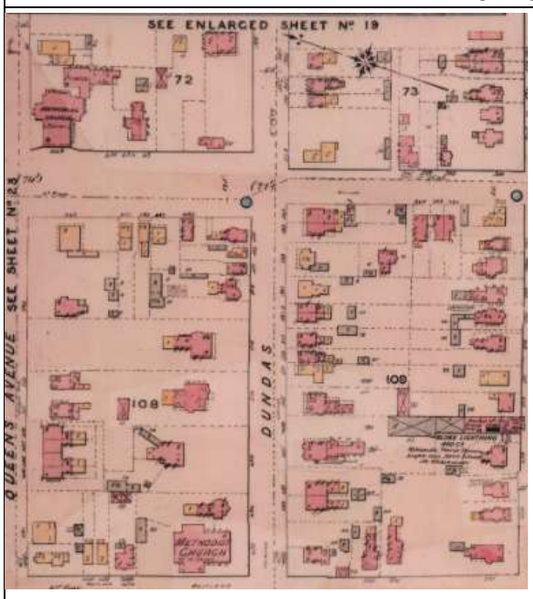


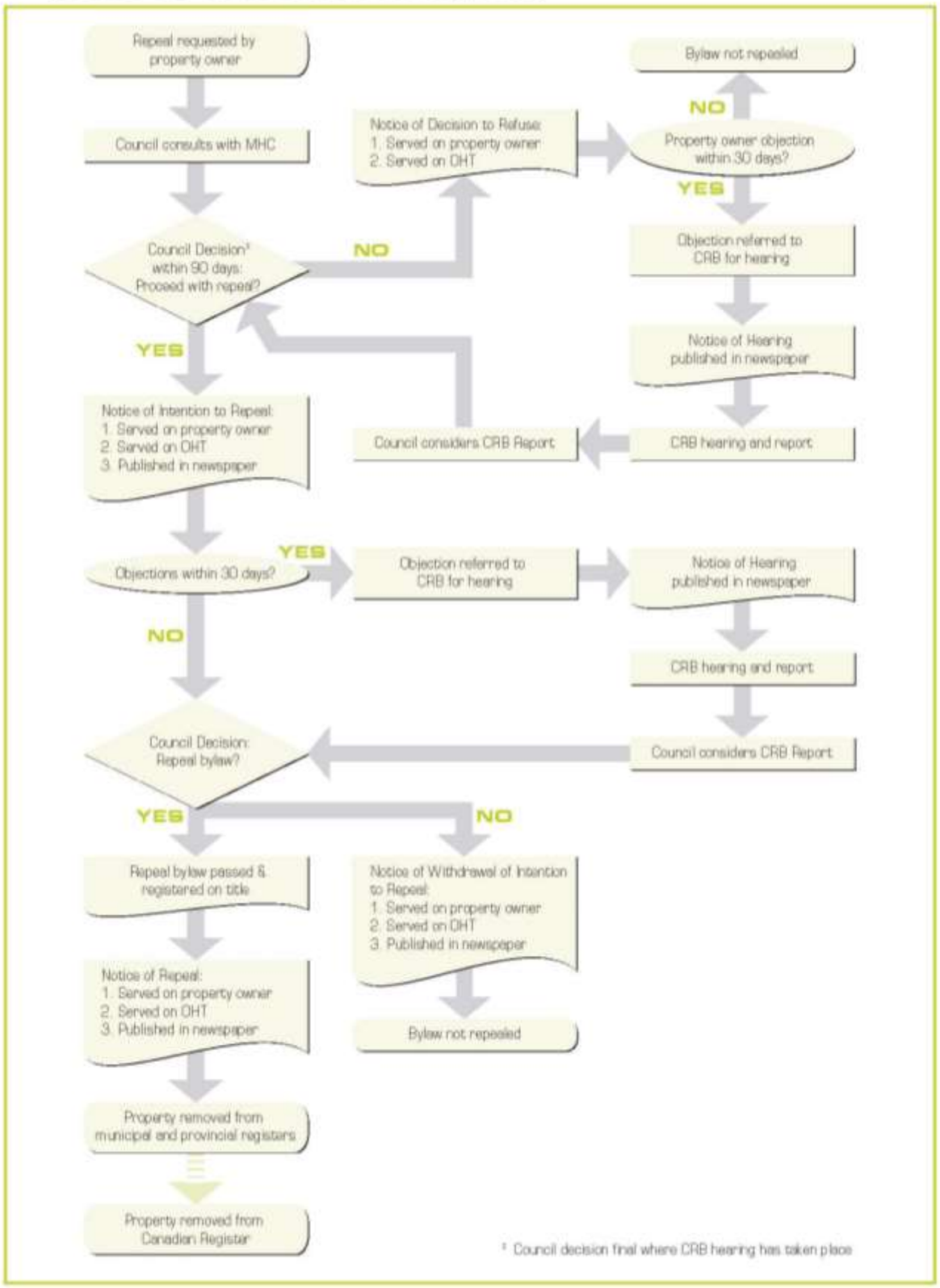
Image 15. Detail of sheet 24 of the 1881 Rev. 1888 Insurance Plan showing the property at 429 William Street surrounded by wooden dwellings. Courtesy Western Archives



Image 16. Detail of sheet 24 of the 1912 Rev. 1922 Insurance Plan showing the property at 429 William Street surrounded by brick dwellings. Courtesy Western Archives.

Appendix D – Ontario Heritage Toolkit

5. Repeal of Designating Bylaw, Owner's Initiative
(Section 32 of the Ontario Heritage Act)



Appendix E – Review of By-law No.L.S.P.-3227-417

Review of cultural heritage value or interest of 429 William Street, as articulated by By-law No. L.S.P.-3227-417, using the mandated criteria of Ontario Regulation 9/06:

Criteria A property may be designated under Section 29 of the *Ontario Heritage Act* if it meets one or more of the following criteria for determining cultural heritage value or interest:		**By-law No. L.S.P.-3227-417**	**Heritage Planner Comment**	**Does the property Meet the Criteria?**
1. The property has design value or physical value because it,	a. Is a rare, unique, representative or early example of a style, type, expression, material or construction method,	"In a neighbourhood known for its brick architecture, this pre-1877 frame building is noteworthy. This one and half storey, front end, gable frame house has door and unusual window trim detailing on all elevations which is seldom seen in London. All the windows and storms as original. There is remnant finial in central peak. There is a bay window on first floor of front façade. The porch is a later addition (1910-1920). The original roof was probably wood shingle."	The building located at 429 William Street has design value because it is a representative example of a one and a half storey, frame building with a front gable in the City of London. The bay window on first floor of the front façade a rare attribute of one and a half storey, front gable, and frame buildings. The porch, although a later addition (1910-1920), contributes to the cultural heritage resource as it expresses the evolution of the property	Yes
	b. Displays a high degree of craftsmanship or artistic merit, or	"This one and half storey, front end, gable frame house has door and unusual window trim detailing on all elevations which is seldom seen in London."	The remnant finial in the central peak and trim around windows and doors on all elevations displays a high degree of craftsmanship.	Yes
	c. Demonstrates a high degree of technical or scientific achievement.	Not noted in designating by-law.	Research was undertaken, and the property at 429 William Street does not demonstrate a high degree of technical or scientific achievement..	No
2. The property has historical value or associative value because it,	a. Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,	Not noted in designating by-law.	Research was undertaken, and a significant theme, event, belief, person, activity, organization or institution to the community has not been discovered.	No
	b. Yields, or has the potential to yield, information that contributes to an understanding	Not noted in designating by-law.	Since the construction of the building at 429 William Street, the building has been a private residence for labourers, tailors, school teachers, freight agents, and shoe makers. The	Yes

	of a community or culture, or		property has also been used as a private school and for businesses. The property at 429 William has the potential to yield information that contributes to an understanding of the community.	
	c. Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	Not noted in designating by-law.	Research was undertaken and an architect and builder were unable to be identified.	No
3. The property has contextual value because it,	a. Is important in defining, maintaining or supporting the character of an area,	"In a neighbourhood known for its brick architecture, this pre-1877 frame building is noteworthy."	The property at 429 William Street was once surrounded by wooden dwellings as seen in the 1881 Rev.1888 Fire Insurance Plans, but is now amongst brick dwellings (Appendix C, Image 14 &15). Some of the surrounding brick buildings have elaborate details such as the former Bishop Cronyn Memorial Church (442 William Street). The property at 429 William Street supports the character of the area by continuing to be a frame building in an area of brick dwellings.	Yes
	b. Is physically, functionally, visually, or historically linked to its surroundings, or,	Not noted in designating by-law.	Research was undertaken and the property at 429 William Street was not found to be physically, functionally, visually, or historically linked to its surroundings in a significant way.	No
	c. Is a landmark.	Not noted in designating by-law.	The property at 429 William Street is not a landmark.	No

Heritage attributes extracted from the By-law No. L.S.P.-3227-417 include:

- Frame house
- Front end gable
- Remnant finial in central peak
- Window trim on all elevations
- Door trim on all elevations
- Windows
- Original storms
- Bay window
- Porch – noted as a later additions (1910-1920)

Appendix F – Comparative Properties



Image 17. Property at 471 Maitland Street, c1850. Designated under Part IV of the *Ontario Heritage Act.*



Image 18. Property at 58 Blackfriars Street, c 1870. Designated under Part V of the *Ontario Heritage Act.*



Image 19. Property at 225 Maitland Street, c.1874. Listed property under Section 27 of the *Ontario Heritage Act*. Photo provided by Google Streetview



Image 20. Property at 136 Mill Street, c1868. Listed property under Section 27 of the *Ontario Heritage Act*. Photo provided by Google Streetview



Image 21. Property at 134 Mill Street, c.1870. Not protected under the *Ontario Heritage Act*. Photo provided by Google Streetview



Image 22. Property at 305 Grey Street, c. 1880. Not protected under the *Ontario Heritage Act.* Photo provided by Google Streetview



Image 23. Property at 307 Grey Street, c. 1893). Not protected under the *Ontario Heritage Act.* Photo provided by Google Streetview



Image 24. Property at 127 Ann Street, c.1870. Listed property under Section 27 of the *Ontario Heritage Act*. Photo provided by Google Streetview



Image 25. 125 Ann Street, c.1870. Not protected under the *Ontario Heritage Act* Photo provided by Google Streetview

Appendix G –Annotated Façade Assessment





1 & 2. Remnant finial in central peak. Front end gable





3. Trim around windows on all elevations





4. Trim around doors on all elevations



5. Bay window



6. Porch, later addition

Architectural Conservancy Ontario – London Region Branch
Grosvenor Lodge
1017 Western Road
London, ON N6G 1G5

Monday, March 11, 2019

Members of Planning & Environment Committee (PEC) via email:
Councillor Stephen Turner (Chair)
Councillor Anna Hopkins
Councillor Jesse Helmer
Councillor Maureen Cassidy
Councillor Phil Squire

Members of the London Advisory Committee on Heritage (LACH)
through the LACH Committee Secretary

Re: Request to repeal heritage designation for 429 William Street

Dear Councillors:

On behalf of ACO London, I write to oppose the request to repeal the heritage designation for 429 William Street. The request should be denied for the following reasons:

1. The building is a well-preserved Gothic Revival home dating to ca. 1870.
2. The original reasons for designation do not appear to have changed. The home is still of cultural value to London for its construction, craftsmanship, and context.
3. Repealing a designation defeats its purpose, which is to conserve heritage assets for future generations.
4. Designation should be based solely on heritage value and not on economic considerations such as resale possibilities.
5. To repeal a heritage designation sets a dangerous precedent for future similar requests within the city.

We trust PEC members will choose to protect London's built heritage and deny this request.

Sincerely,

Jennifer Grainger
President, London Region Branch, Architectural Conservancy Ontario

Copies: Heather Lysynski, PEC Committee Secretary – hlysynsk@london.ca
Jerri Bunn, LACH Committee Secretary – jbunn@london.ca

From: Dave Fuller
Subject: Request to Repeal Heritage Designation for 429 William St , London, Ontario
Date: March 12, 2019 at 7:12:33 PM EDT
To: hlysynsk@london.ca
Cc: akayabaga@london.ca

Please add these comments to the Public Meeting on March18, 2019.

Ladies and Gentlemen:

I would like to have the Heritage Designation repealed for 429 William Street.

I have owned the property for 26 years and have kept it in good condition.

It is a Dressmaker's boutique downstairs with a one bedroom flat above.

It has been for sale for 12 months, after first installing a new furnace and roofing.

It is zoned commercial which suits the street but the heritage designation is making it difficult to sell. Recently a prospective buyer phoned city hall ,they were told that heritage properties could not be altered in any way. (This is not accurate. Obviously they spoke to the wrong city hall employee,but you can sense my frustration.)

People looking at the property have included medical professionals, craft brewers, accountants,and recording studio engineers.

This neighbourhood has changed a lot in the past 3 decades. I share a parking lot with a methadone clinic which faces Dundas street. There are also drop in centres nearby and even the church across the street is no longer a church.

My neighbours include graphic designers, dentists,electrical contractors,and a medical clinic.

In closing I would say that since I am not part of any heritage area, and the street is commercial,and I have commercial zoning,lets clear the way for a new entrepreneur to take over the property.

Thank you.

Dave Fuller

Owner
429 William St
London Ontario

Report to Planning and Environment Committee

To: **Chair and Members**
Planning and Environment Committee
From: **George Kotsifas, P. Eng.**
Managing Director, Development and Compliance Services
And Chief Building Official
Subject: **Demolition Request for Heritage Listed Property at 1588 Clarke Road**
By: **Sifton Properties Ltd.**
Meeting on: **March 18, 2019**

Recommendation

That, on the recommendation of the Heritage Planner, Development Services, the following actions **BE TAKEN** with respect to the request for the demolition of the barn on the heritage listed property located at 1588 Clarke Road:

a) The Chief Building Official **BE ADVISED** that Municipal Council consents to the demolition of the barn on this property;

b) That 1588 Clarke Road **BE REMOVED** from the *Register* (*Inventory of Heritage Resources*); and,

c) The property owner **BE REQUESTED** to commemorate the historic contributions of the Tackabury family in the future development of this property.

Executive Summary

Summary of Request
The property owner has requested consent of Municipal Council to demolish the barn on a heritage listed property at 1588 Clarke Road.

Purpose and the Effect of Recommended Action
The purpose of the recommended action is to allow the barn on the property to be demolished and to remove the property from the *Register* (*Inventory of Heritage Resource*).

Rationale of Recommended Action
Staff evaluated the barn on the property using the criteria of *Ontario Heritage Act* Regulation 9/06 and found that the barn and associated farmstead property and structures do not meet the criteria for designation.

Analysis

1.0 Background

1.1 Property Location
The property at 1588 Clarke Road is located on the east side of Clarke Road, just south of Kilally Road, at the intersection of Clarke and Kilally Roads (Appendix A). The property is part of the former London Township that was annexed by the City of London in 1993. The property is near the north-east limits of the City of London, just west of the Fanshawe Dam and Conservation Area.

1.2 Cultural Heritage Status
The property has been included on the *Inventory of Heritage Resources* since March 26, 2007. The *Inventory of Heritage Resources* was adopted as the *Register* pursuant to Section 27 of the *Ontario Heritage Act* in 2007.

There are several properties adjacent to 1588 Clarke Road that are LISTED on the *Register* (*Inventory of Heritage Resources*) as having potential cultural heritage value or interest:

- 1424 Clarke Road (c1860; may be earlier), Ontario Farmhouse
- 1511 Clarke Road (c1865),Ontario Farmhouse
- 2304 Kilally Road (1910), Georgian Revival, known as Edgewood

1.3 Description

The property at 1588 Clarke Street is a large property with a rural character (Appendix B). The property is approximately 38 acres (15 hectares) in size and is historically known as the north half of Lot 4, Concession III, in the former London Township. Portions of the original 100 acre parcel were previously sold.

The current entrance to the property is from Clarke Road which at one time was presumably from Kilally Road. The entrance road is bounded by a partial allée, and crosses a small culvert leading up from a wooded ravine to a small hill and clearing. The property comprises several buildings clustered around a looped drive and includes a house, barn, shed and two ancillary modern metal sheds. The remainder of the property is agricultural fields that are not being actively farmed.

1.3.1 Barn

The subject of this demolition request is a granary barn dating in part from the middle of the nineteenth century; it is positioned to the south of the loop-drive. The barn is a gabled roof barn (approx.12.2m x 15.2; 40’ x 50’) with timber frame construction and a rubble stone foundation; it appears to be clad with a metal roof. Its typology is that of a Bank Barn, which features a gangway (or barn hill) on the north side to access the upper level of the structure (hayloft); access to the stables below is from the south side of the barn. A small addition was constructed to the north and is not original to the primary barn. A silo existed on the east elevation which was removed 2009-2010 and may account for considerable damage to a primary beam on the east exterior bent. Comer posts and girts are roughly hewn with joints fashioned with a mortise and tenon. Smaller structural pieces (i.e. purlins) appear to be of sawn lumber. Most of the exterior wall planks are over a foot wide.

1.3.2 Other Buildings (House and Shed)

The house at 1588 Clarke Road consists of a 1 ½ storey Ontario Farmhouse, side gable roof design constructed with buff brick. N. Tausky estimates that the construction of the main portion of the house to be c1865, noting that: “the only house on this property in the 1861 census is a log structure, however, the stylistic qualities described above and the quality of the brick suggest that the house was built soon after, in the 1860s.” (Archaeologix, p47-48). A series of additions have been made to the back and to the east side of the house. The kitchen addition dates from c1875, with the other additions to the south and east being constructed more recently.

Typical of many similar farmhouses, the gabled roof ridge runs parallel with the façade. The façade features three bays with a centre door with a small gable positioned above which originally likely contained an ornamental window proportioned within the gable. Window and door openings on the front façade are topped with brick voussoirs, each consisting of a stretcher and a header to form a rectangular arch; voussoirs of vertically positioned stretchers form a segmental arch over a kitchen wing added to the house at a somewhat later date.

The interior layout of the house has changed to accommodate multiple additions and the relocation of the primary entrance at the rear ‘mud room’. Interior materials and finishes have been altered considerably with contemporary replacements. Much of the original flooring, baseboards and historic trim have been removed. All of the windows have been replaced with vinyl windows, along with the front door, including the sidelight and transom window. The fireplace is one of the few historic interior features that remains in the house.

The basement is partially excavated and the walls are constructed of the fieldstone foundation for the house. The floor of the basement consists of a mix of gravel/dirt floor and some brick that appear to have been laid to form a partial masonry floor.

Note that the site visit and photographing did not include access directly into the hayloft space of the barn, and the stable area below was only cursorily inspected due to safety concerns. Access was not provided to the house, and the drive shed was locked. Information provided in this report for the interior of the house and basement was gained from the Heritage Impact Assessment prepared by AECOM.

1.4 Property History

The Euro-Canadian history of this property begins with land records for Lot 4, Con III which indicate that the whole 200 acres was granted to the Honorable John Hale in 1817 (Archaeologix, p17). In 1853, the subject property at N ½ Lot 4 Con III, lists Edward Hale and then John Tackabury as the owner. The *Index to London Township Map* (along with 1878 Map) illustrate the division of the property among J. Tackabury's male children after his death in 1877 (Jason, Robert and Samuel) noting that Nathan already held 50 acres at N ½ Lot 3 Con III. Samuel Tackabury assumed ownership of the farmstead at 1588 Clarke Road which, based on 1863 mapping, was likely already established by his father J. Tackabury.

The 1588 Clarke Road property is associated with the Tackabury family who are among the earliest settlers in this community commonly referred to as 'The Grove' (a hamlet south of the subject property). The Tackabury family originated from Ireland, Counties of Wicklow-Wexford. They emigrated from upstate New York to London Township in 1819 and are associated with Methodist Irish pioneer settlement in this area. Throughout the 19th century, the Tackabury family were active members in the fledging Grove Community. In 1862, they donated land on their property (Lot 4, Con III – at the southwest corner) for the construction of a church and school. The church was erected in 1883 and stood until 1980 as The Grove United Church. The S.S. #27 Grove School was opened in 1865 with a new building being constructed on the same site; it operated until 1960. Into the 20th century, many descendants of John Tackabury remained in London Township on Lot 4, Concession 3, including at the 1588 Clarke Road (London Township History Book Committee 2001b: 487-488). At the Grove-Webster Cemetery (located at 1425 Huron St), 17 descendants of John Tackabury are buried (Find a Grave).

2.0 Legislative and Policy Framework

2.1 Provincial Policy Statement

Section 2.6.1 of the *Provincial Policy Statement* (2014) directs that "significant built heritage resources and significant cultural heritage landscapes shall be conserved." "Significant" is defined in the *Provincial Policy Statement* (2014) as, in regards to cultural heritage and archaeology, "resources that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, and event, or a people."

2.2 Ontario Heritage Act

Section 27 of the *Ontario Heritage Act* requires that a register kept by the clerk shall list all properties that have been designated under the *Ontario Heritage Act*. Section 27(1.2) of the *Ontario Heritage Act* also enables Municipal Council to add properties that have not been designated, but that Municipal Council "believes to be of cultural heritage value or interest" on the Register.

The only cultural heritage protection afforded to heritage listed properties is a 60-day delay in the issuance of a demolition permit. During this time, Council Policy directs that the London Advisory Committee on Heritage (LACH) is consulted, and a public participation meeting is held at the Planning & Environment Committee.

Section 29 of the *Ontario Heritage Act* enables municipalities to designate properties to be of cultural heritage value or interest. Section 29 of the *Ontario Heritage Act* also

establishes consultation, notification, and process requirements, as well as a process to appeal the designation of a property. Appeals to the Notice of Intent to Designate a property pursuant to Section 29 of the *Ontario Heritage Act* are referred to the Conservation Review Board (CRB).

2.3 Official Plan/The London Plan

Chapter 13 (Heritage of the City of London's *Official Plan* (1989, as amended) recognizes that properties of cultural heritage value or interest

> *Provide physical and cultural links to the original settlement of the area and to specific periods or events in the development of the City. These properties, both individually and collectively, contribute in a very significant way to the identity of the City. They also assist in instilling civic pride, benefitting the local economy by attracting visitors to the City, and favourably influencing the decisions of those contemplating new investment or residence in the City.*

The objectives of Chapter 13 (Heritage) support the conservation of heritage resources, including encouraging new development, redevelopment, and public works to be sensitive to, and in harmony with, the City's heritage resources (Policy 13.1.iii). This direction is also supported by the policies of *The London Plan* (adopted 2016); *The London Plan* has greater consideration for potential cultural heritage resources that are listed, but not designated under the *Ontario Heritage Act*, through planning processes.

2.4 Register (Inventory of Heritage Resources)

Municipal Council may include properties on the *Inventory of Heritage Resources* (Register) that it "believes to be of cultural heritage value or interest." These properties are not designated, but are considered to have potential cultural heritage value or interest. The *Inventory of Heritage Resources* (Register) states that further research is required to determine the cultural heritage value or interest of heritage listed properties.

2.5 Additional Reports

2.5.1 Archaeological & Built Heritage Assessment, Kilally East Area Plan (2001)

In preparation of the Kilally East Area Plan, a *Stage 1 Archaeological & Built Heritage Assessment* was prepared in 2001 (Archaeologix). The report describes background research and field observation activities carried out for the municipal area plan comprising approximately 243 Ha. Seven built heritage features were identified as being of cultural significance – 1588 Clarke Road was one of them. Report conclusions recommended that efforts be made to preserve and designate the properties and protect them from development impact. At the time four of the seven were listed on the Register, with the remaining three having no heritage status

Regarding 1588 Clarke Road specifically, the report notes that it "*exemplify*[ies] *typical brick Ontario farmhouses of the last half of the nineteenth-century",* and further draws comparisons to the house at 1511 Clarke Road noting that 1511 "*is a particularly good example of the popular local type"* presumably due to its *"good state of preservation."* The preservation state of the house on 1588 Clarke Road was found to be fair, mainly due to recent window replacements and the radically altered profile of the gable window. The landscape setting was identified as a significant feature, but noting that "tentative plans for widening Clarke Road may pose a threat to the rural farmstead context."

2.5.2 Heritage Impact Assessment, 1588 Clarke Road (2016)

As per Policies of London's Official Plan (1989) and The London Plan, a Heritage Impact Assessment was prepared to assess potential impacts of a proposed development at 1588 Clarke Road. This HIA was prepared according to the guidelines set out in the MTCS Ontario Heritage Toolkit and the property was evaluated using the mandated criteria of Ontario Heritage Act Regulation 9/06. The evaluation concluded that the property does not have cultural heritage value and did not meet the criteria for designation; as a result designation of the property under the Ontario Heritage Act was not recommended.

2.5.3 Cultural Heritage Assessment Report, Clarke Road Improvements – Environmental Assessment (2019)

A Cultural Heritage Assessment Report (CHAR) was prepared in 2019 for the Clarke Road Improvements proposed between the Veterans Memorial Parkway Extension and Fanshawe Park Road East. The CHAR was completed to identify cultural heritage resources, including built heritage and cultural heritage landscapes present within the study area and to recommend mitigative measures to potential impacts of road improvements. The property at 1588 Clarke Road was identified as having potential cultural heritage value or interest (CHVI) and further evaluated according to O.Reg. 9/06.

Regarding 1588 Clarke Road specifically, impacts were identified (i.e. potential impacts from construction vibrations) due to the location of heritage attributes within 50 metres of the proposed road improvements and construction activities. There may be a need identified for mitigative measures such as the construction of one metre retaining walls at the property line. Further, conclusions of the 9/06 evaluation determined that the property met four of the nine criteria for designation, that it:

- is a rare, unique, representative or early example of a style, type, expression, material or construction method;
- has direct associations with a theme, event, belief, person, activity organization or institution that is significant to a community;
- is important in defining, maintaining or supporting the character of an area; and,
- is physically, functionally, visually or historically linked to its surroundings.

3.0 Demolition Request

Written notice of their intention to demolish the barn located at 1588 Clarke Road was submitted by the property owner and received on February 7, 2019.

Municipal Council must respond to a notice of intention to demolish a heritage listed property within 60 days, or the request is deemed consented. During this 60-day period, the London Advisory Committee on Heritage (LACH) is consulted and, pursuant to Council Policy, a public participation meeting is held at the Planning & Environment Committee.

The 60-day period for the demolition request for the barn on the property at 1588 Clarke Road expires on April 8, 2019.

Staff undertook a site visit of the property, accompanied by a representative of the property owner, on February 14, 2019. The site visit included an exterior inspection of the property and buildings. The hayloft space of the barn was viewed from inside the barn doors, and the stable area below was only cursorily inspected due to safety concerns. Access was not provided to the house, and the drive shed was locked.

Consultation

Pursuant to Council Policy for the demolition of heritage listed properties, notification of the demolition request was sent to 9 property owners within 120m of the subject property on February 27, 2019, as well as community stakeholders including the Architectural Conservancy Ontario – London Region, London & Middlesex Historical Society, and the Urban League. Notice was also published in *The Londoner* on February 28, 2019.

At the time of writing, no replies have been received seeking further information regarding this demolition request.

4.0 Cultural Heritage Evaluation

4.1 Criteria for Determining Cultural Heritage Value or Interest

The criteria of *Ontario Heritage Act* Regulation 9/06 establishes criteria for determining the cultural heritage value or interest of individual properties. These criteria are:

1. Physical or design value:
    i. Is a rare, unique, representative or early example of a style, type, expression, material or construction method;
    ii. Displays a high degree of craftsmanship or artistic merit; or,
    iii. Demonstrates a high degree of technical or scientific achievement.
2. Historical or associative value:
    i. Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;
    ii. Yields, or has the potential to yield, information that contributes to an understanding of a community or culture; or,
    iii. Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.
3. Contextual value:
    i. Is important in defining, maintaining or supporting the character of an area;
    ii. Is physically, functionally, visually or historically linked to its surroundings; or,
    iii. Is a landmark.

A property is required to meet one or more of the abovementioned criteria to merit protection under Section 29 of the *Ontario Heritage Act*. Should the property not meet the criteria for designation, the demolition request should be granted and the property removed from the *Register (Inventory of Heritage Resources)*.

4.2 Comparative Analysis

Most historic barns that are still standing in what has become the City of London are timber frame bank barns like that found at 1588 Clarke Road. This type of barn is common, although it is unclear precisely how many barns remain. While rural properties, which may include barns, are included on the *Register* (*Inventory of Heritage Resources*), only a small number include a direct reference to the barns on the property. A cursory count revealed no less than 20 properties mentioning ‘barn’ in the Register. This review is certainly not comprehensive, but does provide some indication that bank barns in the City are not rare. Some mention of barns include:

- 3544 Dingman Drive (ell-shaped bank barn with a gable roof, built circa 1870)
- 5406 Highbury Avenue South (type unclear but has a gable roof, built circa 1870)
- 5617 Highbury Avenue South (T-shaped bank barn with gable roof, built circa. 1900)
- 2240 Manning Drive (noted as “early barns” but details unclear)
- 4335 Murray Road (T-shaped bank barn with gambrel roof, circa 1870)
- 2012 Oxford Street (type unclear, built circa 1865)
- 2154 Richmond Street (bank barn with gable roof, 1865)
- 1383 Scotland Drive (T-plan bank barn with gable roof, 1865)
- 3583 Westminster Drive (bank barn with gable roof, circa 1865)

Further, a cursory count of ‘Ontario Farmhouse’ revealed no less than 100 properties mention on the *Register* exhibiting this specific architectural style. Once again, this review is certainly not comprehensive (as currently, many properties on the Register do not note style), but does provide some indication that this style is not rare in the City. There are other Ontario farmhouses located within the Kilally-Clarke Road area noted in the *Archaeological & Built Heritage Assessment* – 2001 and *Cultural Heritage Assessment Report* – 2019; 1395 Sandford Street, 1424 Clarke Road and 1511 Clarke Road. 1511 Clarke Road was described as being comparable in proportions and details, yet exhibiting a higher degree of conservation and integrity than the farmhouse at 1588 Clarke Road.

4.3 Ontario Heritage Act – 9/06 Evaluation of 1588 Clarke Road

Criteria for Determining Cultural Heritage Value or Interest			
Criteria		**Evaluation**	**Analysis - Response**
The property has design value or physical value because it,	is a rare, unique, representative or early example of a style, type, expression, material, or construction method.	• Mid-century Bank Barn with timber frame construction • Early constructed Ontario farmhouse (c1865)	• The barn on the property is a common type and not altogether rare in the City of London. • The farmhouse on the property is not unique or rare in the City of London (and other municipalities in ON). • There are other farmhouses within the Kilally-Clarke area better conserved and representative of this style (e.g.1511 Clarke Road).
	displays a high degree of craftsmanship or artistic merit.	The barn, farmhouse and drive shed are ordinary structures, typical of the period with no outstanding or unusual details or ornamentation. There is no evidence of a high degree of craftsmanship or artistic merit.	
	demonstrates a high degree of technical or scientific achievement	No evidence of a high degree of technical or scientific merit was found.	
The property has historical value or associative value because it,	has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.	• The property is associated with the Tackabury family who are among the earliest settlers in this area • The family is identified with Methodist Irish pioneer settlement in the area and the establishment of 'The Grove' community	• Long term retention through designation of the adjacent property at 1424 Clarke Road (likely constructed by Nathan Tackabury, John Tackabury's eldest son) should be considered. • It is an earlier and more exemplary example of an Ontario Farmhouse (than that at 1588 Clarke Rd). • It is better suited to reflect the contribution of the family in the area. See Appendix B, images 16 and 17.
	yields, or has the potential to yield, information that contributes to an understanding of a community or culture.	The barn and associated farmstead property and structures are not believed to yield, or have the potential to yield, information that contributes to an understanding of a community of culture.	
	demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	The barn, farmhouse and drive shed are built in a vernacular tradition and not attributed to a particular builder or architect.	
The property has contextual value because it,	is important in defining, maintaining, or supporting the character of an area.	• The property comprises elements of a 19th century farmstead inclusive of a barn and farmhouse • The property is reflective of original survey road patterns • The property is not actively farmed but linked to the rural, agricultural setting through its past function	• The surrounding area is transitioning from an agricultural area to an area that will likely be more residential in character. • The proposed widening of Clarke Road and extension of the Veteran's Memorial Parkway to Fanshawe Road East will likely isolated the property at 1588 Clarke Rd and compromise the historic
	is physically, functionally, visually, or historically linked to its surroundings.		

			lot and development pattern of its surrounding agricultural area. • Regrettably, if retained, the barn and farmstead property risk becoming 'a contextual', isolated and devoid of the meaning once derived from its rural setting. • This will irrevocably diminish the potential for this property to be recognized as a tangible link to the agricultural past of this area.
	is a landmark.	While certainly recognizable, it is not conclusive if the barn and associated farmstead property and structures are a landmark in the context of the community.	

5.0 Conclusion

The evaluation of the barn and associated farmstead property and structures on the property at 1588 Clarke Road did not meet the criteria for designation under Part IV of the *Ontario Heritage Act*. Municipal Council should consent to the demolition of the barn on this property and advise the Chief Building Official accordingly.

Recommended by:	**Laura E. Dent, M.Arch, PhD, MCIP, RPP** **Heritage Planner**
Reviewed by:	**Michael Tomazincic, MCIP, RPP** **Manager, Current Planning**
Concurred in by:	**Paul Yeoman, RPP, PLE** **Director, Development Services**
Submitted by:	**George Kotsifas, P.ENG** **Managing Director, Development and Compliance Services and Chief Building Official**
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services.	

LED/

Appendix A Maps
Appendix B Images

K:\Shared\ADMIN\1- PEC Reports\2019 PEC Reports\4- March 18\Draft_2019-03-18 PEC Demo 1588 Clarke Road.docx

Sources

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Appendix A – Maps

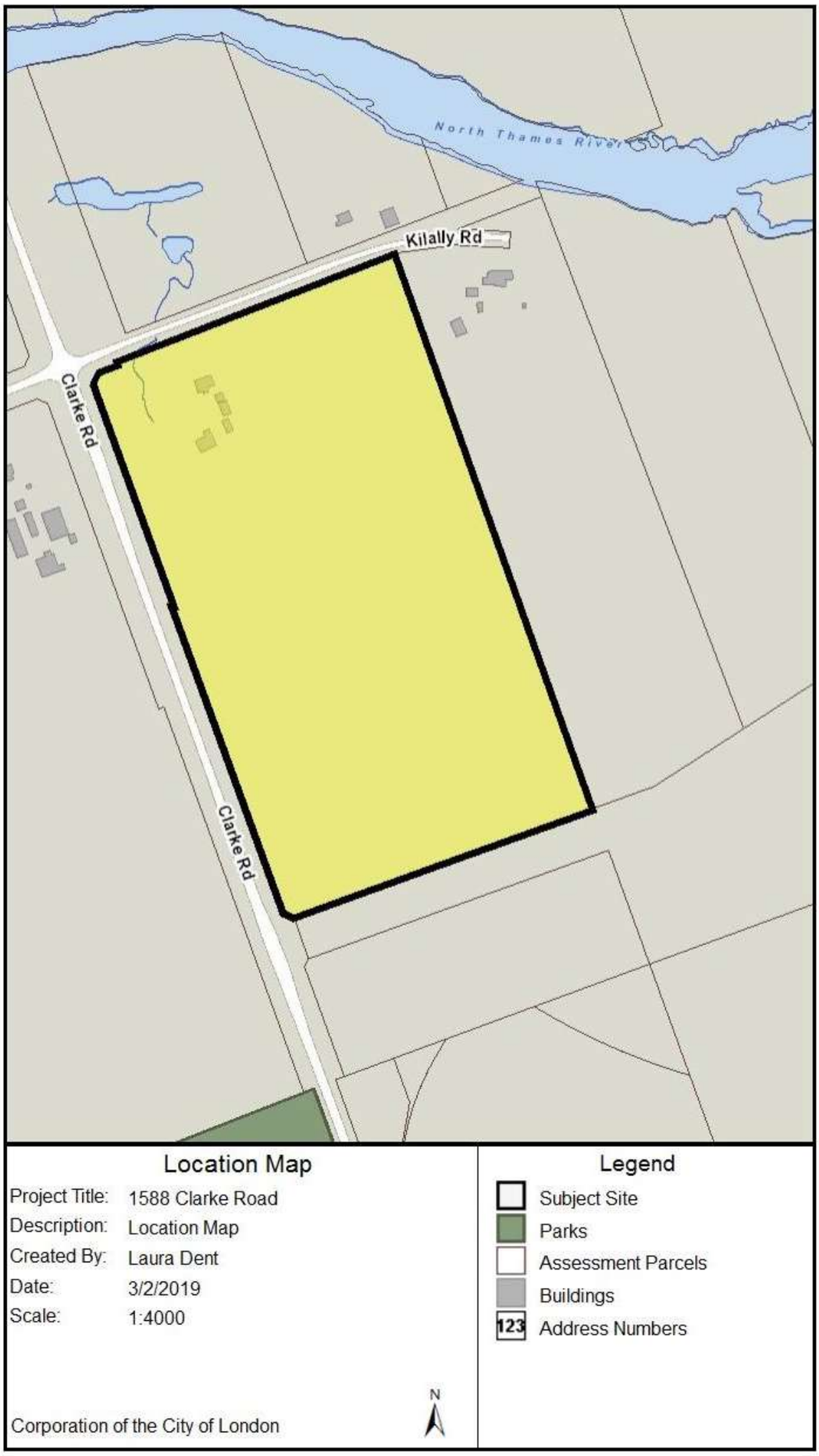


Figure 1: Property location of 1588 Clarke Road



Figure 2: Aerial image of property located at 1588 Clarke Road (2018)

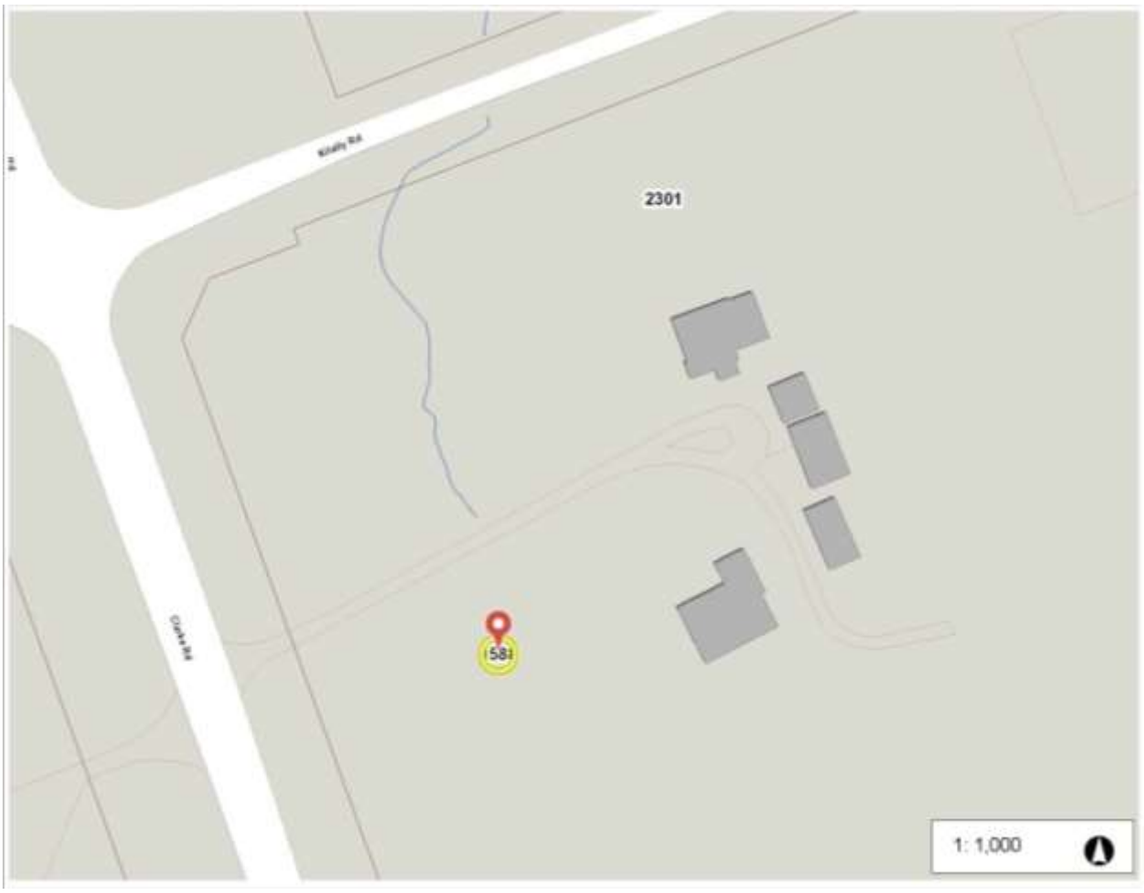


Figure 3: Plan view showing buildings at 1588 Clarke Road



Figure 4: Detail of the Samuel Peters Map of the Township of London (1863), Concession III

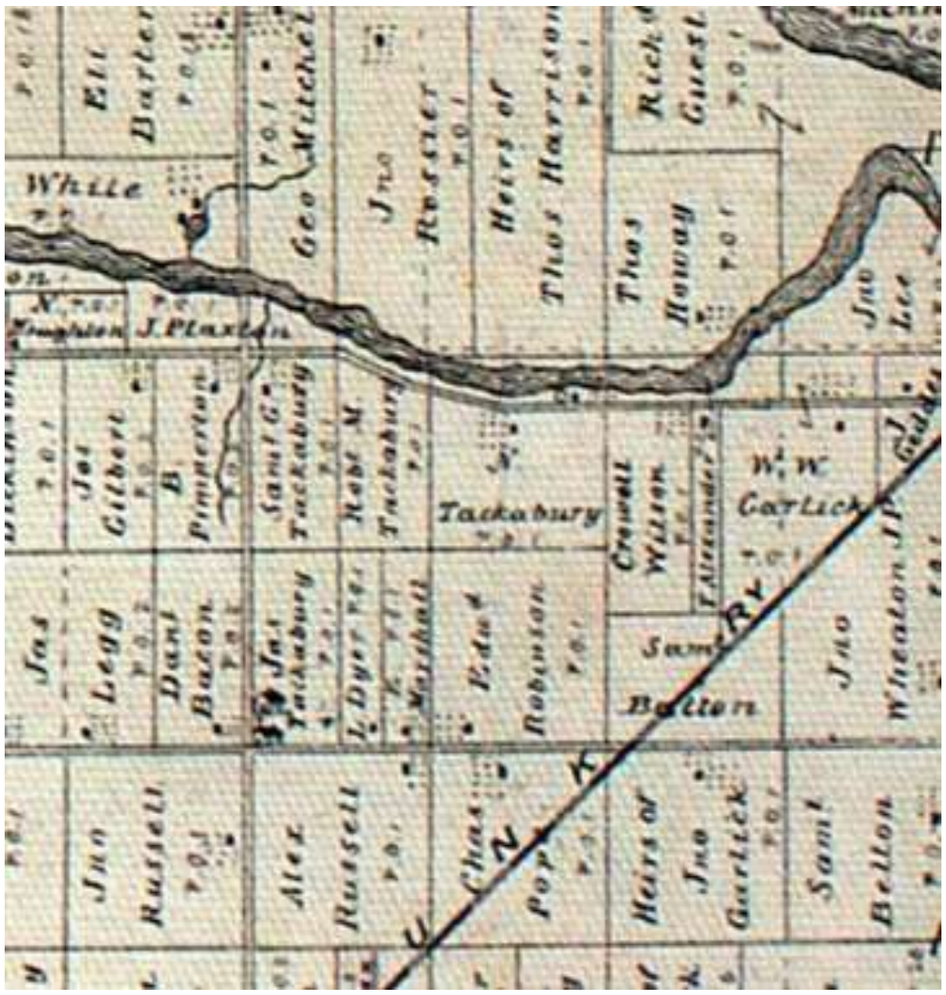


Figure 5: Detail of the Map of the Township of London *in the* Illustrated Historical Atlas of Middlesex County *(1878) identifying the property at 1588 Clarke Road*

Appendix B – Images



Image 1: Entrance from Clarke Road, barn to the right and house to the left of the drive (2019-02-14)



Image 2: View of barn from entrance drive illustrating setting on property (2019-02-14)



Image 3: View of the barn and addition, east face (2019-02-14).



Image 4: View of barn, east-south corner illustrating gangway, rubble foundation and lower stable level (2019-02-14).



Image 5: View of barn interior illustrating structure, middle bay and timber framed bents (2019-02-14).



Image 6: View of barn interior illustrating exterior bent, west face (2019-02-14).



Image 7: View of barn interior illustrating damaged exterior bent and cladding, east face (2019-02-14).



Image 8: View looking up of barn interior (2019-02-14).



Image 9: View of barn interior illustrating damaged exterior bent and cladding, east face (2019-02-14).



Image 10: View of lower section of barn, stable area (2019-02-14).



Image 7: View of drive shed (2019-02-14)



Image 12: Front façade of farmhouse – north face, facing Kilally Road (2019-02-14)



Image 13: Side elevation of house – west-south corner, with additions to original farmhouse (2019-02-14)



Image 14: View of 1588 Clarke Road farmhouse through woodlot at the corner of Clarke and Kilally Roads (2019-02-14).



Image 15: 1511 Clarke Road, front façade (2018-11-23, KG).



Image 16: View of 1424 Clarke Road, front façade – north facing (2016-09-29).



Image 17: View of 1424 Clarke Road, elevation – east facing (2016-09-29).

One and a half storey farmhouse, built with buff (London) brick.

The house is of a modified Ontario cottage style with a typical centre peaked gable and gable roof. The centre gable is substantial and frames a pointed arch gable window. This farmhouse exhibits Gothic Revival overtones with the three pointed arch windows in the upper storey, the elaborate bargeboard ornamenting the facade gable and finials atop the gable and at each end of the roof.

This is an economical and functional building but it has been embellished by some striking details: swagged bargeboard (in good condition) in the centre gable, well executed brick quoins at all corners of the building and swagged bargeboard at either end of the roof. Further embellishments include pointed arch windows, stepped brick detailing on the frieze line at each end of the gable (side walls), finials at each end of the roof as well as topping out the centre gable and brick voussoirs over all the windows. The brick frieze line is also carried around the side of the house to define the upper storey. This is a comparatively rare relic to find within the City limits. (Maggie Whalley)

Environmental and Ecological Planning Advisory Committee Report

3rd Meeting of the Environmental and Ecological Planning Advisory Committee
February 21, 2019
Committee Rooms #1 and #2

Attendance

PRESENT: S. Levin (Chair), E. Arellano, A. Boyer, R. Doyle, A. Duarte, C. Dyck, P. Ferguson, S. Hall, B. Krichker, S. Sivakumar, R. Trudeau and I. Whiteside and H. Lysynski (Secretary)

ABSENT: K. Moser and I. Mohamed

ALSO PRESENT: J. MacKay, S. Mathers, L. Pompilii, M. Snowsell, R. Wilcox and P. Yeoman

The meeting was called to order at 5:00 PM

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Scheduled Items

2.1 City of London Strategic Plan Engagement

That it BE NOTED that the Environmental and Ecological Planning Advisory Committee heard the attached presentation from R. Wilcox, Director, Community and Economic Innovation, with respect to the City of London Strategic Plan 2019-2023.

3. Consent

3.1 2nd Report of the Environmental and Ecological Planning Advisory Committee

That it BE NOTED that the 2nd Report of the Environmental and Ecological Planning Advisory Committee, from its meeting held on January 17, 2019, was received.

3.2 1st Report of the Trees and Forests Advisory Committee

That it BE NOTED that the 1st Report of the Trees and Forests Advisory Committee, from its meeting held on January 23, 2019, was received.

3.3 2nd Report of the Advisory Committee on the Environment

That it BE NOTED that the 2nd Report of the Advisory Committee on the Environment, from its meeting held on February 6, 2019, was received.

3.4 Municipal Council Resolution - 2835 Sheffield Place

That it BE NOTED that the Municipal Council resolution adopted at its meeting held on January 15, 2019, with respect to 2835 Sheffield Place, was received.

3.5 Small Patches Make Critical Contributionss to Biodiversity Conservation

That it BE NOTED that the communication dated January 17, 2019, from S. Sivakumar, with respect to small patches making critical contributions to biodiversity conservation, was received.

4. Sub-Committees and Working Groups

4.1 Clarke Road Environmental Assessment Working Group Comments

That consideration of the Clarke Road Environmental Assessment Working Group comments BE POSTPONED to the next meeting of the Environmental and Ecological Planning Advisory Committee.

4.2 Environmentally Significant Areas and Your Dog Pamphlet

That the Environmental and Ecological Planning Advisory Committee (EEPAC) BE REQUESTED to provide comments to P. Ferguson prior to the next EEPAC meeting with respect to the proposed "You, Your Dog and Environmentally Significant Areas (ESAs)" brochure.

4.3 One River Environmental Assessment - Response to EEPAC Comments

That the Civic Administration BE ADVISED that the Environmental and Ecological Planning Advisory Committee (EEPAC) agrees, in principle, only with the Springbank Dam Environmental Assessment for the preferred solution of the partial decommissioning of the Springbank Dam pending the EEPAC review of the completed Environmental Impact Study and accompanying documentation including the hydrogeological assessment contained in the River Characterization Study and the Natural Heritage Setting Study; it being noted that the EEPAC has reviewed the draft Environmental Impact Statement and has met with Civic Administration to discuss this matter.

4.4 Thames Valley Parkway North Branch Connection

That the attached, revised, Working Group comments relating to the Thames Valley Parkway North Branch Connection BE FORWARDED to the Civic Administration for consideration.

5. Items for Discussion

5.1 Notice of Planning Application - Zoning By-law - Amendment - 6682 Fisher Lane

That it BE NOTED that the Notice of Planning Application for the property located at 6682 Fisher Lane, from M. Sundercock, Planner I, was received.

5.2 Notice of Planning Application - Zoning By-law Amendment - 348 Sunningdale Road East

That a Working Group BE ESTABLISHED consisting of R. Doyle, A. Duarte and I. Whiteside, to review the Notice of Planning Application relating to the property located at 348 Sunningdale Road East, from B. Debbert, Senior Planner and to report back at the next Environmental and Ecological Planning Advisory Committee meeting.

5.3 Meadowlily Woods ESA Conservation Plan - Phase 1

That a Working Group BE ESTABLISHED consisting of C. Dyck, S. Hall and S. Levin, to review the Meadowlily Woods Environmentally Significant Area Conservation Master Plan, Phase 1 and to report back at the next Environmental and Ecological Planning Advisory Committee meeting.

5.4 Endangered Species Act

That it BE NOTED that the Environmental and Ecological Planning Advisory Committee held a general discussion with respect to the Province's 10th Year Review of Ontario's *Endangered Species Act:* Discussion Paper and Members were asked to provide comments individually.

5.5 2019 Work Plan

That consideration of the 2019 Environmental and Ecological Planning Advisory Committee (EEPAC) Work Plan BE POSTPONED to the next EEPAC meeting.

5.6 April 11, 2019 Meeting Date

That it BE NOTED that the April Environmental and Ecological Planning Advisory Committee meeting will be held on April 11, 2019 instead of April 18, 2019.

5.7 Municipal Council Resolution - Bird Friendly Development

That it BE NOTED that the Municipal Council resolution adopted at its meeting held on January 29, 2019, with respect to the Bird Friendly Development, was received.

5.8 905 Sarnia Road Wetland Relocation Project

That it BE NOTED that the Environmental and Ecological Planning Advisory Committee held a general discussion with respect to the relocation of the wetland at 905 Sarina Road.

6. Deferred Matters/Additional Business

6.1 (ADDED) Meadowlily Woods Environmentally Significant Area Conservation Master Plan – Phase 1

That it BE NOTED that the Environmental and Ecological Planning Advisory Committee heard the attached presentation from K. Richter and D. Riley, NRSI, with respect to the Meadowlily Woods Environmentally Significant Area Conservation Master Plan, Phase 1.

6.2 (ADDED) Notice of Study Completion - Broughdale Dyke - Municipal Class Environmental Assessment

That it BE NOTED that the Notice of Study Completion for the Broughdale Dyke, Municipal Class Environmental Assessment, from P. Adams, Environmental Planner, AECOM, was received.

7. Adjournment

The meeting adjourned at 7:48 PM.

City of London Strategic Plan 2019-2023

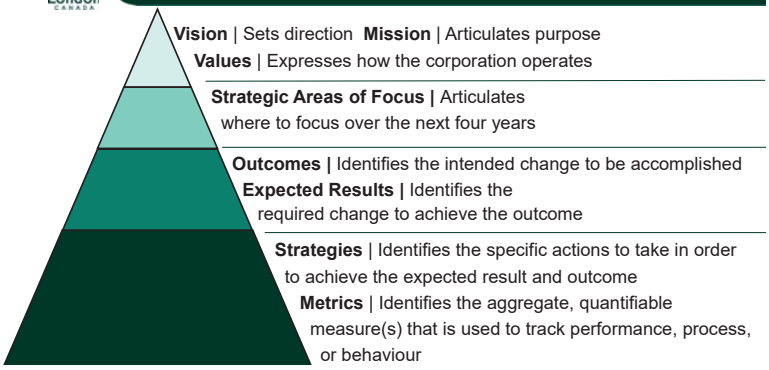


Environmental and Ecological Planning Advisory Committee
February 21, 2019

What is the Strategic Plan?

- Council's Strategic Plan…
  - Identifies a **shared vision, mission, and strategic areas of focus** in order to guide the work of Council and Administration over the Council term.
  - Is a **directional document** which guides the work of the Corporation of the City of London, including Council, Administration, and the City's agencies, boards and commissions over the next four years.
  - Is **deliberately connected** with the 2020-2023 Multi-Year Budget
  - Is focused specifically on **strategic directions** that will be implemented in the next four years

Strategic Plan Approach



Strategic Plan Components

Vision, Mission, and Values

- The **Vision** sets the direction for the organization
- **Mission** articulates purpose
- **Values** express how the corporation operates

Strategic Plan Components

Outcomes and Expected Results

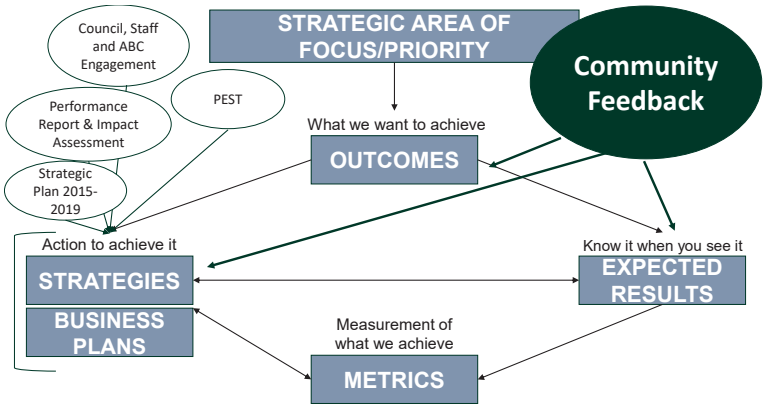
- **Outcomes** identify what we want to accomplish
- **Expected Results** identify the change required to achieve the outcome

The Outcomes and Expected Results should reflect the outcomes we want to accomplish for the community in the next four years.

Strategic Plan Components

Strategies

- **Strategies** are the specific actions that will be taken in order to achieve the outcomes and expected results
- These are the actions we will take in order to move our city forward over the next four years



7

How Community Feedback will be Used

- Throughout the month of February, feedback will be collected from residents both online and in person at various events across the city, including this one!
- All feedback will be compiled and shared with Council at the **March 4th Strategic Priorities and Policy Committee meeting** to help Council set the Vision, Mission, and Values, as well as the Outcomes, Expected Results, and Strategies, in order to develop and finalize the 2019-2023 Strategic Plan

london.ca

Share Your Feedback

We want to know what is important to you. Ways to share your feedback include:

- http://getinvolved.London.ca/StratPlan
- Paper surveys (please return to City Hall Lobby front counter c/o Rosanna Wilcox)

Deadline for feedback is February 28, 2019

london.ca

Thank you!

london.ca

Thames Valley Parkway North Extension

Comments following attendance at preconstruction Open House held January 31, 2019

Submitted to February EEPAC meeting by Prof. K. Mosher and S. Levin

This area is part of the Thames River Valley corridor and is home to many species at risk (SAR) and the increasingly rare habitats which they depend on to survive. Woodlands adjacent to the river form a narrow corridor within the city of London that provides critical habitat to many migratory birds and SAR. It also offers protection for the Thames River from urban development and inputs of sediments, nutrients and contaminants. Therefore, given that the City has made the decision to construct two new bridges to cross the Thames in this ecologically important area, the City has the responsibility to take all possible precautions to protect this environment and species at risk. Given the sensitivity of the site and its importance to SAR, we believe that the city must well beyond normal measures to ensure minimal impact on the environment, and that SAR and their habitat will be protected. A detailed and thorough monitoring plan accurately documents any impacts that occur during or after construction, and provides targets for conservation and mitigation. Here we provide comments and recommendations to help ensure full protection of SAR and their habitats during and after construction.

Monitoring:

Pertinent Note from ESR

A screening for potential SAR in the construction area will be completed prior to construction and mitigation measures, such as exclusionary fencing will be installed. Additional mitigation measures will be developed during detailed design, in consultation with UTRCA and MNRF, based on the final design. A monitoring plan will also be developed, with input from UTRCA. (p. 56)

Concern: There was no information about planned post construction monitoring available at the meeting. EEPAC members were told that it is still a work in progress.

Effective monitoring allows for actions to be taken to minimize deleterious impacts of construction and avoid costly errors.

Monitoring must be done pre-, during and post- construction. Baseline conditions, including water quality, should be accurately determined in order to determine post construction targets. We assume that during-construction monitoring will be done by Dillon, but the pre-and post-construction monitoring will be the responsibility of the City. How will this be co-ordinated to ensure that monitoring effectively shows the impacts of the project? Detailed post construction monitoring plans are still being determined, but that no water quality monitoring is planned.

Given that the detailed design phase is nearly complete and construction is set to start June 2019, EEPAC is concerned that monitoring plans, particularly post construction plans, are not yet available for review. This is an opportunity for the City to show strong environmental leadership by developing a well-planned and effective monitoring strategy.

***Recommendation 1*: EEPAC receives the monitoring plans for review when they are complete.** Given the sensitivity of the site, we are particularly concerned about what measures will be taken beyond the "normal" ones to ensure the protection of sensitive SARs and their habitat. What will be included in the pre- and post-construction monitoring? How long will post-monitoring be done? We urge the City to re-consider including water quality monitoring in the plans. Although construction plans indicate several measures, including silt reducing fencing and de-watering pools, there is still the potential for increased turbidity and nutrients downstream as a result of increased erosion. We presume the erosion control measures will be put in place before the first tree is removed to minimize sediment and nutrient loads to the Thames resulting from vegetation clearing and bridge construction. The loss of a buffer zone during the bridge construction could increase sediment and nutrient loading.

Recommendation 2: **In order to accurately determine any water quality changes related to the bridge construction, pre and post construction water sampling must be done upstream and downstream of the bridge and include other potential inputs located just downstream of the construction site. For each sample, we would recommend basic chemistry and BioMAP benthic water quality index.**

Recommendation 3: More robust erosion sediment control measures be implemented as this is a sensitive site. This must be implemented when large storms or freeze / thaw events are forecasted.

***Recommendation 4*: We also strongly recommend including pre-construction checks for hibernacula in the warm spring when snakes emerge and not just before actual construction. This would also apply to any of the SCC or SAR plants that are spring ephemerals.**

Preventive Measures:

Concern: Owing to the sensitivity of this site, preventive measures should be substantial to protect SARs and their habitat. Such measures should prepare for and prevent any possible damage to the ecosystem. EEPAC requires reassurances that everything possible is being done to prevent loss of species habitat or endangering SAR.

One of the most serious risks to the SAR turtles are dogs. This area is notorious for dogs off leash; in fact many people already treat it as a dog park.

***Recommendation 5*: EEPAC strongly recommends that the City make plans ahead of and after construction to curb dogs off leash in this area.**

EEPAC recommends a strict enforcement of dogs on leash in this area prior to construction and immediately after construction. Sending enforcement officers in weekly in the early morning and evenings to caution and/or fine dog owners would be one strategy. Such a strategy seems to have been quite effective in Komoka Provincial Park. Large clear signage including the amount of the fines and the reason to keep dogs on leash (protection of species at risk) are also recommended.

Screening on bridges should be used to reduce the ability of people standing on the bridge from seeing the spiny softshell turtle nesting site to the north. Dillon argues that the Ross Park bridge is 300 m away and that people walking along Richmond by the car bridge have an even better view. This may be true, in which case screening is also needed at Richmond as well as on this new bridge. Regardless of decisions about the Richmond bridge, the Ross Park Bridge include screening because these bridges are being built for walkers and bikes, not cars, and people are much more likely to stop and observe nature on this type of bridge than pedestrians traversing the Richmond bridge. Given the total costs of the bridges, the screening is a small measure that the City should take to protect SAR.

***Recommendation 6*: EEPAC seeks clarification on the timing of construction and the rationale for not having screening on the bridges, in particular, the Ross Park bridge.**

The panels at the public meeting held Jan. 31, 2019 indicated construction will start in June 2019, however, it was stated previously that construction would only begin after the migratory season and would be done in the Fall. It is important that birds and species risk be left alone during spring and summer months. Construction and site access should be strictly limited until Fall as was previously planned.

Recommendation 7: Appropriate Clean Equipment Protocols be included in the final contract documents to prevent the spread of invasive species. Failing to do so will increase invasive species harming native ones.

***Recommendation 8*: EEPAC recommends that all contractors receive species at risk training prior to access to the construction site so that they know the protocols to use when a SAR is encountered on the site. As well, photos of species at risk be displayed in an construction staging areas such as trailers.**

There is recent beaver activity in the construction area.

***Recommendation 9:* There should be training for site workers and city staff about the City protocols concerning beavers. EEPAC understands that the stormwater management group has a standard beaver protocol in place for contractors removing sediments from SWM ponds.**

Turtles have been observed in the area of construction in the past, so there is the possibility of turtles being encountered during construction.

Recommendation 10: **EEPAC recommends daily site inspections by an ecologist and that a SAR specialist (perhaps from the UTRCA) will be on-site during construction as required.**

As well, we assume that there will be adequate post-construction monitoring of SARs. Such monitoring would provide much needed knowledge about the impacts of bridge construction on water quality and how to best protect SARs and their habitat. Failing to protect SARs would not only be a major loss for the ecosystems London harbours, but also for the City who has a responsibility to protect species at risk and their habitats. Monitoring will help protect SARs because having accurate data about their numbers before and during bridge construction would mean that if there were a decrease in population or habitat, measures could be taken before the problem worsened.

Recommendation 11: **Annually, all parks operation staff, including summer and casual staff, be provided information and training on the identification of species at risk in the Natural Heritage System and be given a wallet card or similar in order to direct them to call selected staff when species are sighted.**

This should be city wide, not just this part of the Natural Heritage System.

We are also concerned about post-construction monitoring for invasive species. How will this be done and over what period? Any increase in invasive species requires an immediate action plan to prevent it worsening.

Recommendation 12**: Annually, all parks operation staff, including summer and casual staff, be provided information and training on the identification of the invasives species that have priority for early detection and response and be given a wallet card or similar in order to direct them to call selected staff when species are located.**

Recommendation 13: **The City must monitor the area post construction to see if off path trails are starting and to stamp them out quickly, as city staff at the meeting said that the parks operations staff will be the only ones there regularly from the city – (also see section 10.2 p 40 of the ESR).**

It continues to be unclear what maintenance will be done on the bridge and trails during winter, and what the city policy will be for using these trails for equipment. It is well known that salt can have detrimental effects on water quality which in turn affects fish, mussels and turtles.

Recommendation 14: **EEPAC recommends that the City commit to not use de-icing chemicals (including salt) on the bridges and pathways.**

Although there are other “pathways” for salt to enter the Thames, salt use on the TVP path and bridges would add to the total salt input to the Thames and increases danger to nearby species at risk and their habitat.

As well, EEPAC is looking for a commitment that the City ensure contractors operating equipment in sensitive city areas be appropriately trained about SAR and safe driving with particular regard to risks of encountering species. On Feb. 11 2019 just before 8:00 am a EEPAC member observed a large sidewalk snow removal vehicle (included a front plow and salt spreader at the rear) driving at high speed on the bike pathway east of Adelaide (approximate location 43.024458°, -81.239797°) heading north and east towards Highbury. The vehicle was neither plowing nor spreading salt and it was clear by tracks in the snow that it had accessed the path at Adelaide. The member's best guess is that the driver was using the pathway as a short cut – this is not an appropriate use. Clearly, the City needs to improve training for these workers or end this practice of using park infrastructure as a shortcut. (This incident was reported to the City and D. Clarke from Parks Operations responded).

Mitigation Measures

Concern: To build the bridge and extend the pathway many trees have to be removed. EEPAC appreciates the pathway alignment has tried to minimize the loss of trees and to avoid larger trees as much as possible. Still, we are given to understand that 150 trees 30-50 dbh will be removed. The total count by size was not available at open house.

***Recommendation 15*: EEPAC requests further information about tree replacements.**

Replacement is 3:1 for 30-50 dbh, 5:1 for larger trees. We assume it is 1:1 for trees less than 30 dbh. Is that correct? Have locations for plantings been determined? When will plantings take place? Where will plantings be done? In the areas cleared? We understand only native plants will be planted. What types of trees will be used? How long will the trees be cared for after planting? Are tree plantings part of the compensation/enhancement plan? If so, is it available for anyone to see? We would like to see the plans because the loss of trees and re-planting of trees and possible revegetation of the "meadow" area north of the pathway is an environmental concern and we would like to provide our recommendations about these plans. We also understand that some planting will commence prior to completion.

***Recommendation 16*: A minimum five year warranty period for ecological restoration and plantings be required in the tender documents. The warranty period should only begin once 70% or more of the plantings are completed.**

***Recommendation 17*: EEPAC recommends that invasive species control along the Thames and in Huron Woods be a part of the compensatory plan.**

***Recommendation 18*: Professor Emeritus Brock Fenton from Western University be consulted on the proposed installation of bat boxes.**

Other:

Concern: There appears to be no mention regarding the marked trail that runs adjacent to the river. The trail is well marked with white paint and we believe it is part of the Thames Valley Trail. This trail takes people from Adelaide west and up the hill behind the seminary and over to Ross Park. By crossing the Thames at Adelaide you can continue on the trail on the north side of the Thames east through Killaly Woods ESA to Highbury and beyond.

***Recommendation 19*: Prior to construction a plan for this trail should be decided and be part of the detailed design. If the trail is to continue it should be re-routed and made part of the TVP where there is overlap.**

EEPAC was pleased to learn that no in water work will be required as part of this project.

EEPAC continues to believe that the Thames Valley Parkway North Extension is in a part of the Natural Heritage System that meets at least two of the seven criteria as an Environmentally Significant Area (ESA). It should be noted that to date it has not been evaluated against the criteria in the City's Official Plan.

Meadowlily Woods ESA

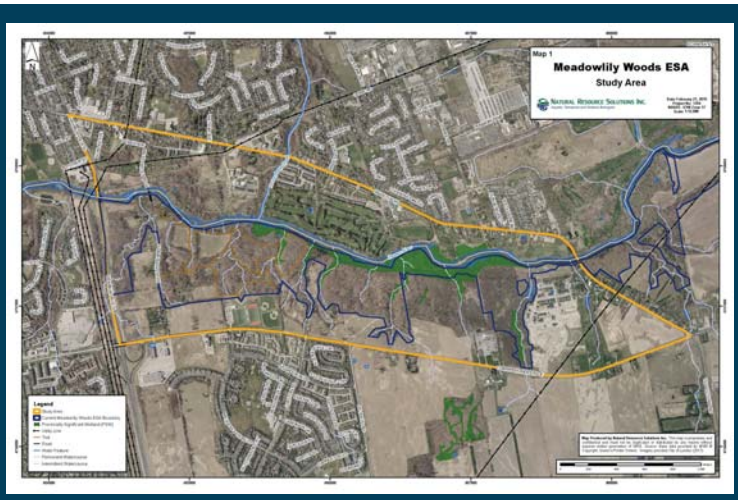
Conservation Master Plan – Phase 1



Natural Resource Solutions Inc.
Aquatic, Terrestrial and Wetland Biologists

Presented by: Katharina Richter and Daniel Riley

415 Phillip Street, Unit C, Waterloo, ON N2L 3X2 Tel: (519) 725-2227 Web: www.nrsi.on.ca Email: info@nrsi.on.ca



The Study Area

The Meadowlily Woods Environmentally Significant Area

- Natural area in the City of London
- Important habitat for flora and fauna
- Archeology
- City-owned and private properties
- 60 hectares
- Public Trails



NRSI's Role

To conduct an ecological inventory of Meadowlily Woods and prepare a Phase 1 Conservation Master Plan for the Meadowlily Woods Environmentally Significant Area.

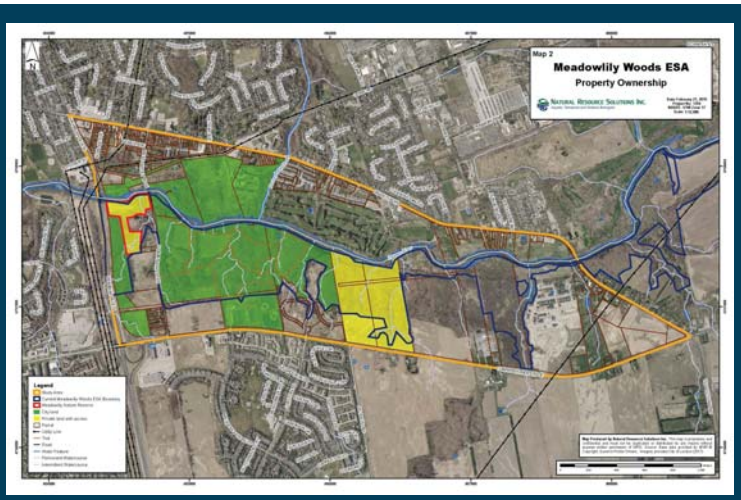
Comprehensive Inventory:

- Background review
- Field visits by NRSI biologists

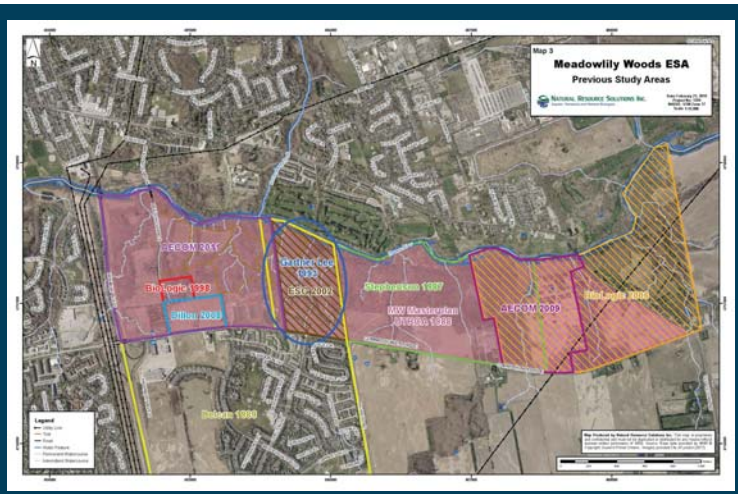
The Conservation Master Plan:

- Analysis
- Boundary delineation
- Management Zones
- Restoration Areas
- Consultation with City of London





Property Ownership

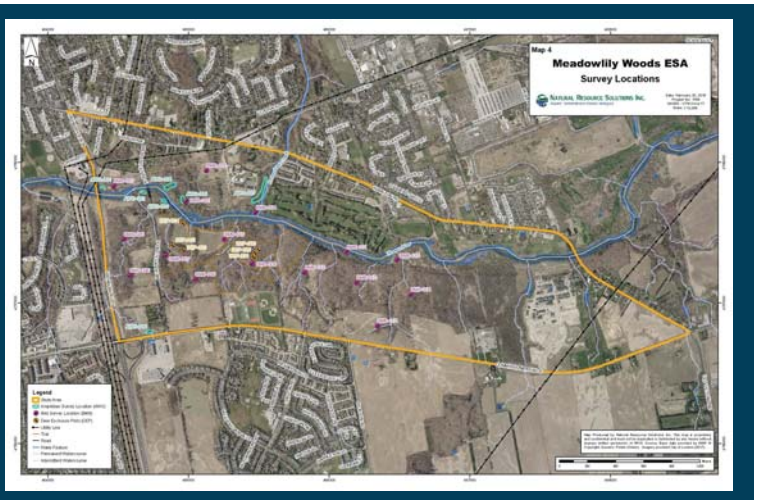


Previous Study Areas

NRSI Field Studies

- Vegetation Surveys
- Bird Surveys
- Anuran Surveys
- Snake Surveys
- Turtle Surveys
- Mammal Surveys
- Butterfly Surveys
- Odonate Surveys
- Aquatic Surveys



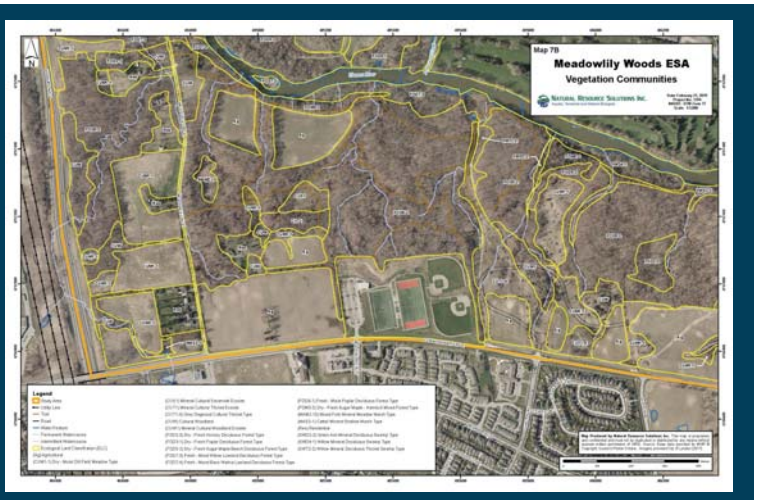


Survey Locations

Field Study Results – Vascular Plants

- 435 plant species
- Ecological Land Classification
  - 26 vegetation communities
- 3 Species at Risk plants observed
  - Butternut
  - Kentucky Coffee Tree
  - Wood Poppy
- 1 Provincially Rare Species
- 5 Regionally Rare Species
- Invasive species
  - Common Buckthorn
  - Japanese Knotweed





Ecological Land Classification

Field Study Results - Birds

- 178 species identified in background review
- 81 species identified by NRSI
- 3 Species at Risk
  - Barn Swallow
  - Chimney Swift
  - Eastern Meadowlark
- 2 Species of Conservation Concern
  - Wood Thrush
  - Eastern Wood-Pewee
- 4 Woodland-Area Sensitive Species



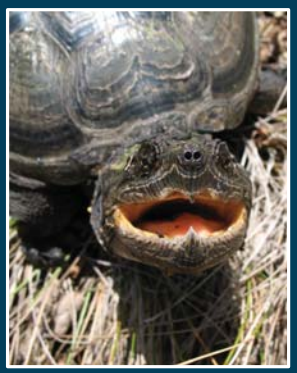
Field Study Results- Herpetofauna and Mammals

Herpetofauna

- 19 species identified in background review
- 9 species observed by NRSI biologists
- 1 Species of Conservation Concern
  - Snapping Turtle

Mammals

- 24 species identified during background review
- 9 species or evidence of their presence observed by NRSI
- Bat SAR assumed to be present



Field Study Results- Butterflies and Odonates

Butterflies

- 29 species observed by NRSI
- 1 Species of Conservation Concern
  - Monarch

Odonates

- 22 species identified by NRSI







Aquatic Features

Aquatic Features

South Thames River

- Largest aquatic feature
- Confined to valleylands
- Warmwater regime
- Carolinian forest
- 77 fish and 31 mussel species

Pottersburgh Creek

- North of Thames River
- Residential and industrial land-uses
- Warmwater system
- Fish barriers
- 12 fish species
- Excellent to suitable fish habitat



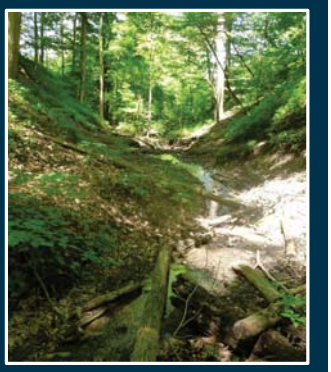
Aquatic Features

Un-named Creek

- Southwest of the study area
- Drains into the Thames River
- Deciduous forest shoreline
- Headwaters north of Commissioners Road East
- Suitable to poor quality fish habitat

Ravine Features

- 11 ravine features
- A to D assessed by AECOM
- E through H assessed by NRSI
- Indirect fish habitat
- Fish barriers
- Fish observed in ravine H



Significant Natural Features

Features and areas, including wetlands, coastal wetlands, fish habitat, woodlands, valleylands, habitat of endangered and threatened species, significant wildlife habitat and areas of scientific and natural interest that are ecologically important in terms of features, functions, representation or amount, and contribute to the quality and diversity of an identifiable geographic area or natural heritage system.

Provincially Significant Wetland

- Located along the edge of the South Thames River

Significant Woodland

- Woodlands meet all 5 criteria for significance

Significant Valleylands

- Thames River Valley considered significant

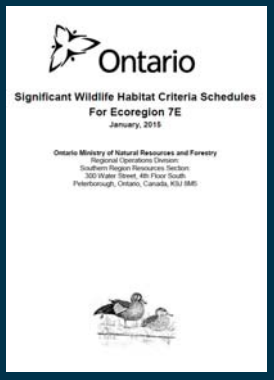


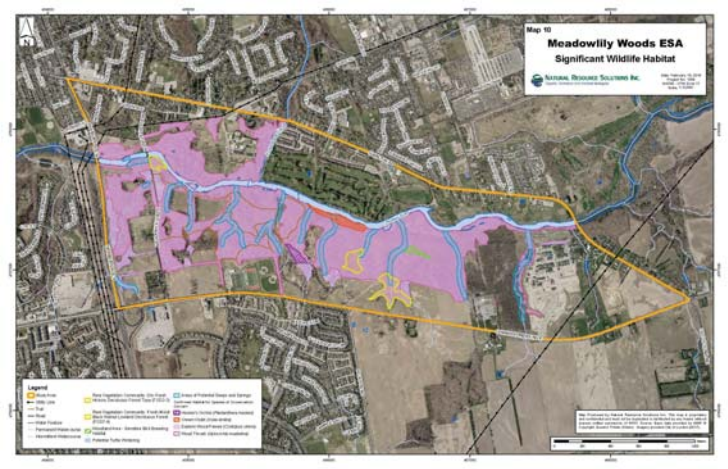


Significant Wildlife Habitat

Areas where plants, animals, and other organisms live, and find adequate amounts of food, water, shelter and space to sustain their populations, that are ecologically important in terms of features, functions, representation or amount and that contribute to the quality and diversity of an identifiable geographic area or Natural Heritage System.







Significant Wildlife Habitat

Significant Wildlife Habitat

Seasonal Concentration Areas

Turtle Wintering Area: Confirmed

- In the Thames River
- Snapping Turtles observed
- Deep pools are Significant Wildlife Habitat

Bat Maternity Colonies: Candidate

- May be found within Meadowlily Woods
- Suitable cavity trees observed
- Presence of maternity colonies not confirmed



Significant Wildlife Habitat

Rare Vegetation Communities

Other Rare Vegetation Communities: Confirmed

- Two rare vegetation communities identified
- Fresh-Moist Black Walnut Lowland Deciduous Forest
  - Provincially imperiled or vulnerable (S2S3)
- Dry-Fresh Hickory Deciduous Forest
  - Provincially vulnerable or apparently secure (S3S4)



Significant Wildlife Habitat

Specialized Wildlife Habitat

Seeps and Spring: Confirmed

- Identified throughout the study area
- Exact location of seeps not recorded

Woodland Area-Sensitive Bird Breeding Habitat: Confirmed

- Located in the central-east of the study area
- Interior forest >200m from edge



Significant Wildlife Habitat

Specialized Wildlife Habitat

Osprey Nesting, Foraging and Perching Habitat: Candidate

- Undisturbed forest along the Thames River
- Osprey observed by NRSI
- No nests observed

Turtle Nesting Habitat: Candidate

- Sand and gravel areas along the Thames River
- Habitat for Midland Painted Turtle and Snapping Turtle is present
- No nests or nesting activities observed



Significant Wildlife Habitat

Habitats of Species of Conservation Concern

Eastern Wood-Pewee: Confirmed

- Woodland habitats throughout the study area

Wood Thrush: Confirmed

- Forest habitats in the study area

Snapping Turtle: Confirmed

- Observed multiple times, breeding is likely

Monarch: Confirmed

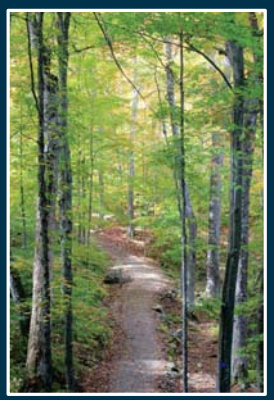
- Observed in meadow habitats with Milkweed
- Apparently secure on breeding grounds

Cream Violet: Confirmed

- Observed along the Thames River

Hooker's Orchid: Confirmed

- Known from the south-central area of the study area



Species at Risk at Meadowlily Woods

6 Species at Risk observed by NRSI biologists

Butternut
- Found throughout the subject site
- Butternut Canker
- No Butternut Health Assessment completed

Kentucky Coffee Tree
- Near Meadowlily Road South and the Thames River
- Likely planted specimens

Wood Poppy
- Small population found in the study area
- First identified by Stephenson in 1987



Species at Risk at Meadowlily Woods

Barn Swallow
- Observed over the subject site
- No nesting activities observed

Chimney Swift
- Observed foraging over the Thames River
- Nesting habitat is chimneys and large hollow trees
- No nesting activities observed

Eastern Meadowlark
- One individual observed
- Small habitat size
- Unlikely to be breeding in study area

Endangered Bat Species
- Assumed to be present

13 additional SAR may be found in or adjacent to the Meadowlily Woods study area



Boundary Review

Objective

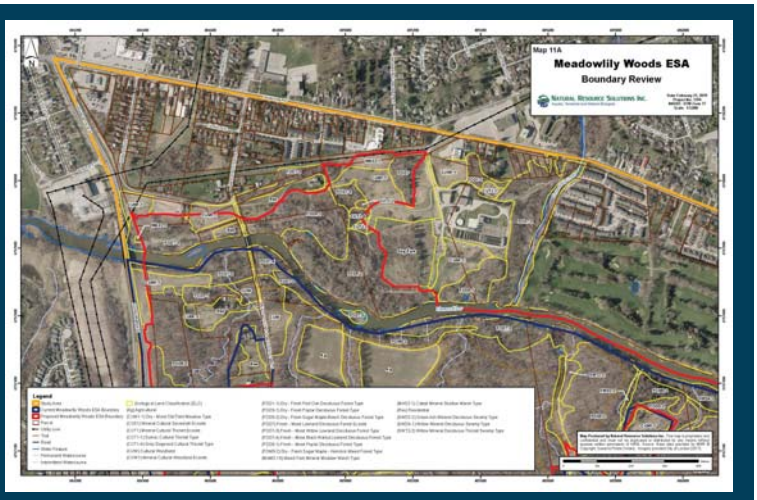
To refine the boundary of the Meadowlily Woods Environmentally Significant Area based on background information, field survey data and analysis using the City of London's *Guideline Documents for Environmentally Significant Areas, Identification, Evaluation and Boundary Delineation (1997) and Guidelines for Assessing Ecological Boundaries of Vegetation Patches.*

Process
- All lands in the study area considered for inclusion
- Qualifying as an Environmentally Significant Area
- Boundary refinement









ESA Boundary Review



ESA Boundary Review



ESA Boundary Review



Management Zones

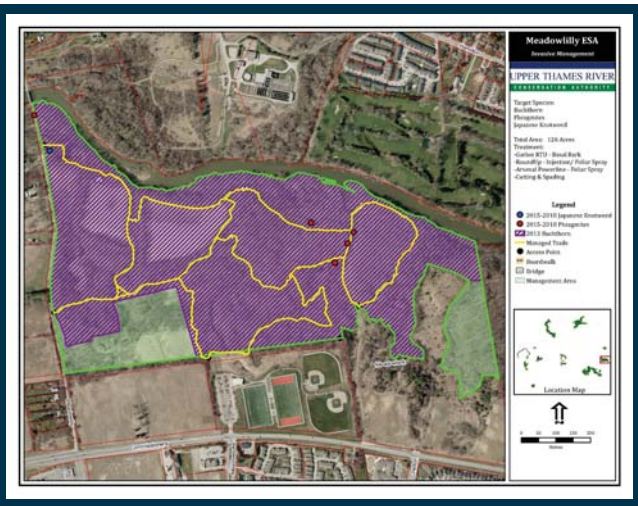
Restoration

Ecological restoration of natural areas which have been degraded through human disturbance and invasive species establishment is critical to improving the overall health, ecological form and ecological function of Environmental Significant Areas in London and across Ontario.

Restoration in City of London

- A leader among Ontario municipalities
- Invasive species management
- *London Invasive Plant Management Strategy* (2017)
- Hierarchical approach to invasive management
- Priority invasive plant species





Invasive Management



Disturbance Areas

Restoration – Recommended Activities

Waste Removal

- Dumping of household trash
- Removal and clean-up of these areas
- No dumping signs and vegetation plantings

Invasive Species Management

- Invasive species at Meadowlily Woods
- Compete with native plants
- Best Management Practices



Restoration – Recommended Activities

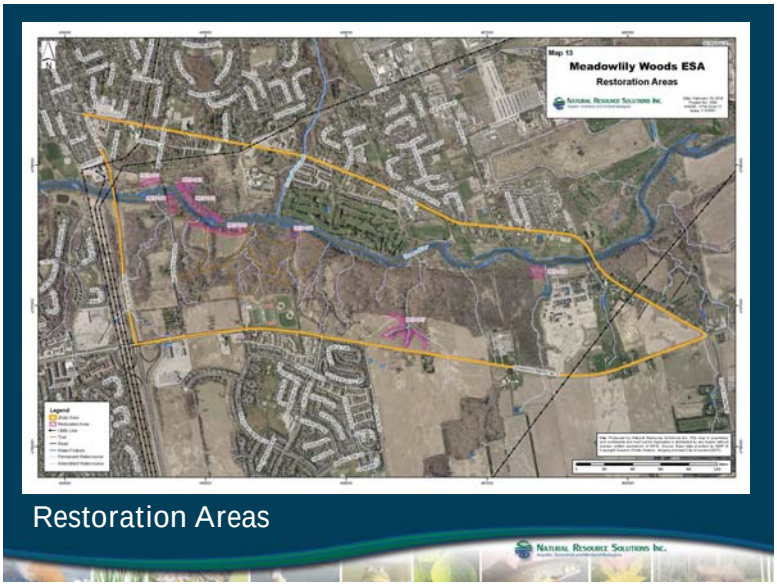
Vegetation Plantings

- Provide wildlife habitat
- Limit erosion
- Prevent invasive species establishment
- Restrict pedestrian access

Monitoring

- Ensure success of restoration
- Annual monitoring





Restoration Areas



Report to Planning and Environment Committee

To: **Chair and Members**
Planning & Environment Committee
From: **John M. Fleming**
Managing Director, Planning and City Planner
Subject: **City of London**
Draft Lambeth Area Community Improvement Plan
Meeting on: March 18, 2019

Recommendation

That, on the recommendation of the Managing Director, Planning and City Planner, the following actions **BE TAKEN** with respect to the draft Lambeth Area Community Improvement Plan (CIP):

(a) that the attached draft Lambeth Area Community Improvement Plan **BE RECEIVED AND CIRCULATED** for public review and comment to the Lambeth Community Association, the Lambeth B2B Group, the Lambeth Citizens' Recreation Council, the London Transit Commission, the Upper Thames River Conservation Authority, the London Police Service, the Westminster Township Historical Society, Lambeth & Community Harvest Festival, the London Small Business Centre, the Urban League of London, all City advisory committees and stakeholders who have participated in the process to date, posted on the City's Get Involved website; and,

(b) based on the feedback received through the circulation process, the final Lambeth Community Improvement Plan and any associated Community Improvement Plan By-law(s) and Official Plan amendment(s) **BE PRESENTED** at a future meeting of the Planning and Environment Committee for consideration and approval.

Previous Reports Pertinent to this Matter

August 22, 2016 PEC – Lambeth Area Community Improvement Plan Proposed Study Area and Terms of Reference

Purpose and Effects of Recommended Actions

The purpose of the recommended actions is: to present a Draft Community Improvement Plan (CIP) with an overall direction and implementation approach that will achieve the improvement vision, goals, and objectives in the Lambeth Area; and, to receive feedback to inform revisions resulting in the final Lambeth Area CIP to be adopted pursuant to the *Planning Act*.

Background

What is a Community Improvement Plan (CIP)?

A CIP is a tool that allows a municipality to take actions to support improvements and redevelopment within a specifically defined Community Improvement Project Area. Section 28 of the *Planning Act* gives municipalities the ability to prepare CIPs. CIP actions can include:

- identifying changes needed to land use planning policies, zoning, and/or other by-laws, policies, and practices;
- directing funds for improvements to public infrastructure and public space;
- acquiring, rehabilitating, and disposing of land;
- providing grants and loans to owners and tenants for specific actions (which would normally be unavailable);

- in consultation with stakeholders, establishing a long-term vision, goals, objectives and an implementation strategy to provide focus and direction for continuous community improvement;
- building community capacity; and,
- supporting and strengthening economic resilience.

Policy Framework

1989 Official Plan

Chapter 14 establishes that the City can designate community improvement project areas and prepare associated Community Improvement Plans (CIPs) to address identified community needs and improvement goals in these areas. Some of the community improvement goals that can be addressed by a CIP include: supporting private property (re)investment and maintenance; addressing compatibility of land uses; supporting the creation of Affordable Housing; and, supporting the retention of heritage properties/areas. The *1989 Official Plan* also outlines criteria for designating community improvement project areas and potential initiatives which Council may use to implement specific CIP recommendations, like federal and provincial government programs and financial incentive programs (grants and loans). Specific items that can be addressed by a CIP are listed in Appendix B of the Draft Lambeth Area CIP.

The London Plan

Consistent with the *1989 Official Plan*, *The London Plan* establishes that community improvement project areas can be designated anywhere in the municipal boundary, and that Council may adopt an associated Community Improvement Plan (CIP) for the area to support and achieve community improvement goals. Goals for community improvement are consistent with the focus and goals for Urban Regeneration and include: stimulating (re)investment and redevelopment; inspiring appropriate infill; coordinating planning efforts; improving physical infrastructure; supporting community economic development; preserving neighbourhood and cultural heritage value; and, establishing an improved neighbourhood. *The London Plan* also identifies that CIPs can provide City Council with the tools to achieve these goals which can include grants, loans and other incentives intended to support community improvement. Fifteen community improvement objectives are included in *The London Plan* and are listed in Appendix B of the Draft Lambeth Area CIP.

Southwest Area Secondary Plan (SWAP)

The City of London adopted the *Southwest Area Secondary Plan* in 2014. The SWAP established a vision, principles and policies for the development of the Southwest Planning Area, which includes Lambeth. This Plan provides a greater level of detail than the general policies in the City Official Plan and serves as a basis for the review of planning applications which will be used in conjunction with the other policies of the Official Plan. The Lambeth Area CIP is consistent with the vision, principles and policies of the SWAP.

CIPs in London

At present, the City Council has adopted eight (8) CIPs. The CIPs are intended to stimulate targeted reinvestment, reveal and inspire select infill and intensification opportunities, coordinate planning efforts, preserve neighbourhood and heritage character, enhance industrial and other business opportunities, and aid in the cleanup of contaminated sites. The geographically-based CIPs include: the Airport, Downtown, Hamilton Road, Old East Village and SOHO CIPs; the criteria-based CIPs include the Brownfield, Heritage and Industrial CIPs.

Rationale for the Lambeth Area CIP

Ontario's *Planning Act* defines a community improvement project area as "a municipality or an area within a municipality, the community improvement of which in the opinion of the council is desirable because of age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings or for any other environmental, social or community economic development reason." Additional information about CIP legislation in the *Planning Act* is include in Appendix A of the Draft Lambeth Area CIP. The rationale for creating the Lambeth Area CIP is summarized below.

- A long-term vision, goals, objectives and an implementation strategy for the area will be developed through the CIP process providing focus and direction for continuous community improvement. Specifically, a vision and plan encompassing the Lambeth Village Core will help to reinforce this area as the hub of Lambeth, support cultural heritage and its unique identity, and strengthen the local economy.
- Implementing a CIP can result in benefits at both a city-wide and neighbourhood scale including: supporting a positive image for the City; supporting local cultural heritage; illustrating how a pedestrian-oriented core enhances the sense of place of an area; and, providing overall support for the improvement of one of London's unique neighbourhoods.
- The CIP process can bring light to local concerns and needs regarding the pedestrian environment and connectivity (especially in terms of walking and cycling) and goals including streetscaping and developing a connected transportation network.
- A Lambeth Area CIP can provide tools to encourage and support (re)investment and regeneration of buildings and properties.
- A Lambeth Area CIP can help to develop community capacity and encourage collaboration which will assist with successfully implementing the CIP.

Lambeth Area CIP Study Area & CIP Project Area

Study Area

When a CIP is being prepared, a Study Area is established early in the process to provide a geographic focus for the project. An initial Study Area for the Lambeth Area CIP presented at the first community meeting in July 2016. It was revised based on comments from stakeholders and approved by Council in August 2016. The Study Area is described as: Kilbourne Road and the future Kilbourne Road extension to Wonderland Road to the north; Wonderland Road, Hamlyn Street and Dingman Creek to the east; Greenhills Country Club to the South; and, Dingman Creek to the west.

Figure 1: Lambeth Area CIP Study Area

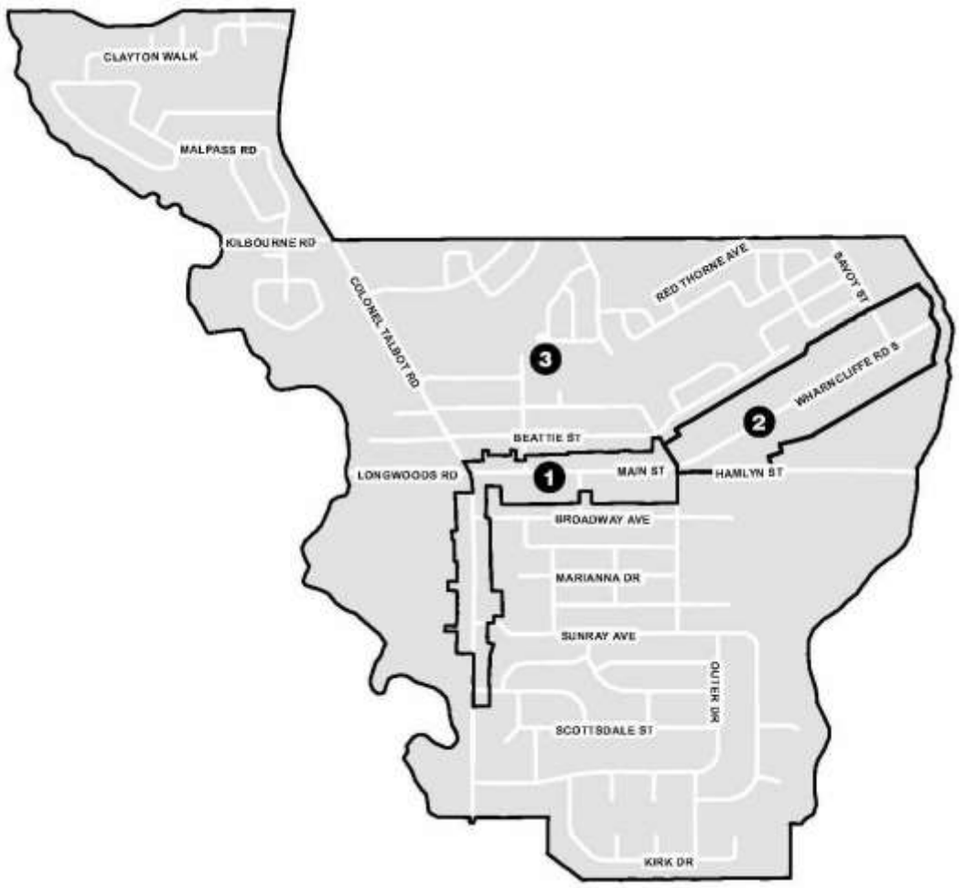


Project Area

Figure 2 illustrates the Project Area included in the Draft Lambeth Area CIP. The Project Area is slightly different than the Study Area in that it includes the Clayton Walk and Malpass Road subdivisions north of Kilbourne Road and west of Colonel Talbot Road; it does not include the area north of the future Kilbourne Road extension east of Colonel Talbot Road; and, it is bound by the Dingman Creek corridor on the east (i.e. does not continue to Wonderland Road). The Project Area has been divided into three Project Sub-Areas which were determined based on each area's conditions and characteristics inventoried during the preparation of the CIP. The Sub-Areas are noted on Figure 2 below as:

1. Lambeth Village Core;
2. Lambeth Wharncliffe Road Corridor; and,
3. Lambeth Residential Area.

Figure 2: Lambeth Area CIP Project Area



Consultation and Process to Date

Purpose of this Community Improvement Plan

Development of the Lambeth Area CIP was initiated in 2014 by the Ward Councillor and the Lambeth Community Association (LCA). The purpose of the Lambeth Area CIP is to:

- articulate a vision, goals, and objectives for the Lambeth Area CIP Project Area;
- illustrate how existing strategies, plans and initiatives tie into the CIP vision, goals, and objectives;
- identify Action Items and priorities for implementation;
- identify who is responsible for Action Items; and,
- provide incentive programs to encourage and support private-sector investment in buildings and properties.

Process Used in Developing this Community Improvement Plan

Municipal Council approved the Terms of Reference for the Lambeth Area CIP in August 2016. The Terms of Reference provided structure for the project and helped to guide the following key phases of the project:

- develop a vision for the CIP with the community;
- examine and evaluate the existing conditions;
- identify the gaps between existing conditions and the ideal situation (the vision); and,
- develop initiatives and a course of action to guide community improvement in the Lambeth Area.

This graphic illustrates the overall process used for this project.



Consultation & Communication: Community-led Process

Community consultation was a significant part of this project, and many people were involved in a number of ways. The section below provides a summary of the communication and consultation conducted and planned for this project. Additional details are provided in Appendix D of the Draft Lambeth Area CIP.

- **City Website Project Webage:** Planning Staff established a Lambeth Area CIP webpage on the City's website to provide regular project updates.

- **Project Updates:** City Planning Staff created a Contact List and emailed project updates which included information about upcoming Community Meetings, Meeting Summaries, City Council Approvals, and a link to the Project webpage.

- **Project Pulse Team:** A Pulse Team comprised of residents, business owners and members of the Lambeth Community Association was formed to help guide the preparation of the Lambeth Area CIP.

- **Community Meeting and Workshop No. 1 (July 7, 2016):** The purpose of the first community meeting was to provide general project information, identify strengths, community needs, desired improvements and a vision for the Lambeth Area, and to obtain input on the CIP Study Area and the Terms of Reference.

- **Community Meeting and Workshop No. 2 (October 18, 2016):** The purpose of the meeting was to define objectives, establish a vision, confirm what stakeholders identified as requiring improvement, and prioritize identified improvements.

- **Community Meeting and Workshop No. 3 (March 28, 2017):** The draft Strategic Initiatives were discussed and a workshop was conducted to review and prioritize proposed Action Items.

- **Lambeth & Community Harvest Festival (September 10, 2016):** City Staff hosted a casual outreach session about the CIP process.

- **Lambeth Community Association Annual General Meeting (June 18, 2018):** Staff provided an update on the progress of the Lambeth Area CIP.

- **Lambeth Business-to-Business Group (B2B) Meeting (December 13, 2018):** Staff from City Planning, Service London Business and Environmental & Engineering Services provided an update on the Lambeth Area CIP and Main Street Infrastructure Renewal Project.

- **Stakeholder Meeting (March 21, 2019)**: At the request of Councillor Hopkins, a Community Information Meeting will be held on Thursday March 21, 2019 to present the Draft Lambeth Area CIP to stakeholders.

Key Findings

Strengths, Weaknesses, Opportunities and Threats (SWOT) identified by Stakeholders

Part of developing the Lambeth Area CIP was asking participants to identify what they perceive as strengths, weaknesses, opportunities and threats (SWOT) that require action and/or improvement. A brief summary of what people identified is provided below; more detail is provided in Appendix E of the Draft Lambeth Area CIP.

Stakeholders feel that Lambeth's greatest strengths are its uniqueness, sense of community and history, and the feeling that Lambeth is an authentic village. The range of independently owned and operated businesses and the fact that the area has almost everything residents require are also seen as strengths. Although Lambeth is seen as a unique and strong community, stakeholders identified that the lack of a clear community identity and lack of sense of place are key weaknesses. Others commented that there is a need for arts and culture, and promotion and celebration of Lambeth's cultural heritage. The strong desire for connected cycling routes, trails and amenities, and pedestrian trails, pathways and amenities within Lambeth and connected to the rest of London were identified as priorities. Many participants identified the need to better understand municipal processes and policies and connect with City Hall. The lack of a coordinated approach to business support and attraction, and the goal to foster a broad range of uses in the Lambeth village core were highlighted as issues requiring action.

Many participants expressed concerns and frustration with vehicular congestion and the current state of some of the roads in the Lambeth Area. Although the Transportation Master Plan (TMP) is updated every 5 to 10 years and updates reflect needs in the growth areas of the City, participants asked questions about how transportation planning occurs at the City of London and whether Lambeth's anticipated growth has been considered and incorporated into transportation plans. Most recently, the Main Street Infrastructure Renewal Project highlighted the need for road improvements in other parts of the Lambeth Area including Bainard Street, Kilbourne Road, the intersection of Kilbourne Road & Colonel Talbot Road, and Pack Road. There were also concerns for the state of some of the roads outside of the CIP Project Area.

In terms of opportunities, the potential for infill development and redevelopment was highlighted. Other opportunities identified by stakeholders include the desire to establish a clear identity, maintain culture and heritage, and develop the Lambeth Village Core as a traditional pedestrian-focused main street environment and a focal point for the community and events. This would further differentiate Lambeth within the City of London. The natural environment and public spaces were highlighted as an opportunity - the Dingman Creek corridor in particular. However, stakeholders also commented on the threats to the natural environment from development. General development pressures and the development along Southdale Road and the Wonderland Road corridor are seen as threats to businesses and to the existing character of Lambeth. Stakeholders commented that without support for small businesses and entrepreneurs, and improved bus service, Lambeth will continue to lose businesses.

Issues identified by Staff

In addition to the needs and concerns identified by stakeholders, City Planning staff identified items requiring attention. Staff's findings are summarized below; more detail is provided in Appendix B of this report.

- **Business Attraction, Retention & Expansion:** The Lambeth B2B Group, formed in 2015, is comprised of business representatives who meet on a regular basis to discuss issues, network, and learn from guest speakers. Lambeth does not have a Business Improvement Area (BIA), and there is currently no mechanism in place to provide sustainable funding for items that support local businesses and the local economy (e.g. promotion & advertising campaigns, branding, events, education & training, Wi-Fi, beautification). Without an understanding of the current local economy (e.g. sector statistics), a plan and a source of long-term sustainable funding focused on business attraction, retention, expansion, the local business environment will not reach its full potential.

- **Coordination & Communication:** The Lambeth community is very fortunate to have many volunteer organizations and individual volunteers who are dedicated to improving their community. At this point, there does not appear to be a regular event and/or forum to help with coordinating and communicating the wide range of initiatives in Lambeth.

- **Growth & Change:** Like many communities in London, the Lambeth area is growing and undergoing change. Most of the growth will be controlled by the property owners and developers (e.g. timing and phasing of development). Although growth can have positive impacts like increased customers to businesses and participation in local events and organizations, growth also puts pressure on existing infrastructure (e.g. roads) and community facilities (e.g. community centre, parks, schools). Feedback and questions received throughout the Lambeth Area CIP project point to a need to provide the community with education and information regarding approved and planned City and private sector projects (parks, trails, roads, residential), prioritization and timing of projects, how to find and connect with City resources, how the planning and development process works, and how to get involved/stay informed. Essentially, people want to know what is planned, approved, and forecasted for Lambeth from now to 2035.

- **Identity:** Lambeth's distinctiveness as a unique village resonates positively with the community. There is an opportunity to further position Lambeth's identity and distinctive village core as a destination within the City of London. Strengthening the Lambeth village core's unique sense of place would lend support to businesses, organizations, and bolster community pride.

- **Signage and Wayfinding:** There is an opportunity to create and implement a unique, comprehensive and consistent wayfinding and identification signage program in Lambeth to develop a sense of place, reinforce community identity, attract visitors and customers, and direct and inform people about unique features, landmarks and amenities.

- **Wharncliffe Road Corridor:** There is an opportunity to develop a Streetscape Plan for Wharncliffe Road as part of future infrastructure projects which could include a gateway to the Lambeth village core. This project would assist with supporting local businesses, providing orientation, strengthening Lambeth's identity as a unique area within the City of London, and addressing concerns about safety and traffic speed.

Format and Content of the Community Improvement Plan

Lambeth Area CIP Vision, Goals & Objectives

The Lambeth Area CIP begins with the Draft Vision, Goals & Objectives developed through consultation with the community. The Lambeth Area CIP Draft Vision states:

> **Our Lambeth will be a place for others to visit and well known for its history. Lambeth comes alive through the charming historic main streets, unique shops and services, Dingman Creek, parkland, and community events.**

Lambeth Area CIP Goals & Objectives

Six goals were defined for the Lambeth Area CIP. The Goals and Objectives align with the Southwest Area Plan (SWAP) and feedback received from stakeholders during consultation. The detailed objectives for each goal are provided in the attached Draft Lambeth Area CIP document.

1. **Supporting Businesses & the Local Economy:** Lambeth will have resilient, strong, connected and diverse businesses and a business environment that serve the local community, attract visitors, and support business retention, expansion & investment.

2. **Strengthening Community & Connections:** The Lambeth community will continue to develop and maintain strong connections within the community and the City, and build capacity to work strategically with stakeholders to achieve community goals.

3. **Improved Mobility & Safety:** Lambeth will have an interconnected community-wide transportation network that is safe, multi-modal and prioritizes walking and cycling.

4. **Developing High Quality Public Realm & Recreation Opportunities:** Lambeth will have a range of recreational amenities, programs and supporting infrastructure, and a connected network of pedestrian-oriented streetscapes and public spaces that are interesting, accessible, safe, beautiful and clean.

5. **Strengthening & Conserving Cultural Heritage:** Lambeth will have a distinct sense of place that reflects and supports local cultural heritage values.

6. **Enhancing & Conserving Natural Heritage:** Natural features and systems are a defining feature of Lambeth and are enhanced, conserved and celebrated.

Lambeth Area CIP Action Items

All recommended CIP actions are identified in an Actions Items table in the Draft Lambeth Area CIP, attached to this report as Appendix A. Action Items align with the Draft Vision, Goals and Objectives defined through the Lambeth Area CIP process. The table identifies proposed lead(s) and partners, a suggested priority for implementation, and relative funding requirements (high, medium, low, no cost) for each Action Item.

The success of the Lambeth Area CIP requires coordination of the efforts of many stakeholders over time. There is not one person or organization which has the sole responsibility of managing and implementing initiatives or ensuring success. Ideally, champions will emerge to lead identified actions. Implementation is contingent on a number of factors including costs, availability of funding, priorities, and willingness and motivation of the stakeholders and the community to lead projects.

The Action Items table is divided into the following three categories:

1. **Municipal Actions:** These are Action Items that are the responsibility of the Municipality. Many of these Action Items are part of existing projects or programs.

2. **Community Opportunities:** Leading these Action Items is the responsibility of community stakeholders (individuals or groups).

3. **Action Items Identified & Completed during the Lambeth Area CIP Project:** These items were completed because they were part of an existing project already underway (e.g. Main Street Infrastructure Project, Parks & Recreation Master Plan), part of an ongoing program (e.g. Lifecycle Renewal), or completed by City Planning Staff during the CIP project.

In terms of general implementation priorities for the Municipal Actions, Action Items identified as 1st priorities can be implemented with existing resources. Action Items identified as 2nd and 3rd priorities have higher costs and may require future budget considerations, longer-term implementation plans and/or coordination with stakeholders.

Before being incorporated into the Draft Lambeth Area CIP, the Action Items table was circulated to City staff for feedback. Additional feedback is anticipated as part of the circulation process.

Monitoring and Evaluation

The Draft Lambeth Area CIP features a Monitoring and Evaluation section which provides a framework for regularly tracking the progress of the CIP, and ensuring that priorities and assumptions remain relevant to achieving the Vision, Goals, and Objectives.

A number of baseline conditions were determined during the preparation of the Draft Lambeth Area CIP against which future information can be compared. This provides a consistent framework for evaluating the ongoing change in the Lambeth Area CIP Project Area. Variables/measures may be added to the baseline conditions. The financial incentive programs made available through the Lambeth Area CIP will also be monitored and the information will be stored in a database.

Staff are recommending that a Monitoring Report is prepared every five years to evaluate the Community Improvement Plan and its individual programs. This report and evaluation will be based on the changes to the baseline conditions, feedback from stakeholders, and any new issues, conditions, or opportunities that have emerged.

Next Steps

A Community Information Meeting will be held at the Lambeth Arena on Thursday March 21, 2019 to present and discuss the Draft Lambeth Area CIP. Community groups and organizations will have the opportunity to display materials highlighting their activities and achievements in the community.

Project participant comments will be received and addressed in the coming months to provide opportunity for stakeholder and community feedback. Based on comments and feedback received, Staff will modify the Draft Lambeth Area CIP as required.

A public participation meeting is planned at a Planning & Environment Committee meeting in summer 2019 when the final Lambeth Area CIP and applicable By-laws, Official Plan amendment(s) and Financial Incentive Program Guidelines will be brought forward for approval and adoption.

Conclusion

The attached Draft Lambeth Area Community Improvement Plan represents Staff's best efforts to unite the community's vision for improvement into one comprehensive plan. Staff recommends that the Draft Lambeth Area CIP is circulated to stakeholders and the public for comments and feedback.

Prepared by:	**Laurel Davies Snyder, MCIP, RPP** **Urban Regeneration**
Submitted by:	**Britt O'Hagan, MCIP, RPP** **Manager, Urban Regeneration**
Recommended by:	**John M. Fleming, MCIP, RPP** **Managing Director, Planning and City Planner**

Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from City Planning.

March 6, 2019
LDS/lds

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Appendix A
Draft Lambeth Area Community Improvement Plan

Appendix B
Issues in the Lambeth Area Identified by Staff

Business Attraction, Retention & Expansion:
Formed in 2015, the Lambeth B2B Group meets on a regular basis to discuss issues, network, and listen to guest speakers. Lambeth does not have a Business Improvement Area (BIA) and there is no mechanism in place to collect ongoing fees from stakeholders to fund items that support local businesses and the local economy (e.g. promotion & advertising campaigns, branding, events, education & training, Wi-Fi, beautification).

The CIP process revealed that people value the local businesses in Lambeth and see them as an integral and positive part of the community. Additionally, a key part of the community's vision for Lambeth is a healthy, vibrant, and successful "Main Street" and core. However, without a plan and a source of long-term sustainable funding focused on business attraction, retention, expansion, the local business environment will not reach its full potential.

City Projects & Planning Processes
The CIP process revealed that there is a need to provide education and information on City resources, projects and planning processes. Specific questions posed to staff during the project include:

- How will Lambeth change/develop in the next 5, 10, 20 years?
- Why are projects initiated?
- How do projects incorporate local issues and priorities?
- How/where can I get on a notification list and/or find information on projects and plans that affect the Lambeth Area?
- How can the Lambeth community stay up-to-date with projects?
- Who can the Lambeth community contact with questions and concerns?
- What is zoning?
- How does "planning" work and how can I get involved?

Coordinated outreach and education by City Planning and Service London Business was initiated at the December 2018 Lambeth B2B Group meeting.

Signage and Wayfinding
There is an opportunity to create and implement a unique, comprehensive and consistent wayfinding and identification signage program in Lambeth to direct and inform people about unique features, landmarks and amenities.

An integrated signage program can support many community development goals including but not limited to:

- developing and strengthening identity and sense of place (brand visibility and reinforcement);
- improving the urban realm and pedestrian safety;
- enhancing the visibility of specific landmarks, features, and amenities (resulting in increased visits and greater support for local businesses);
- assisting with ease of navigation (pedestrian and vehicular);
- promoting temporary events;
- improving the quality of experience/increased confidence to walk in the area; and,
- reducing visual clutter (i.e. unnecessary signage; coordination of design).

Sign types/sign families can include: primary gateway, vehicular directional, pedestrian directional, identification (e.g. parking, parks, trails, etc.), informational (e.g. cultural heritage landmark), event signage, banners, district-specific (e.g. heritage), and others.

Wharncliffe Road Corridor

Wharncliffe Road South (east of Campbell Street and Wharncliffe Road intersection) can be described as a commercial strip; it is a relatively wide road with a range of individual businesses spaced fairly far apart and accessed primarily by vehicular traffic. Participants mentioned that walking along the road is not enjoyable or seen as safe due to vehicular traffic (volume and speed). There are many freestanding signs in this area which do not contribute to a sense of place or complement the vision that project participants have for the Lambeth Area CIP Project Area.

Although Wharncliffe Road is an entrance/gateway into a traditional main street area, there is no infrastructure/design treatment providing cues regarding what lies ahead on Main Street, nor are there any prompts to alter driving behaviour and drive at a speed appropriate for a main street / village core area (e.g. landscaping, signage, road width changes, lighting standards, banners).

As part of future infrastructures, there may be opportunity to develop a Streetscape Plan for Wharncliffe Road which could include a gateway into the Lambeth village core area. This project could assist with addressing concerns about traffic speed, support local businesses, provide orientation, and strengthen Lambeth's identity as a unique area within the City of London.

Change

Like many communities in London, the Lambeth area is undergoing change. Although the population in the Lambeth Planning District declined by 5% between 2011 and 2016, the population of the City of London increased by 4.8% during the same timeframe. From 2014 to 2018, there was an increase in the number of new residential units constructed in the Lambeth Area and more are forecasted for the future. Although growth can have positive impacts like increased customers to businesses and participation in local events and organizations, growth also puts pressure on infrastructure (e.g. roads) and community facilities (e.g. community centre, parks, schools).

Growth in the Lambeth village core has been limited in part due to the lack of municipal sanitary and storm sewer connections. A significant component of the 2018 Main Street Infrastructure Renewal Project was installing new sanitary sewers and storm sewers along Main Street and part of Longwoods Road. This transition from a septic system to sanitary sewers is paving the way for future development in the area. This is especially important given the proximity and continued growth of the Wonderland Corridor which is less than 5 km away from the Lambeth village core. Figuring out how the Lambeth village core stays relevant and viable will be a challenge for the community.

Identity

Similar to other rural villages in Ontario, Lambeth developed as a compact and walkable community with a traditional main street at its core. The Lambeth village core still contains a mix of small-scale and independent retail shops, restaurants, and service establishments, and a number of civic, institutional, and community anchors that remain important to the community (e.g. post office, places of worship, community centre, banks). The village core is surrounded by low-density residential areas, established over time. Also similar to other Ontario communities, the overall Lambeth area has lost some original buildings and has adapted to accommodate auto-oriented development. This has resulted in new development being built around and further from the original core, and growth of a commercial strip along Wharncliffe Road.

Although Lambeth was incorporated into the City of London in 1993 and the community fabric is changing with new residents, new infrastructure, and new businesses, its distinctiveness as a unique village resonates positively with the community. Factors contributing to this identity are: the relatively small size and geographic autonomy of the community; the long-standing active community organizations and places of worship with high levels of engagement (e.g. they bring people and events to Lambeth village core like the successful Lambeth & Community Harvest Festival); and, the strong sense of cultural heritage of Lambeth.

Building on and developing a community's identity typically involves working with an area's unique history, natural features, culture(s) and sources of community pride. This can be especially challenging in areas undergoing major changes and consideration must be given to building an identity that is representative of the current and changing

community members. There is an opportunity to further develop Lambeth's identity and distinctive village core within the City of London. Strengthening the Lambeth village core's unique sense of place would lend support to businesses, organizations, and bolster community pride.

Council adopted _____, 2019

DRAFT

City of London

Lambeth Area Community Improvement Plan





Acknowledgments

The Lambeth Area Community Improvement Plan was prepared by City of London Planning Services' staff with assistance from representatives from other City Divisions and many community stakeholders and organizations.

The following people and organizations played an instrumental role in preparing this CIP.

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Lambeth Community Association
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The Urban League of London
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Westminster Township Historical Society
Jim Yanchula

And everyone who participated in the community meetings and contributed throughout the preparation of this Plan.

Lambeth Area Community Improvement Plan

Adopted pursuant to section 28 of the *Planning Act*.

1 Introduction

2 Community Improvement Plan Overview

4 Lambeth Area

5 Study Area

6 Lambeth Area Profile

2 Stakeholder Input: Areas for Improvment, Priorities & Key Principles

8 Strengths, Weaknesses, Opportunities & Threats

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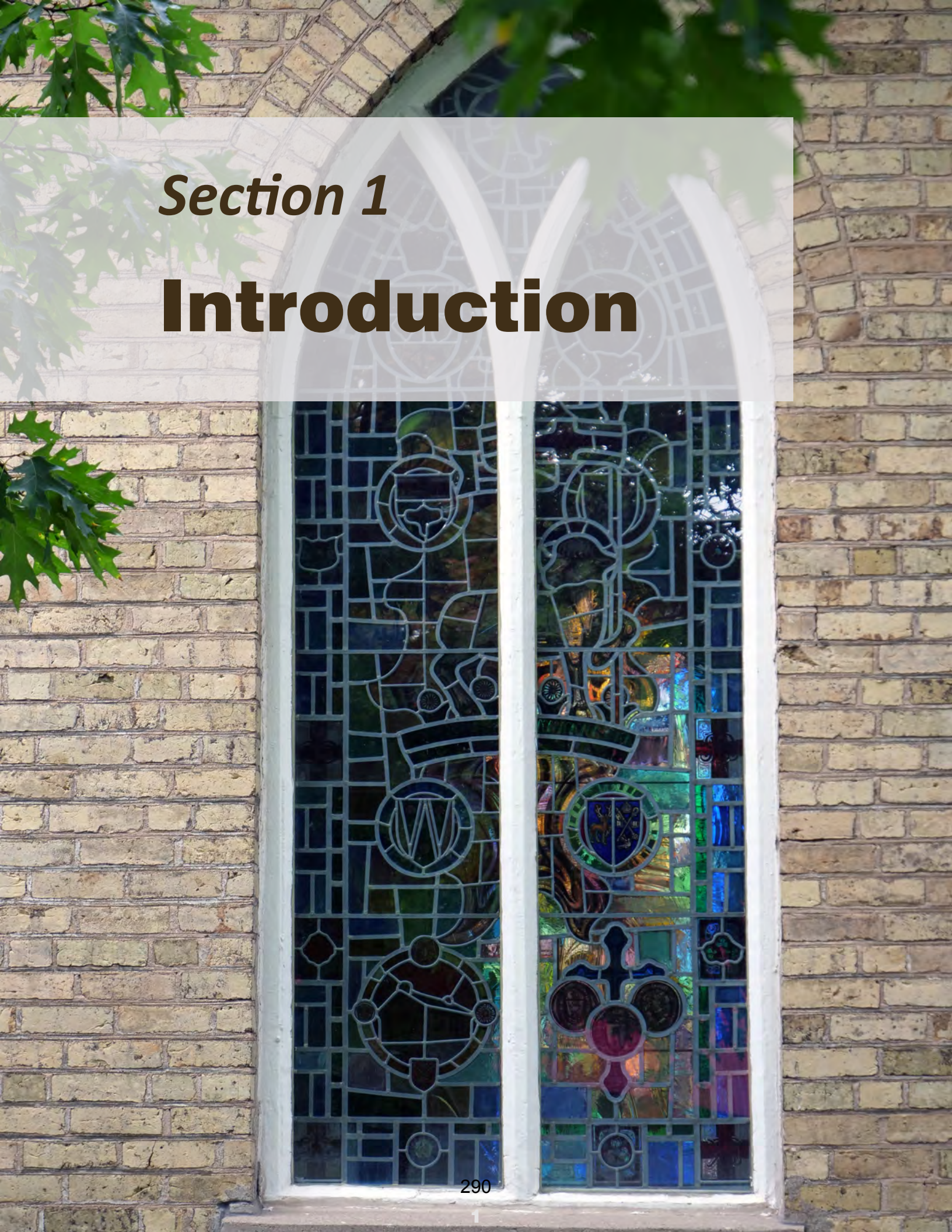
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Section 1

Introduction



Community Improvement Plan Overview

What is a Community Improvement Plan?

A Community Improvement Plan (CIP) is a tool that allows a municipality to take actions to support improvements and redevelopment within a specifically defined project area. Section 28 of the Planning Act gives municipalities the ability to prepare CIPs. Through a CIP, municipalities can:

- identify changes needed to land use planning policies, zoning, and/or other by-laws, policies, and practices;
- direct funds for improvements to public infrastructure and public space;
- acquire, rehabilitate, and dispose of land;
- provide grants and loans to owners and tenants for specific actions; and,
- establish a vision, goals, and objectives to provide focus and direction for continuous community improvement.

Purpose of this Community Improvement Plan

Development of the Lambeth Area CIP was initiated by both the Ward Councillor and the Lambeth Community Association in 2014. The purpose of this CIP is to:

- establish a vision, goals, and objectives for the Lambeth Area CIP;
- identify the strengths, weaknesses, opportunities and threats to the Lambeth Area CIP Project Area;
- illustrate how existing strategies, plans and initiatives tie into the Lambeth Area CIP vision, goals, and objectives;
- record and prioritize actions for how the Lambeth Area CIP Project Area will be improved;
- identify stakeholders and their roles in implementation; and,
- propose incentive programs to encourage and support private-sector investment in existing buildings.

In addition to CIPs having many immediate and long-term positive impacts on an area, the process of creating a CIP brings stakeholders together to talk about issues and concerns, and to share ideas and goals for improving their community. This process builds capacity and connections, which creates a stable foundation for future action.

How This Plan Was Prepared

The following key tasks were completed to build a comprehensive foundation for preparing the Lambeth Area CIP:

- review of relevant Provincial and City policy documents;
- review of existing City of London Community Improvement Plans and incentive programs;
- review of best practices used in CIPs provided by other Ontario municipalities;
- analysis of the Lambeth Area based on:
  - visual audit and first-hand data collection; and,
  - input received from the Project Team.



Lambeth Area

Background Information

The community of Lambeth, population 4170, is similar to other rural villages in Ontario in that it developed as a compact, walkable community with a traditional main street at its core along Main Street and Colonel Talbot Road. The village core contains a diverse mix of small-scale and independent retail shops, restaurants, and service establishments, and a number of civic, institutional, and community anchors which draw people to the area. These include the post office, places of worship, the community centre, and banks. The core is surrounded by established low-density residential areas. Also similar to other Ontario communities, the Lambeth Area has lost some original buildings and has adapted to accommodate auto-oriented development. This has resulted in newer residential subdivisions located throughout the Lambeth Area and a commercial "strip" located along Wharncliffe Road.

Lambeth was incorporated into the City of London in 1993 as part of the Westminster Township annexation.

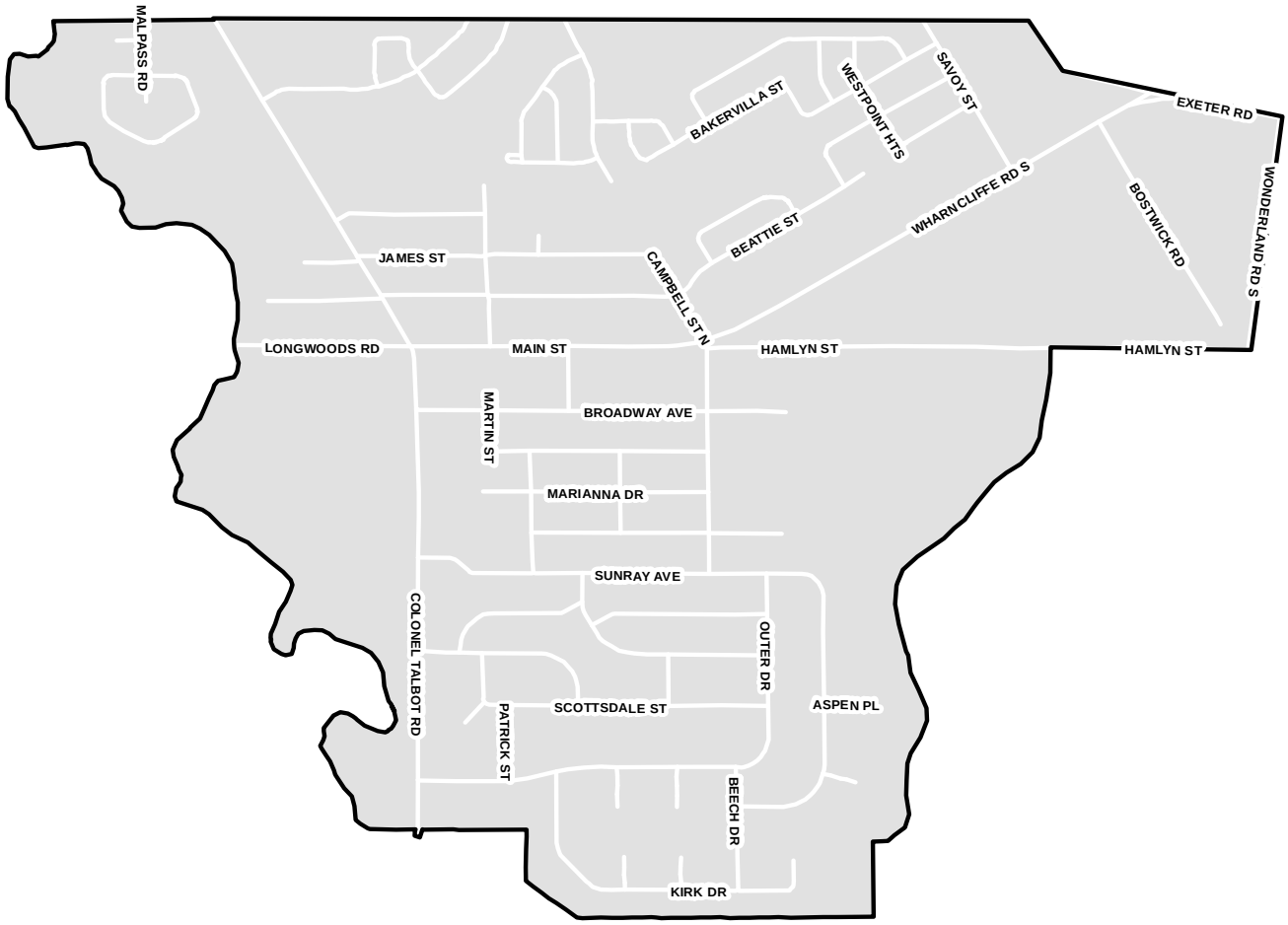
Figure 1: City of London and the Lambeth Area



Study Area

When a CIP is being prepared, a Study Area is established early in the process to maintain focus and to help avoid scope creep as the project moves forward. From the Study Area, a Project Area is then identified as the specific area requiring improvement. The Project Area is included in the final CIP document which is then adopted by Municipal Council. Provincial regulations state that the Project Area is to be based on an area that in the opinion of Municipal Council, improvement is desirable because of age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings or for any other environmental, social, or community economic development reason.

Figure 2: Lambeth Area Community Improvement Plan Study Area



The Lambeth Area CIP Study Area as identified for this Community Improvement Plan is located in the southwest area of the City of London. The Study Area is generally defined as the following: Kilbourne Road and the future Kilbourne Road extension to Wonderland Road to the north; Wonderland Road, Hamlyn Street and Dingman Creek to the east; Greenhills Country Club to the south; and, Dingman Creek to the west.

Lambeth Area Profile

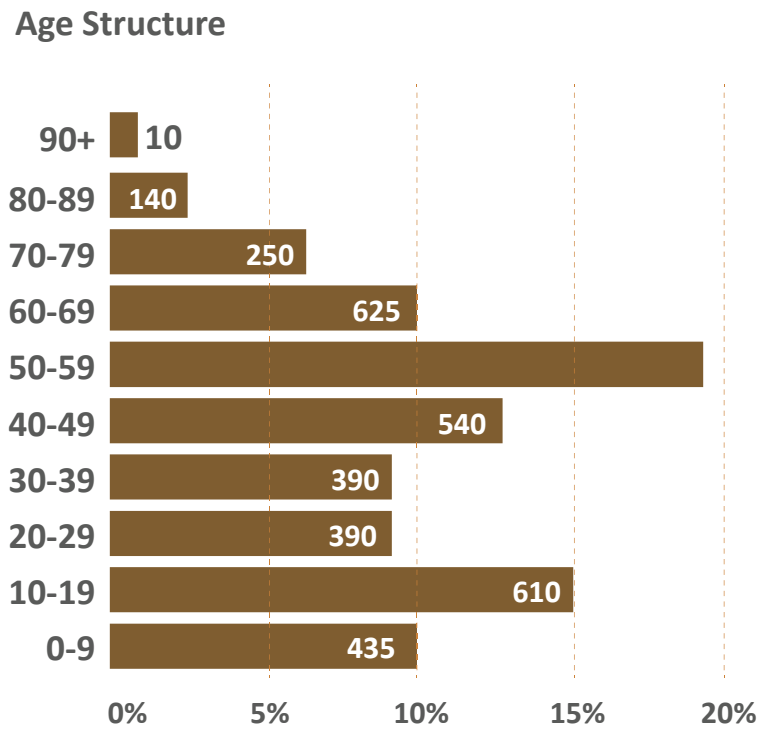
Population

The current population in the Lambeth Area CIP Study Area is approximately 4170 people; a decrease of 5% from 2011 to 2016 (240 people). In comparison, the City-wide population increased by 4.8% during the same timeframe.

The population in the Lambeth Area decreased by 5% between 2011 and 2016.

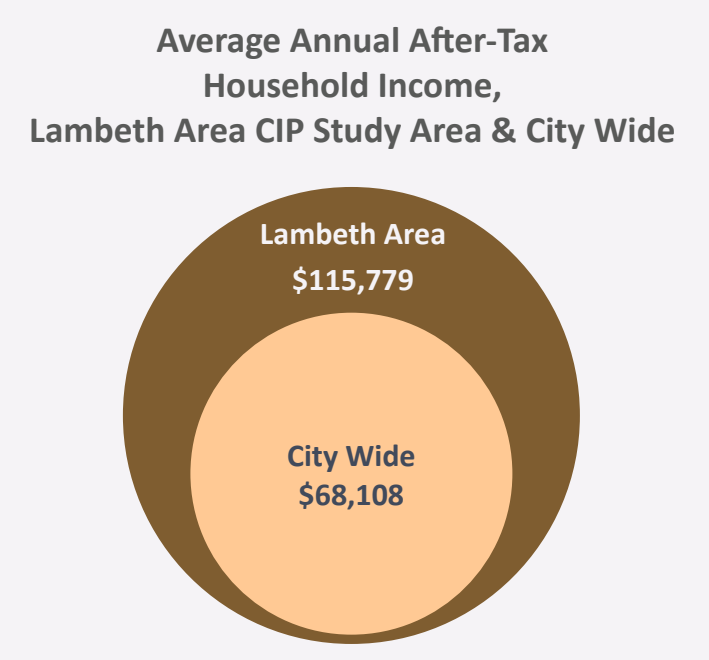
The largest population segment in the Lambeth Area CIP Study Area is the 50-69 year age range, known as the Baby Boomer generation. This group comprises 34% of the total.

The next largest population segment is the 0-19 age range, known as the iGen/GenZ/ Centennial generation, comprising 25% of the total.



Household Income

58% of the households have an annual after-tax household income of $100,000 or more. The average after-tax household income in the Lambeth Area is $115,779, just over 58% higher than the City-wide average of $68,108.

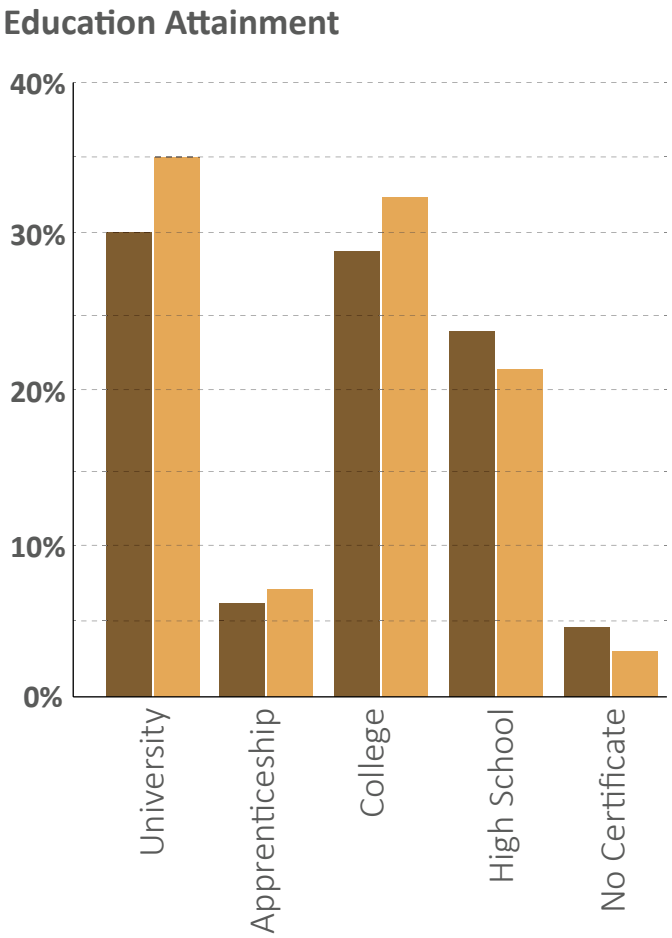


Lambeth Area Profile

Education

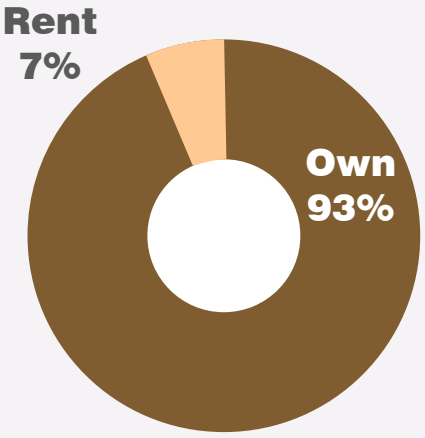
The Educational Attainment profile for the Lambeth Area CIP Study Area is very similar to the City-wide profile. The most frequent credential earned is a University education (diploma, degree at bachelor level or above) for just over 35% of the population compared with just over 30% City-wide. Thirty-three percent (33%) of the population have a college level education compared with 29.23% City-wide.



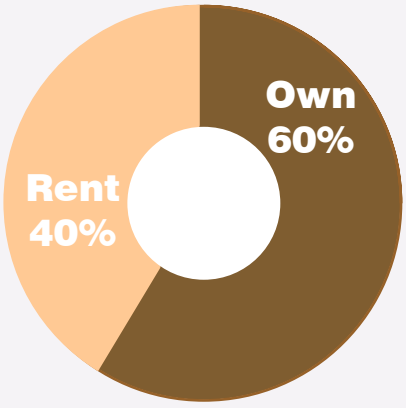


Housing Tenure

The main form of housing tenure in the Lambeth Area CIP Study Area is home ownership which totals 93.5%, compared to 60.1% City-wide.



Lambeth CIP Area



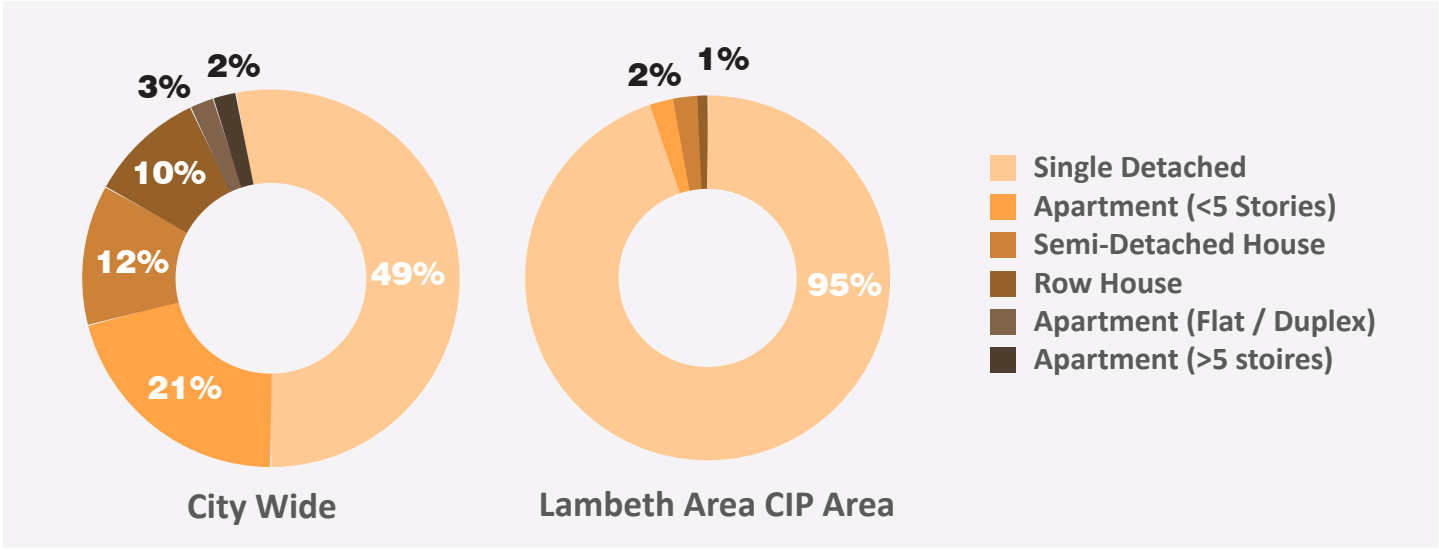
City Wide

Lambeth Area Profile

Dwelling Types

Ninety-four percent (94%) of dwellings in the Lambeth Area CIP Study Area are single detached residential units (1465 residential units) compared to 50% City-wide. The remaining six percent (6%) of dwelling types in the CIP Study Area is comprised of Semi-Detached (10 units, 1.29%), Row House (30 units, 1.94%), and Apartments in a building with fewer than five storeys (30 units, 1.94%). Although almost 21% of the dwellings City-wide are Apartments in buildings of 5 or more storeys, Lambeth does not have apartment buildings of 5 or more storeys.

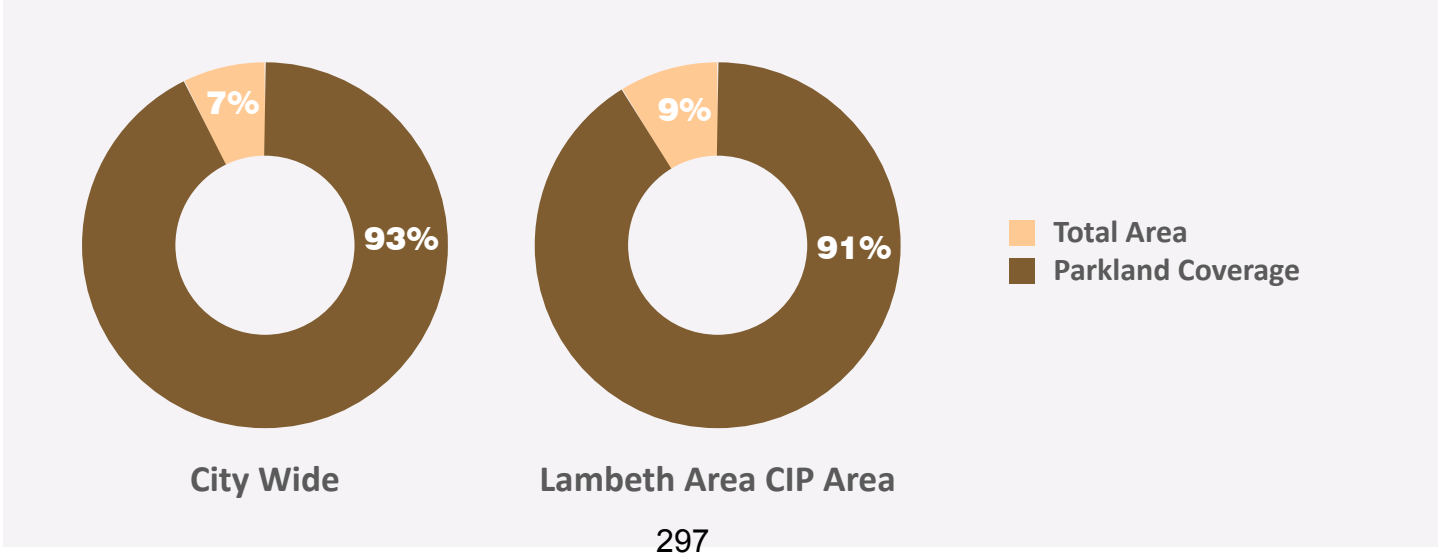
Dwelling Type Composition



Parkland

There are eleven (11) public parks in the Lambeth Area CIP Study Area. This equals a total of 37.3 hectares of parkland, which equates to 8.8% of the total CIP Study area. Based on a population of 4170 people from Census data, the Lambeth Area CIP Study Area has 9.1 hectares of parkland per 1000 people, compared with 7 hectares of parkland per 1000 people City-wide in London.

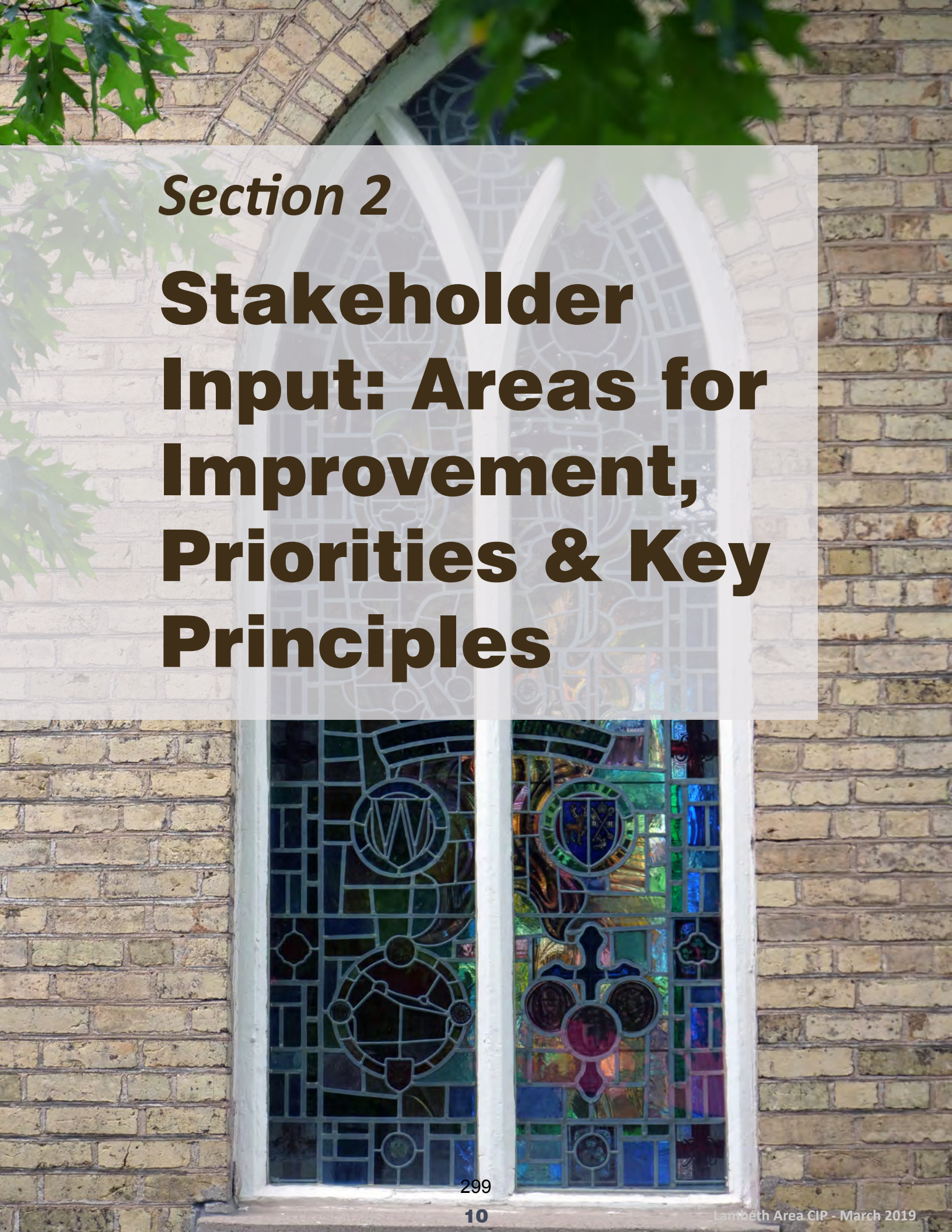
Parkland Percentage





Section 2

Stakeholder Input: Areas for Improvement, Priorities & Key Principles





What We Heard:

Strengths, Weaknesses, Opportunities, and Threats

Items seen as strengths, weaknesses, opportunities and threats (SWOT) in the Lambeth Study Area that require action and/or improvement were identified through consultation with stakeholders throughout this project (community members, groups, organizations). These items are summarized in the following Section.

Strengths

- There is a broad range of uses that serve the day-to-day needs of the local residents.
- Most businesses are independently owned and operated and well-supported by the community.
- Lambeth still feels like a small country village and not like a suburb within the City.
- The area is a “real” village and complete community; maintaining the authentic feel and landmarks is important.
- Strong sense of community and history in Lambeth.
- Lambeth is well-maintained and people believe it is a safe area.
- Wide range of heritage features within the community



Weaknesses

- Need to create a sense of place and identity.
- Community branding needed.
- Not a good first impression for visitors entering downtown.
- Arts and culture is lacking.
- Need to document, promote, and celebrate cultural heritage.
- Need to foster a broad range of uses and activities on Main Street and Colonel Talbot Road that activate these areas throughout the day and at all times throughout the year.
- Medical clinic needed.
- Better coordination of business activities and promotion of shopping opportunities is needed.
- Provide more parking opportunities to encourage people to get out of their cars.
- Business facades and signs are dated and tired.
- Main Street gets focus for improvements while other areas are overlooked.
- Lack of municipal sanitary services has been a barrier for development and small businesses.
- Add parks, recreation amenities, and programming.
- Limited activities particularly for youth, a skate park is needed.
- Lack of a central gathering space for residents, visitors and events.
- Need pedestrian amenities- few amenities along major streets (bike racks, benches, waste receptacles, lighting, wide sidewalks).
- Need to assess accessibility and safety.
- Need safe pedestrian, pathway and cycling connections, routes and facilities, traffic calming, crosswalks, improved intersections, etc.
- Lack of foot traffic.
- No pedestrian access to Dingman Creek corridor.
- Main Street and Colonel Talbot Road function as highway corridors (through-traffic does not stop).
- Need improved connection to City Hall and better understand municipal processes and policies (e.g. planning process, development process).



Opportunities

- Infill development/redevelopment.
- Establishing and promoting a clear identity; promoting destinations.
- Maintaining culture and heritage quality is important (buildings, branding, activities, understanding).
- Lambeth Village could become a traditional downtown pedestrian-focused environment.
- Main Street provides a good focal point for the community and events.
- The intersection of Colonel Talbot Road and Longwoods Road has a strong cultural heritage value.
- Proximity to the highways is an asset (401 and 402).
- The Community Centre, Library and Service Clubs are key strengths and assets.
- The Arena and Splash Pad are great.
- Sustainability is important; Lambeth could be known for being a “green” community.
- Dingman Creek has important historic and environmental features; celebrate Dingman Creek as a significant water and ravine corridor.
- Develop Dingman Creek as a green space like Springbank Park.
- Create a strong visual and physical relationship with the Dingman Creek.





Threats

- Threat of competition from development along Southdale Road and the Wonderland corridor.
- Need to keep small businesses inviting and attractive to other Londoners.
- City support for small businesses and entrepreneurs needed.
- New development pressures.
- Losing businesses (e.g. financial institutions).
- Bus services are too indirect and limited between Lambeth and the rest of London.
- Loss of heritage and character.
- Ensure that Carolinian Forest is conserved where possible.



Priorities for Improvements

At the third community meeting, participants were asked to identify and prioritize items and areas for improvement. This activity resulted in the following list (not presented in any particular order):

- Support Small Business
- Traffic Calming
- Improve Bus Services / Amenities
- Enhance Dingman Creek Corridor
- Improve Accessibility
- More Sports /Recreation Opportunities
- Maintain Heritage
- Local Medical Clinics
- Retain Financial Institutions
- Boost Lambeth's Identity
- Improve Connectivity to the City
- Arts & Culture Lacking
- Improve Parking

Key Principles

From the SWOT analysis and subsequent discussions, the following eight (8) Key Principles were identified by stakeholders as the framework to guide the Vision, Goals, Objectives, and Action Items for the Lambeth Area CIP.

1. Lambeth will be a great place to be; a destination; the Lambeth village core is the distinct downtown of the community, it is pedestrian-friendly, attractive and a preferred location for community events.

2. Lambeth will have an authentic and strong sense of place and identity; the distinct sense of place reflects and supports local cultural heritage values and a strong sense of community.

3. There will be a high level of community pride in Lambeth; local businesses are unique and successful. Residents and visitors prefer to purchase services and goods from local establishments, and regularly participate in community events at a local level.

4. Lambeth will be a diverse and welcoming community; the community is connected and supportive of businesses, residents, and visitors.

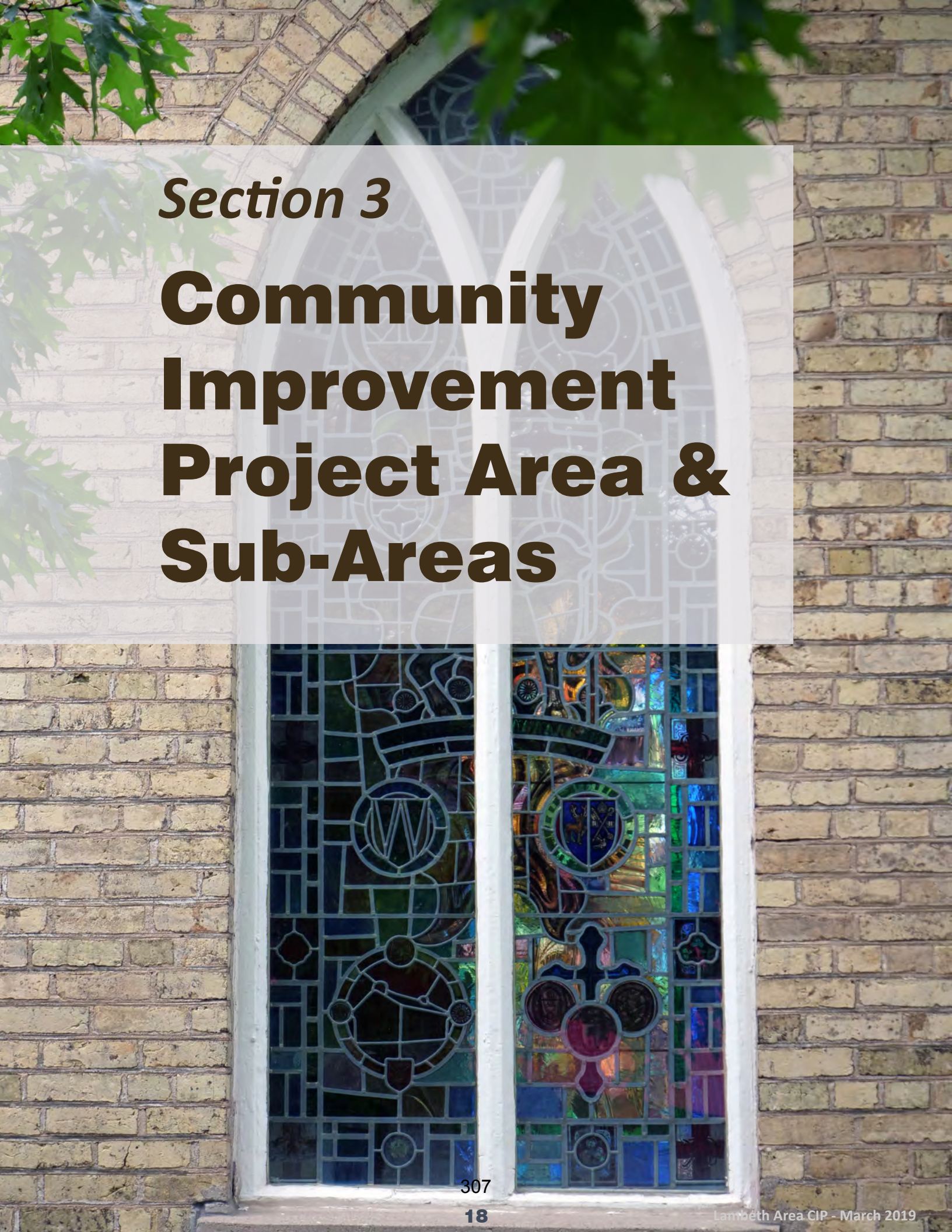
5. Lambeth will have an environment and activities that are family-friendly; community amenities like the Community Centre, Library, parks and programs are well-supported.

6. Lambeth will be a safe and healthy community; active streets, sidewalks, trails, and public spaces are connected through a safe community network.

7. Lambeth will be sustainable and green; it will be known for prioritizing and celebrating natural features.

8. Lambeth will have a quiet, small-town feel enhanced by the Lambeth village core and pedestrian-oriented networks; this will be part of its unique character and sense of place.

These Key Principles align with the Principles of the ***Southwest Area Secondary Plan***, and are supported by the proposed Lambeth Area CIP Action Items in Section 6.0 of this CIP.



Section 3

Community Improvement Project Area & Sub-Areas



The Lambeth Area CIP Project Area

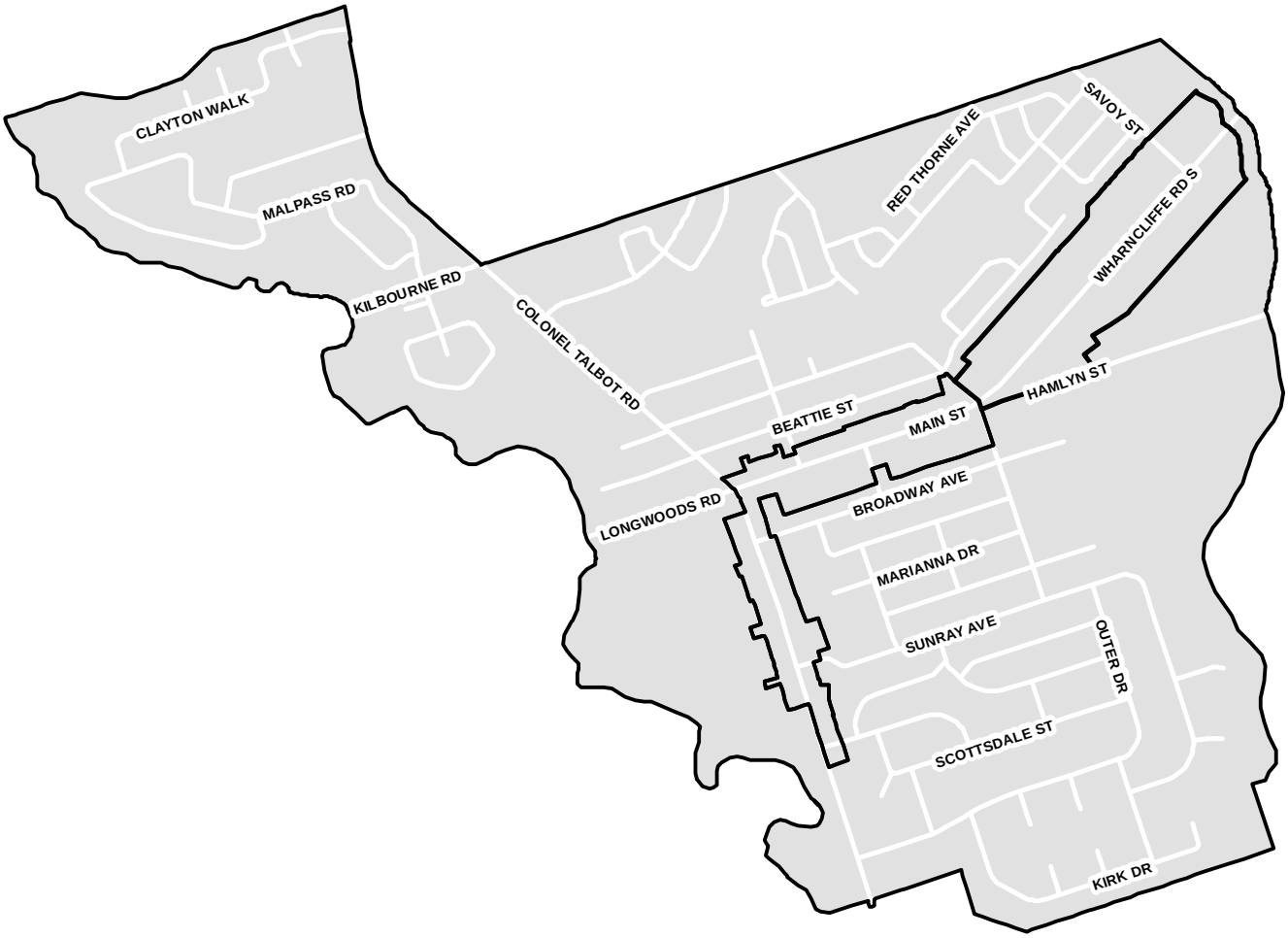
Ontario's Planning Act defines a community improvement project area as "a municipality or an area within a municipality, the community improvement of which in the opinion of the council is desirable because of age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings or for any other environmental, social or community economic development reason." This area, also referred to in this Plan as the Project Area, is shown in Figure 3 below.

All community improvement activities described in this CIP, including financial incentive programs, will only be undertaken within the area designated as the Lambeth CIP Project Area. The CIP Project Area is designated by a By-law passed by Municipal Council, in accordance with Section 28 of the Planning Act.

Project Area Description

Figure 3 illustrates the Project Area included in the Lambeth Area CIP. The Project Area is based on a combination of consultation and research and is therefore slightly different than the Study Area. Specifically, the Project Area includes the Clayton Walk and Malpass Road subdivisions north of Kilbourne Road and west of Colonel Talbot Road; it does not include the area north of the future Kilbourne Road extension east of Colonel Talbot Road; and, it is bound by the Dingman Creek corridor on the east (i.e. does not continue to Wonderland Road).

Figure 3: Lambeth Area CIP Project Area



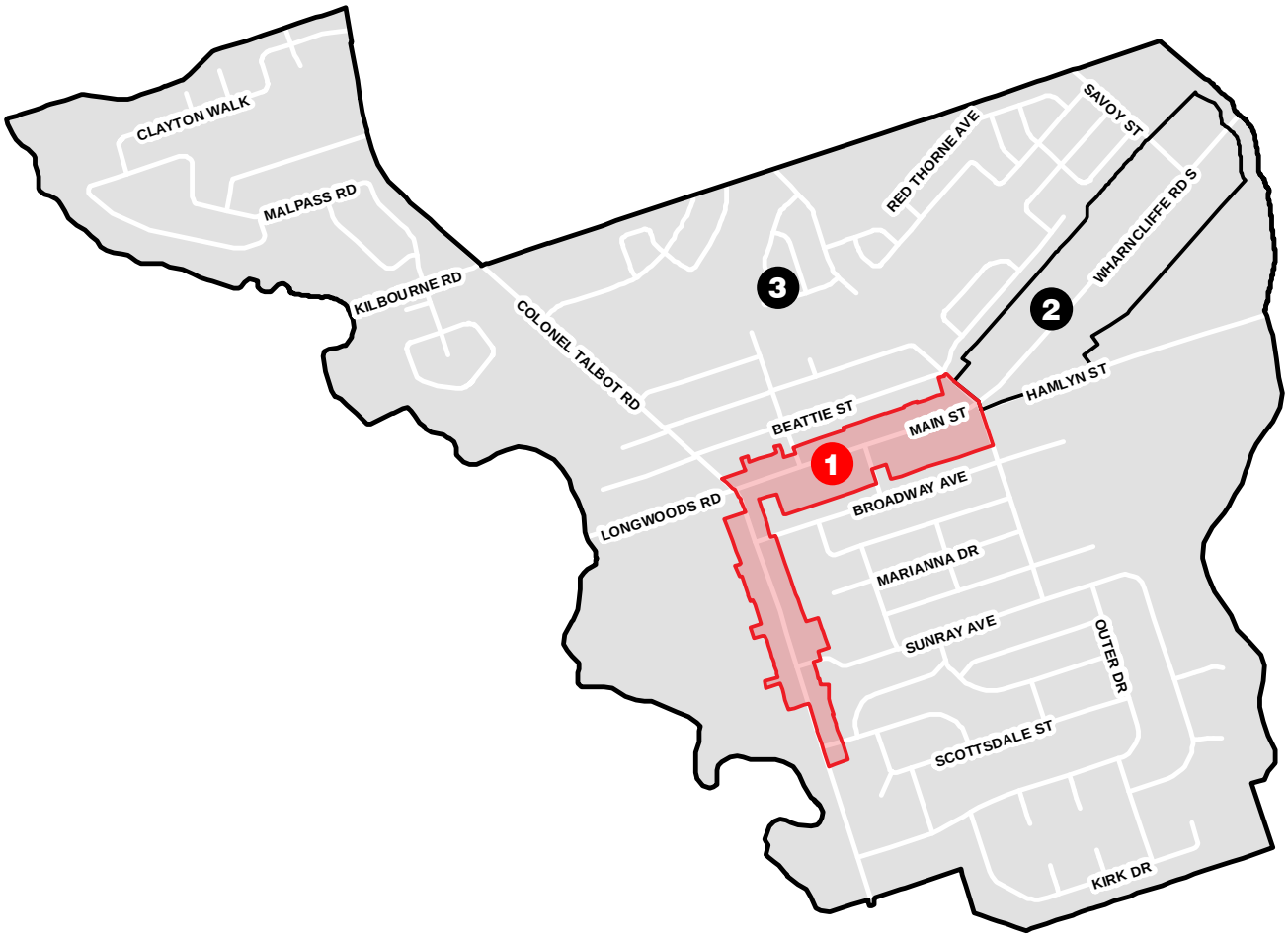
Project Sub-Areas

To recognize the unique characteristics and specific needs, the Lambeth Area CIP Project Area is divided into three Project Sub-Areas, illustrated in Figures 4, 5, 6, and 7. The boundaries of the Project Sub-Areas are based on current conditions and characteristics observed during the preparation of the Lambeth Area CIP, and on policy directions of the *SWAP.*

Figure 4: Lambeth Area CIP Project Sub-Areas



Figure 5: Lambeth Village Core



1. Lambeth Village Core

Lambeth Village is the core of Lambeth and functions as a community focal point and the "Main Street". The area is comprised of properties along Main Street from Campbell Street to Colonel Talbot Road, and along Colonel Talbot Road from Main Street to just south of Outer Drive. These areas are defined as Main Street Lambeth North and Main Street Lambeth South in the SWAP. Many of the existing buildings in the Lambeth village core are older and have distinctive architectural details. Parking for customers and visitors is largely provided on-site both in front and behind buildings.

Lambeth village core provides a neighbourhood level of service within a comfortable walking and cycling distance of most residents in Lambeth. Uses include a variety of commercial establishments (e.g. retail, restaurant, office, services). It is intended that walking and cycling will be the primary modes of transportation, however the built environment is currently more oriented to cars than to pedestrians. Both Main Street and Colonel Talbot Road are major vehicular traffic routes through the community, providing access to Highway 402 and Highway 401. One of the goals of the Main Street Infrastructure Renewal Project- initiated in 2017- is to create a pedestrian-friendly environment that supports walking, cycling, and pedestrian activity along Main Street between Colonel Talbot Road and Campbell Road. Through this project, new sidewalks, pedestrian-scale lighting, on-street parking, landscaping, street trees, and space for public art will support the development of a pedestrian-oriented area.

The legislative framework in the Lambeth village core allows for a mix of uses and civic functions, including live-work units, commercial and residential uses, and public gathering spaces. New buildings and redeveloped buildings will be street-oriented with setbacks and roof lines consistent with the existing streetscape character. There is an emphasis on maintaining and enhancing high-quality architectural design consistent with the character of the area.

Lambeth Village Core North

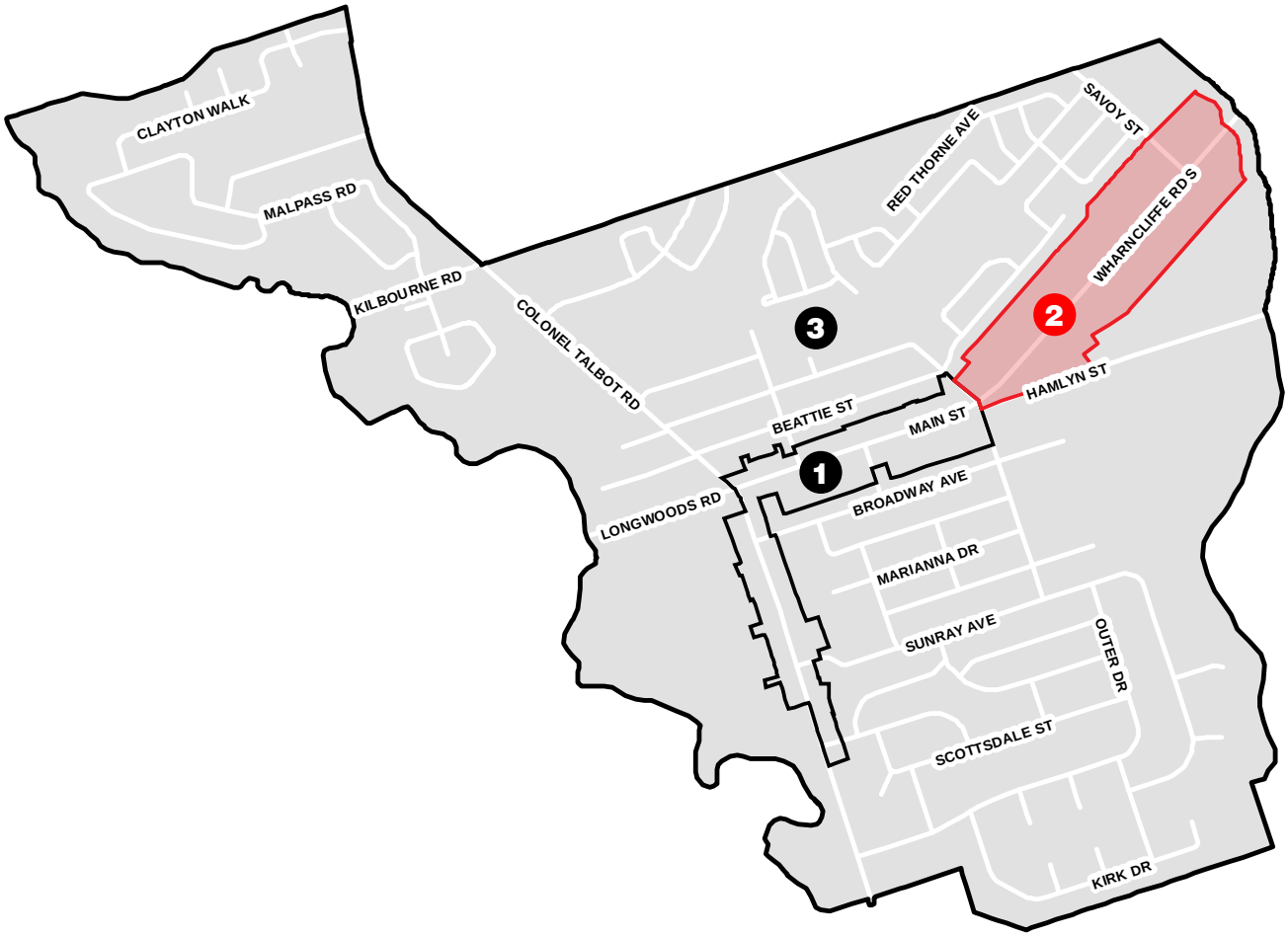
Lambeth village core north is designated the Main Street Place Type in the London Plan. Mixed-use buildings will be encouraged along Main Street from Campbell Street to Colonel Talbot Road. As redevelopment occurs, sidewalks and on-street parking will be incorporated to support and augment the Main Street development pattern and encourage pedestrianization.

Lambeth Village Core South

The lands along Colonel Talbot Road in Lambeth village core south are designated either the Main Street or Neighbourhood Place Type in the London Plan. Essentially, this area currently acts as a transition between the "Main Street" and residential and rural areas to the south.



Figure 6: Wharncliffe Road Corridor

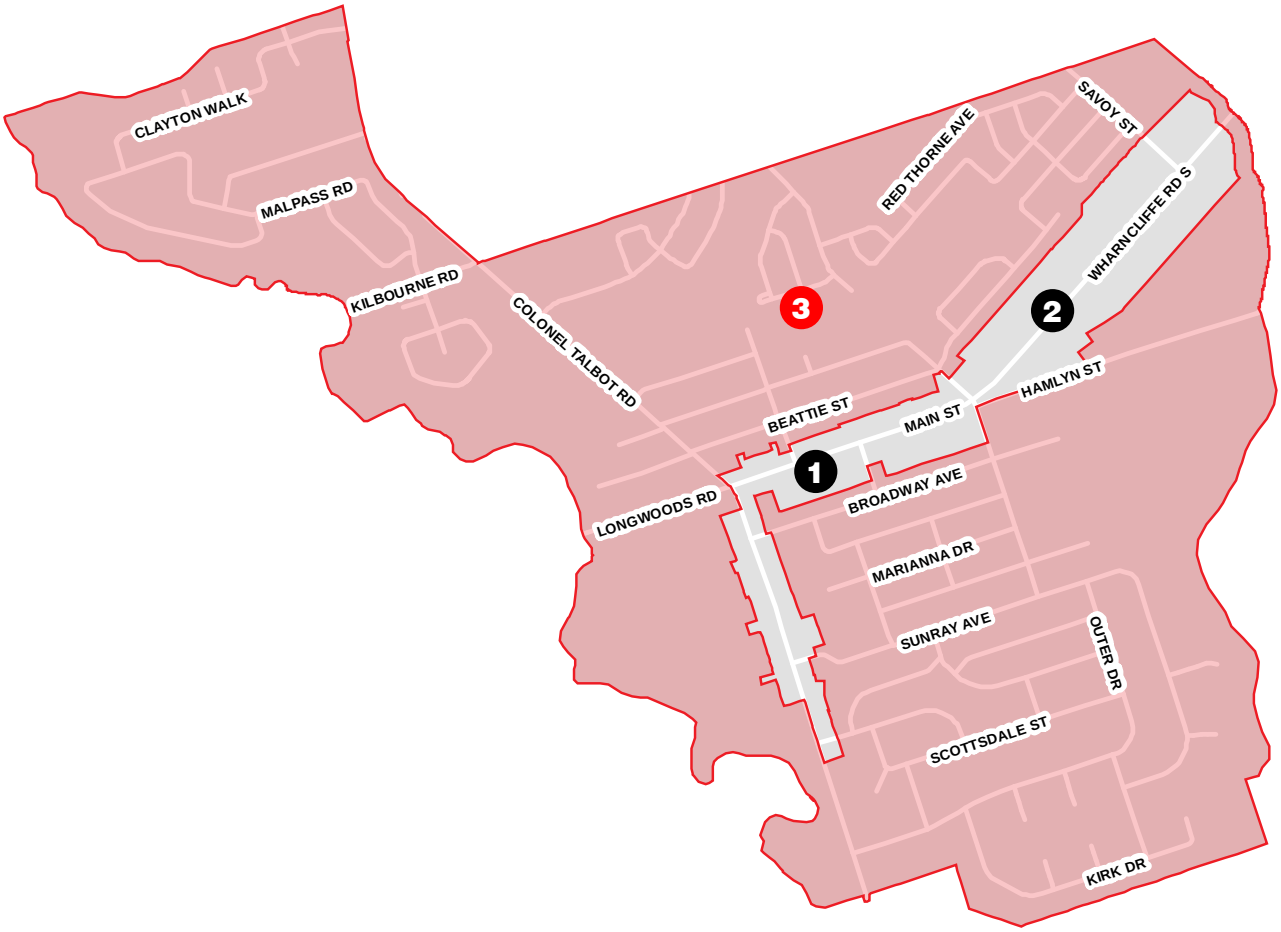


2. Wharncliffe Road Corridor

The Wharncliffe Road Corridor contains lands fronting onto Wharncliffe Road South from Colonel Talbot Road to just east of Bostwick Road. Current land uses include an interior plaza at the Campbell Road / Wharncliffe Road intersection, detached residential units, and buildings of various sizes and styles accommodating commercial uses. There is a cluster of buildings containing businesses at the Campbell Road / Wharncliffe Road intersection; moving towards Bostwick Road, buildings are more dispersed. In addition to the variety of building styles, there is an abundance of signage along the Wharncliffe Road Corridor.

Long-term (re)development goals include additional commercial uses to support and complement the Lambeth village core, mixed-use development, opportunities for dwelling conversions, and creating a major gateway into the community. Goals also include high quality design and construction standards, and incorporating walking and cycling infrastructure.

Figure 7: Lambeth Residential Neighbourhood

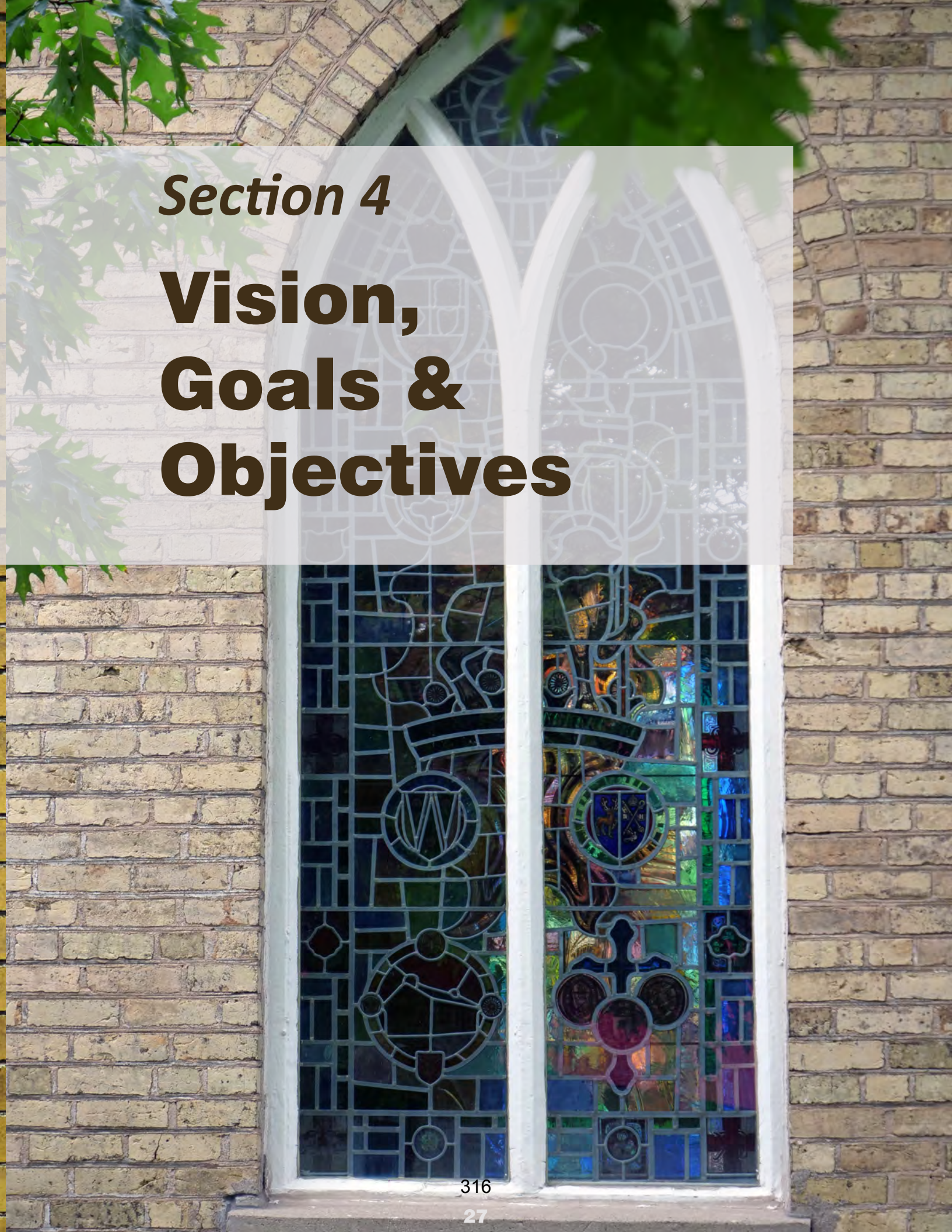


3. Lambeth Residential Neighbourhood

The Lambeth Residential Neighbourhood Sub-area provides a potential population base to support the businesses in the Lambeth village core and the Wharncliffe Road Corridor. Ninety-four percent (94%) of dwellings in the Lambeth Area are single detached residential units (1465 residential units) compared to 50% City-wide. The remaining six percent (6%) of dwelling types in the Lambeth Area is comprised of Semi-Detached (10 units, 1.29%), Row House (30 units, 1.94%), and Apartments in a building with fewer than five storeys (30 units, 1.94%). Most of the residential subdivisions are organized by the loops and lollipops design framework. Subdivisions immediately north and south of Main Street are organized by the grid pattern design framework.

Additional uses within the Lambeth Residential Neighbourhod Sub-area include Lambeth Arena, Lambeth Library, Lambeth Community Centre, parks, businesses, churches and a private golf club.





Section 4

Vision, Goals & Objectives

Vision

The analysis and policies in the ***SWAP*** regarding purpose/intent, form, function/uses, character, and intensity provide clear direction for Lambeth. The ***SWAP*** presents the following vision for the Lambeth area:

> *Lambeth, the cornerstone of the community, has a historical presence and quaint village main street core. The picturesque tree-lined streetscapes of Lambeth serve as a backdrop for new residential neighbourhoods in the southwest part of the city. (City of London. Southwest Area Plan. London, 2014. 4.)*

Through community consultation, the following Vision statement for the Lambeth Area CIP was created:

> *"Our Lambeth will be a place for others to visit and well-known for its history. Lambeth comes alive through the charming historic main streets, unique shops and services, the Dingman Creek, parkland, and community events."*

A ***vision*** is a long-term strategic statement that identifies the preferred future; how the community would look, feel and function if the goals and objectives were achieved. Establishing a vision is an important component of the CIP process as it provides the overarching foundation for the Action Items contained in the CIP. A vision also helps to focus and direct proposed public realm improvements, investment, and incentive programs.



Goals & Objectives

The analysis and policies in the SWAP regarding purpose/intent, form, function/uses, character, and intensity provide clear direction for Lambeth. The *SWAP* presents the following vision for the Lambeth area:



Supporting Businesses & the Local Economy



Strengthening Community & Connections



Improved Mobility & Safety



Developing High Quality Public Realm and Recreation Opportunities



Strengthening & Conserving Cultural Heritage



Enhancing & Conserving Natural Heritage

*A **goal** is a long-term and broad aim aligned to achieve a defined vision. Having clearly defined goals allows people to see how actions are aligned and related to the community vision. Clearly defined goals can unite people to work together to achieve a shared vision.*

Objectives are specific, measureable, achievable, realistic, and timely targets that measure the accomplishment of a goal. Having clear objectives helps to illustrate that things are changing and being accomplished over time.



Supporting Businesses & the Local Economy

Lambeth will have resilient, strong, connected and diverse businesses and business environment that serve the local community, attract visitors, and support business retention, expansion & investment.

1. Infrastructure and facilities that encourage and support business attraction, retention & expansion and interest and ease of frequenting local businesses, attractions & amenities.

2. Legislative framework and processes that support an appropriate and desirable mix and form of uses.

3. Connected, informed and business-friendly environment that supports business attraction, retention and expansion.

4. Development and revitalization of properties and buildings with a focus on enhancing community identity and cultural heritage.



Strengthening Community & Connections

The Lambeth community will continue to develop and maintain strong connections within the community and the City, and build capacity to work strategically with stakeholders to achieve community goals.

1. Continue to implement the City's Community Engagement Policy to engage the Lambeth community and stakeholders in working together to plan and implement projects & initiatives, and to maintain clear connections to keep the community informed with plans and projects that may affect Lambeth.

2. Access funding opportunities for projects and initiatives that will benefit the Lambeth Community.



Improved Mobility & Safety

Lambeth will have an interconnected community-wide transportation network that is safe, multi-modal and prioritizes walking and cycling.

1. Continue to implement the Council-approved Cycling Master Plan to improve the quality, connectivity, safety, and navigability of the pedestrian and cycling environments throughout the Lambeth Area CIP Project Area.

2. As per the Cycling Master Plan, include recreational cycling infrastructure in the Parks / Open Space system and increase the amount of cycling lanes and dedicated cycling routes.

3. As per the Transportation Master Plan and the SWAP, continue to support strong physical connections with other parts of the City of London and in particular, areas within the *Southwest Area Secondary Plan*.



Developing High Quality Public Realm and Recreation Opportunities

Lambeth will have a range of recreational amenities, programs and supporting infrastructure, and a connected network of pedestrian-oriented streetscapes and public spaces that are interesting, accessible, safe, beautiful and clean.

1. As per the recommendations of the Parks & Recreation Master Plan, provide a wide range of recreational programs.

2. Continue to develop an interconnected network of parks, trails and pathways.

3. Integrate principles of sustainability and incorporate “green” products and systems into the budgeting, planning, and design of streets, streetscapes, and the public realm.

4. Create and maintain safe, pedestrian-oriented, beautiful, and environmentally sustainable streetscapes including public spaces in the public right-of-way.

5. Consistent with the Parks & Recreation Master Plan and Cycling Master Plan, identify opportunities for strategic property acquisition for public squares, plazas, community gardens, plazas, green spaces, and connecting links.



Strengthening & Conserving Cultural Heritage

Lambeth will have a sense of place that reflects and supports local cultural heritage values.

1. Support a sense of place that celebrates Lambeth's unique identity.
2. Increase people's knowledge and appreciation of cultural heritage resources in Lambeth.
3. Recognize and plan for Main Street and Colonel Talbot Road (south of Main Street) as the downtown / main street and core of Lambeth.
4. Identify and support the retention and conservation of cultural heritage resources in Lambeth.



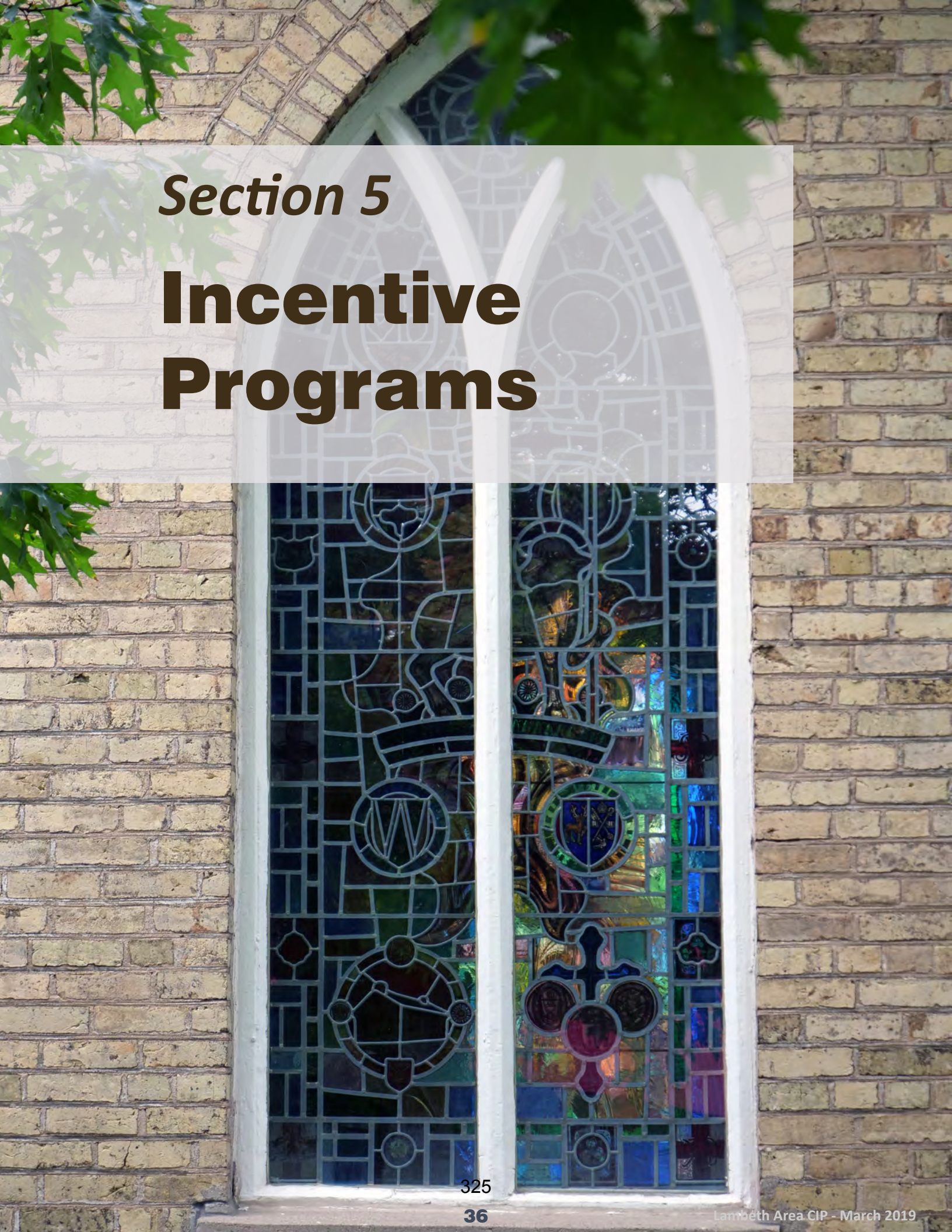
Enhancing & Conserving Natural Heritage

Natural features and systems are a defining feature of Lambeth and are enhanced, conserved and celebrated.

1. Identify, protect, and enhance the natural features in Lambeth, including the Dingman Creek Corridor and its tributaries.

2. Add pathways, trails, walkways and connections within the Lambeth Area CIP Project Area through the following:
   - Cycling Master Plan;
   - Planning & Development process as development occurs; and,
   - Opportunities identified through the Dingman Creek Subwatershed: Stormwater Servicing Municipal Class EA to create corridors on some of the tributaries of Dingman Creek in the Lambeth CIP Area Project Area.

3. Incorporate Low Impact (LID) standards and items into public projects.



Section 5

Incentive Programs



Incentive Programs

An important part of supporting community improvement in Lambeth is engaging the private sector. One method of achieving this is by providing Financial Incentive Programs to stimulate private investment in fixing up properties and buildings.

Community Improvement Plans (CIPs) enable municipalities to establish financial incentive programs to target different community needs. In accordance with the ***Planning Act*** and the City's ***Official Plan,*** the City may offer grants or loans to property owners and tenants to help cover eligible costs and advance community improvement goals. Once a CIP is adopted and approved, City Council is able to fund, activate and implement financial incentive programs. It is important to note that programs are subject to the availability of funding, and Municipal Council can choose to implement, suspend, or discontinue an incentive program. The Lambeth Area CIP is an enabling document, which means that Municipal Council is under no obligation to activate and implement any part of a CIP including financial incentive programs.

In the 2017 report Service Review of Community Improvement Plan Incentives, it was recommended that the Façade Improvement Loan Program be considered for the Lambeth Area CIP. This program is designed to encourage and support private sector investment for rehabilitation, adaptive reuse, redevelopment, and construction of existing buildings. Providing this program can help to address a number of issues identified through research and analysis, and implement key principles of the ***Southwest Area Secondary Plan***. Based on research and analysis, it is recommended that two variations of this overall program are considered- A Façade Improvement Loan Program for the Lambeth village core and a Sign Loan Program for the Wharncliffe Road Corridor as described below. These initiatives may be considered for funding, alongside other priorities, through the 2019-2023 Strategic Plan and 2020-2023 Multi-Year Budget processes.

Lambeth Village Core Façade Improvement Loan Program

Description:

Matching financial assistance for eligible exterior façade works to improve buildings, and bring participating properties into conformity with the Property Standards By-law and applicable City Design Guidelines.

Funding:

The City may provide no-interest loans that are paid back to the City over a 10-year period. A maximum of $50,000 per eligible property for up to 50% of eligible works can be provided.

Program Duration:

As directed by Municipal Council.

Eligible Works:

Eligible works include but are not limited to:

- Exterior street front renovations compliant with City Design Guidelines;
- Portions of non-street front buildings, visible from adjacent streets;
- Non-street front visible portions may only be eligible for funding after the street front façade has been improved or street front improvements have been deemed unnecessary by the Managing Director, Planning and City Planner, or designate;
- Awnings that are affixed to the exterior street front of a building which are used to keep the sun or rain off a storefront, window, doorway, or sidewalk, and/or to provide signage for a commercial tenant;
- Business name signage that is affixed to the exterior street front of a building;
- Decorative lighting which is affixed to the exterior street front of a building that is ornamental and installed for aesthetic effect;
- Eaves troughs, rain gutters, soffits, fascia, bargeboard, and other materials that direct rain water;
- Doors, windows, and their finished framing; and,
- Professional fees for the preparation of drawings and technical specifications required for eligible works (limited to the lesser of a maximum of $5,000 or 10% of the loan).



Wharncliffe Road Corridor Sign Loan Program

Description:

Matching financial assistance for eligible signage works to improve building signage, and bring participating properties into conformity with the Property Standards By-law and applicable City Design Guidelines.

Funding:

The City may provide no-interest loans that are paid back to the City over a 10-year period. A maximum of $5000 per eligible property for up to 50% of eligible works can be provided.

Program Duration:

As directed by Municipal Council.

Eligible Works:

Eligible works include but are not limited to:

- Exterior sign-related renovations compliant with City Design Guidelines;
- Portions of non-street front sign renovations, visible from adjacent streets;
- Awnings that are affixed to the exterior street front of a building which are used to keep the sun or rain off a storefront, window, doorway, or sidewalk, and/or to provide signage for a commercial tenant;
- Business name signage that is affixed to the exterior street front of a building; and,
- Professional fees for the preparation of drawings and technical specifications required for eligible works (limited to the lesser of a maximum of $5,000 or 10% of the loan).



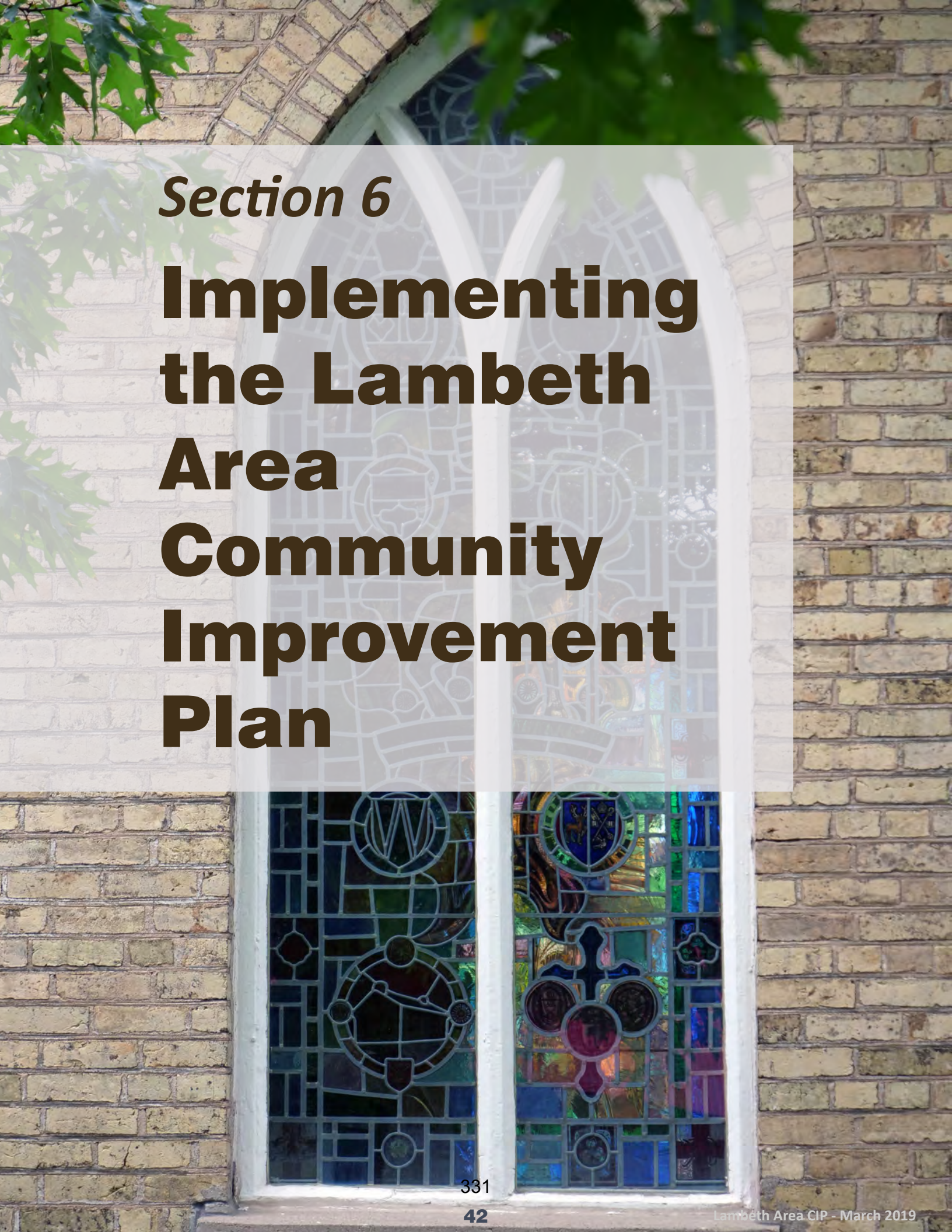
Brownfield and Heritage Incentive Programs

In addition to the inventive programs contained in this CIP, the City of London also provides incentive programs in both Brownfield and Heritage CIPs. Therefore, depending on the specific project, a property owner may be eligible for a number of financial incentive programs. The following table provides a summary of these incentive programs; specific program information is included in the related CIPs.

Summary of City Wide CIP Incentive Programs

CIP	Incentive Programs
Brownfield	• Contamination Assessment Study Grant Program • Property Tax Assistance Program • Development Charge Rebate • Tax Increment Equivalent Grant
Heritage	• Tax Increment Grant • Development Charge Equivalent Grant


ADT
HERITAGE PROPERTY
LONDON ONTARIO



Section 6

Implementing the Lambeth Area Community Improvement Plan

How to Read the Action Items Table

The Lambeth Area Community Improvement Plan (CIP) Action Items Table is a list of community-, stakeholder- and City-identified Goals and Action Items. Action Items are aligned with the Objectives, Goals, and Vision defined through the Lambeth Area CIP process. The Action Items Table is organized into the six (6) Improvement Categories identified through this project:



Supporting Businesses & the Local Economy



Strengthening Community & Connections



Improved Mobility & Safety



Developing High Quality Public Realm and Recreation Opportunities



Strengthening & Conserving Cultural Heritage



Enhancing & Conserving Natural Heritage

The table also identifies the guiding Legislation, Policy or Plan, proposed lead(s) and partners, suggested priority for implementation, and relative funding requirements (high, medium, low, no cost) for each Action Item. The actions in each section are divided into the following three categories:

1. Municipal Actions: These Action Items are the responsibility of the Municipality. Many of these items are part of an existing project or program.

2. Community Opportunities: These Action Items are the responsibility of a community stakeholder (individuals or groups).

3. Action Items Identified & Completed during the Lambeth Area CIP Project: These items were completed as part of an existing project (e.g. Main Street Infrastructure Project, Parks & Recreation Master Plan), part of an ongoing Program (e.g. Lifecycle Renewal), or completed during the Lambeth Area CIP Project by City Planning Staff.

Stakeholders

The success of the Lambeth Area CIP requires the coordination of the efforts of many stakeholders over time. There is not one person or organization which has the sole responsibility of managing and implementing initiatives or ensuring success. Ideally, champions will emerge to coordinate, lead, manage, and implement identified actions.

Timing for Implementation

Implementation of Action Items is contingent on a number of factors including costs, availability of funding, priorities, and willingness and motivation of the stakeholders and community to manage and lead projects. The Cost column helps to scope expectations for:

- a relative budget amount (high, medium, low, no cost);
- if funding is available in an existing City budget or if funding would need to come from a future City budget; and,
- if funding would come from a non-City budget.

In terms of general implementation, Municipal Action Items identified as 1st priorities can be implemented with existing resources. Municipal Action Items identified as 2nd and 3rd priorities have higher costs and may require future budget considerations, longer-term implementation plans and/or coordination with stakeholders.



Supporting Businesses & the Local Economy

	Action	Guiding Legislation, Policy, Plan	Priority	Lead & Partners	Cost
Municipal Actions					
1.1	**Provide information about Business Improvement Areas (BIAs) and Business Attraction, Retention & Expansion Strategies**	*Municipal Act*, Section 204	1	*Lead:* City Planning *Suggested Partners:* Lambeth B2B Group	No Cost
1.2	**Create business support material** to help businesses and entrepreneurs understand planning and development processes, and how to navigate City Hall.		1	*Lead:* City Planning *Suggested Partners:* Lambeth B2B Group; City Planning, Development Services	Low
1.3	**Provide and promote financial incentives** including a Façade Improvement Loan Program for the Lambeth Village Core and a Sign Loan Program for the Wharncliffe Road Corridor.	*Planning Act*, Section 28	1	*Lead:* City Planning *Suggested Partners:* Lambeth B2B Group	High (future budget)
1.4	**Extend municipal stormwater and sanitary services** to all areas within the Lambeth Area CIP Project Area through local improvements.	Growth Management Implementation Strategy (GMIS)	1	*Lead:* Wastewater & Drainage Engineering	High
1.5	**Extend municipal water services** to all areas within the Lambeth Area CIP Project Area in accordance with the GMIS and supporting DC Background Study, or through local improvements.	Growth Management Implementation Strategy (GMIS) Development Charges (DC) Background Study	1	*Lead:* Water Engineering	High

	Action	Guiding Legislation, Policy, Plan	Priority	Lead & Partners	Cost
1.6	**Implement greater mixed-use zoning & range of uses** to help facilitate redevelopment in the Lambeth Village Core and Wharncliffe Road Corridor.	SWAP *The London Plan*	2	*Lead:* City Planning	-
1.7	**Reduce and/or remove parking requirements** for commercial and mixed-use properties along Main Street, Colonel Talbot Road, and Wharncliffe Road where parking cannot be accommodated on-site.	*SWAP*	2	*Lead:* City Planning	
1.8	**Implement on-street parking** in the Lambeth Village Core as opportunities arise (e.g. through Site Plan, redevelopment, infrastructure projects).	Main Street Infrastructure Renewal Project: Streetscape Master Plan	2	*Lead:* EESD, Development Services	Medium
1.9	**Consider creating off-street parking** to support local businesses and customers / visitors as redevelopment and infrastructure/capital projects arise.	Main Street Infrastructure Renewal Project: Streetscape Master Plan	2	*Lead:* EESD, Development Services	High
1.10	**Incorporate Information, Communications & Technology (ICT) infrastructure** to "Future ready" the Lambeth Area CIP Project Area.		2		High

	Action	Guiding Legislation, Policy, Plan	Priority	Lead & Partners	Cost
Community Opportunities					
1.11	Develop a Lambeth brand and communications plan that when implemented, will strengthen the area's sense of place, stimulate investment and attract customers and visitors.		1	*Lead:* Community	Medium
1.12	Conduct tours of successful small downtowns to make contacts, build relationships and understand what works and why.		2	*Lead:* Community *Suggested Partners:* City Planning	Low
1.13	Establish a Lambeth BIA to provide coordinated support, strategy, direction and secure funding for business attraction, retention & expansion.	*Municipal Act*, Section 204		*Lead:* Community *Suggested Partners:* City Planning	Low
1.14	Undertake a Business Attraction, Retention & Expansion Strategy			*Lead:* Community *Suggested Partners:* Service London	
Priorities Identified & Completed during the Lambeth CIP process					
1.15	Identify the primary point of contact & establish a relationship between the Lambeth B2B Group and the City Service Area responsible for providing business support.		1	*Lead:* City Planning	No cost

	Action	Guiding Legislation, Policy, Plan	Priority	Lead & Partners	Cost
1.16	Establish a relationship between the Lambeth B2B Group and the London Small Business Centre (SBC).		1	*Lead:* City Planning	No cost
1.17	Establish a relationship between the Lambeth B2B Group and the Project Manager for the 2018 Main Street Infrastructure Project.		1	*Lead:* City Planning	No cost
1.18	Implement on-street parking in the Lambeth Village Core to support local businesses and customers / visitors.	2018 Main Street Infrastructure Project • 9 on-street parking spaces added to Main Street.	1	*Lead:* EESD	Included in project budget
1.19	Improve the sense of place, identity and add community beautification features in the Lambeth Village Core.	2018 Main Street Infrastructure Project: • Fixed planters at Main Street & Campbell Street and Mail Street & Colonel Talbot Road; • Trees on both sides of Main Street. • Seat walls in intersection plaza spaces at the Colonel Talbot /Main and Campbell/Main intersections.	1	*Lead:* EESD	Included in Project budget

Strengthening Community & Connections

	Action	Guiding Legislation, Policy, Plan	Priority	Lead & Partners	Cost
Municipal Actions					
2.0	**Create & communicate an inventory of facilities** which can be used for community meetings and events.		1	*Lead:* City Planning *Suggested Partners:* NCFS	No cost
2.1	**Create & communicate a list of resources** that can help support the development, management, and implementation of community projects (e.g. funding sources).		1	*Lead:* City Planning *Suggested Partners:* NCFS	No cost
2.2	**Communicate** information on planned and approved development and infrastructure projects in Lambeth.		1	*Lead:* City Planning	No cost
2.3	**Increase awareness & promote identity** of Lambeth through building and installing unique gateways / entranceways into the community.	*SWAP* Urban Design Guidelines (forthcoming)	2	*Lead:* City Planning	High

	Action	Guiding Legislation, Policy, Plan	Priority	Lead & Partners	Cost
Community Opportunities					
2.4	**Submit funding applications** for programs that support improvements, enhancements and/or events in the Lambeth area.	2019 Neighborhood Decision-Making Program London Community Grants Program Neighbourhood Small Events Fund	1	*Lead:* Community *Suggested Partners:* NCFS	No cost
2.5	**Hold regular community stakeholder discussions/ sessions/events** to strengthen connections, build relationships, learn, share information about community projects, and increase participation in Lambeth organizations and events.		1	*Lead:* Community *Suggested Partners:* City Planning, NCFS	Low
Action Items Identified & Completed during the Lambeth CIP process					
2.6	**Establish a relationship** with the Lambeth Citizens' Recreation Council (LCRC) and the Staff responsible for the Neighbourhood Decision Making Program.		1	*Lead:* City Planning *Suggested Partners:* NCFS	No cost
2.7	**Establish a relationship** between the Lambeth Community Association (LCA) and Development Services so that the LCA is aware of Planning Applications.		1	*Lead:* City Planning *Suggested Partners:* Development Services	No cost
2.8	**Establish Lambeth Community Harvest Festival's eligibility for City funding**		1	*Lead:* City Planning *Suggested Partners:* NCFS	No cost



Improved Mobility & Safety

	Action	Guiding Legislation, Policy, Plan	Priority	Lead & Partners	Cost
Municipal Actions					
3.0	**Provide information** regarding planned road improvement projects in Lambeth.	Transportation Master Plan (TMP)	1	*Lead:* EESD	No cost
3.1	**Install a new marked pedestrian crossovers and signage** on Colonel Talbot Road near James Street to provide for safe pedestrian crossing and travel between neighbourhoods and the Lambeth Community Centre.		1	*Lead:* EESD	Medium
3.2	**Dedicate cycling routes on Collector Roads** as infrastructure projects arise.	Transportation Master Plan (TMP)	1	*Lead:* EESD	Medium

	Action	Guiding Legislation, Policy, Plan	Priority	Lead & Partners	Cost
3.3	**Develop connected cycling and pedestrian networks** (with signage) in the Lambeth CIP Project Area in accordance with the Parks & Recreation Master Plan and the approved Cycling Master Plan, to link neighbourhoods/ areas, amenities, landmarks, and facilities using neighbourhood streets, sidewalks, pathways, parks and trails. Specific focus on: • limiting pedestrian routes along highways/main roads; • ensuring connection between the Southwinds neighbourhoods and the rest of Lambeth; and, • ensuring the road system connects with the parks system.	Cycling Master Plan Parks & Recreation Master Plan	1	*Lead:* Environmental & Parks Planning, NCFS	High
3.4	**Install pedestrian and cycling infrastructure and amenities** including signage through parks improvement projects and as redevelopment of the CIP Project Area occurs in accordance with the Parks & Recreation Master Plan and the approved Cycling Master Plan.	Cycling Master Plan Parks & Recreation Master Plan	1	*Lead:* Environmental & Parks Planning	High

	Action	Guiding Legislation, Policy, Plan	Priority	Lead & Partners	Cost
3.5	**Install pedestrian and cycling infrastructure** and amenities through area road improvement projects and as redevelopment of the CIP Project Area occurs in accordance with the Parks & Recreation Master Plan and the approved Cycling Master Plan.	Cycling Master Plan Parks & Recreation Master Plan	1	*Lead:* Environmental & Parks Planning	High
3.6	**Request that London Transit Commission (LTC):** a) identify opportunities to increase bus service connections with other parts of the City, with a focus on areas in the ***Southwest Area Secondary Plan*** (frequency and routes); and, b) ensure that bus stops have required infrastructure and amenities.		1	*Lead:* EESD *Suggested Partners:* London Transit Commission (LTC)	High
3.7	**Continue to build physical connections** between the Lambeth Area and the rest of London using roads, parks, trails, and recreational pathways in accordance with the Parks & Recreation Master Plan and the approved Cycling Master Plan.	Cycling Master Plan Parks & Recreation Master Plan	1	*Lead:* Environmental & Parks Planning	High

	Action	Guiding Legislation, Policy, Plan	Priority	Lead & Partners	Cost
3.8	**Improve sidewalks and lighting** in the following areas: • along Broadway Street and Broadway Avenue between Campbell Road and Colonel Talbot Road; and, • along James Street between Campbell Road and Colonel Talbot Road.			*Lead:* EESD	
3.9	**Undertake road improvements on Kilbourne Road** (Colonel Talbot Road to Longwoods Drive).	Road improvements are scheduled for 2019.	1	*Lead:* EESD	High
3.11	**Undertake road improvements on Bainard Street.**	Road improvements scheduled for 2020.	1	*Lead:* Transport Planning & Design	High
3.12	**Improve the safety** of the Kilbourne Road and Colonel Talbot Road intersection (e.g. traffic lights).	The intersection of Kilbourne Road and Colonel Talbot Road will be monitored to see when improvements will be necessary.	1	*Lead:* Transport Planning & Design	High
3.13	**Install a new marked pedestrian crossover and signage** on Colonel Talbot Road between Main Street and Sunray Avenue to provide for safe pedestrian crossing and travel between neighbourhoods.		2	*Lead:* EESD	Medium

	Action	Guiding Legislation, Policy, Plan	Priority	Lead & Partners	Cost
3.14	**Undertake an Infrastructure Renewal Project Needs Assessment** for Colonel Talbot Road within the Lambeth Area CIP Project Area.		2	*Lead:* Transportation Planning & Design	High
Community Opportunities					
3.15	**Undertake a Safety Audit** to identify and document specific safety concerns in the Lambeth Area CIP Project Area.	NCFS Safety Audit	2	*Lead:* Community	No cost
3.16	**Identify and document specific concerns that may require traffic calming** initiatives.		3	*Lead:* Community	No cost
Action Items Identified & Completed during the Lambeth CIP process					
3.17	**Increase pedestrian safety and sense of place on Main Street** by installing pedestrian-scale lighting.	2018 Main Street Infrastructure Project	1	*Lead:* EESD *Suggested Partners:* Lambeth CIP Project Participants	Part of project budget
3.18	**Reduce traffic speed on Main Street** by reducing the number of driving lanes and lane widths.	2018 Main Street Infrastructure Project	1	*Lead:* EESD *Suggested Partners:* Lambeth CIP Project Participants	Part of project budget
3.19	**Increase pedestrian safety and reduce traffic speed on Main Street** by adding pedestrian islands.	2018 Main Street Infrastructure Project	1	*Lead:* EESD *Suggested Partners:* Lambeth CIP Project Participants	Part of project budget

	Action	Guiding Legislation, Policy, Plan	Priority	Lead & Partners	Cost
3.20	**Facilitate safe crossing of Main Street by installing a new marked pedestrian crossover** on Main Street, between South Rutledge Road and Bainard Street to facilitate safe pedestrian crossing of Main Street.	2018 Main Street Infrastructure Project	1	*Lead:* EESD *Suggested Partners:* Lambeth CIP Project Participants	Part of project budget
3.21	**Ensure safe road crossing by pedestrians by adjusting signal timing** at the Colonel Talbot Road and Main Street intersection to ensure safe crossing by pedestrians.		1	*Lead:* EESD *Suggested Partners:* Lambeth CIP Project Participants	Part of project budget
3.22	**Address safety concerns** with turning lanes on Wharncliffe Road.	2018 Main Street Infrastructure Project Signs have been installed and a temporary electronic message board is in place warning that the LEFT LANE EXITS for westbound traffic approaching the Campbell Street & Main Street intersection. Line marking and left turn arrows will be repainted. Overhead signs will be installed after the permanent traffic signals are complete in the spring.	1	*Lead:* EESD	Part of project budget
3.23	**Establish relationship** between the Lambeth Community Association and the Service Area responsible for Safety Audits.		1	*Lead:* City Planning *Suggested Partners:* NCFS	No cost

Developing a High Quality Public Realm & Recreation Opportunities

	Action	Guiding Legislation, Policy, Plan	Priority	Lead & Partners	Cost
Municipal Actions					
4.0	**Create & communicate a map/graphic** of existing, approved and planned public space, trails, cycling routes, and pathways in the Lambeth Area CIP Project Area.	Cycling Master Plan Parks & Recreation Master Plan *SWAP*	1	*Lead:* City Planning *Suggested Partners:* Environmental & Parks Planning, NCFS	Low
4.1	**Improve Lambeth Veterans Park** and consider expanding the park entrance to expand the space. Improvements could include landscaping, amenities, accessibility, parking, traffic movement, and safety.	Parks & Recreation Master Plan	1	*Lead:* Culture Office	Medium
4.2	**Plant trees** in Lambeth as per the forthcoming Parks & Recreation Master Plan and Site Plan policies.	Parks & Recreation Master Plan	1	*Lead:* Development Services	Medium
4.3	**Develop public space (e.g. parks, civic squares), trails and pathways** as per the approved Cycling Master Plan, *SWAP*, and the forthcoming Parks & Recreation Master Plan.	Cycling Master Plan Parks & Recreation Master Plan *SWAP*	1	*Lead:* Environmental & Parks Planning	High

	Action	Guiding Legislation, Policy, Plan	Priority	Lead & Partners	Cost
4.4	**Implement Low Impact Development (LID)** items.		2	*Lead:* Development Services	
4.5	**Develop a Streetscape Master Plan** for the Wharncliffe Corridor to support businesses, manage vehicular traffic concerns, strengthen the sense of place and establish a gateway into the Lambeth Village Core.		2	*Lead:* EESD	Medium
4.6	**Develop a wayfinding strategy for key landmarks and destinations** within the CIP Project Area; ensure consistency with the Lambeth Village Core brand / brand guidelines.	Urban Design Guidelines	2	*Lead:* Culture Office	Medium
4.7	**Develop an outdoor multi-use rink**, consistent with the forthcoming Parks & Recreation Master Plan.	Parks & Recreation Master Plan			
4.8	**Install places to fill up water bottles.**	Parks & Recreation Master Plan			
4.9	**Increase the usability of the Lambeth Arena** (e.g. removable flooring, acoustic panels, sound system).	Parks & Recreation Master Plan			
4.10	**Provide additional and enhanced recreational programs.**	Parks & Recreation Master Plan			

	Action	Guiding Legistlation, Policy, Plan	Priority	Lead & Partners	Cost
Community Opportunities					
4.11	**Install decorations and/or decorative lighting** along: a) Main Street from Campbell Street to Colonel Talbot Road; and, b) Colonel Talbot Road from Main Street to Outer Drive.		2	*Lead:* Community *Suggested Partners: London Hydro, Community sponsors*	Medium
4.12	**Install and maintain planting boxes and banners** in the Lambeth Village Core to support the area's identity, and promote and beautify Lambeth.		2	*Lead:* Community *Suggested Partners: London Hydro, Transportation & Roadside Operations; Community sponsors*	Low
Action Items Identified & Completed during the Lambeth CIP process					
4.13	**Establish a relationship** between Lambeth Area CIP Project Participants and the Service Team responsible for the Parks & Recreation Master Plan.		1	*Lead:* City Planning	No cost
4.14	**Provide information** on how to participate in the Parks & Recreation Maser Plan on-line survey and groups.	Information provided at the June 18, 2018 LCA AGM and sent via email to a number of community stakeholders.	1	*Lead:* City Planning *Suggested Partners:* LCA	No cost

	Action	Guiding Legislation, Policy, Plan	Priority	Lead & Partners	Cost
4.15	**Review the recreational facilities** at Optimist Park.	The facilities are included in the Lifecycle Renewal Program. Lambeth Area CIP Participants were advised that their concerns about the facilities at Optimist Park could be communicated through the Parks & Recreation Master Plan survey.	1	*Lead:* NCFS	No cost
4.16	**Develop soccer fields** for competitive play.	In 2018, a study to evaluate soccer needs was completed with the Soccer Association. The Soccer Association did not identify any specific needs. The results of this study will be incorporated into the Parks & Recreation Master Plan.	1	*Lead:* Soccer Association *Suggested Partners:* NCFS	No cost
4.17	**Install seat walls** in intersection plaza spaces at the Colonel Talbot /Main and Campbell/Main intersections.	2018 Main Street Infrastructure Project		*Lead:* EESD	

Strengthening & Conserving Cultural Heritage

	Action	Guiding Legislation, Policy, Plan	Priority	Lead & Partners	Cost
Municipal Actions					
5.0	**Initiate the London Commemorative Street Sign Program.**			*Lead:* NCFS	
5.1	**Identify locations** for municipal cultural heritage interpretive signs.			*Lead:* Culture Office	
5.2	**Recognize already-designated heritage properties** with blue City of London Heritage Property plaques.	*Ontario Heritage Act*		*Lead:* City Planning	Medium
5.3	**Create & communicate** information regarding services, projects and programs that provide support for developing public awareness and fostering support for Lambeth's cultural heritage.		2	*Lead:* City Planning *Suggested Partners:* London Community Foundation	No cost
5.4	**Conduct research** to establish the original date of crossing at the Kilbourne Bridge on Kilbourne Road and erect a sign as part of the Original Date of Crossing Program.		2	*Lead:* City Planning	Low

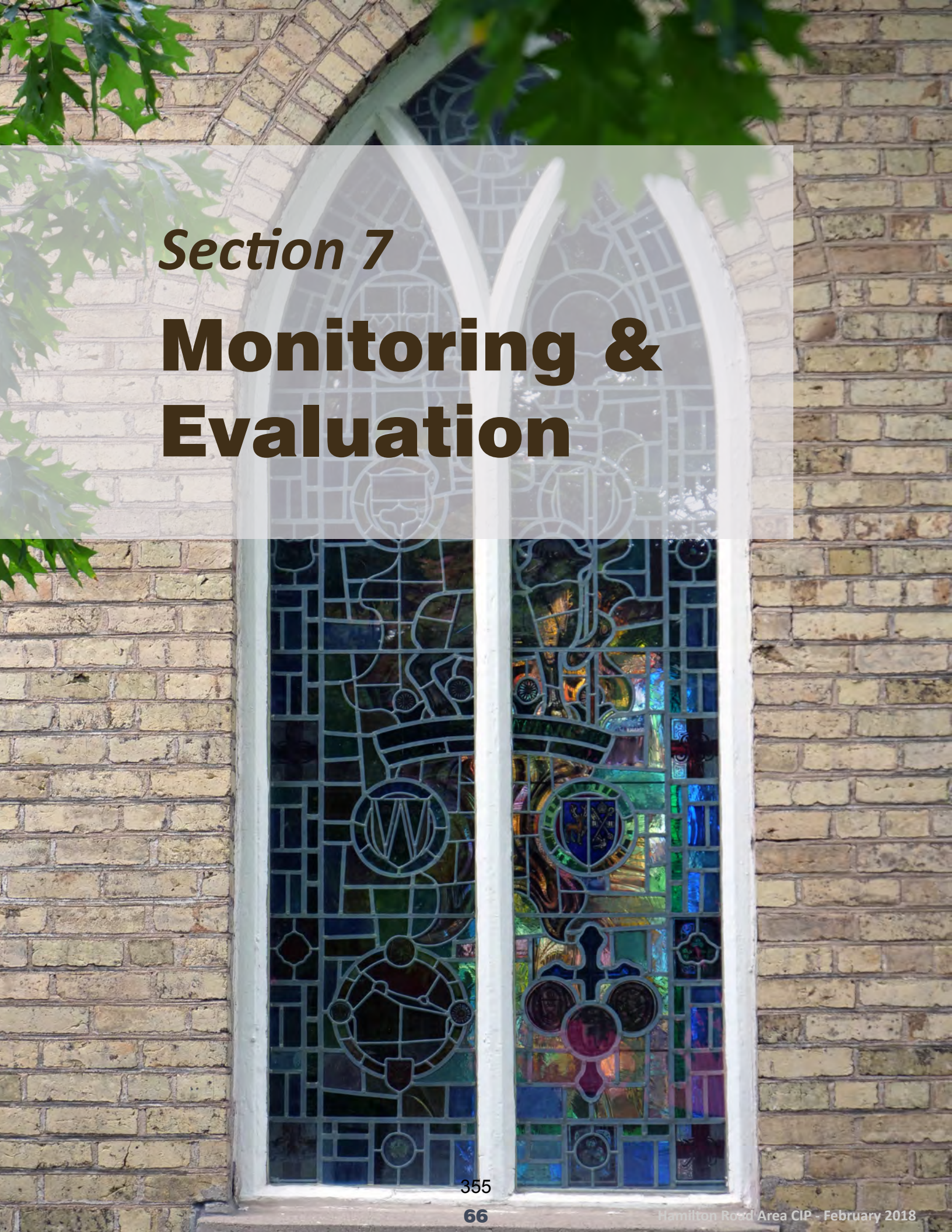
	Action	Guiding Legislation, Policy, Plan	Priority	Lead & Partners	Cost
Community Actions					
5.5	**Increase awareness and participation** in the Westminster Historical Society.			*Lead:* Westminster Historical Society	
5.6	**Participate in events** like Doors Open, Jane's Walk, and 100 in 1 Day Canada to promote cultural heritage in Lambeth.		2	*Lead:* Community	Low
5.7	**Recognize properties** through the Plaques for Historic Sites Program.		2	*Lead:* Community *Suggested Partners:* London Public Library	Low
5.8	**Recognize properties** through Original Occupant signs.		2	*Lead:* Community (property owner) *Suggested Partners:* ACO	Low
5.9	**Update Live in Lovely Lambeth** (1998, Westminster Historical Society).		2	*Lead:* Community	Medium
Action Items Identified & Completed during the Lambeth CIP process					
5.10	**Add the Lambeth Cenotaph** to the City's Public Art & Monument Lifecycle Capital Maintenance Program.	Public Art & Monument Lifecycle Capital Maintenance Program	2	*Lead:* Culture office	No cost

Enhancing & Conserving Natural Heritage

	Action	Guiding Legislation, Policy, Plan	Priority	Lead & Partners	Cost
Municipal Actions					
6.0	**Identify opportunities to create corridors on Dingman Creek tributaries** through the Dingman Creek Subwatershed Stormwater Servicing Municipal Class Environmental Assessment project to provide pedestrian access.	Dingman Creek Subwatershed EA	1	*Lead:* EESD	High
Community Opportunities					
6.1	**Apply for the TreeME Tree Matching Fund** program to secure funding for trees for private property.	Urban Forest Strategy-Enhancing the Forest City	1	*Lead:* Community (individuals and groups can apply)	Low
6.2	**Participate in ReForest** London programs including Park Naturalizations and Neighbourhood ReLeaf Programs to enhance Lambeth's natural environment.		2	*Lead:* Community *Suggested Partners:* ReForest London	Low

	Action	Guiding Legistlation, Policy, Plan	Priority	Lead & Partners	Cost
6.3	**Participate in the ReForest London Volunteer Training Program**.		2	*Lead:* Community *Suggested Partners:* ReForest London	No cost
6.4	**Participate in events** like Earth Day and Trails Open London to promote trail use, natural heritage conservation, physical activity, stewardship, and environmental education.	London Heritage Council: Trails Open London event	2	*Lead:* Community *Suggested Partners:* London Heritage Council	Low





Section 7

Monitoring & Evaluation

Determining the Success of the Lambeth Area CIP

The Lambeth Area CIP was created to further the goals identified in the SWAP and address specific priorities as outlined in Section 2.0 of this CIP. Evaluating the success of the CIP will be based on the Action Items undertaken, achievement of associated Objectives, consistency of results with stated Goals and priorities, and consistency with the SWAP. A Monitoring Report will be used to provide an update on the implementation of the CIP.

The following chart provides potential targets and suggested indicators of success for the Lambeth Area CIP.

Success Measures

Target	Indicators of Success
Main Street is the distinct downtown core of the community; it is pedestrian-friendly, attractive, and a preferred location for community events.	• Increased pedestrian traffic • Harvest Fest events take place on Main Street • Main Street is clean and well-maintained • Individual properties invest in storefront decorating (e.g. flowers, seasonal decor) • Uptake of Façade Improvement Loan Program • Gateway feature
Local businesses are unique and successful; residents and visitors purchase services and goods from local businesses on a regular basis	• Vacancies are low and storefronts are well occupied • On-street parking is well-used by people patronizing local businesses • Lambeth is known for having one-of-a-kind destination businesses • Quality uses in key storefronts • Businesses invest in beautification / improvement to ensure quality facades and storefronts (e.g. signage, landscaping) • Uptake of Façade Improvement Program • Increase in building permit activity

Target	Indicators of Success
The Lambeth business community is connected, serves the local community, and supports business attraction, retention and expansion.	• New businesses are welcomed and thrive • Increased activity by the Lambeth B2B Group focused on attracting and retaining customers • Marketing material • Low/no vacancy
The Lambeth Area CIP Project Area has a positive and distinct identity and sense of place that reflects and supports local cultural heritage values.	• Events are held to celebrate Lambeth's unique cultural heritage • More properties and events are recognized for their cultural heritage value (e.g. through signage, designation, and other methods) • Lambeth's distinct brand reflects the community's cultural and natural heritage • Uptake of Façade Improvement Loan Program
Active streets, sidewalks, trails, pathways and public spaces are connected through a safe community-wide network.	• Number of bicycle routes, sidewalks, connections, trails, pathways increases over time • Increased use of parks, trails, and pathways • Increased number of public spaces over time
Lambeth is known for its natural features and systems	• Dingman Creek Conservation Master Plan initiated • Increased tree planting and naturalization within the CIP Project Area



Baseline Conditions

A number of Baseline Conditions were determined during the preparation of the CIP against which future information can be compared. This provides a consistent framework for evaluating the ongoing change in the Lambeth CIP Project Area. Variables/measures may be added to the Baseline Conditions.

Lambeth Area CIP Baseline Conditions

Measure / Variable	Status
Photo inventory of the condition of existing streetscapes	Streetscapes documented July 2018.
Estimated vacancy rates at street level in Lambeth Village Core Sub-area and Wharncliffe Road Corridor (residential, retail, office)	Not measured
Estimated vacancy rates at upper levels in Lambeth Village Core Sub-area and Wharncliffe Road Corridor (residential, retail, office)	Not measured
Building Rating Lambeth Village Core: Poor Condition	1
Building Rating Lambeth Village Core: Fair Condition	28
Building Rating Lambeth Village Core: Good Condition	88

Measure / Variable	Status
Number of activity generators in Lambeth Village Core Sub-area	Harvest Fest
Number of activity generators related to cultural heritage	Not measured
Number of activity generators related to natural heritage	Not measured
Number of designated properties on the Heritage Inventory	2
Number of listed properties on the Heritage Inventory	45
Number of parks	11
Hectares of parkland	37.3
Hectares of parkland in Lambeth compared to City	Lambeth: 8.8%; City: 7.2%
Kilometres of trails	2.7
Kilometres of trails per 1000 people (Lambeth)	0.64
Kilometres of trails per 1000 people (City)	0.4
Kilometres of sidewalks	16.9
Kilometres of sidewalks per 1000 people (Lambeth)	4
Kilometres of sidewalks per 1000 people (City-wide)	0.4
Number of on-street public parking spaces in Lambeth Village Core	There were no on-street parking spaces.
Financial Incentive Program activity	There was no activity as no incentive programs were available. Three inquiries regarding timing of incentive programs were documented.
Total Building Permit activity*	2017: 187; 2018 (to July 19):72
Residential Permit activity*	2017: 180; 2018 (to July 19): 70
Commercial Permit activity*	2017: 7; 2018 (to July 19): 2
Industrial Permit activity*	2017: 0; 2018 (to July 19): 0
Number of new businesses	The number of new businesses was not measured.
Number of Members in the Lambeth B2B Group	16

*Permit Activity includes: erect new structures, additions to existing structures, alterations, and installations of infrastructure (e.g. plumbing)



Lambeth Area CIP Evaluation and Monitoring Report

A Monitoring Report will be prepared every 5 years to evaluate the status of the Lambeth Area CIP and its individual programs. The report and evaluation will be based on the changes to the Baseline Conditions identified above, feedback from stakeholders, and any new issues/conditions/opportunities that have emerged. The report will recommend required adjustments to the CIP and recommendations regarding the financial incentive program budget (based on performance of the program).

The Monitoring Report will cover a four-year period. Based on experience administering other CIPs in London, this time span is long enough to:

- accumulate sufficient information on the uptake and monitoring of the CIP incentive program;
- start, execute and assess impacts of most individual capital projects and community actions;
- incorporate projects into staff work plans; and,
- complement the four-year budgeting cycle.

Financial Incentive Program Monitoring

As part of the evaluation of the impact of the CIP, City staff will develop a database to monitor the implementation of the financial incentive programs. This information can be used to allow for periodic adjustments to the incentive programs to ensure that they continue to be relevant and meet the needs of property participants. Regular reports to Council will provide this information and data on the amount of private sector investment being leveraged by the municipal incentive programs and the economic benefits associated with these private sector projects.

Façade Improvement Loan Program Monitoring

- Number of inquiries and applications (approved and denied)
- Approved/denied value of the funding and the total value of construction (the total public investment versus private investment)
- Type and cost of total facade improvements
- Total cost of other building improvements/construction (value of Building Permit if required())
- Increase in assessed value of participating property
- Increase in municipal (City and Region) and education property taxes of participating property
- Number and cost/value of program defaults

Data Collection

In addition to the quantitative, economic-based measures, monitoring of the Lambeth Area CIP will include qualitative measures that characterize social and community benefits of implementing the CIP Action Items. Qualitative information illustrating the individual and cumulative impact of both public- and private-sector CIP projects should be collected on a regular basis. This could include the impact of public realm improvement projects on existing businesses and on community identity and pride. Data can take many forms, including comments received by Staff from business owners, property owners and residents. The qualitative information should be reported to Council with the quantitative information to provide a more holistic picture of the impact of the CIP.



Evaluation Outcomes

1. Amendments to the Lambeth Area Community Improvement Plan

Changes to any of the content of this CIP, including Vision, Goals, Objectives, boundaries of the Project Area or Project Sub-areas, additions, deletions, or clarifications to the Action Items Table or financial incentive programs must follow the process described in the ***Planning Act.*** Consequential amendments to ***The London Plan*** and/or Zoning By-law may be required.

2. Adjustments to the Financial Incentive Program

Changes to the terms, conditions, processes, and requirements associated with the financial incentive program may be made without amending the Lambeth Area CIP. This includes the elimination of the financial incentive programs. In accordance with Section 28 of the ***Planning Act***, the addition of a new Incentive Program would require an amendment to this Plan.

3. Adjustments to Funding

Municipal Council has the authority to approve funding for financial incentive programs specified in London's CIPs, and may approve budgets necessary to carry out other CIP actions. Budgets supporting the implementation of the Lambeth Area CIP will be based on a comprehensive review undertaken by City staff with the assistance of the Monitoring and Evaluation Strategy described in this section. Funding will be timed to occur as part of multi-year budget requests or any requested amendments made in consultation with the City Treasurer to approve four-year budgets.

City of London

Lambeth Area Community Improvement Plan

Background Information



Background Information

Background documentation from the preparation of the Lambeth Area Community Improvement Plan, supporting but not forming a part of the Plan.

Appendix A: Legislative Framework

This section provides a summary of the legislative authority for preparing and adopting the Lambeth Area Community Improvement Plan (CIP).

Municipal Act, 2001

Section 106 (1) and (2) of the *Municipal Act, 2001* prohibits municipalities from directly or indirectly assisting any manufacturing business or other industrial or commercial enterprise through the granting of bonuses. This prohibition is generally known as the "bonusing rule". Prohibited actions include:

- giving or lending any property of the municipality, including money;
- guaranteeing borrowing;
- leasing or selling any municipal property at below fair market value; and,
- giving a total or partial exemption from any levy, charge or fee.

However, Section 106 (3) of the *Municipal Act, 2001* provides an exception to this "bonusing rule" for municipalities exercising powers under Subsection 28(6), (7) or (7.2) of the *Planning Act* or under Section 365.1 of the *Municipal Act, 2001*. This legislation states that Municipalities are allowed to prepare and adopt Community Improvement Plans (CIPs) if they have the appropriate provisions in their Official Plan.

Subject to Section 106 of the *Municipal Act, 2001,* Section 107 of the *Municipal Act, 2001* describes the powers of a municipality to make a grant, including the power to make a grant by way of a loan or guaranteeing a loan. In addition to the power to make a grant or loan, the municipality also has the powers to:

- sell or lease land for nominal consideration or to make a grant of land;
- provide for the use by any person of land owned or occupied by the municipality upon such terms as may be fixed by council; and,
- sell, lease or otherwise dispose of at a nominal price, or make a grant of, any personal property of the municipality or to provide for the use of the personal property on such terms as may be fixed by council.

Section 365.1 of the *Municipal Act, 2001* operates within the framework of Section 28 of the *Planning Act.* A municipality with an approved community improvement plan in place that contains provisions specifying tax assistance for environmental remediation costs will be permitted to provide said tax assistance for municipal property taxes. Municipalities may also apply to the Province to provide matching education property tax assistance through the Province's Brownfields Financial Tax Incentive Program (BFTIP).

Planning Act

The *Planning Act* sets out the framework and ground rules for land use planning in Ontario, and describes how land uses may be controlled and who may control them. Section 28 of the *Planning Act* provides for the establishment of Community Improvement Project Areas where the municipality's Official Plan contains provisions relating to community improvement and the Community Improvement Project Area is designated by a By-law pursuant to Section 28 of the *Planning Act.*

Section 28(1) of the *Planning Act*, defines a Community Improvement Project Area to mean "a municipality or an area within a municipality, the community improvement of which in the opinion of the council is desirable because of age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings or for any other environmental, social or community economic development reason. There are a variety of reasons that an areas can be designated as an area in need of community improvement".

Criteria for designation includes physical deterioration, faulty arrangement, unsuitability of buildings, and other social or community economic development reasons.

Section 28(1) of the *Planning Act*, also defines "community improvement" to mean "the planning or replanning, design or redesign, resubdivision, clearance, development or redevelopment, construction, reconstruction and rehabilitation, improvement of energy efficiency, or any of them, of a Community Improvement Project Area, and the provision of such residential, commercial, industrial, public, recreational, institutional, religious, charitable or other uses, buildings, structures, works, improvements or facilities, or spaces therefor, as may be appropriate or necessary".

Once a Community Improvement Plan (CIP) has come into effect, the municipality may:

i. acquire, hold, clear, grade or otherwise prepare land for community improvement (Section 28(3) of the *Planning Act*);
ii. construct, repair, rehabilitate or improve buildings on land acquired or held by it in conformity with the community improvement plan (Section 28 (6));
iii. sell, lease, or otherwise dispose of any land and buildings acquired or held by it in conformity with the community improvement plan (Section 28 (6)); and,
iv. make grants or loans, in conformity with the community improvement plan, to registered owners, assessed owners and tenants of land and buildings within the Community Improvement Project Area, and to any person to whom such an owner or tenant has assigned the right to receive a grant or loan, to pay for the whole or any part of the eligible costs of the Community Improvement Plan (Section 28 (7)).

Eligible Costs - Section 28(7.1)

The *Planning Act* specifies that eligible costs for the purposes of carrying out a municipality's Community Improvement Plan may include costs related to:

- environmental site assessment;
- environmental remediation; and,
- development, redevelopment, construction and reconstruction of lands and buildings for rehabilitation purposes or for the provision of energy efficient uses, buildings, structures, works, improvements or facilities.

Maximum Amount - Section 28(7.3)

Section 28(7.3) restricts the maximum amounts for grants and loans made under the *Planning Act* from exceeding the eligible costs defined in the CIP. Specifically, the *Planning Act* directs that the "total of the grants and loans made in respect of particular lands and buildings under subsections (7) and (7.2) and the tax assistance as defined in section 365.1 of the *Municipal Act,* 2001 or section 333 of the *City of Toronto Act*, 2006, as the case may be, that is provided in respect of the lands and buildings shall not exceed the eligible cost of the Community Improvement Plan with respect to those lands and buildings".

Registration of Agreement - Section 28 (11)

The *Planning Act* allows the City of London to register an Agreement concerning a grant or loan made under subsection (7) or an Agreement entered into under subsection (10) against the land to which it applies. The municipality shall be entitled to enforce the provisions thereof against any party to the Agreement and, subject to the provisions of the *Registry Act* and the *Land Titles Act*, against any and all subsequent owners or tenants of the land.

Tariff of Fees – Section 69

The *Planning Act* allows the City of London reduce or waive the amount of a fee in respect of a planning application where it feels payment is unreasonable. Municipalities can use this tool to wave all matter of planning application fees to promote community improvement without the use of a CIP. Alternately, a municipality can collect fees and then provide a rebated of fees in the form of a grant through a CIP.

Ontario Heritage Act

The purpose of the *Ontario Heritage Act* is to give municipalities and the provincial government powers to conserve, protect and preserve heritage buildings and archaeological sites in Ontario. While the Heritage Property Tax Relief Program under Section 365.2 (1) of the *Municipal Act, 2001* is designed to assist property owners in maintaining and conserving heritage properties, Section 39 (1) of the *Ontario Heritage Act* allows the Council of a municipality to make grants or loans (up-front or tax-increment basis) to owners of designated heritage properties to pay for all or part of the cost of alteration of such designated property on such terms and conditions as the Council may prescribe. In order to provide these grants and loans, the municipality must pass a By-law providing for the grant or loan. Grants and loans for heritage restoration and improvement can also be provided under a CIP. One of the key administrative advantages of Section 39 of the *Ontario Heritage Act* is that it requires only the passing of a By-law by the local Council rather than the formal public meeting process under Section 17 of the *Planning Act* required for a CIP. One of the disadvantages of the *Ontario Heritage Act* is that unlike the *Planning Act*, it does not allow municipalities to make grants or loans to assignees who wish to undertake heritage improvements (e.g. tenants).

A second advantage of the *Ontario Heritage Act* is that the interpretation of Section 39 (1) suggests that grants and loans are not restricted to heritage features. Section 39 (1) of the *Ontario Heritage Act* refers to "…paying for the whole or any part of the cost of alteration of such designated property on such terms and conditions as the council may prescribe." Consultations with provincial Staff and legal experts have confirmed that this section of the Act does not restrict grants and loans to heritage features.

Section 39 (1) of the *Ontario Heritage Act* can also be used to provide grants and loans for the undertaking of professional design studies as these can be considered "part of the cost of alteration". A design study is certainly an important precursor to, and key component of any alterations to major heritage features. Section 39 (2) of the *Ontario Heritage Act* allows the Council of a municipality to add the amount of any loan (including interest) to the tax roll and collect said loan in the same way that taxes are collected, for a period of up to 5 years. This section of the Act also allows the municipality to register the loan as a lien or charge against the land.

Development Charges Act

Section 5 of the *Development Charges Act* allows a municipality to exempt types of development from a Development Charge, but any resulting shortfall cannot be made up through higher Development Charges for other types of development. This allows upper and lower tier municipalities to offer partial or total exemption from municipal Development Charges (also known as a reduction of Development Charges) in order to promote community improvement. Because this financial incentive is normally offered before construction, it is very attractive to developers and is a very powerful community improvement tool.

Appendix B: Policy Review

This section of the report references the key Provincial, Regional and City policies that are relevant to the Lambeth Area CIP.

Provincial Policy Statement, 2014

The Provincial Policy Statement (PPS) was issued under Section 3 of the *Planning Act* and provides direction on key matters of provincial significance related to land use planning and development. Section 3 of the *Planning Act* requires that "decisions affecting planning matters shall be "consistent with" the PPS. All municipal plans, including Official Plans, Secondary Plans, and Community Improvement Plans must be consistent with all applicable provincial policies.

The Province of Ontario updated the PPS on February 24, 2014 and the policies took effect on April 30, 2014. The vision for land use planning in Ontario as per the PPS states that "the long-term prosperity and social well-being of Ontarians depends on planning for strong sustainable communities for people of all ages, a clean and healthy environment, and a strong competitive economy". To this end, the PPS:

- Promotes efficient development and land use patterns (Section 1.1.1);
- Accommodates an appropriate mixes of different land use types (residential, employment, institutional, recreation, park, open space) (Section 1.1.1);
- Promotes cost-effective development patterns and standards, environmentally sensitive development practices, accessible neighbourhoods, and available infrastructure and public facilities to minimize land consumption and servicing cost (Section 1.1.1);
- Strives to avoid development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas (Section 1.1.1);
- Directs planning authorities to identify appropriate locations and opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected need (Section 1.1.3.3);
- Directs that major facilities and sensitive land uses should be planned to ensure they are appropriately designed, buffered and/or separated from each other to prevent or mitigate adverse effects from outdoor, noise, and other contaminants, minimize risk to public health and safety, and to ensure the long-term viability of major facilities (Section 1.2.56.1);
- Directs planning authorities to promote economic development and competitiveness by:
  - providing an appropriate mix and range of employment and institutional uses to meet long-term needs;
  - providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
  - encouraging compact and mixed-use development that incorporates compatible employment uses to support liveable and resilient communities; and,
  - ensuring the necessary infrastructure is provided to support current and projected needs (Section 1.3.1).

- Directs planning authorities to provide for an appropriate range of housing types and densities that accommodate current and future users, that efficiently use the land, services and facilities, and that support alternative transportation modes to the automobile, such as public transit (Section 1.4.3);

- Promotes healthy, active communities including planning public streets, parks, public spaces and trails that meet the needs of pedestrians, foster social interaction, facilitate active transportation (multi-modal), and offer a range of different recreation opportunities (Section 1.5.1);

- Promotes long-term prosperity through the maintenance and enhancement of downtown and main streets (Section 1.7.1 c);

- Encourages a sense of place by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes (Section 1.7.1 d); and,

- Conserves significant built heritage resources and cultural heritage resources and landscapes (Section 2.6.1).

City of London *Official Plan,* 1989

An Official Plan (OP) provides the general land use framework and policies for a municipality by identifying generally how, where and when a municipality will develop over time. The City of London's current *Official Plan* was adopted by City Council in 1989. The *Official Plan* contains City Council's objectives and policies to guide the short-term and long-term physical development of all lands within the boundary of the municipality. It provides direction for the allocation of land use, provision of municipal services and facilities, and preparation of regulatory By-laws to control the development and use of land. These types of policies are considered necessary to promote orderly urban growth and compatibility among land uses. While the objectives and policies in the *Official Plan* primarily relate to the physical development of the municipality, they also have regard for relevant social, economic and environmental matters.

Official Plan: Land Use

The *Official Plan* includes the land use designations that guide the short-term and long-term physical development of land in the City of London. Key designations in Lambeth include: Main Street Commercial Corridor designation; Auto-oriented Commercial Corridor designation; and, Low/Medium Density Residential. There are also significant pockets of Environmental Review and Open Space designations close to water courses.

The London Plan, 2016

Approved by Municipal Council in 2016, *The London Plan* sets new goals and priorities to shape the growth, preservation, and evolution of London over the next 20 years. As of August 27, 2018, 80% of the policies of *The London Plan* are in effect (the remainder is under appeal to the Local Planning Appeals Tribunal (LPAT).

The London Plan: Land Use & Urban Design Policies

In *The London Plan*, all lands within the City are assigned a Place Type that establishes policies to regulate permitted development. The properties fronting Colonel Talbot Road (from approximately Southland Drive to Main Street) and on Main Street (from Colonel Talbot Road to Campbell Street) are assigned the Main Street Place Type. Main Streets are some of London's most cherished historic business areas and focal points of neighbourhoods. Urban regeneration efforts will be directed to historic Main Streets to enhance them.

Outside of the Main Street Place Type areas, the Lambeth Area is generally assigned a Neighbourhoods Place Type. The Neighbourhoods Place Type supports vibrant, exciting places to live, which have a sense of community well-being and high quality of life, and help people connect with one another.

The Lambeth Area also has significant tracts of land identified as both Green Space and Environmental Review Place Types. The vision for the Green Space Place Type is to create new green linkages throughout the city and increase the tree canopy. The lands identified as Environmental Review Place Type are areas that may contain natural heritage features and areas that have not been adequately assessed to determine whether or not they are significant.

The London Plan: Community Improvement Plan Policies

Community Improvement Plans are intended to provide City Council with the necessary tools to stimulate reinvestment and redevelopment, inspire appropriate infill and intensification, coordinate planning efforts, improve physical infrastructure, support community economic development, preserve neighbourhood and cultural heritage value, and lead to the establishment of an improved neighbourhood. The tools to implement community improvement plans may include incentives and targeted private and/or public investment to achieve the vision. Council may also acquire, clear and dispose of land to support community improvement and economic development, or use any other methods to support community improvement or environmental, social or community economic development permitted by legislation.

Paragraph 1727 outlines the objectives that community improvement is intended to meet; several of these objectives relate to the Lambeth area, including the following:

- maintain and improve the public realm, including such things as streets, sidewalks, street lights, street trees, pathways, parks, open spaces, and public buildings;
- maintain and improve municipal services including such things as the water distribution system, the sanitary and storm sewer systems, mobility network, transit services, and neighbourhood services;
- stimulate private sector property maintenance, repair, rehabilitation, redevelopment and other forms of private sector investment and reinvestment activity;
- maintain and improve the physical and aesthetic amenities of streetscapes in both the public and private realms;
- encourage the conservation, restoration, adaptive re-use and improvement of cultural heritage resources;
- foster the revitalization and continued improvement of the Downtown and other existing commercial districts including but not limited to the Old East Village, the SoHo Area, and other established business districts;
- upgrade social and recreational facilities and support the creation of affordable housing;
- facilitate and promote community economic development.; and,
- promote and improve long-term community stability, safety and quality.

Southwest Area Secondary Plan (SWAP)

The City of London adopted the *Southwest Area Secondary Plan* on April 29, 2014 (as amended by OMB PL130020). The *SWAP* established a vision, principles and policies for the development of the Southwest Planning Area, which includes Lambeth. This Plan provides a greater level of detail than the general policies in the *Official Plan* and serves as a basis for the review of planning applications which will be used in conjunction with the other policies of the *Official Plan*. While the Lambeth Area CIP contains references to the *SWAP*, it does not replace the SWAP; the *Southwest Area Secondary Plan* is to be read and applied in its entirety.

City of London Zoning By-law

As established under Zoning By-law (No. Z-1) the Lambeth Area has a mix of zoning designations that is reflected in the range of existing and permitted uses, which include:

Arterial Commercial	Business District Commercial	Community Facility
Environmental Review	Low-density Residential	Medium Density Residential
Neighbourhood Facility	Open Space	Urban Reserve

Existing City of London Community Improvement Plans (CIPs)

The City of London has numerous CIPs which are intended to stimulate targeted reinvestment, reveal and inspire select infill and intensification opportunities, coordinate planning efforts, preserve neighbourhood and heritage character, enhance industrial and other business opportunities, and aid in the cleanup of contaminated sites. At present, the City of London has eight (8) CIPs that have been adopted by Council. The geographically-based CIPs include: the Airport, Downtown, Hamilton Road, Old East Village and SOHO CIPs; the criteria-based CIPs include the Brownfield, Heritage and Industrial CIPs.

Brownfield Community Improvement Plan

The Brownfield CIP was adopted in May 2007. The Brownfield CIP contains a package of financial incentive programs and a municipal leadership strategy to promote the redevelopment of brownfield sites in the City. The Brownfield CIP Financial Incentive Programs include:

- Contamination Assessment Study Grant;
- Development Charge Rebate;
- Property Tax Assistance Program; and,
- Tax Increment Equivalent Grant.

Heritage Community Improvement Plan

The Heritage CIP was adopted in March 2007. The Heritage CIP contains a package of financial incentive programs and a municipal leadership strategy to maintain the unique identity of our City by preserving the inventory of distinctive heritage buildings, establishing a sense of place by preserving local heritage structures, and ensuring that the City's history is retained for future generations to enjoy. The Heritage CIP Financial Incentive Programs include:

- Development Charge Equivalent Grant; and,
- Tax Increment Grant.

Other Considerations

During the preparation of the Lambeth Area CIP, the City of London was also in the process of undertaking three significant projects: the Main Street Infrastructure Renewal Project, the Dingman Creek Environmental Assessment, and the Parks & Recreation Master Plan Review. All of these projects may impact the Lambeth Area CIP.

Appendix C: Consultation

Preparation of the Lambeth Area CIP was guided by and benefitted from consultation with City Staff, stakeholders and groups including the Pulse Team, the Lambeth Community Association, and participants at the various community meetings and workshops.

City Website Project Page

http://www.london.ca/business/Planning-Development/secondary-plans/Pages/Lambeth-CIP.aspx
Planning Staff established a Lambeth Area CIP page on the City's website to provide regular project updates. The project page includes the following information:

- definition of a CIP and why they are used;
- summary of consultation completed to date, community meeting notices, presentations and meeting summaries;
- staff reports and Council resolutions;
- next steps; and,
- information and links for other Municipal projects taking place in Lambeth.

Project Contact List

Planning Staff created an email list for the Lambeth Area CIP using information gathered at Community Meetings, from comment cards, and from people who contacted Staff directly. Project update emails included information about upcoming Community Meetings, Meeting Summaries, and City Council Approvals (such as the Terms of Reference and Study Area). Emails also provided links to the City's Lambeth Area CIP project page.

PULSE Team

A Pulse Team was formed to help guide the preparation of the Lambeth Area CIP. The Team was comprised of residents, business owners and members of the Lambeth Community Association. Planning Staff engaged the Pulse Team using email, telephone conversations and in-person meetings until the end of November 2016. This consultation allowed City staff to:

- provide the Pulse Team with progress updates;
- coordinate Public Meetings and other steps required to complete the CIP;
- discuss key components of the project including: Strengths, Weaknesses, Opportunities, Threats (SWOT); the visioning and objectives exercise; and, potential financial incentive programs; and,
- obtain comments and input on the Draft Interim Report and the Draft Lambeth Area CIP.

There were two City-organized Pulse Team meetings held between Community Meetings No. 1 and No. 2 to discuss the status of the project. Pulse Team members resigned on November 29, 2016.

Community Information Meetings, Workshops and Updates

Community Meeting and Workshop No. 1, July 7, 2016

The first Community Meeting and Workshop was held on July 7, 2016 to:

1. kick-off the Lambeth Area CIP project;
2. provide basic information on the purpose and rationale for preparing the CIP;
3. work with stakeholders to identify strengths, community needs, improvements, and a vision for the Lambeth Area CIP Study Area;
4. obtain input on the Lambeth Area CIP Study Area and the Term of Reference for the CIP Project; and,
5. discuss the concept of using a Pulse Team as a method of keeping stakeholders engaged and informed.

Most people in attendance at the Community Meeting stayed for the Workshop session. During the Workshop, participants were asked to answer the following questions:

- Where do you think the CIP Project Area for Lambeth should be?
- What is great or is a strength in the Lambeth Area CIP Study Area?
- What needs improvement or is a weakness in the Lambeth Area CIP Study Area?
- In one word, describe "your Lambeth"?

The feedback and discussion at the Community Meeting and Workshop No. 1 was used to develop the Terms of Reference and Study Area for the Lambeth Area CIP.

City of London Planning and Environmental Committee (PEC) Meeting, August 22, 2016

On August 22, 2016 Planning Staff presented a report to the Planning and Environment Committee (PEC) recommending a Terms of Reference and Study Area for the Lambeth Area CIP. The report included a copy of the Community Meeting No. 1 Summary. The PEC supported the report and unanimously passed motions directing that that the Lambeth Area CIP Terms of Reference and the Study Area be approved.

City of London Council Meeting, August 30, 2016

Subsequent to the August 22, 2016 PEC meeting, City Council approved the Lambeth Area CIP Terms of Reference and Study Area at the regular City Council meeting of August 30, 2016.

Lambeth & Community Harvest Festival, September 10, 2016

Planning Staff attended the Lambeth & Community Harvest Festival at the Lambeth Community Centre on September 10, 2016 from 1-4 pm to host a casual outreach session about the Lambeth Area CIP process. The August 22, 2016 Staff Report, Terms of Reference and approved Lambeth Area CIP Study Area, Meeting No. 1 Summary, posters for City projects impacting Lambeth and contact information for each of the project leads were available. Comment cards and business cards were also distributed. Nearly all the questions received were either "What is the Community Improvement Plan?" and "Where can I find more information?" Concerns expressed included a lack of available public parking and the desire to expand bike path networks.

Community Meeting and Workshop No. 2, October 18, 2016

A second Community Meeting and Workshop was held on October 18, 2016 to:

1. define Objectives for the Lambeth Area CIP;
2. establish a Vision for the Lambeth Area CIP;
3. confirm what stakeholders identified as requiring improvement; and,
4. prioritize the identified improvements.

Workshop participants were asked to answer the following questions:

- Do you agree with the proposed objectives for the Lambeth Area CIP?
- Do you agree with the proposed Vision for the Lambeth Area CIP?
- Did we miss anything?
- What are the priorities for improvement?

Community Meeting and Workshop No. 3, March 28, 2017

A third Community Meeting and Workshop was held on March 28, 2017 to:

1. discuss the Strategic Initiatives drafted for the Lambeth Area CIP; and,
2. conduct a workshop session to review and prioritize proposed Action Items, and discuss potential leads, supporters, and champions for identified actions.

At the end of the meeting Planning Staff facilitated a Rapid-Fire visual survey which allowed participants to review each proposed CIP Action Item and vote in real time on whether or not they agree with the Action Item and what priority it should be given. This format allowed for all attendees to participate and

share thoughts. Lambeth Area CIP Workbooks were also provided and the intent was for participants to complete the Workbooks after the workshop. The Workbooks focused on:

- confirming that the proposed Lambeth Area CIP Action Items reflect stakeholder comments;
- understanding how the Action Items were prioritized;
- identifying community champions for Action Items; and,
- identifying which Action Items require a CIP and which do not.

Presentation at the Lambeth Community Association Annual General Meeting (AGM), June 18, 2018

Planning Staff was invited to the Lambeth Community Association's AGM to provide an update on the progress of the Lambeth Area CIP. Staff's PowerPoint presentation highlighted:

- work completed to date;
- categories for the Lambeth Area CIP Implementation Plan;
- goals and objectives for the Lambeth Area CIP;
- Action Items that have been completed through other projects (Main Street Infrastructure Renewal Project);
- plans and projects in addition to the CIP that will enable implementation of Action Items (e.g. London ON Bikes Cycling Master Plan, Parks & Recreation Master Plan Update);
- next steps; and,
- call to action to participate in the Parks & Recreation Master Plan community survey and stakeholder sessions.

After the presentation, Staff answered questions from attendees. Questions and comments were focused on increased vehicular traffic in Lambeth due to construction and/or accidents on the highways, and increased vehicular traffic in Lambeth due to new residents living in Lambeth.

Lambeth Business-to-Business Group (B2B) Meeting, December 13, 2018

Staff from City Planning, Service London Business and Environmental & Engineering Services provided an update on the Lambeth Area CIP and Main Street Infrastructure Renewal Project.

Appendix D: Study Area & Project Area

Lambeth Area CIP Study Area

At the start of the Lambeth Area CIP project, a Study Area was established to geographically focus the CIP process and help avoid scope creep as the project progressed.

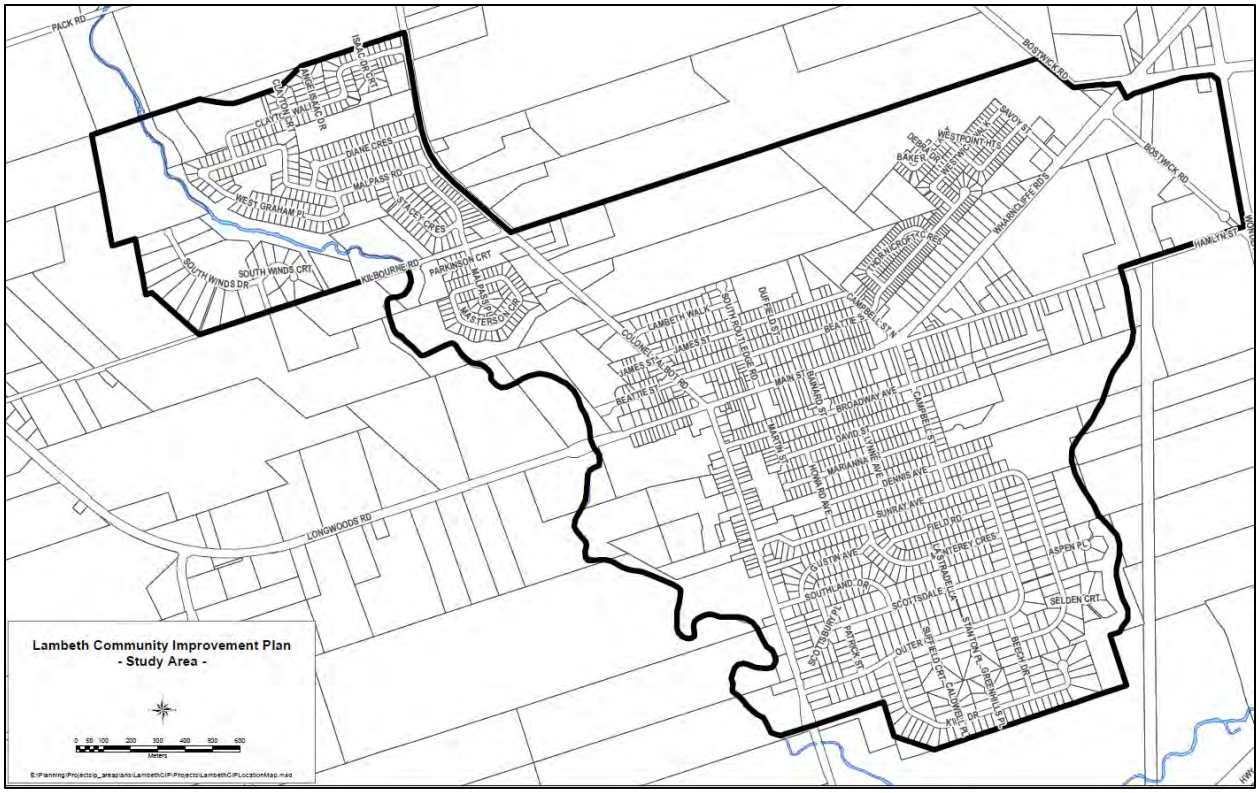
The initial Study Area for the CIP was established as a result of the information gathered during Community Meeting No. 1. The initial Study Area is generally described as following Dingman Creek south from Hamlyn Street and north to Kilbourne Road, continuing east along Kilbourne Road, continuing from the intersection of Kilbourne Road and Colonel Talbot Road directly to the intersection of Exeter Road and Wharncliffe Road South, along Exeter Road to Wonderland Road South, south along Wonderland Road South to Hamlyn Street, and then westerly on Hamlyn Street to Dingman Creek. The Terms of Reference for the preparation of the Lambeth Area CIP established this as the Study Area.



Lambeth Community Council Approved Lambeth Area CIP Study Area, shown in black

Revised Study Area

The initial Study Area was amended following Community Meeting No. 2 as a result of comments received from both the Pulse Team and Lambeth Community Association. Specifically, stakeholders expressed interest in including established residential areas to the northwest (such as Southwinds) as residents currently feel disconnected from the rest of the Lambeth community. It was felt that concerns of those residents should be incorporated in the CIP, particularly regarding pedestrian and bicycle access and safety.



Revised Lambeth Area CIP Study Area, shown in black

Project Area

The recommended Lambeth Area CIP Project Area is the area that is determined as in need of community improvement; it is the area where public realm improvement efforts will be focused and where financial incentive programs will be offered. Based on the information gathered through the CIP process, it was determined that the Project Area should include:

- lands along Wharncliffe Road;
- lands designated as Main Street Place Type in the London Plan (also within the Main Street land use Designation of *SWAP*); and,
- lands within the Medium Density Residential land use Designation of *SWAP*.

The Lambeth Area CIP Project Area is established by a By-law passed by Municipal Council.

Appendix E: Analysis

General Approach

A number of tasks were completed in order to provide a comprehensive foundation for the preparation of this CIP, including:

- a review of relevant legislation, provincial and City of London planning policy;
- a review of the Zoning and Official Plan designations in the Study Area;
- a community improvement needs analysis including an assessment of the physical and economic characteristics in the area based on walking tours, public input, and community meetings and workshops held July 7 2016, October 18 2016, and March 28 2017;
- a review of best practices used for CIPs in Ontario municipalities;
- using the Visions and Principles contained in the *Southwest Areas Secondary Plan* to analyze how they can shape and guide redevelopment activities;
- revising the draft CIP Action Items and Incentive Programs based on comments received during the third community meeting and workshop held on March 28, 2017; and,
- preparation of the final CIP for Municipal Council approval.

Getting Started

The analysis of community improvement needs started with City staff undertaking a review of the relevant planning and policy documents including the 1989 *Official Plan*, *The London Plan*, the Zoning By-law, and the *Southwest Area Secondary Plan (SWAP)* which establishes the function, purpose, character and design goals for the Lambeth Area. In addition, aerial photographs of the Study Area were examined and walking tours were conducted on a regular basis.

Data Collection

On the September 9, 2016 Walking Tour, approximately 170 photographs were taken to record different aspects and characteristics of the Lambeth Area. Staff used a "community improvement lens" when making observations and taking notes on aspects of land use, building and property conditions, design and heritage elements, and business activity that may require community improvement.

Research was also conducted in Lambeth through walking tours and driving tours on April 11, 2018, June 12, 2018 and July 10, 2018.

Data Confirmation

In July 2016, a Community Meeting was held to launch the Lambeth Area CIP project and share information about the CIP process. The workshop allowed participants to identify things within the community perceived as "great", identify items that need improvement, and establish the CIP Study Area.

In October 2016, a second Community Meeting was held to talk about the identified items for improvement and clarify what might have been missed. The workshop included a visioning exercise and discussions about potential strategies and initiatives to be included in the Lambeth Area CIP. Information provided by participants at both workshops were added to the data gathered by City staff and included in the analysis.

Planning Staff presented an information report to the City's Planning and Environment Committee (PEC) in August 2016 to seek approval for the Study Area and Term of Reference for the Lambeth Area CIP.
In March 2017, a third Community Meeting was held to discuss the Draft Lambeth Area CIP and Draft Incentive Program.

Strengths, Weaknesses, Opportunities, Threats (SWOT) Analysis

A Strengths, Weaknesses, Opportunities, Threats (SWOT) analysis of the critical community improvement needs was undertaken to gain an understanding of the key issues in the Lambeth Area and identify the important community improvement needs that should be addressed by a Lambeth Area CIP. This section of the plan provides an overview of the analysis undertaken and foundation for the preparation of this CIP and recommended incentive programs.

Existing Condition and Characteristics of the Lambeth Area CIP Study Area

The CIP Project Area has been divided into three (3) Sub-areas based on the distinguishable characteristics of each area and identified through the *Southwest Area Secondary Plan (SWAP)*. The Sub-areas include: Lambeth village core, Wharncliffe Road Corridor, and Lambeth Residential Neighbourhood.

Lambeth is similar to rural villages in Ontario as it developed around natural resources and a transportation hub into a compact and walkable community along a main street. The settlement contains a diverse mix of small-scale and independent retail shops, restaurants and service establishments. Over time, the area has lost some original buildings and has also adapted to accommodate auto-oriented development. The core contains a number of civic, institutional, and community anchors which draw people to the area. These include the post office, places of worship and banks. Lambeth village core is generally surrounded by low-density residential uses with some home-based businesses, schools, retirement homes and parks.

Land Use Conditions

Lambeth Village Core

Established along a major traffic route with frontage on Main Street and Colonel Talbot Road, this area serves as a community focal point. There is a mix of residential and commercial uses throughout the Lambeth village core and in many cases, the original buildings are intact. There are three internal plazas along Main Street which break up the continuity of the form, however there is opportunity to link them to the pedestrian environment through walkways, lighting, signage, and landscaping. The area also provides civic functions and public/private gathering spaces. The Main Street Infrastructure Renewal Project will improve the pedestrian realm in the Lambeth village core along Main Street by improving sidewalks, adding landscaping features, and adding on-street parking. The area along Colonel Talbot Road south of Main Street was established along a major traffic route. The area has mixed-use live-work uses, newer forms of stand-alone commercial, and some undeveloped properties. Although pedestrian activity is desired in this area, the lack of a clearly defined pedestrian realm and continual sidewalks is a deterrent.

Wharncliffe Corridor

This sub-area contains lands fronting onto Wharncliffe Road South, from Colonel Talbot Road to just east of Bostwick Road. This commercial strip supports and complements the Lambeth village core, provides opportunity for mixed-use development, and has the potential to be a major gateway into the community. Long-term (re)development goals include higher intensity mixed-use residential buildings with office or commercial uses at grade on the north side of Wharncliffe Road South, and new commercial development and medium density residential development on the south side of Wharncliffe Road South. Currently, there is a plaza at the Campbell Road / Wharncliffe Road intersection. There are also detached residences and individual buildings of various sizes and styles located along Wharncliffe Road housing independent businesses. In addition to the variety of building styles, there is an abundance of signage.

Lambeth Residential Area

This area is predominantly residential and comprised of single detached dwellings. There are also several schools, churches, community centre, library, arena, splashpad and soccer fields. The residential area close to the Lambeth village core was developed by subdivision after the post-war boom of the 1950s in a grid-like street pattern with ranch-style homes on large lots. More recent residential development has occurred in the northwest, and new subdivisions have been approved for the undeveloped lands in the north portion of this area.

Building Conditions

The majority of the buildings within the Lambeth village core are of older stock typical of the early 1900s. While few properties have a Heritage Designation, the buildings have been kept in good repair and many original architectural elements have been preserved. The majority of the buildings appear to be occupied and well-maintained.

Lambeth Village Core

The area along Main Street has a strong sense of place and contains some of the oldest buildings in the Lambeth Area CIP Project Area. The majority of the buildings appear to be in relatively good condition, however some of the business façades and signage are dated and tired looking.

The area along Colonel Talbot Road south of Main Street also provides a sense of place, however due to the combination of very old and newer buildings this area seems to be in transition. Generally, the buildings appear to be in relatively good condition. There are a number of undeveloped sites and some vacant buildings in the area.

Wharncliffe Road Corridor

This area has a mix of building forms and styles and an abundance of signage. Overall, buildings appear to be maintained. There are many opportunities for redevelopment; the plaza at the northeast corner of Main Street and Campbell Road is one example where the building form can make better use of the space and the strategic corner location. This area would benefit from a streetscaping plan / landscaping plan to tie the elements together to form a cohesive landscape.

Lambeth Residential Area

The majority of the buildings in this area are residential. The age and style of homes and related street patterns vary, as neighbourhoods were built over time. The majority of the buildings appear to be in very good condition, occupied and well-maintained. As expected, street widths, lot sizes, and other elements vary, creating different residential landscapes throughout Lambeth. The non-residential buildings in this area appear to be in fair condition (churches, community spaces, arena, library, etc.).

Heritage

Lambeth contains a great deal of cultural and natural heritage. The *SWAP* identified the Lambeth village core as an area to be recognized as a potential Heritage Conservation District.

Lambeth still contains many ties to its past and there are many stories that could be told through buildings that have existed for over 100 years. However, there are opportunities to further recognize Lambeth's cultural heritage. For example, there is little signage on existing buildings or recognition of significant buildings that have been lost over time. While not yet exhibiting evidence of widespread loss, there are early signs of deterioration to the Lambeth Area CIP Project Area's image in terms of its cultural heritage with respect to protecting the unique buildings that contribute to its unique character.

Public Realm & Streetscape Conditions

Overall, there is great potential for the treetscaping in the Lambeth Area CIP Project Area to be more oriented to pedestrians and cyclists. This was one of the most frequently identified topics for improvement. Issues relating to safety and accessibility included: lack of sidewalks and/or multi-use pathways, need for crosswalks on major streets, and, existing sidewalks being too narrow, obstructed and in poor condition.

Lambeth Village Core

Buildings in the Lambeth village core are generally street-oriented with curbs separating the structures from the road. The area is serviced by London Transit. Lighting in this area was oroginaly designed and provided for motor vehicles and not for pedestrian activity (i.e. not at the human scale) although the Main Street Infrastructure Renewal Project is addressing this by installing some pedestrian lighting along Main Street. There are challenges for pedestrians crossing Main Street, Colonel Talbot Road and at the intersection of the two roads.

The area along Colonel Talbot Road south of Main Street is similar to the Main Street section of the Lambeth village core in that is has developed as an urban mixed-use environment at a pedestrian scale with sidewalks extending along both sides of the road. The sidewalks, raised shoulders and curbs provide a separation between the traffic on the road until it ends on the west side at 4499 Colonel Talbot Street. There is no on street parking, bicycle facilities or other elements providing a barrier between pedestrians and vehicular traffic. Bus stops are difficult to identify, in poor condition and lack amenities. Lighting in this area is designed and provided for motor vehicles and not for pedestrians. There are challenges for pedestrians crossing Colonel Talbot Road and no infrastructure/facilities to facilitate safe crossings (i.e. specific pedestrian crossings).

Wharncliffe Road Corridor

The Wharncliffe Road Corridor has a mix of building types and functions. In terms of land use, the north side of Wharncliffe Road is predominantly medium-density Residential. The south side is zoned for Commercial uses.

Lambeth Residential Neighbourhood

Generally residential in nature, this sub-area varies with respect to walkability. The majority of this area is within a short walk to the Lambeth village core (some areas are about a 20-minute walk). The presence of sidewalks is inconsistent; there are some roads with are sidewalks on both sides and some road with no sidewalks at all. Bus stops lack amenities. Overall there appears to be very little lighting, and where there is lighting, it is appears to be for motor vehicles and not pedestrians. There are no bicycle amenities within the road allowance or provided as part of trail system. This area also includes a substantial amount of Open Space and Environmental Review lands.

Vehicular Traffic & Parking

Lambeth has grown around the intersection of what is now known as Colonel Talbot Road and Longwoods Road, which at one time was nicknamed The Junction due to the significance of both of these roads in connecting people and transporting goods. Today, these roads continue to play a vital role as they are well-used routes for traffic flowing in and out of the City of London via the 402 and 401.

A current concern of community members (residents, property owners, business owners, etc.) is the increasing volume of traffic creating delays in reaching destinations and/or the need to use alternative routes. Community members attribute the increasing volumes of traffic to: accidents and construction on Highways 401 and 402; the Main Street Infrastructure Project; and, the increasing residential population in Lambeth.

Lambeth Village Core

The Lambeth village core is currently not a major destination for visitors and/or tourism although stakeholders have expressed that increasing the number of visitors to Lambeth's unique stores, services, and festivals is a key goal. At present, the two types of traffic are: 1. local community members (residents, business owners, employees, etc.) who patronize local businesses (and drive to the Lambeth village core) and, 2. commuters driving through the area who do not typically stop and park their vehicles. Traffic through the Lambeth village core is steady, as Main Street is en-route to direct access to the 401 and 402 via Colonel Talbot Road. Parking is provided in the front yard of most properties. It is evident that the need for parking has increased over time and on the smaller work-live properties in particular as it appears that parking has replaced gardens, walkways and trees.

Similar to the area along Main Street, the area along Colonel Talbot Road south of Main Street appears to be impacted by the same two distinct types of vehicular traffic, and parking is provided in the front yard of most properties. On-street parking is not permitted along Colonel Talbot Road. In addition to highway delays, the Main Street Infrastructure Renewal Project, increasing residential population, increased traffic and traffic build-up is attributed to on-site parking lots being at capacity. Vehicular traffic is also noted as the cause of delays in making left turns onto Colonel Talbot Road.

Wharncliffe Road Corridor

The Wharncliffe Road Corridor functions as a connection between the Wonderland corridor and the Lambeth village core. It is not a pedestrian-oriented environment, does not have sidewalks or on-street parking; it is clearly oriented to vehicular traffic. There is opportunity to develop a plan for this area to create a gateway feature to the Lambeth village core which would slow traffic and reinforce the image of the Lambeth village core as a traditional main street and a hub of the community.

Lambeth Residential Neighbourhood

On street parking is not clearly identified in the Lambeth Residential Neighbourhood sub-area. Most residential properties have a private driveway and garage to accommodate on-site parking. However, in newer subdivisions, the lots are smaller and there is less room to accommodate on-site parking. This results in a greater incidence of on-street parking. It was noted that traffic is busy along Colonel Talbot Road which is a primary route to get to Southdale Road West.

Economic Conditions

Compared to the City-wide average incomes and home values, the Lambeth Area CIP Project Area is in the higher income and value bracket. Businesses are mainly small owner-operated restaurants, offices, boutique shops and services that use the local post office and various banks. The community supports a grocery store, two pharmacies and several convenient stores. Patronage of businesses appears to be mostly by local residents who prefer to shop close to home. There are a number of vacant stores along Main Street, some in standalone buildings and some in plazas.

Servicing

Water & Sewer

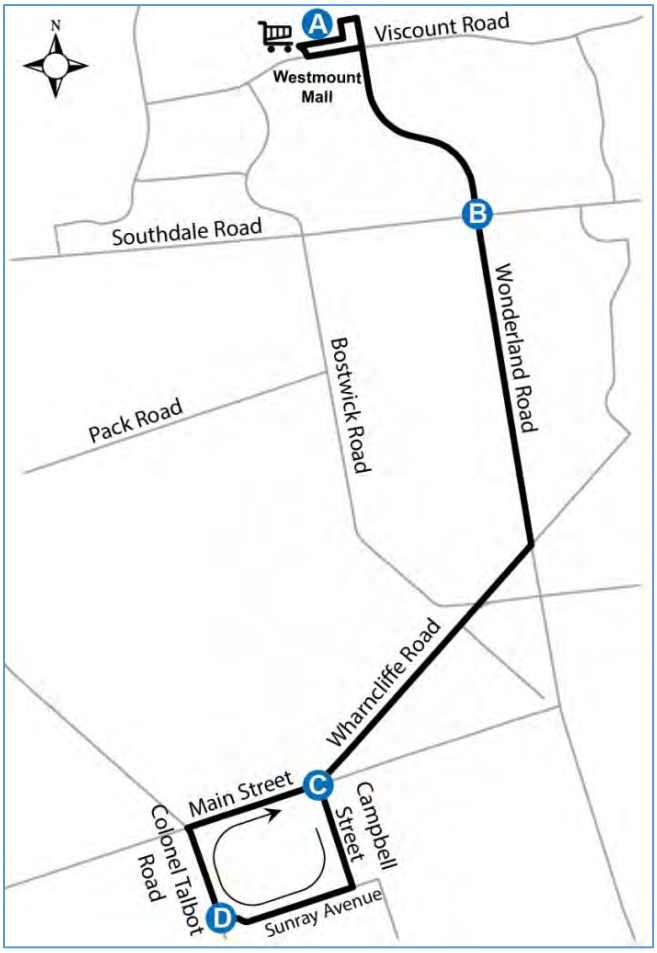
Properties within the Lambeth Area CIP Project Area are generally serviced by municipal storm and water, however many are on private sanitary systems. The lack of municipal sanitary services has been a barrier for development and has prevented business expansion. The extension of municipal sanitary services is part of the City's Main Street Infrastructure Renewal Project which is allowing abutting property owners with the opportunity to tie-in to municipal sanitary services. Access to municipal services will provide new opportunities to redevelop properties at a higher intensity that will support a compact and walkable community.

London Transit

There are currently two bus routes to the Lambeth Area CIP Project Area, illustrated below.

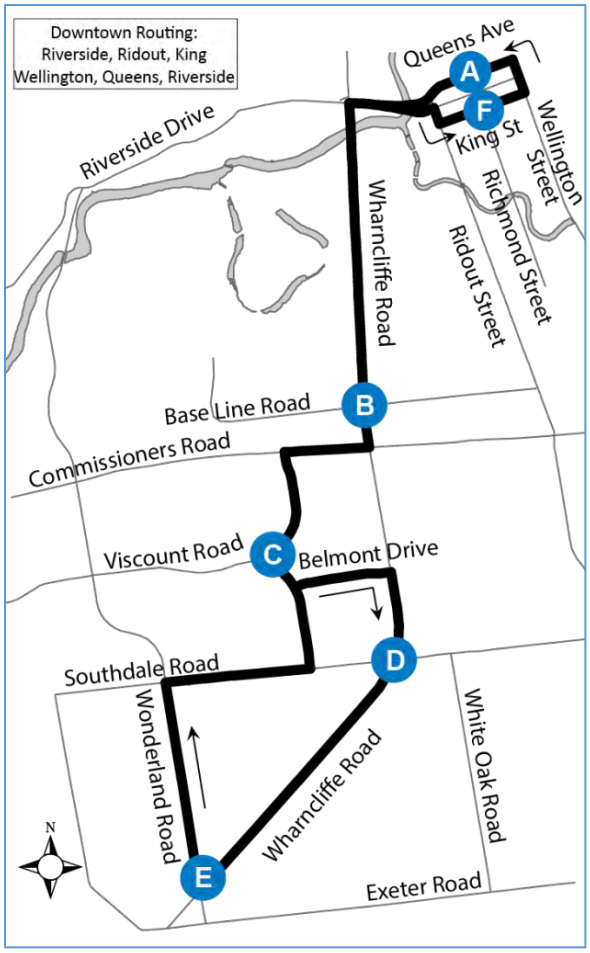
Route 28

Westmount Mall – Lambeth



Route 12

Downtown – Wharncliffe & Wonderland



DEFERRED MATTERS

PLANNING AND ENVIRONMENT COMMITTEE
(AS OF MARCH 6, 2019)

File No.	Subject	Request Date	Requested/ Expected Reply Date	Person Responsible	Status
1	Alternative Planning and Zoning Tools to Holding Provisions – report back on options to redefine and reduce the use of redundant or unnecessary holding provisions in Z.-1.	Dec 3/13 12/25/PEC	Part 1 complete Part 2 Q2, 2019	Q1 2019	Part 1 of the response is completed – report was prepared and new practice significantly reduces need for the general "h" holding provision. Deferred to the ReThink Zoning process. Terms of Reference to PEC for approval Q1 2019.
2	Review of commercial corridor along Commissioners Road East	March 2/15 13/6/PEC	Q2 2019	Fleming/Barrett	To be incorporated in the review of City Planning work program Q2 2019.
3	EEPAC Terms of Reference – Civic Admin to report allowing EEPAC to work with staff during the collaboration of reports, electronic distribution of files and to provide advice directly to PEC	May 12/15 (7/11/PEC)	Q4 2015	Saunders	Preparing initial report to PEC to seek Council direction.
4	Civic Administration BE REQUESTED to report back at a future meeting with respect to potential policy and/or by-law changes that would provide a mechanism by which green roofs could be	May 18/16 (13/19/PEC)	Q1 2019	Fleming/Barrett	

File No.	Subject	Request Date	Requested/ Expected Reply Date	Person Responsible	Status
	included in the calculation of required landscape open space.				
5	Sanitary Servicing to Arva and Water Servicing to Delaware – City Planner and City Engineer to report back with draft agreement that reflects Option 2 and to pursue a reduction in the sewage servicing area to match the current Arva settlement area boundary.	October 3/17 (13/18/PEC)	Q3, 2019	Fleming/Scherr	To be added to the Planning Services work plan, recognizing staff resource constraints. Draft agreement provided to Middlesex Centre for review. Will provide update to PEC in Q3, 2019.
6	Dundas Place Management and Dundas Place Field House – City Planner to report back on results of monitoring all aspects of Dundas Place Management by mid-2019 in order to inform the development of the 2020-2023 Multi-Year Budget.	November 28/17 (17/22/PEC)	Mid-2019	Fleming/Yanchula	Dundas Place Manager is now in place.
7	White Oak/Dingman Area Secondary Plan – draft Official Plan policies to be brought forward following consultation with stakeholders, agencies and the public.	December 12/17 (4/1/PEC)	Q1, 2019	Fleming/Barrett	**Information report/Update scheduled for March 19 PEC.**
8	Medway Valley Heritage Forest ESA – Refer back to Staff to report back after deleting the proposed Bridge A and Bridge D; further public consultation with respect to those portions of the CMP that effect changes to the eastern boundary of the	April 24/18 (3.2/7/PEC)	2019/2020	Fleming/Barrett	Next steps currently under review.

File No.	Subject	Request Date	Requested/ Expected Reply Date	Person Responsible	Status
	ESA, including the use of public streets; further consultation with the ACCAC, the EEPAC, UTRCA and neighbouring First Nations governments and organizations with respect to improved trail access and conditions; actions be taken to discourage crossings of the creek at sites A, B, C, D and E, as identified in the CMP; hardscaped surfaces on the level 2 trails be limited to the greatest extent possible; ways to improve public consultation process for any ESA and CMP; and, amending the Trails Systems Guidelines to incorporate consultation with neighbouring First Nations, Governments and Organizations at the beginning of the process.				
9	Inclusionary Zoning for the delivery of affordable housing - the Civic Administration BE DIRECTED to report back to the Planning and Environment Committee outlining options and approaches to implement Inclusionary Zoning in London, following consultation with the London Home Builders Association and the London Development Institute.	August 28/18 (2.1/13/PEC)	Q1 2020	Fleming/Barrett	Consultation with London Home Builders Association and London Development Institute underway
10	The City of London Tree Protection By-law C.P.-1515-228 – refer to TFAC for review and comment; and, the proposed by-law be referred to a public participation meeting to be held by the Planning and Environment Committee on September 24, 2018 for the purpose of seeking	June 18/18 (4.1/11/PEC)	2019	Scherr	**Proposed new by-law referred to TFAC at their June 2018 meeting and comments provided at Aug meeting. Some comments have been received from Industry. Report with the DRAFT By-law language along with notice of PPM is scheduled for May 14,**

File No.	Subject	Request Date	Requested/ Expected Reply Date	Person Responsible	Status
	public input and comments on amendments to the current by-law.				**2019 meeting. The report and PPM for the approval of the City's new Tree Protection By-law is scheduled for September 23, 2019.**
11	The City of London Boulevard Tree Protection By-law – PPM to be held to seek public input and comments on the proposed by-law	Sept18/18 (4.2/14/PEC)	Q2 2019	Scherr	**COMPLETED. PLEASE REMOVE**
12	Limited lit period of high-rise buildings during an identified migratory bird season including any possible mechanism(s) for enforcement	January 29/19 (2.2/3/PEC)	Q2 2019	Kotsifas/Yeoman	Draft by-law amendments are out for circulation with community and industry stakeholders as well as Advisory Committees. Staff are continuing to explore options related to the limited lighting period.

London Advisory Committee on Heritage

Report

The 4th Meeting of the London Advisory Committee on Heritage
March 13, 2019
Committee Rooms #1 and #2

Attendance

PRESENT: D. Dudek (Chair), S. Adamsson, J. Cushing, H. Elmslie, H. Garrett, S. Gibson, J. Manness and K. Waud and J. Bunn (Secretary)

ABSENT: D. Brock, T. Jenkins and M. Whalley

ALSO PRESENT: R. Armistead, J. Dent, L. Dent, K. Gonyou, K. Gowan, M. Pease, M. Tomazincic

The meeting was called to order at 5:30 PM.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that H. Garrett disclosed a pecuniary interest in clause 2.2 of this report, having to do with a Heritage Alteration Permit Application for the property located at 195 Dundas Street in the Downtown Heritage Conservation District, by indicating that her employer is the agent on the file.

2. Scheduled Items

2.1 Hear Here Project

That it BE NOTED that a presentation from Dr. M. Hamilton and M. Tovey with respect to and update on the Hear Here Project, was received.

2.2 Heritage Alteration Permit Application – 195 Dundas Street – Downtown Heritage Conservation District

That the Civic Administration BE REQUESTED to bring the Heritage Alteration Permit application, with respect to the property located at 195 Dundas Street, to a future meeting of the London Advisory Committee on Heritage (LACH) and include a Heritage Impact Statement and factual drawings of existing and new building streetscape elevations from Dundas Street, for the LACH to review; it being noted that the attached presentation from M. Tomazincic, Manager - Current Planning and M. Pease, Manager, Development Planning, and a verbal delegation from G. Priamo, Zelinka Priamo Ltd., were received with respect to this matter.

2.3 Request to Repeal Heritage Designating By-law No. L.S.P.-3227-417 for the Property Located at 429 William Street

That, on the recommendation of the Managing Director, Planning and City Planner, with the advice of the Heritage Planner, the following actions be taken with respect to a request to repeal heritage designating By-law No. L.S.P.-3227-417, for the property located at 429 William Street, by David and Martine Fuller:

a) the request to repeal the heritage designating by-law No. L.S.P.-3227-417, for the property located at 429 William Street BE REFUSED; and,

b) notice of the decision in part a), above, BE GIVEN to the property owners and to the Ontario Heritage Trust;

it being noted that the attached presentation from K. Gowan, Heritage Planner, was received with respect to this matter.

3. Consent

3.1 3rd Report of the London Advisory Committee on Heritage

That the 3rd Report of the London Advisory Committee on Heritage, from its meeting held on February 13, 2019, BE AMENDED in clause 3.4 by removing the words "K. Killen, Senior Planner BE ADVISED that" and by capitalizing the words "be added" in part a) of the clause.

3.2 Municipal Council Resolution - 3rd Report of the London Advisory Committee on Heritage

That it BE NOTED that the Municipal Council resolution, from its meeting held on March 5, 2019, with respect to the 3rd Report of the London Advisory Committee on Heritage, was received.

3.3 Notice of Planning Application - Zoning By-law Amendment - 4680 Wellington Road South

That it BE NOTED that the Notice of Planning Application, dated February 27, 2019, from M. Sundercock, Planner I, with respect to a zoning by-law amendment for the property located at 4680 Wellington Road South, was received.

3.4 By-law Monitoring and Modernization and Property Standards By-law

That the staff report dated February 20, 2019, from G. Kotsifas, Managing Director, Development and Compliance Services and Chief Building Official, and the property standards by-law, as appended to the agenda, BE REFERRED to the Planning and Policy Sub-Committee for review.

4. Sub-Committees and Working Groups

4.1 Stewardship Sub-Committee Report

That the following actions be taken with respect to the Stewardship Sub-Committee Report, from its meeting held on February 27, 2019:

a) the London Advisory Committee on Heritage recommends that the property located at 982 Princess Avenue (Orange Crush Bottling Building) BE ADDED to the Register (Inventory of Heritage Resources), with the following description of the property:

982 Princess Avenue
The Orange Crush Bottling Building (built 1923) is a structure of sharply limited historical interest, but significant architectural charms. The building was constructed with a single storey factory floor stretching through the block from Princess Avenue to Elias Street, while a brick, two-storey office block was constructed facing Princess Avenue. The arcade of five brick arches and the slight setback from the street enliven an otherwise residential stretch of Princess Avenue, while at the same time respecting its residential neighbours. The chimney attached to the structure is also of interest; and,

b) the remainder of the above-noted Stewardship Sub-Committee report, BE RECEIVED.

5. Items for Discussion

5.1 Demolition Request for Heritage Listed Property at 1588 Clarke Road

That the following actions be taken with respect to a request for the demolition of the barn on the heritage listed property located at 1588 Clarke Road:

a) the Chief Building Official BE ADVISED that Municipal Council consents to the demolition of the barn on the above-noted property; and,

b) the house located on the above-noted property BE REFERRED to the Stewardship Sub-Committee to conduct research into a possible association with the Underground Railroad;

it being noted that the attached presentation from L. Dent, Heritage planner, was received with respect to this matter.

5.2 Heritage Alteration Permit Application by the City of London with respect to Pocket Parks, Bishop Hellmuth Heritage Conservation District

That, 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 to construct two pocket parks within the Bishop Hellmuth Heritage Conservation District BE PERMITTED, as submitted in the drawings appended to the staff report dated March 13, 2019, with the terms and conditions that commercial advertisement within the pocket parks be prohibited; it being noted that the attached presentation from K. Gonyou, Heritage Planner, was received with respect to this matter.

5.3 Heritage Planners' Report

That it BE NOTED that the attached submission from K. Gonyou and L. Dent and K. Gowan, Heritage Planners, with respect to various updates and events, was received.

6. Deferred Matters/Additional Business

None.

7. Adjournment

The meeting adjourned at 7:35 PM.



Heritage Alteration Permit 195 Dundas Street

London Advisory Committee on Heritage

Wednesday March 13, 2019

london.ca

Property Location and Heritage Status

- Vacant lot
- Part V designation as part of Downtown HCD
- Classification w/in HCD –
  - infill within a commercial landscape
- Guidelines –
  - subject new construction and commercial landscape pattern



Property Description



Aerial view facing south



View of vacant lot at 195 Dundas Street facing west



View of parking lot facing north-west, at Clarence – King Street corner

Functions – Past + Future





Dundas Place ('Flex' Street) rendering showing Clarence to Richmond Street with people and events

191-195 Dundas Street, c1920s, J. Gammage & Sons Ltd., c1920s. Western Archives Hines Collection

Policy Framework

- Provincial Policy Statement
- Ontario Heritage Act
- Official Plan and The London Plan
- Strategic Plan for the City of London (2015-2019)
- Cultural Prosperity Plan
- London's Community Economic Road Map
- Our Move Forward: London's Downtown Plan

Downtown HCD Policies

General Principles

- "importance of preserving the traditional setting and that a new building is perceived as part of a grouping and requires its neighbours to illustrate the original design intent; a new building should reflect and support its context."

Goals

- "a successful [downtown] district will delicately balance preserved buildings, modern infill, and increased density for a vibrant and diverse downtown."

Specific Principles + Guidelines

- retention of a three to four storey height at the building line
- enhancement of the street character and pedestrian movement
- maintenance and enhancement of a continuous street edge by building out to the front property line
- buildings of varying heights (2-6 storeys) creating a varied street wall profile;
- rhythm of recessed entrances and storefronts creating interest at the street level;
- building materials that are predominantly masonry - brick, stone, and concrete - with a variety of ornamentation

Heritage Alteration Permit

- Meets the “conditions for referral”
  - new building within an HCD
  - requiring consultation with the LACH before a decision on the Heritage Alteration Permit application by Municipal Council

Phase 1 development includes:

- a 25-storey (80.16m in height) building with a total of 140 residential units
- public-private forecourt/amenity space intended to provide a gathering space for residents and members of the public
- reconfiguration of the existing surface parking area to accommodate 160 parking spaces for residents

Proposal – Site Plan



Full site plan, including forecourt/amenity space, tower and parking lot

Proposal – Floor Plan



Floor plan – floor 01

Proposal – Floor Plan



Floor plan – floor 02

Proposal Elevations



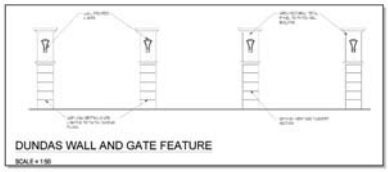
East and west elevations (respectively)

Proposal Elevations



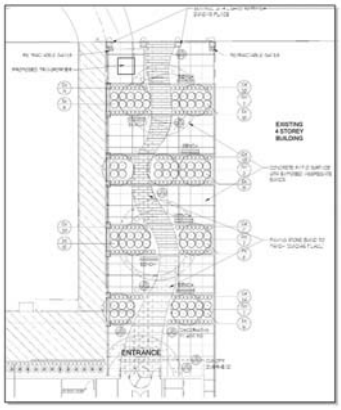
North and south elevations (respectively)

Proposal – Forecourt Detail



Dundas wall and gate feature and enlarged landscape plan of forecourt/amenity space.





Proposal – Rendering



looking north

Proposal – Rendering



looking south

Analysis + Conclusions

The construction of a new building and associated site development at 195 Dundas Street:

- ✓1) maintains the general intent of the Provincial Policy Statement, the Ontario Heritage Act, the Official Plan and The London Plan;
- ✓2) supports City goals of downtown urban regeneration, intensification and economic investment, articulated in London's Strategic Plan, Cultural Prosperity Plan, Community Economic Roadmap and Downtown Plan; and,
- ✓**mitigation** 3) is compliant with the goals and objectives of the Downtown Heritage Conservation District Plan through mitigative measures aimed at creating a gateway feature along Dundas Street, and animating street activity through the incorporation of a public/private amenity space that is fully integrated with the City's Dundas Place-Flex Street initiative.

The Heritage Alteration Permit application should be approved.

Recommendation

Erection of a new building on the property located at 195 Dundas Street, within the Downtown HCD, **BE PERMITTED** subject to the following terms and conditions:

(a) The Manager of Development Planning be circulated on the applicant's Building Permit application drawings to verify compliance with the submitted design prior to issuance of the Building Permit; and,

(b) The Heritage Alteration Permit be displayed in a location visible from the street until the work is completed.



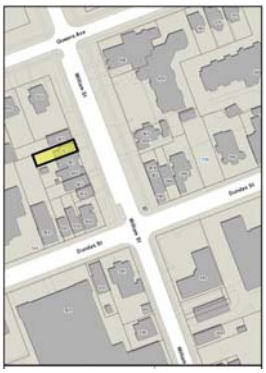
Request to Repeal Heritage Designating By-law - 429 William Street

London Advisory Committee on Heritage

Wednesday March 13, 2019

london.ca

Property Location and Status



Location of 429 William Street



Designated under Part IV under the *Ontario Heritage Act on December 6, 1993* (By-law No. L.S.P.-3227-417)

Repeal of Heritage Designating By-law - Owner's Initiative

Under Section 32(1) of the *Ontario Heritage Act*, an owner of a property designated pursuant to Section 29 of the *Ontario Heritage Act* may apply to Municipal Council to repeal a heritage designating by-law. Section 32 of the Ontario Heritage Act states,

- *(2) After consultation with its municipal heritage committee [London Advisory Committee on Heritage], where one is established, the council shall consider an application under subsection (1) and within ninety days of receipt thereof shall,*
  - *Refuse the application and cause notice of its decision to be given to the owner and to the [Ontario Heritage] Trust; or,*
  - *Consent to the application to repeal the designating by-law, and*
    - *Cause notice of the intention to repeal the by-law to be served on the owner and the [Ontario Heritage] Trust, and*
    - *Publish notice of the intention to repeal the by-law in a newspaper of general circulation in the municipality (Section 32(2), Ontario Heritage Act).*

A request to repeal the heritage designating by-law for 429 William Street was received on January 15, 2019 and the 90-day timeline will expire on April 15, 2019.

By-law No. L.S.P.-3227-417

"In a neighbourhood known for its brick architecture, this pre-1877 frame building is noteworthy. This **one and half storey, front end, gable frame house** has **door and unusual window trim detailing on all elevations** which is seldom seen in London. All the **windows and storms** as original. There is **remnant finial in central peak**. There is a **bay window** on first floor of front façade. The **porch** is a later addition (1910-1920). The original roof was probably wood shingle." (By-law No. L.S.P.-3227-417)

429 William Street



- Constructed 1871
- One-and-a-half story frame building
- Front end gable with a remnant finial in the central peak.
- Window and door trim on all elevations
- Original windows and storms
- Bay window on first floor of the front facade.
- The porch is a later addition (1910-1920).

429 William Street



429 William Street





429 William Street





429 William Street



429 William Street

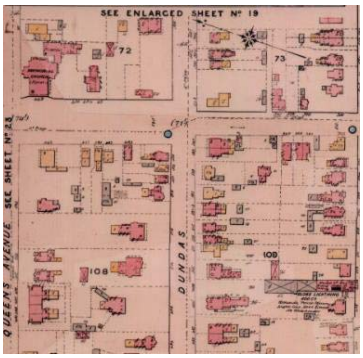


429 William Street - History

- 18??: Patent to John Wilson
- 1870: Owned by Robert Kirkpatrick, noted as vacant
- 1871-1875: Occupied by John Webb
- 1876-1883: Occupied by Charles Conover
- 1884-1886: Occupied by Richard Evans
- 1887: Occupied by Edward N King
- 1888-1889: Occupied by Robert W Scott
- 1890-1893: Occupied by Miss Ethel Penny
- 1894-1896: Occupied by Frank Harding
- 1897-1900: Occupied by William H Hamilton
- 1904-1906: Occupied by Charles E Cuttell
- 1907… Occupied by Louis Roedding

*appears to have stayed in the Roedding family until 1962

Fire Insurance Plans



Detail of sheet 24 of the 1881 Rev. 1888 Insurance Plan showing the property at 429 William Street surrounded by wooden dwellings. Courtesy Western Archives



Detail of sheet 24 of the 1912 Rev. 1922 Insurance Plan showing the property at 429 William Street surrounded by brick dwellings. Courtesy Western Archives.

Contextual Images



West Side of William Street, February 2019

Contextual Images



West Side of William Street, February 2019

Contextual Images



East Side of William Street, February 2019

Contextual Images



Corner at Dundas Street and William Street, February 2019

Contextual Images



536 Queens Ave, February 2019



534 Queens Ave, February 2019

Test to Repeal a Heritage Designating By-law

A property may be designated under Section 29 of the Ontario Heritage Act if it meets one or more of the following criteria for determining cultural heritage value or interest:

1. The property has design value or physical value because it,
   a) Is a rare, unique, representative or early example of a style, type, expression, material or construction method,
   b) Displays a high degree of craftsmanship or artistic merit, or
   c) Demonstrates a high degree of technical or scientific achievement.

2. The property has historical value or associative value because it,
   a) Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,
   b) Yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or
   c) Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.

3. The property has contextual value because it,
   a) Is important in defining, maintaining or supporting the character of an area,
   b) Is physically, functionally, visually, or historically linked to its surroundings, or,
   c) Is a landmark.

Recent Conservation Review Board Hearings

1. Conservation Review Board hearing 0807 (2009)

2. Conservation Review Board hearing 1713 (2018)
   - The Conservation Review Board also stated that: "*the property resale value issue raised in this proceeding does not relate to the "heritage merits" and is thus beyond the scope of the Review Board's considerations*." (CRB1713).
   - There had been no substantial changes to the property since the date of the heritage designation

Test to Repeal a Heritage Designating By-law

Ontario Reg. 9/06 Criteria		Heritage Planner Comments	Does the property meet the Criteria?
1. The property has design value or physical value because it,	a. Is a rare, unique, representative or early example of a style, type, expression, material or construction method,	• a representative example of a one and a half storey, frame building with a front gable in the City of London. • The bay window is a rare attribute of one and a half storey, front gable, and frame building. • The porch, although a later addition (1910-1920), contributes to the cultural heritage resource as it expresses the evolution of the property	Yes
	b. Displays a high degree of craftsmanship or artistic merit, or	• trim around windows and doors on all elevations displays a high degree of craftsmanship.	Yes
	c. Demonstrates a high degree of technical or scientific achievement	Research was undertaken, and the property at 429 William Street does not demonstrate a high degree of technical or scientific achievement.	No

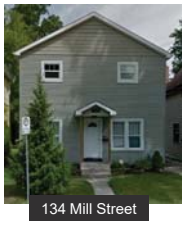
Comparative Properties


471 Maitland Street


136 Mill Street


58 Blackfriars Street


125 Ann Street


134 Mill Street


127 Ann Street


225 Maitland Street


305 Grey Street

Test to Repeal a Heritage Designating By-law

Ontario Reg. 9/06 Criteria		Heritage Planner Comments	Does the property Meet the Criteria?
2. The property has historical value or associative value because it,	a. Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,	Research was undertaken, and a significant theme, event, belief, person, activity, organization or institution to the community has not been discovered.	No
	b. Yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or	• The building has been a private residence for labourers, tailors, school teachers, freight agents, and shoe makers. • The building has also been used as a private school and for businesses. • The property has the potential to yield information that contributes to an understanding of the community.	Yes
	c. Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	Research was undertaken and an architect and builder were unable to be identified.	No

Test to Repeal a Heritage Designating By-law

Ontario Reg. 9/06 Criteria		Heritage Planner Comments	Does the property Meet the Criteria?
3. The property has contextual value because it,	a. Is important in defining, maintaining or supporting the character of an area,	• The property was once surrounded by wooden dwellings but is now amongst brick dwellings. • Some of the surrounding brick buildings have elaborate details such as the former Bishop Cronyn Memorial Church (442 William Street). • The property supports the character of the area by continuing to be a frame building in an area of brick dwellings.	Yes
	b. Is physically, functionally, visually, or historically linked to its surroundings, or,	Research was undertaken and the property at 429 William Street was not found to be physically, functionally, visually, or historically linked to its surroundings in a significant way.	No
	c. Is a landmark.	The property at 429 William Street is not a landmark.	No

429 William Street


429 William Street, 1993
(at the time of designation)



429 William Street,
February 2019

Recommendation

That, on the recommendation of the Managing Director, Planning and City Planner, with the advice of the Heritage Planner, the request to repeal the heritage designating By-law No. L.S.P.-3227-417 for the property at 429 William Street **BE REFUSED** and that notice of this decision **BE GIVEN** to the property owners and to the Ontario Heritage Trust.



Request for Demolition Heritage Listed Property 1588 Clarke Road

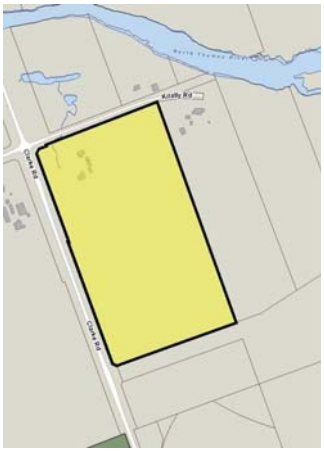
London Advisory Committee on Heritage
Wednesday March 13, 2019

london.ca

Property Location



Aerial view showing adjacent farm buildings



Property location at 1588 Clarke Road

Overview + Status

- demolition request is for barn on property
- part of mid-19th century farm
- former London Township
- 38 acre property – currently not being actively farmed

Heritage Status

- listed on the City's *Register*
- adjacent to (3) LISTED properties

Additional Conditions

- Kilally East Area Plan
- EA – Clarke Rd Improvements (Veteran's Memorial Parkway Extension to Fanshawe Park Rd E)



View of barn from Clarke Road



Adjacent properties LISTED on the Register

Adjacent Properties

View of 1424 Clarke Road, front façade – north facing



View of 1424 Clarke Road, elevation – east facing



1511 Clarke Road, front façade



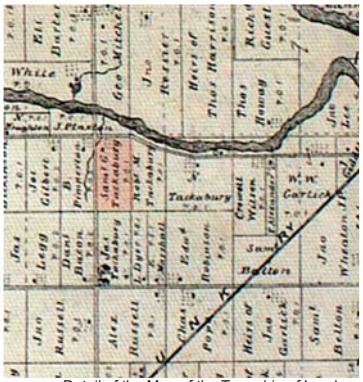
Historical Background



S. Peters Map (1863) – Lot 4, Con III



Property ownership



Detail of the Map of the Township of London, *Illustrated Historical Atlas of Middlesex County* (1878) identifying the property at 1588 Clarke Road

Historical Background

- property associated with the Tackabury family – early settlers in 'The Grove' (a hamlet south of the subject property)
- Tackabury family originated from Ireland, emigrated from upstate New York to London Township in 1819 and are associated with Methodist Irish pioneer settlement in this area
- active members growing 'Grove' Community -- donated land on their property (Lot 4, Con III – at the southwest corner) for the construction of a church and school
- at the Grove-Webster Cemetery (located at 1425 Huron St), 17 descendants of John Tackabury are buried



The Grove United Church, built 1883 (London Township History Book Committee 2001a: 190)

Description – Barn

Entrance from Clarke Road, barn to the right and house to the left of the drive





View of the barn and addition, east face

View of barn, east-south corner illustrating gangway, rubble foundation and lower stable level





View of barn interior illustrating exterior bent, west face

Description – Barn



View of barn interior illustrating damaged exterior bent and cladding, east face



View looking up of barn interior



View of lower section of barn, stable area

Description – Other Buildings

View of drive shed





Front façade of farmhouse – north face, facing Kilally Road

Side elevation of house – west-south corner, with additions to original farmhouse





1588 Clarke Road farmhouse through woodlot at the corner of Clarke and Kilally Roads

Demolition Request

- Request for the demolition – February 7, 2019
- Request for the demolition of a heritage listed property must be resolved by Municipal Council within a 60-day period (by April 8, 2019 or deemed permitted)
- Consultation with the LACH and must provide for a PPM before the Planning and Environment Committee
  - notice published in The Londoner on February 28, 2019
  - at the time of writing, no replies have been received seeking further information regarding this demolition request.
- LISTED properties are not designated, but are considered to have potential cultural heritage value or interest; further research required to determine cultural heritage value or interest (OHA 9/06); entire property evaluation
- Heritage Impact Assessment completed 2018 – by applicant, Sifton Properties Ltd

Evaluation – OHA 9/06

Criteria		Evaluation	Analysis - Response
The property has **design value or physical value** because it,	is a rare, unique, representative or early example of a style, type, expression, material, or construction method.	• Mid-century Bank Barn with timber frame construction • Early constructed Ontario farmhouse (c1865)	• The barn on the property is a common type and not altogether rare in the City. • The farmhouse on the property is not unique or rare in the City. • There are other farmhouses within the Kilally-Clarke area better conserved and representative of this style (e.g.1511 Clarke Road).
	displays a high degree of craftsmanship or artistic merit.	The barn, farmhouse and drive shed are ordinary structures, typical of the period with no outstanding or unusual details or ornamentation. There is no evidence of a high degree of craftsmanship or artistic merit.	
	demonstrates a high degree of technical or scientific achievement.	No evidence of a high degree of technical or scientific merit was found.	

Evaluation – OHA 9/06

Criteria		Evaluation	Analysis - Response
The property has **historical value or associative value** because it,	has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.	• The property is associated with the Tackabury family who are among the earliest settlers in this area • The family is identified with Methodist Irish pioneer settlement in the area and the establishment of 'The Grove' community	• Long term retention through designation of the adjacent property at 1424 Clarke Road (likely constructed by Nathan Tackabury, John Tackabury's eldest son) should be considered. • It is an earlier and more exemplary example of an Ontario Farmhouse (than that at 1588 Clarke Rd). • It is better suited to reflect the contribution of the family in the area. See Appendix B, images 16 and 17.
	yields, or has the potential to yield, information that contributes to an understanding of a community or culture	The barn and associated farmstead property and structures are not believed to yield, or have the potential to yield, information that contributes to an understanding of a community of culture.	
	demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community	The barn, farmhouse and drive shed are built in a vernacular tradition and not attributed to a particular builder or architect.	

Evaluation – OHA 9/06

Criteria		Evaluation	Analysis-Response
The property has **contextual value** because it,	is important in defining, maintaining, or supporting the character of an area.	• The property comprises elements of a 19th century farmstead inclusive of a barn and farmhouse • The property is reflective of original survey road patterns • The property is not actively farmed but linked to the rural, agricultural setting through its past function	• The surrounding area is transitioning from an agricultural area to an area that will likely be more residential in character. • Proposed widening of Clarke Rd and VMP extension to Fanshawe Rd E will isolated property and compromise historic lot and development pattern of its surrounding agricultural area. • Regrettably, if retained, the barn and farmstead property risk becoming 'a contextual', isolated and devoid of the meaning once derived from its rural setting. • This will irrevocably diminish the potential for this property to be recognized as a tangible link to the agricultural past of this area.
	is physically, functionally, visually, or historically linked to its surroundings.		
	is a landmark.	While certainly recognizable, it is not conclusive if the barn and associated farmstead property and structures are a landmark in the context of the community.	

Conclusion

- The property did not meet the criteria for designation using mandated criteria of the Ontario Heritage Act Regulation 9/06
- Designation of this property under the *Ontario Heritage Act* is not recommended.
- Municipal Council should consent to the demolition of this property and advise the Chief Building Official accordingly.

Bishop Hellmuth HCD Pocket Parks

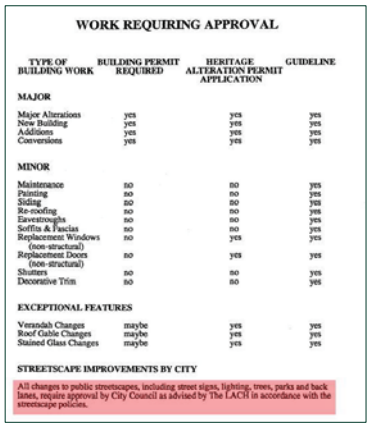


Heritage Alteration Permit Application
London Advisory Committee on Heritage
Wednesday March 13, 2019

Bishop Hellmuth HCD

- Designated 2003
- 199 properties
- Late Victorian – Edwardian period of development





WORK REQUIRING APPROVAL

TYPE OF BUILDING WORK	BUILDING PERMIT REQUIRED	HERITAGE ALTERATION PERMIT APPLICATION	GUIDELINE
MAJOR			
Major Alterations	yes	yes	yes
New Building	yes	yes	yes
Additions	yes	yes	yes
Conversions	yes	yes	yes
MINOR			
Maintenance	no	no	yes
Painting	no	no	yes
Siding	no	no	yes
Re-roofing	no	no	yes
Eavestroughs	no	no	yes
Soffits & Fascias	no	no	yes
Replacement Windows (non-structural)	no	yes	yes
Replacement Doors (non-structural)	no	yes	yes
Shutters	no	no	yes
Decorative Trim	no	no	yes
EXCEPTIONAL FEATURES			
Verandah Changes	maybe	yes	yes
Roof Gable Changes	maybe	yes	yes
Stained Glass Changes	maybe	yes	yes

STREETSCAPE IMPROVEMENTS BY CITY

All changes to public streetscapes, including street signs, lighting, trees, parks and back lanes, require approval by City Council as advised by The LACH in accordance with the streetscape policies.

Waterloo Street Reconstruction

Infrastructure Renewal Program

- Sanitary sewers, storm sewers, catch basins, watermain (remove lead)
- Replace curb and gutter, asphalt, raised concrete intersections, sidewalks
  - No expansion (except at St. George's Public School)
  - Street name stamping
- Pocket Parks

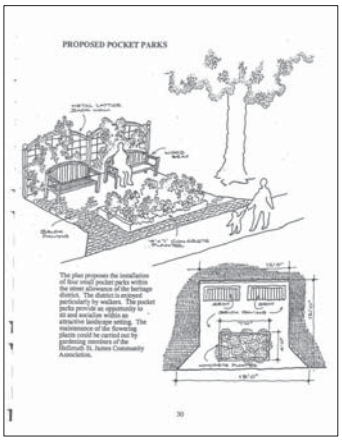


Street Name Stamping in
East Woodfield HCD

Bishop Hellmuth HCD Plan

Section 5.6 Parks

- Locations
- Design
  - Seating
  - Period Landscaping



Proposed Pocket Park A



Proposed Pocket Park A

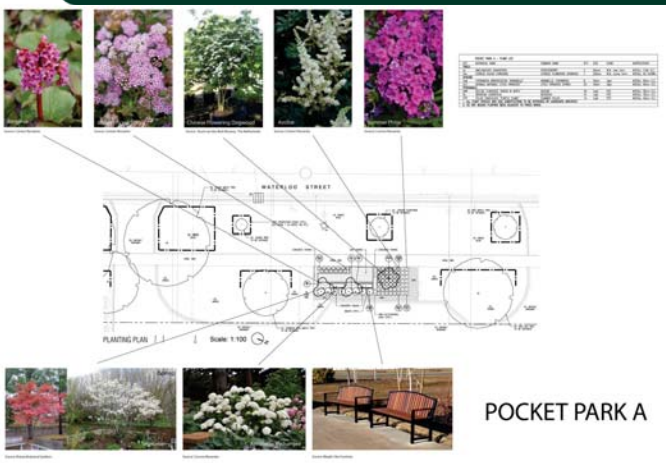
Winter



Summer



Proposed Pocket Park A



Proposed Pocket Park B



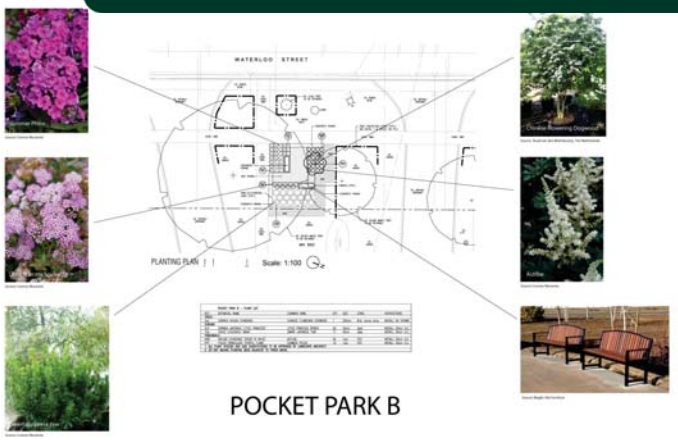
Proposed Pocket Park B

Winter **Summer**





Proposed Pocket Park B



Timeline

- 1903: Sanitary sewers installed
- 1916: Storm water sewers installed
- July 25, 2017: Appointment of Engineer
- February 2019: Consultation
- February 26, 2019: Project Update Meeting
- May 2019: Construction starts
- October 2019: Estimated completion
  - Pocket Parks
- Spring 2020: Top coat asphalt

Recommendation

That, 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* to construct two pocket parks within the Bishop Hellmuth Heritage Conservation District, **BE PERMITTED** as submitted in the drawings included Appendix D, with the terms and conditions that commercial advertisement within the pocket parks be prohibited.



Heritage Planners' Report to LACH: March 13, 2019

1. Heritage Alteration Permits processed under Delegated Authority By-law:
    a. 18 Craig Street (Wortley Village – Old South HCD): Porch alteration
    b. 23 Kensington Street (Blackfriars/ Petersville HCD): Amendments to HAP
    c. 504 English Street (Old East HCD): Amendments to HAP

2. London Endowment for Heritage – application open (due April 9, 2019): http://www.lcf.on.ca/receive/london-endowment-heritage-grant-program

3. Ad Hoc Allocation Committee for London Endowment for Heritage
    a. Lunch meeting on Thursday April 18, 2019 (12:00 noon-1:30pm) at the London Community Foundation office (mezzanine, Covent Garden Market, 130 King Street – parking passes provided)

Upcoming Heritage Events

- Maple Harvest Festival – March 16, 2019 at the Museum of Ontario Archaeology. For more information visit: http://archaeologymuseum.ca/whats-maple-harvest-festival/
- History Symposium – March 23, 2019 at the Central Library - www.historysymposium.com
- Women to the Front – February 2 to March 31, 2019 at Museum London. For more information visit http://www.museumlondon.ca/
- Behind the Ropes Tour – April 6, 2019 at Eldon House from 10:00am to 12:00pm. $20. For more information visit: https://eldonhouse.ca/product/behind-the-ropes-2/
- Local History Trivia Night – April 12, 2019 at Eldon House. $20. For more information visit: https://eldonhouse.ca/product/behind-the-ropes-2/
- Thames Valley Regional Heritage Fair – April 25, 2019 at Fanshawe Pioneer Village (2609 Fanshawe Park Rd E).
- Hear Here Launch Party – April 27, 2019 from 1pm-4pm at Goodwill Industries, 255 Horton Street West. For more information visit https://hearherelondon.org/

ZELINKA PRIAMO LTD
A Professional Planning Practice

March 14, 2019

Ms. Cathy Saunders, City Clerk
City of London
300 Dufferin Avenue
London, ON
N6A 4L9

Dear Ms. Saunders

RE: Request for Delegation Status – Planning & Environment Committee
195 Dundas Street
London, Ontario
Our File: AYR/LON/14-01

This is a formal request for Delegation Status at the Planning and Environment Committee meeting on Monday, March 18, 2019 to speak in response to the London Advisory Committee on Heritage Report, specifically, the Heritage Alteration Permit for 195 Dundas Street.

Please advise that this notice is satisfactory and that Delegation Status has been granted.

Yours very truly,

ZELINKA PRIAMO LTD.

Greg Priamo, BES, MCIP, RPP
Principal Planner

318 Wellington Road
London, ON N6C 4P4
Tel: (519) 474-7137 • Fax: (519) 474-2284
Email: zp@zpplan.com • Website: zpplan.com