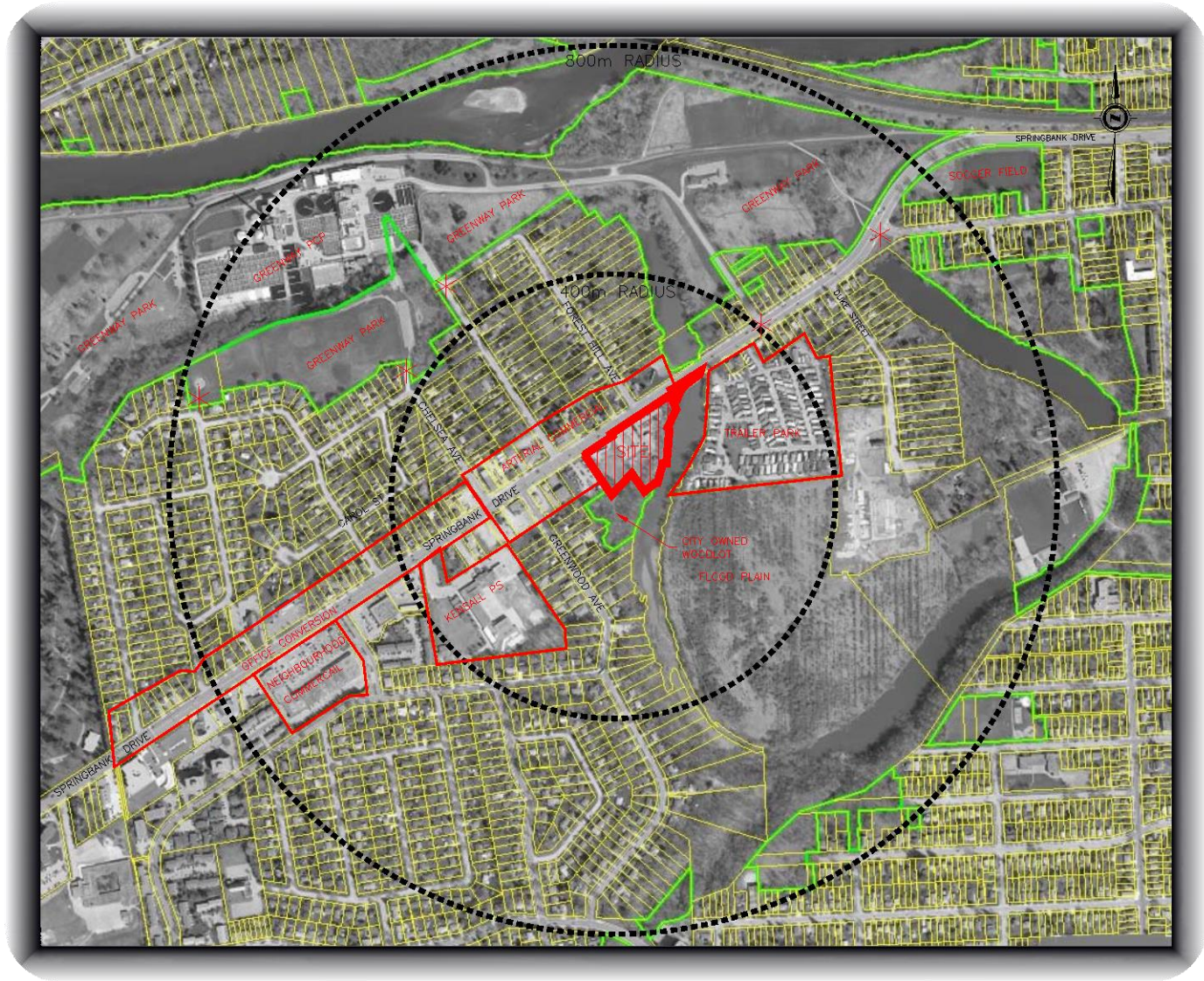


LAND USE PLANNING CASE





* PUBLIC ACCESS POINTS

Spatial Analysis (Regional 400-800m)

Provincial Policy Statements 2014

- The application is consistent with the PPS
- Promote brownfield site remediation
- Compact urban form
- Intensification
- Transit oriented
- Efficient use of infrastructure
- Mix of use and density

PPS 2014

- Minimize vehicle trip number and length
- Promotes active transportation
- Improve mix of employment and housing uses to shorten commute journeys and decrease congestion: walk (2.4 km to downtown), bicycle and park, transit 2 lines
- Brownfield remediation to level of no adverse impacts

City Official Plan

- Objectives for all residential designations
 - Support choice and location of housing types
 - Range of densities throughout municipality
 - Encourage infill where existing uses not adversely impacted
 - Minimize potential for land use compatibility
 - Promote development that makes efficient use of land and services

City Official Plan

- Multi-family Objectives
 - Locations which enhance character, arterial streets, public transit, shopping, public open space, with adequate municipal services (note minor sanitary sewer upgrade will also result in existing system improvements)
 - Adjacent to major open space. Aside from Greenway park system proposal will provide a public link to an existing landlocked woodlot

City Official Plan

- Compatibility with surrounding land uses: note site is adjacent to Coves on the east, city woodlot on the south, auto dealership on the west and Springbank Drive to the north. North side of Springbank is designated Commercial. Closest residential building on Greenwood is 86M from property line
- Municipal services are available and can be upgraded to fix existing difficulties in area and allow gravity flows from site.

City Official Plan

- Traffic not to have significant impact on stable residential areas. Access and egress to and from Springbank only. Traffic has no concerns
- Given inherent site buffers (coves, woodlot, commercial and arterial road) buffering is not an issue
- Convenience commercial is located approximately 500 m west of site

City Official Plan

- Site is served by 2 transit routes, is approximately 2.4 kms from Dundas and Richmond (walking and biking distance)
- Public open space is extensive in the area with Greenway Park connecting to centre city and Springbank Park to the west.
- Lands adjacent to the Coves are proposed to be conveyed to the city to be naturalized to connect the city woodlot

City Official Plan

- The transition in scale is adequately addressed with onsite buffers and adjacent uses
- Activity nodes are the existing Springbank Corridor
- Any exposed parking structure face will be architecturally treated through treatments such as stamped tinted concrete such as Medway River bridge, Armour stone retaining walls etc. this is a site plan detail. No massive parking structure wall will be visible.

City Official Plan

- Higher density criteria
 - Arterial road served by public transit
 - High standard design features, green roof, public open space conveyance, multi-use
 - Parking fully underground
 - Agreement to be enacted with the city on bonus which would address brownfield, public open space conveyance, urban design and green roof

City Official Plan

- Site Specific Height
 - Sanitary sewer in need of upgrade for gravity flow
 - Brownfield condition to be removed
 - Two transit routes at the door, access to open space, and onsite underground parking
 - Existing situation of pavement adjacent to coves bank to be re-naturalized
 - No sunlight / shadowing impacts see shadow study

Shadow Study



Shadow Study



Shadow Study



Shadow Study



Shadow Study



Shadow Study



Shadow Study



Shadow Study



Shadow Study Time
June 21st 12:00 p.m.

14 Storey
Condo/Retirement Towers
and Medical/Office space

**William Haas
Consultants Inc.**
Architect &
Professional Engineer
April 10, 2013

Shadow Study



Shadow Study



Shadow Study



Shadow Study



Shadow Study



Shadow Study

Shadow Study Time
December 21st 4:00 p.m.

14 Storey
Condo/Retirement Towers
and Medical/Office space

**William Haas
Consultants Inc.**
Architect &
Professional Engineer
April 10, 2013



Shadow Study



Shadow Study

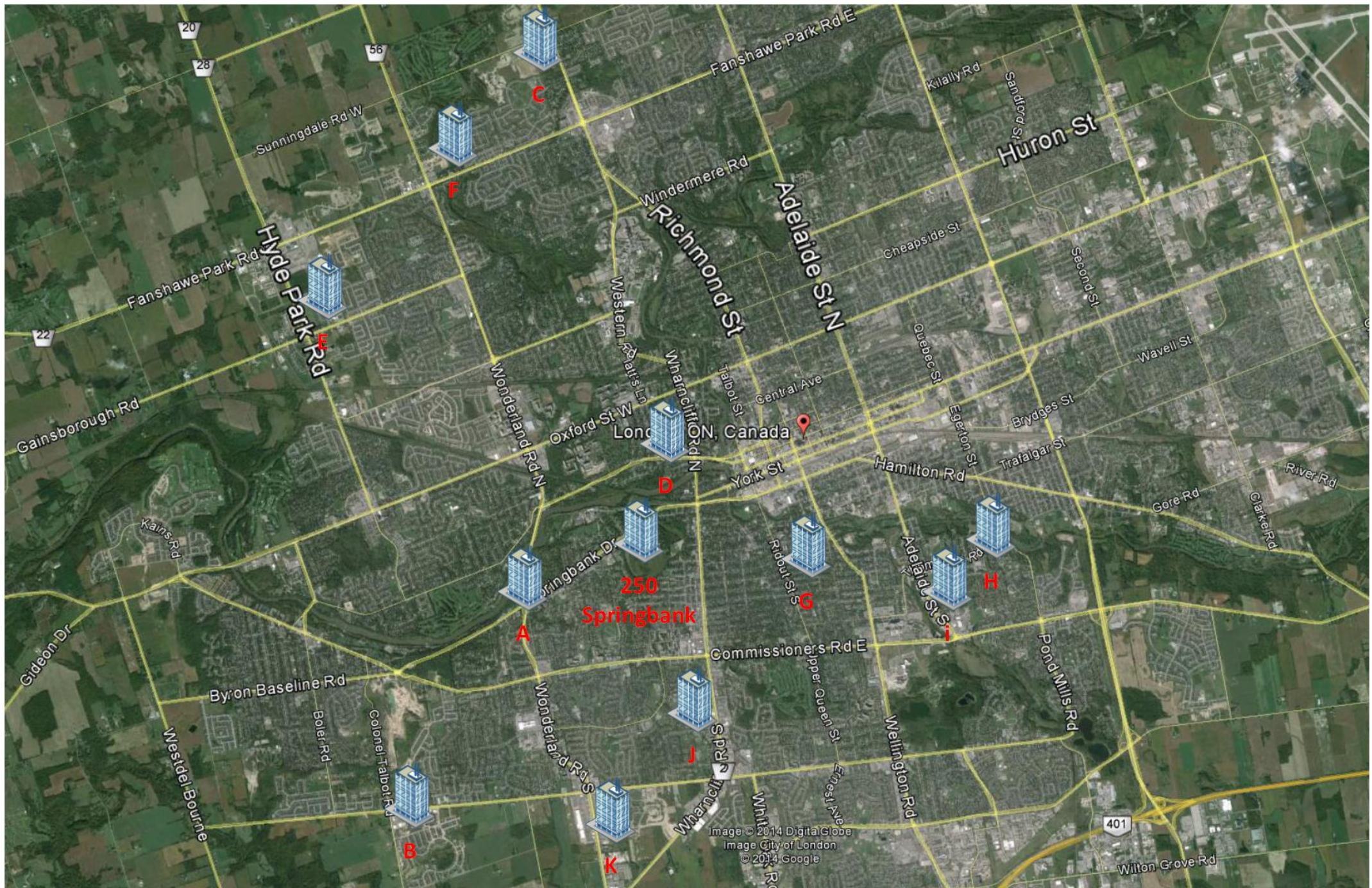


Shadow Study

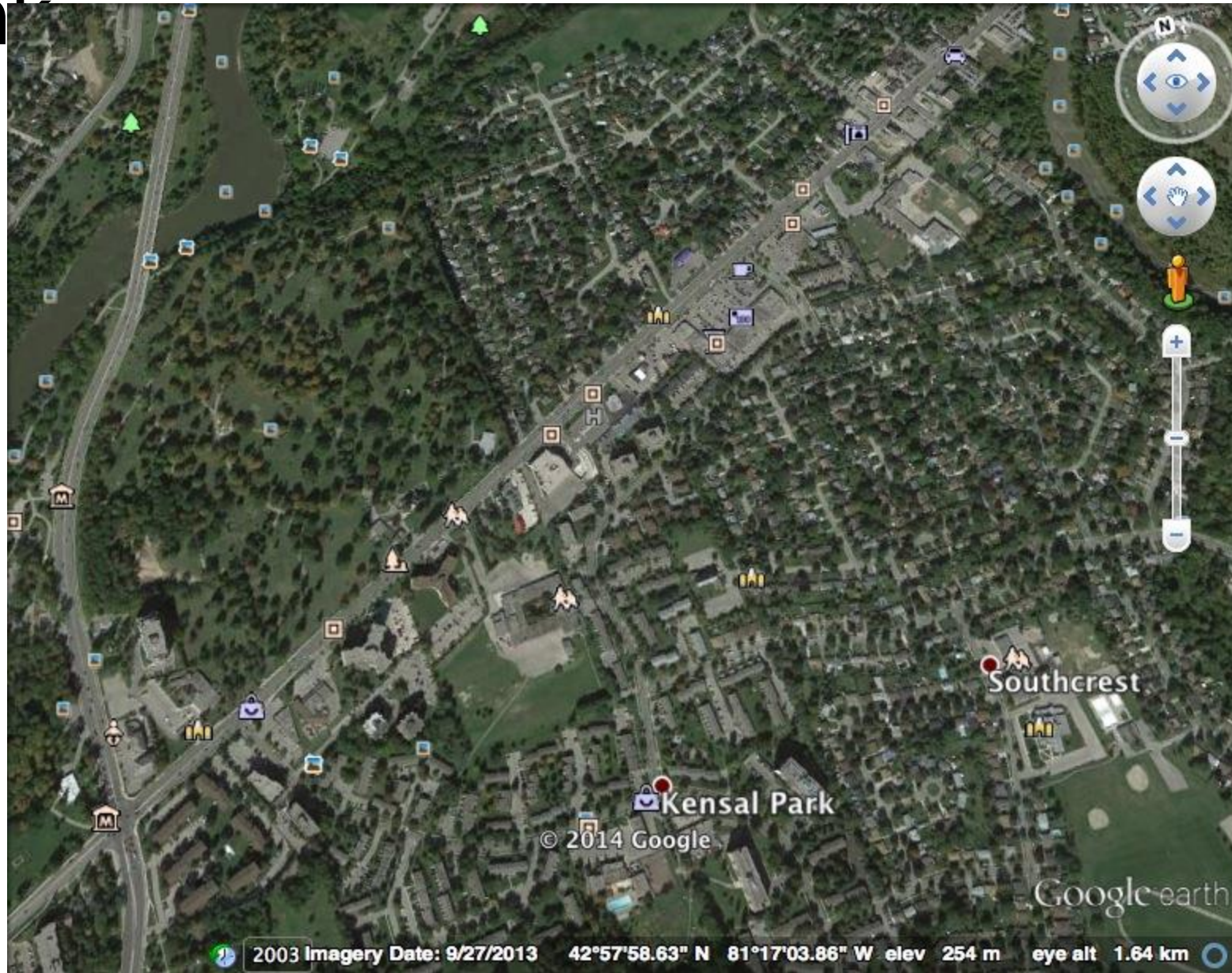


14 Storey
Condo/Retirement Towers
and Medical/Office space

**William Haas
Consultants Inc.**
Architect &
Professional Engineer
April 10, 2013



250 Springbank



250 Springbank





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The Health Food Store

BURGERS WINGS NACHOS

The Book Addict

250 Springbank



472 Springbank Dr


  Exit Street View

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Google earth

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42°58'01.80" N 81°17'06.92" W elev 251 m eye alt 254 m 

250 Springbank



250 Springbank













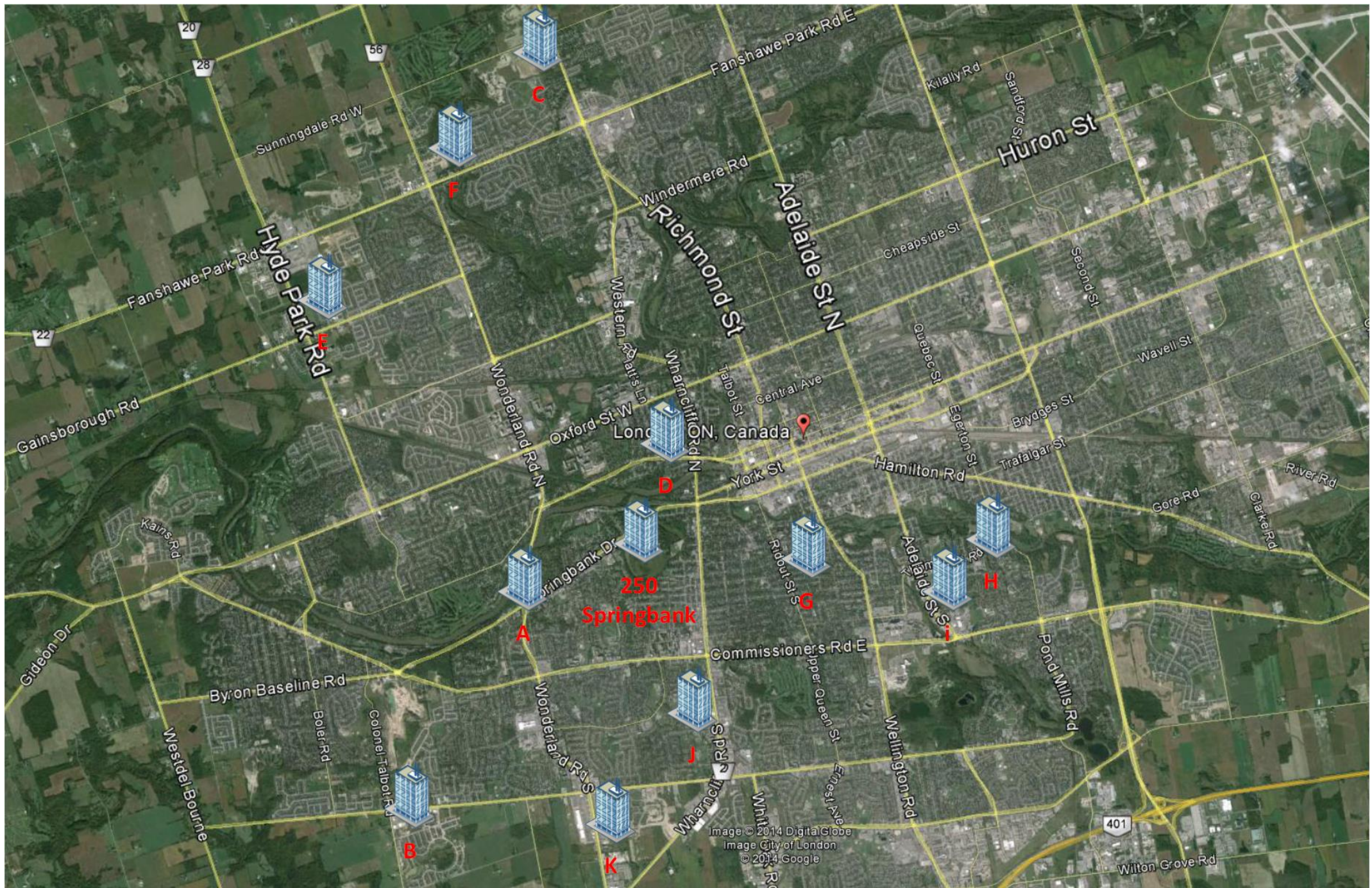


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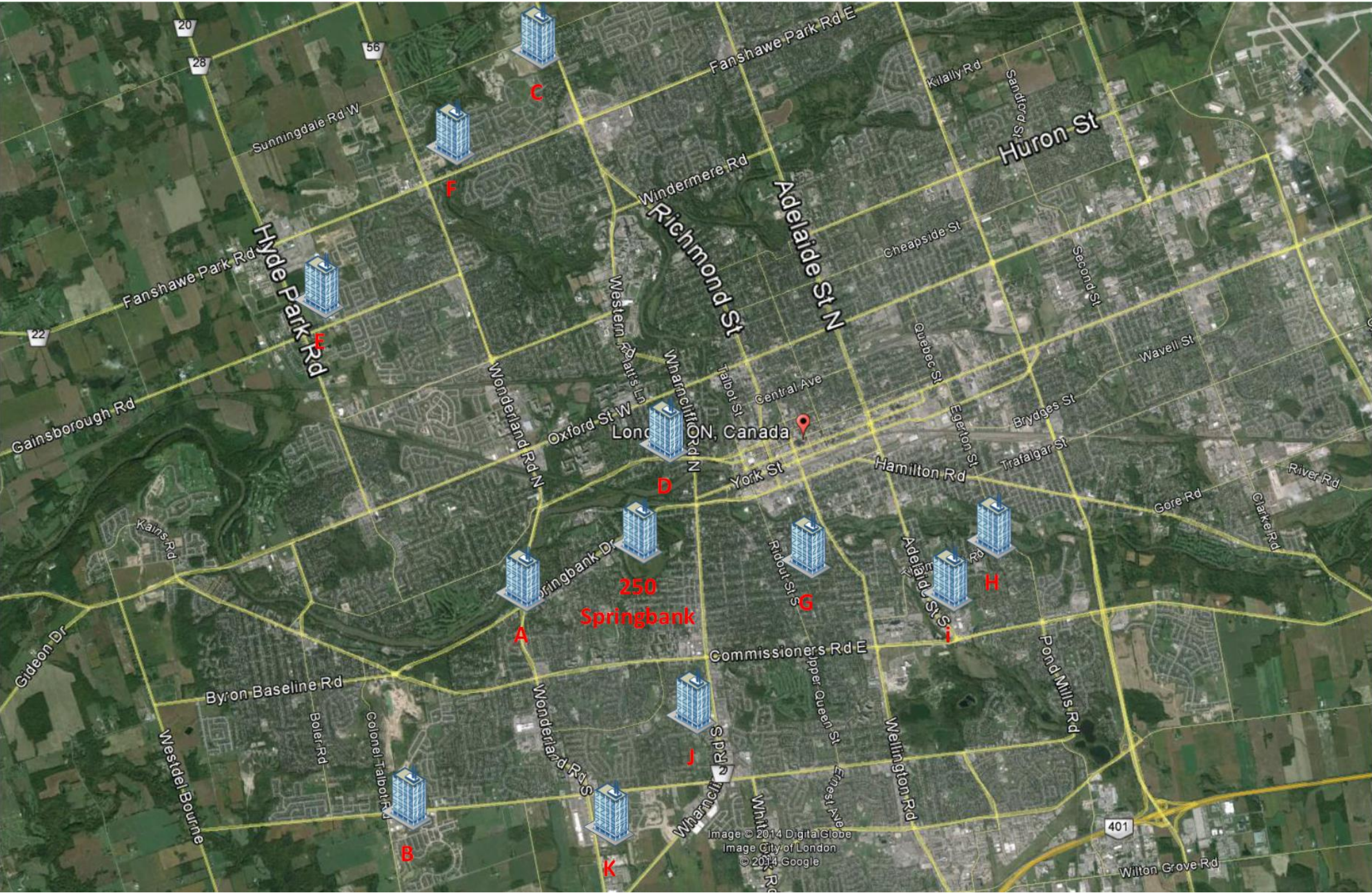
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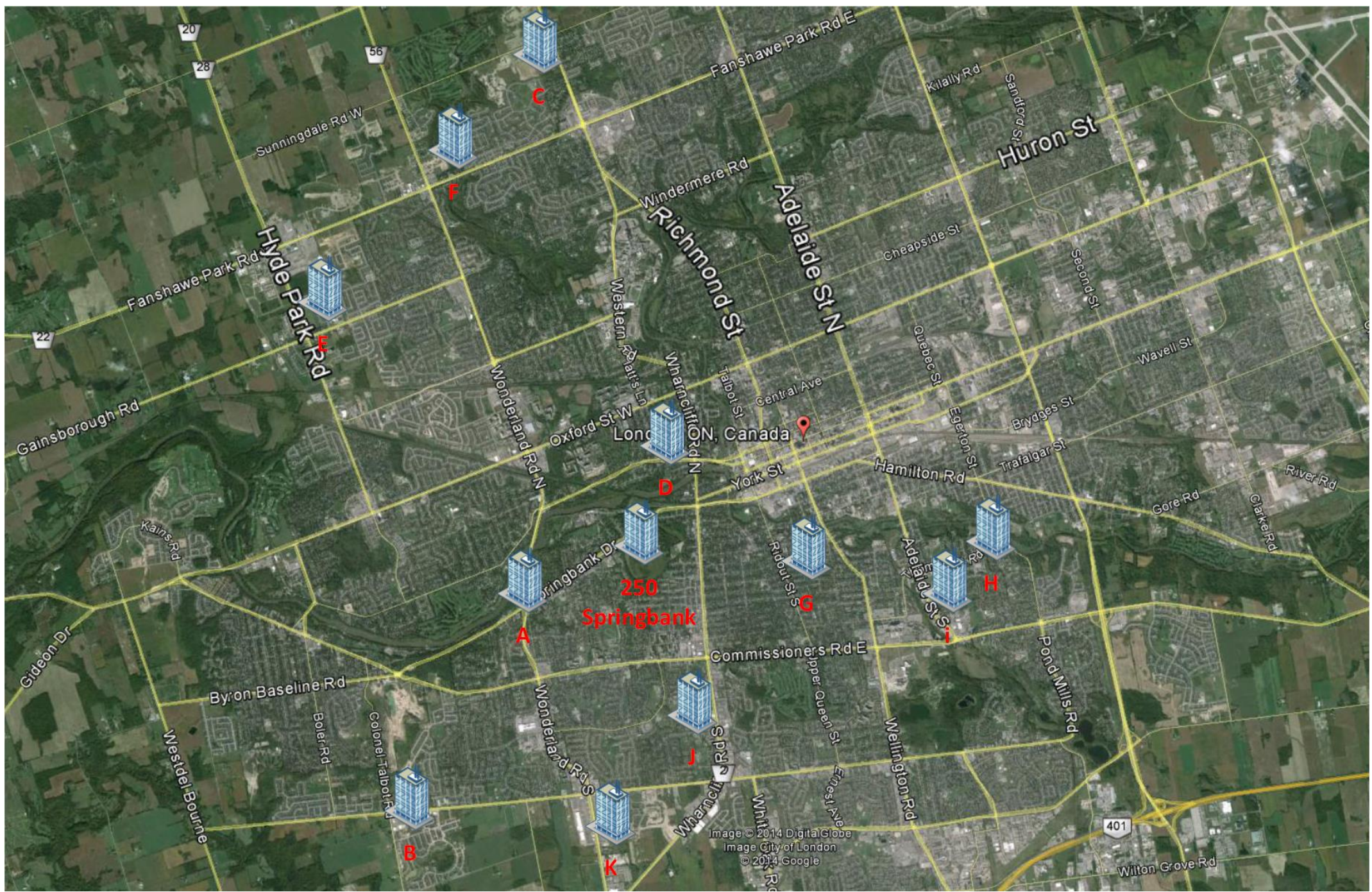
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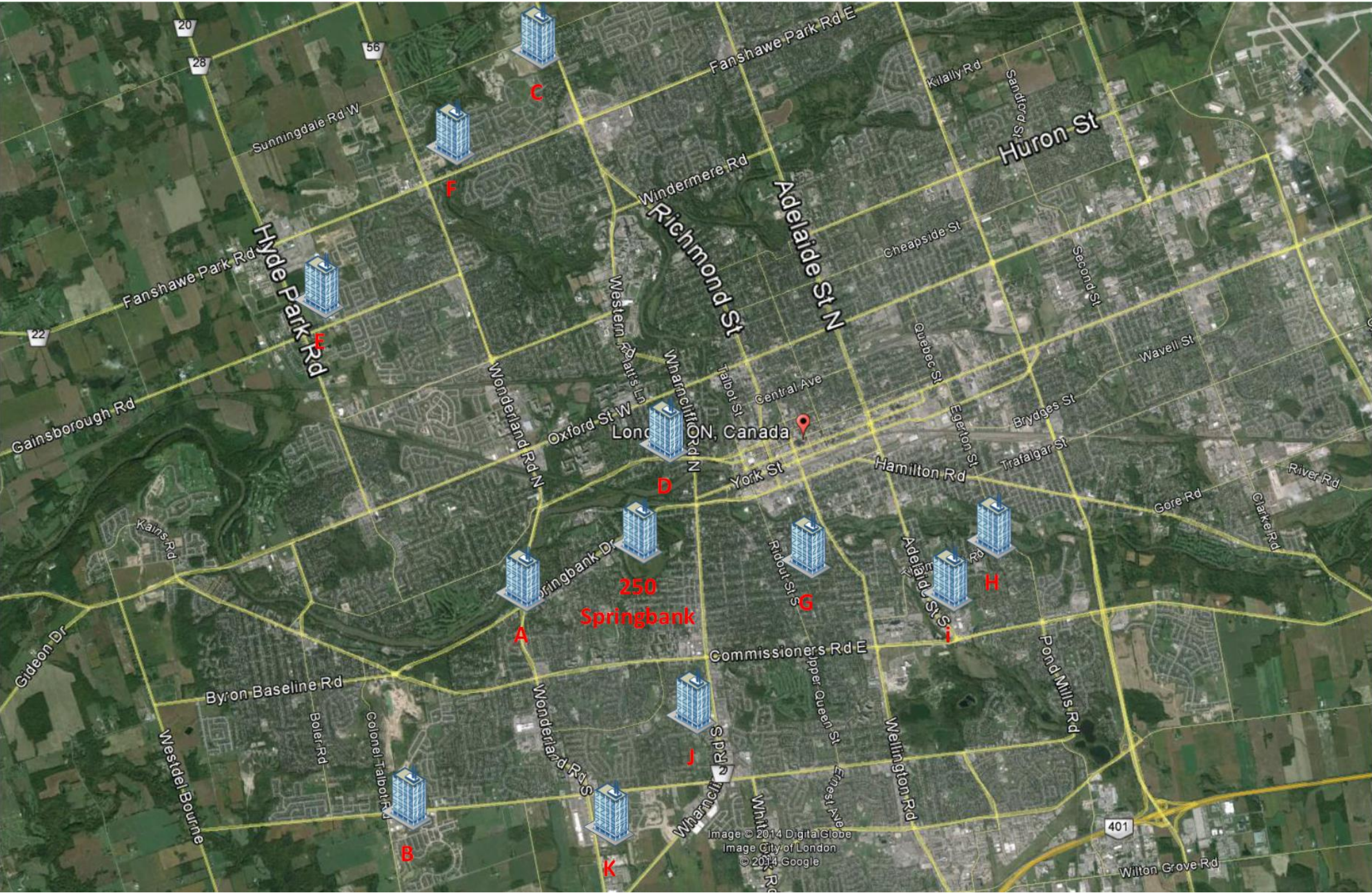
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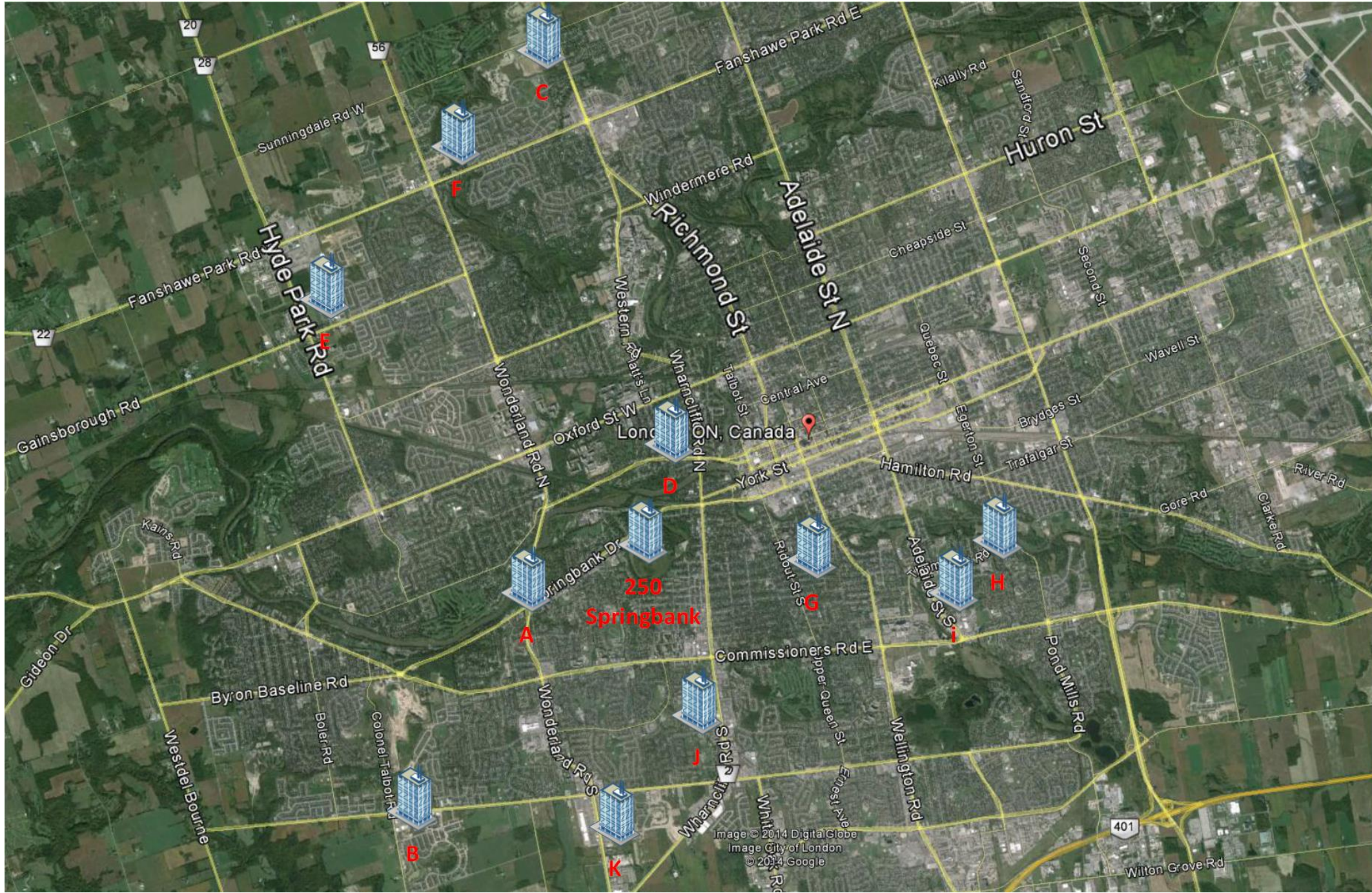
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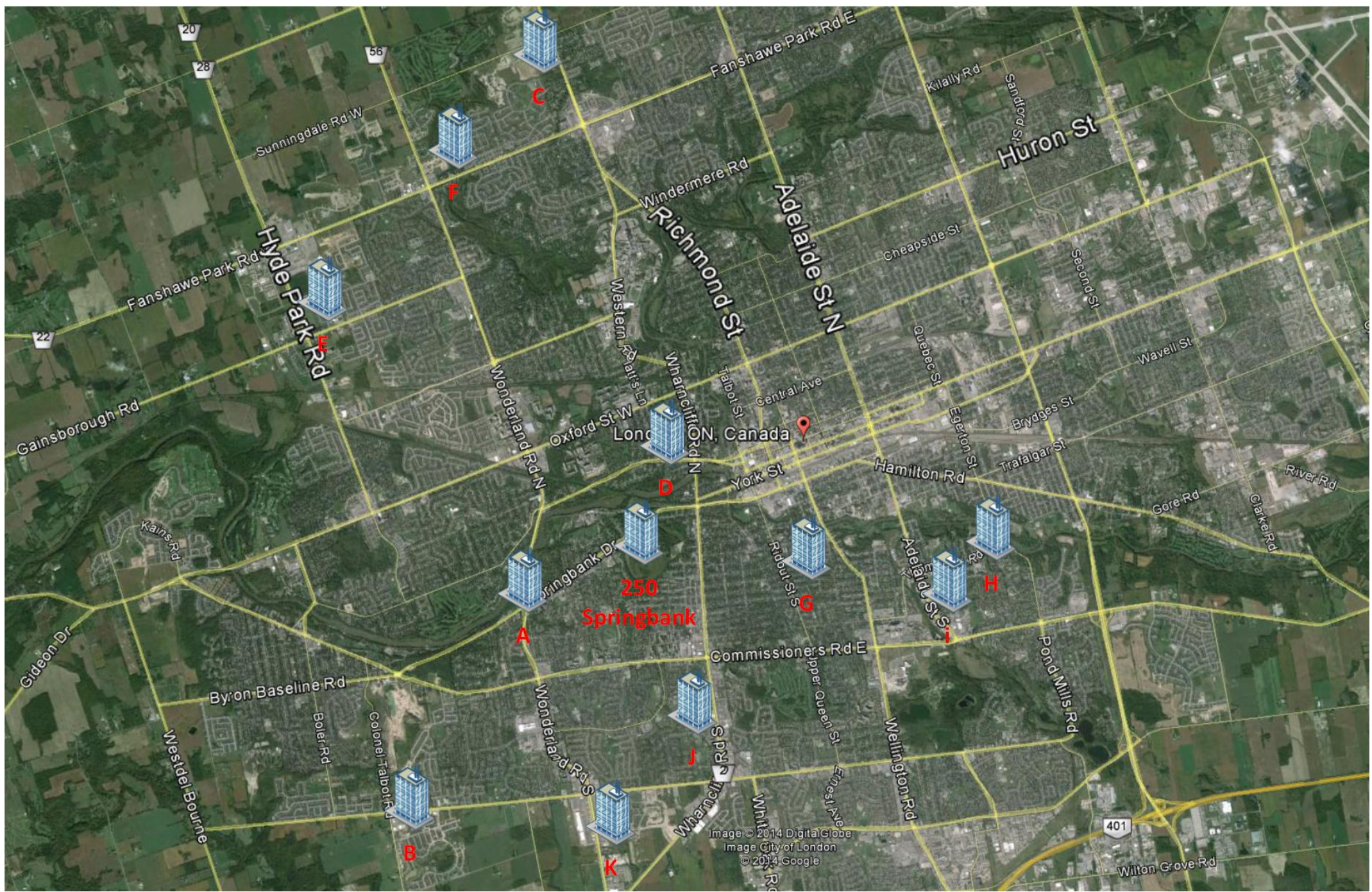
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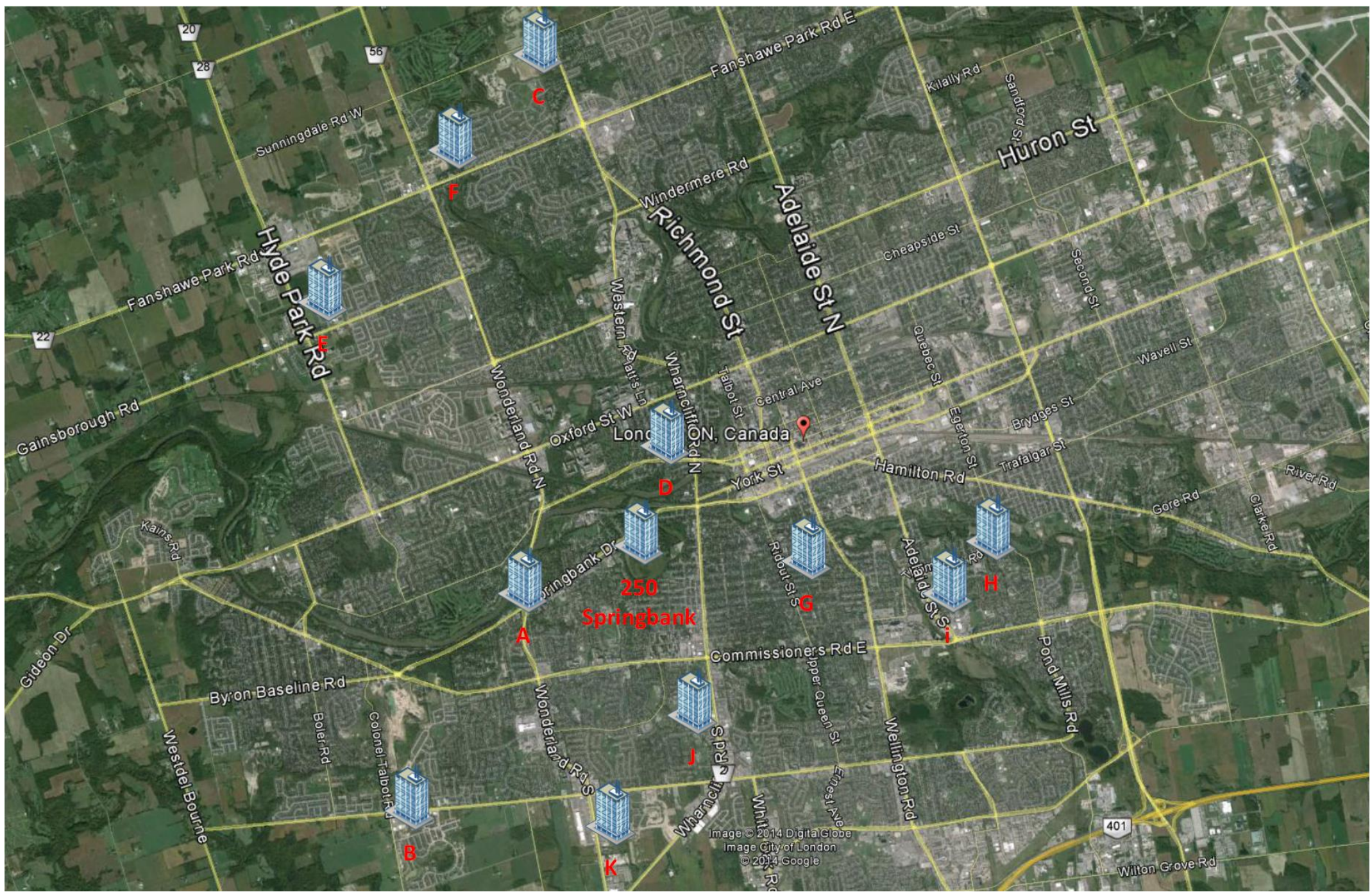
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London, Canada

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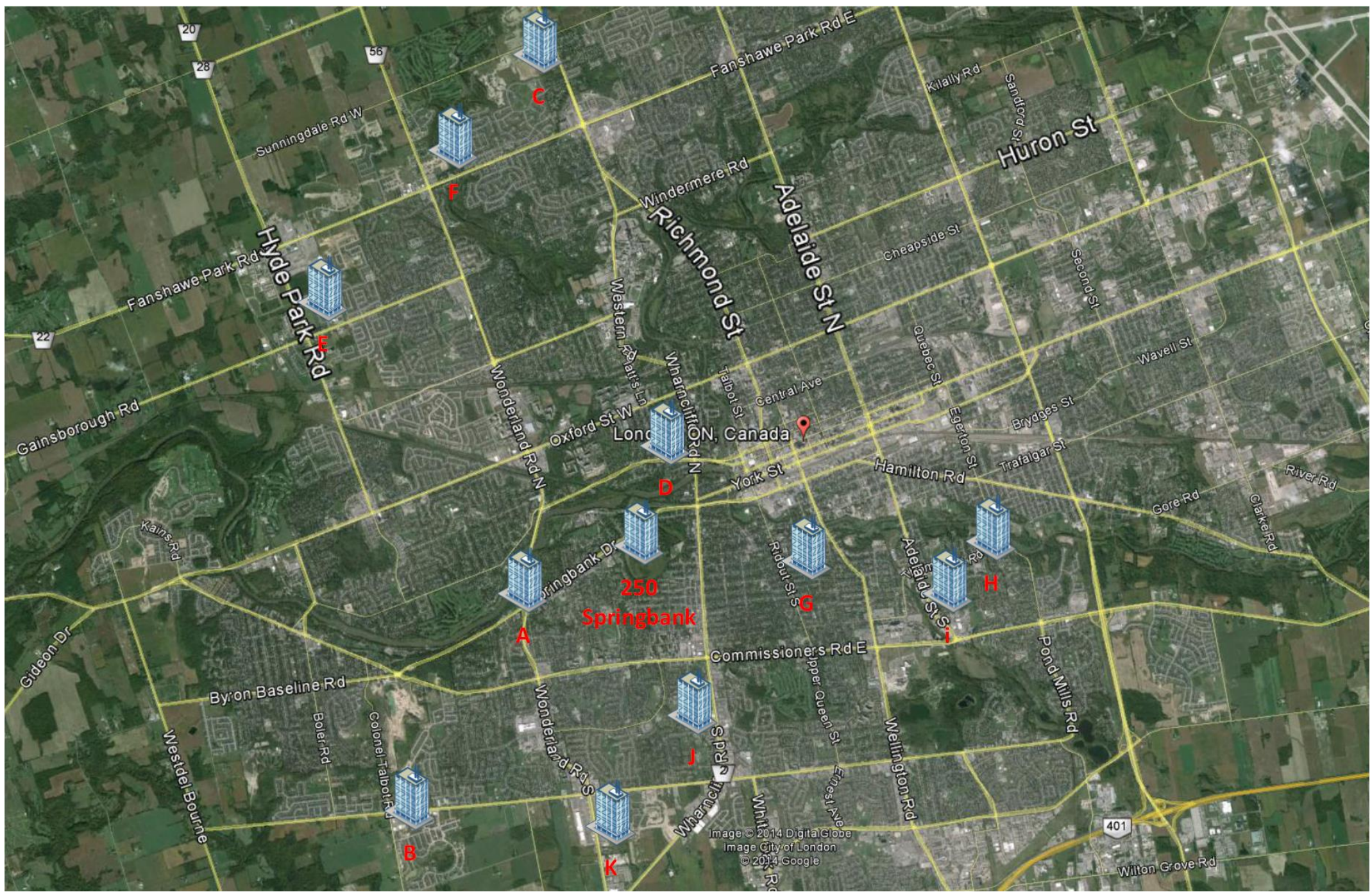
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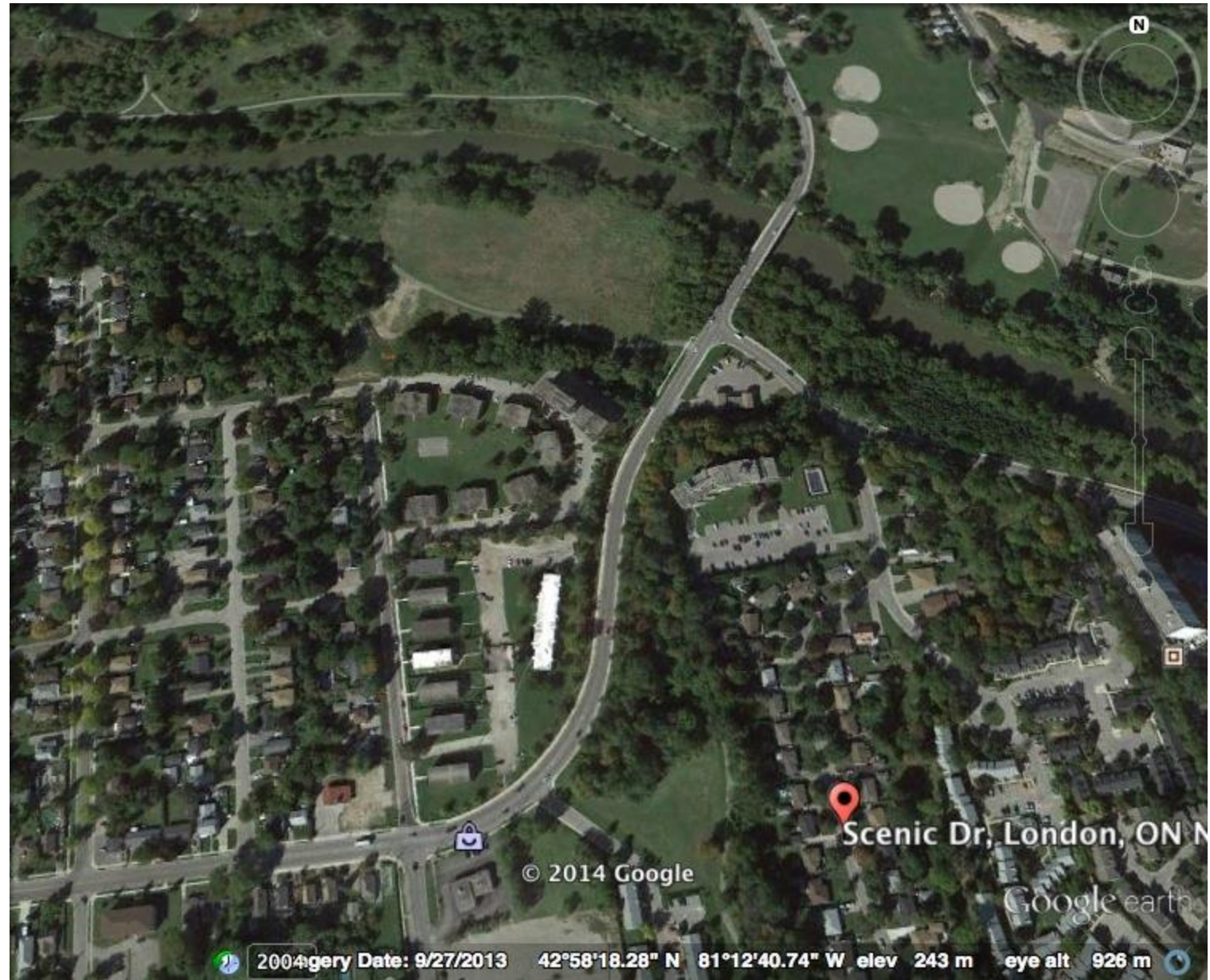


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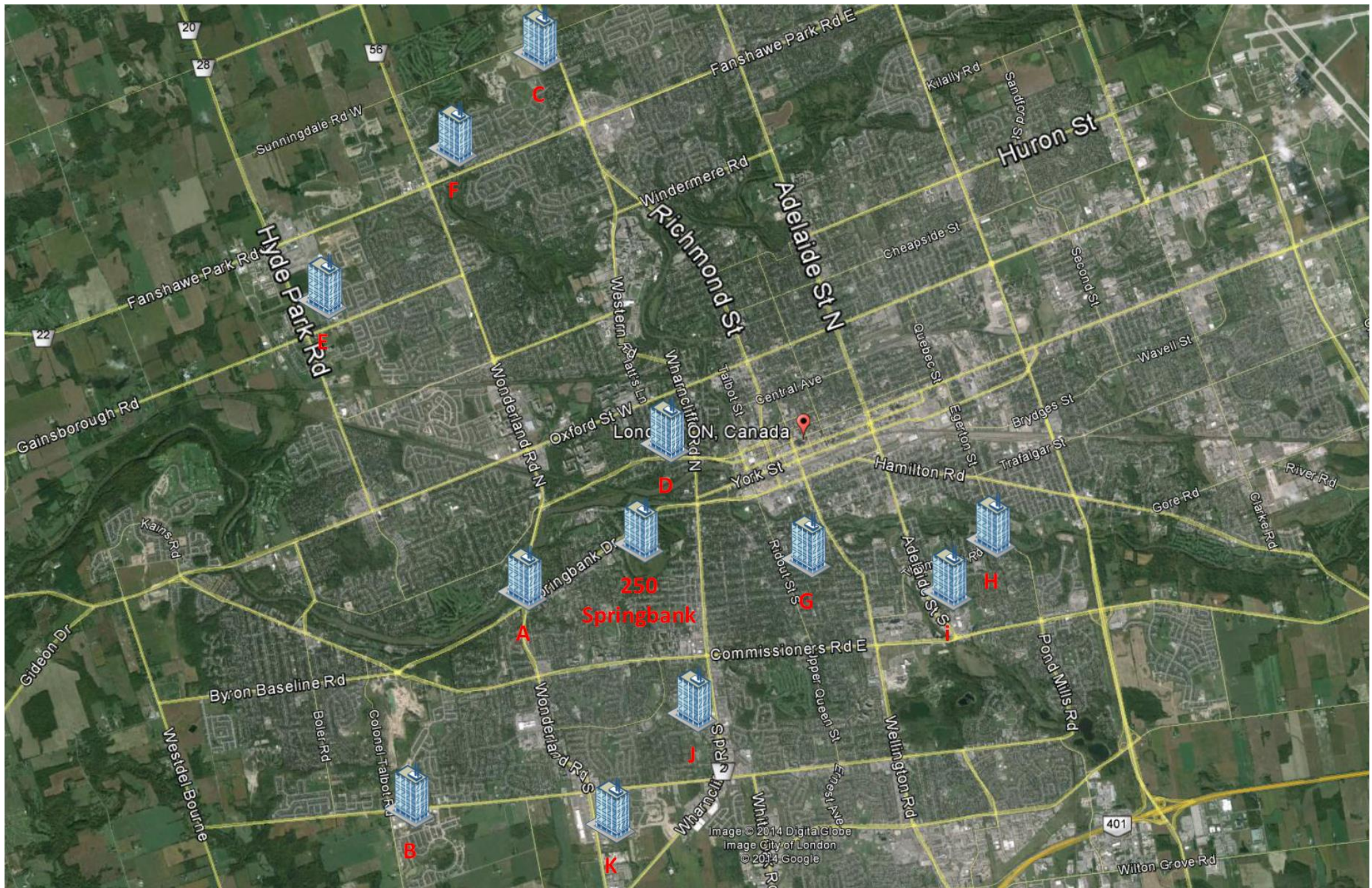


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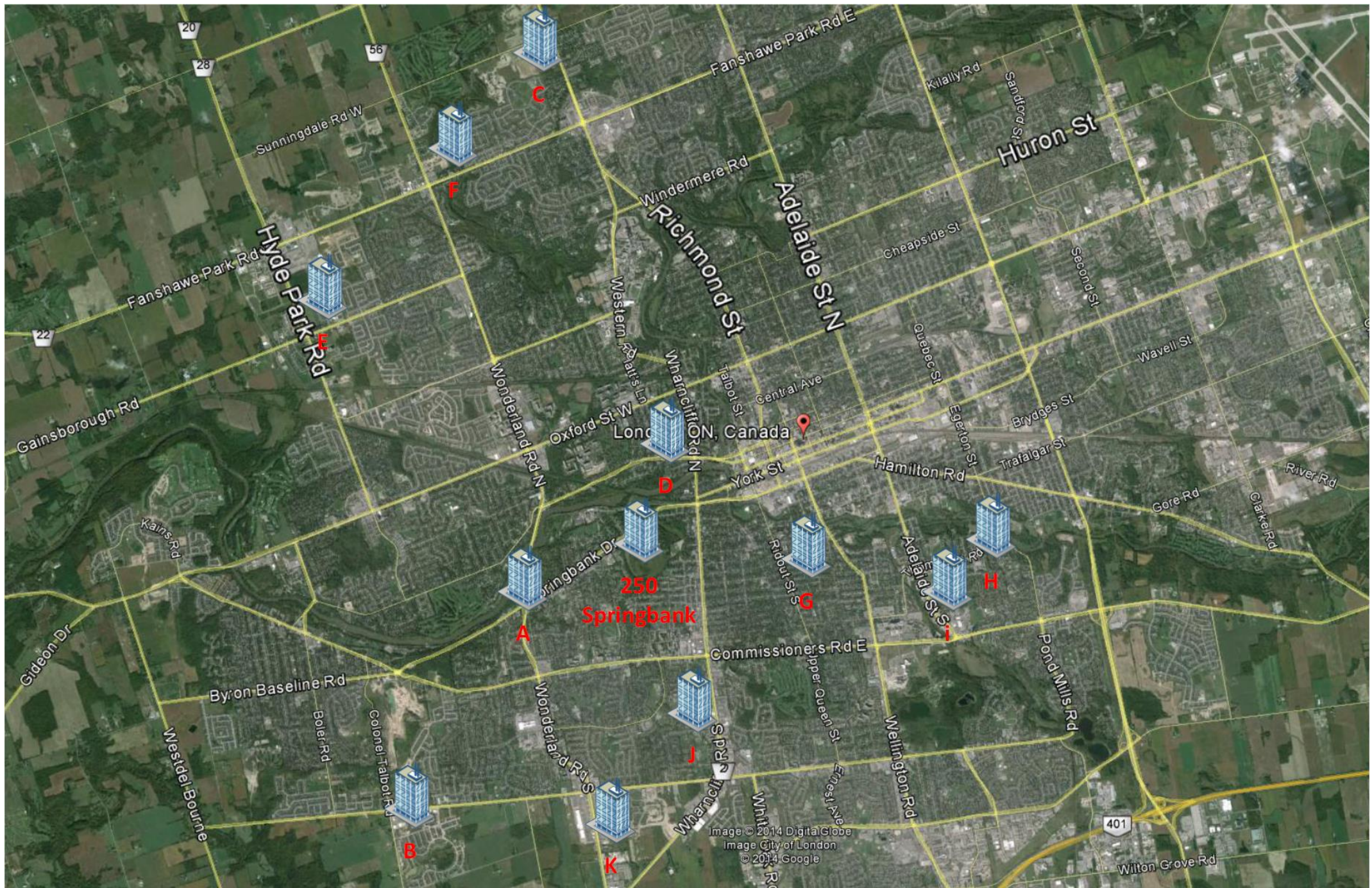
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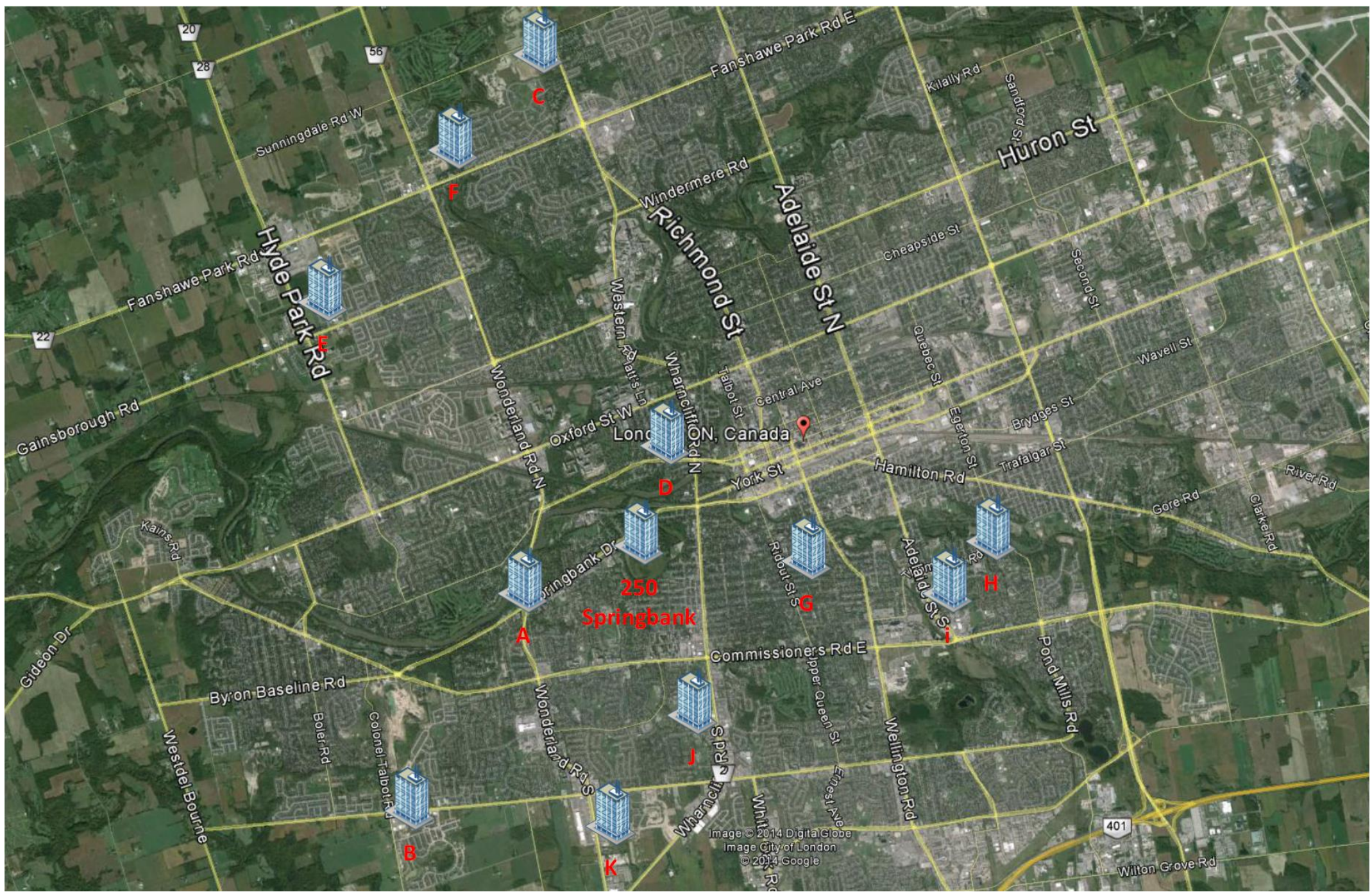
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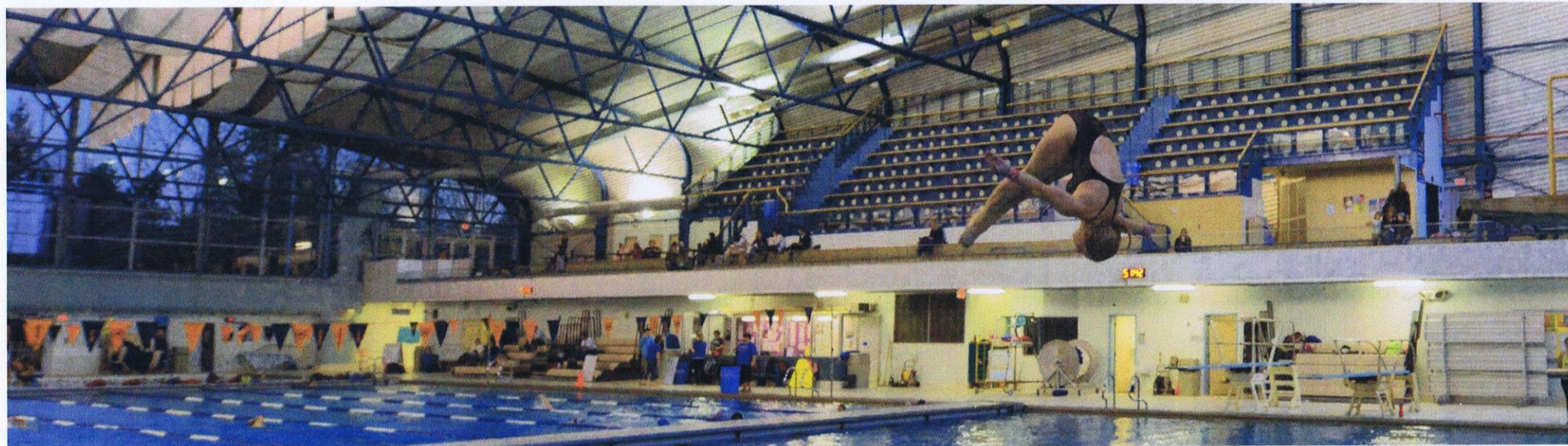
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45_ **Direction #1** Plan strategically for a prosperous city

1. Recognize the strategic connection between building an exceptional city to live in and our ability to compete with other cities for talent, business attraction, and investment.
2. Create a strong civic image by improving the downtown, creating great neighbourhoods, and offering quality recreational opportunities.
3. Invest in an infrastructure system that is sustainable, reliable, secure, affordable, and in compliance with regulatory criteria.
4. Establish asset management plans that will ensure that service levels are attainable and affordable over the long term.
5. Revitalize our urban neighbourhoods and business areas.
6. Create infrastructure, partnerships, and opportunities for growth of the knowledge-based economy.
7. Identify and strategically support existing and emerging industrial sectors.
8. Ensure an adequate supply of employment areas.
9. Plan for cost efficient growth patterns that use our financial resources wisely.
10. Plan to better capitalize on London's position along the NAFTA superhighway.
11. Invest in, and promote, affordable housing to revitalize neighbourhoods and ensure housing for all Londoners.
12. Protect our Class 1 Agricultural Land and build upon London's role as an agri-food industrial hub.
13. Plan infrastructure for a "smart city" that offers a high quality of connectivity and London-based business advantages.

46_ **Direction #2** Connect London to the surrounding region

1. Collaborate with regional partners to deliver a safe supply of drinking water.
2. Undertake all of our planning, environmental stewardship and infrastructure development on a watershed basis which spans the region.
3. Collaborate with regional partners to prepare a Southwestern Ontario Growth Plan.
4. Protect agricultural land and support the development of the regional agri-business industry.
5. Promote and develop regional economic development plans and strategies.
6. Foster eco-tourism opportunities by collaborating with our regional partners and establish inter-connected regional trail systems.
7. Protect and enhance our watersheds and the Thames River as the backbone of our natural heritage system.
8. Collaborate with our watershed partners to manage the Thames Valley Corridor in coordination with others within the broader watershed.
9. Enhance connections with, and invest in, the Quebec-Windsor corridor to benefit London.
10. Establish strong transportation and communication linkages with regional municipalities.

47_ Direction #3 Celebrate and support London as a culturally rich, creative, and diverse city

1. Consider and support new Canadians through all the planning processes that we undertake.
2. Celebrate London's cultural communities and cultural assets and promote them to the world.
3. Use culture and creativity as a prosperity tool to attract and retain labour force and business investment.
4. Provide for public facilities, programs and spaces that foster inclusiveness and diversity within our neighbourhoods.

5. Protect our built and cultural heritage to promote our unique identity and develop links to arts and eco-tourism in the London region.
6. Invest in, and promote, public art to strengthen London's distinctive identity and sense of place.
7. Revitalize London's downtown, urban main streets, and their surrounding urban neighbourhoods to serve as the hubs of London's cultural community.
8. Develop affordable housing that attracts a diverse population to the city.

48_ Direction #4 Become one of the greenest cities in Canada

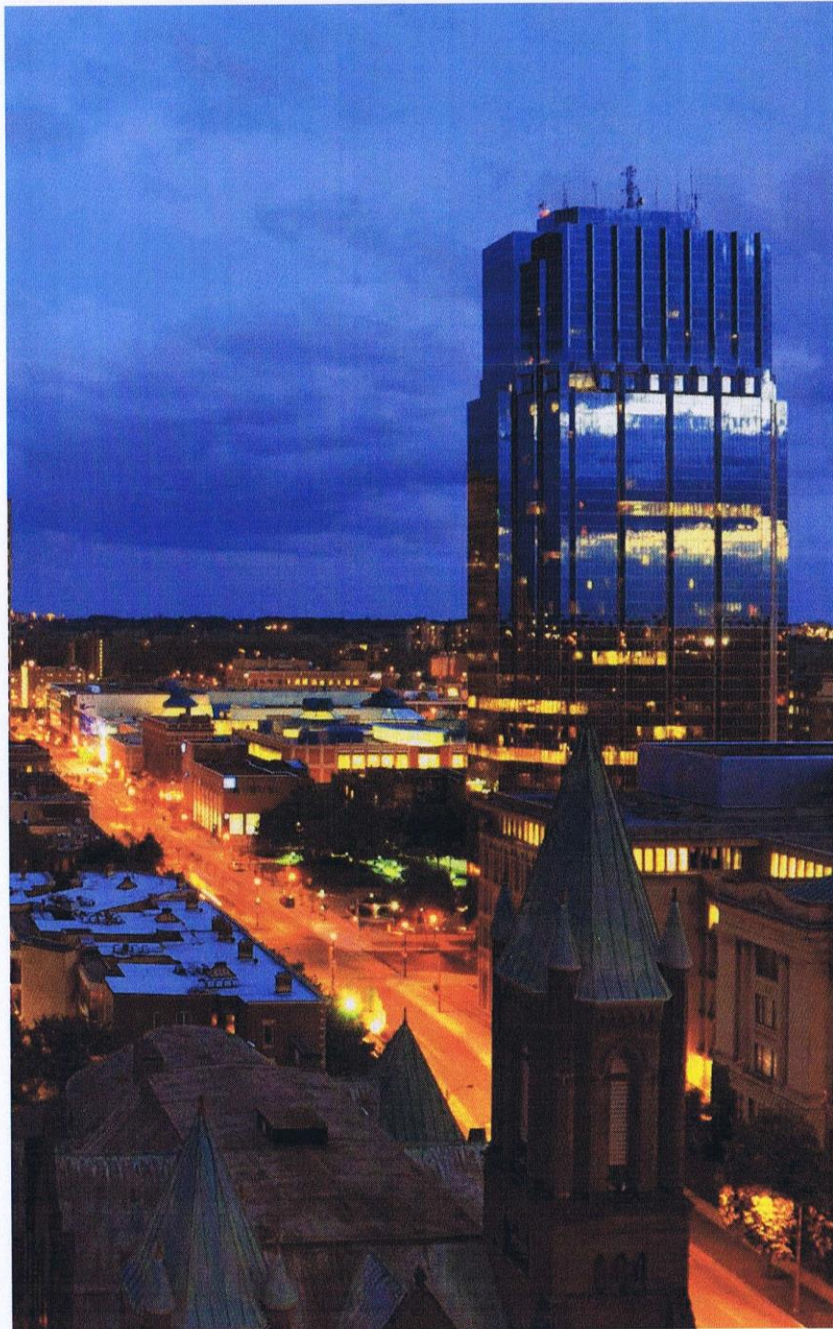
1. Use an ecosystems/watershed approach in all of our planning.
2. Manage growth in ways that support green and active forms of transportation.
3. Reduce our human impact on the environment – reduce our carbon footprint as a city.
4. Practice and promote sustainable forms of development.
5. Promote green development standards such as LEED Neighbourhood Development and LEED Building Design and Construction standards.
6. Develop and implement a climate change action plan.

7. Protect and enhance our natural heritage system.
8. Strengthen our urban forest by monitoring its condition, planting more, protecting more, and better maintaining trees and woodlands.
9. Continually expand, improve, and connect our parks resources.
10. Implement green infrastructure strategies.
11. Minimize waste generation, maximize resource recovery, and responsibly dispose of residual waste.
12. Conserve water and energy and deliver these resources in a sustainable and affordable fashion.
13. Clean contaminated brownfield lands.
14. Strategically link and coordinate all of our environmental initiatives.



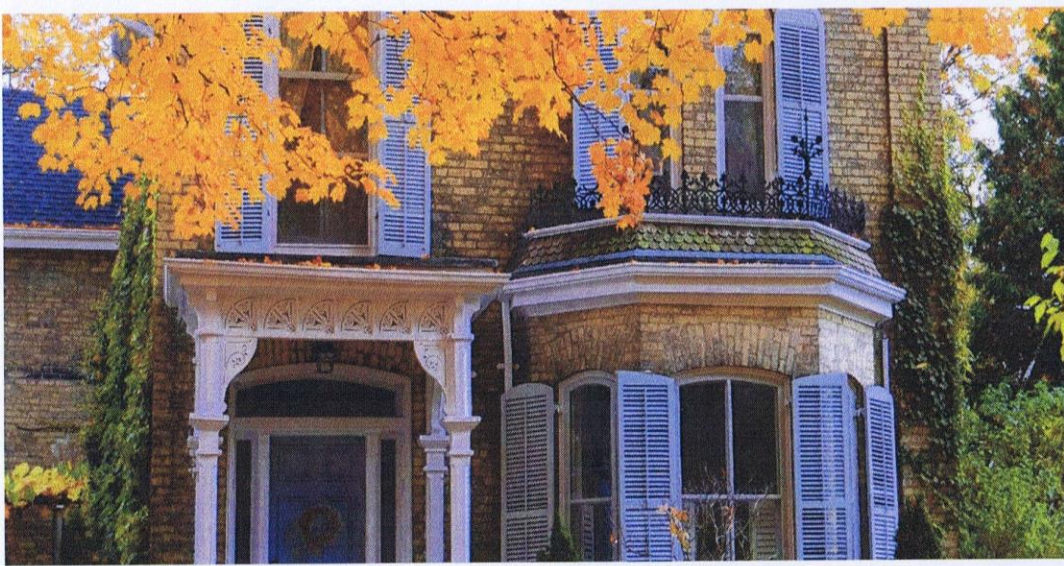
49_ Direction #5 Build a mixed-use compact city

1. Promote strong and consistent growth.
2. Implement a city structure plan that directs high intensity mixed-use development to strategic locations - along rapid transit corridors and within the Primary Transit Area.
3. Plan to achieve a compact, contiguous pattern of growth - looking "inward and upward".
4. Continue to revitalize our downtown, urban business corridors, and urban neighbourhoods.
5. Plan for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward.
6. Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place.
7. Mix stores, restaurants, live-work arrangements and services in a way that respects the character of neighbourhoods, while enhancing walkability and generating pedestrian activity.
8. Build quality public spaces and pedestrian environments that support walking.
9. Manage outward growth through the use of an Urban Growth Boundary and by supporting infill and intensification.



50_ Direction #6 Place a new emphasis on creating attractive transportation choices

1. Create active mobility alternatives to the automobile such as walking, biking and transit.
2. Ensure that our transportation infrastructure is designed to be accessible and accommodate people of all abilities.
3. Establish a high quality rapid transit system in London and strategically use it to create an incentive for development along rapid transit corridors and at transit stations.
4. Link land use and transportation plans to ensure they are integrated and mutually supportive.
5. Direct intense, mixed-use development to centres that will support and be served by rapid transit integrated with walking and biking.
6. Dependent upon context, require, promote, and encourage transit-oriented development forms.
7. Utilize a grid, or modified grid, system of streets in neighbourhoods to maximize connectivity and ease of mobility.
8. Promote, strengthen, and grow the existing commuter and recreational cycling network and promote cycling destinations within London.
9. Invest in transit and other active mobility infrastructure, recognizing the cost savings associated with reducing street widening requirements.
10. As opportunities arise, utilize abandoned rail lines as mobility corridors for transit, cycling, and walking.
11. Plan for, and invest in, a strong network of transportation corridors that promote connection and mobility throughout the city and to the surrounding region and highways.
12. Strengthen north-south connections from Highway 401 to the east and west of the city and explore potential collaboration with neighbouring municipalities for further connections as such opportunities may arise.
13. Provide for the efficient movement of people, goods, and services through the city to keep London competitive.

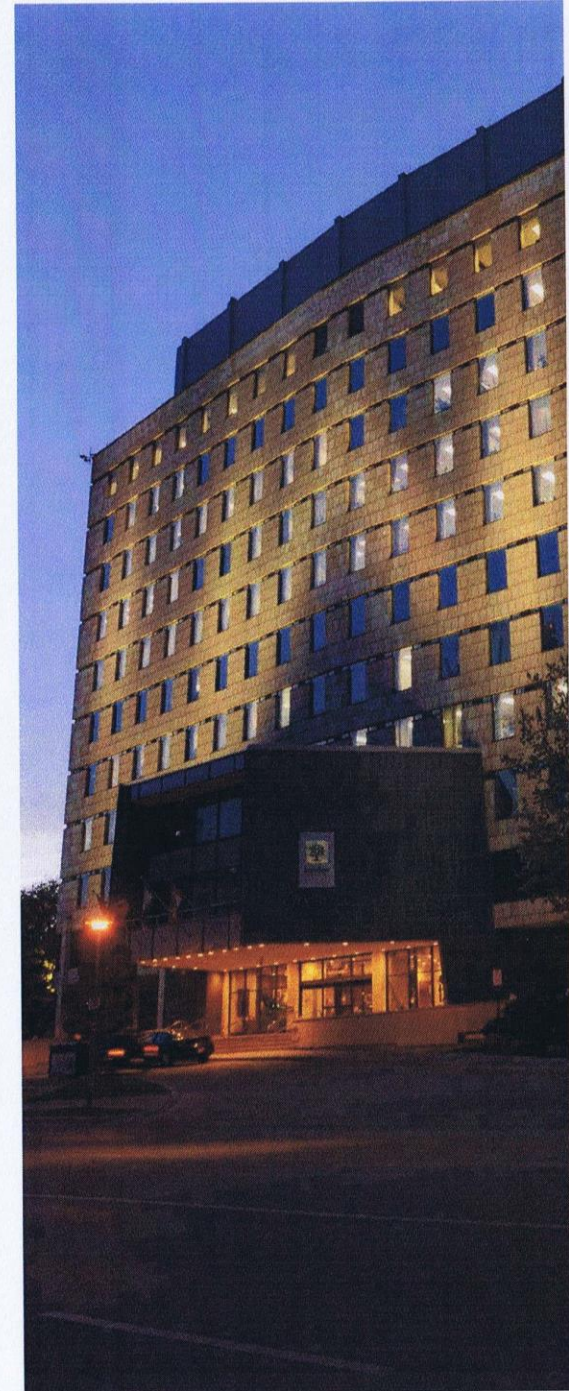


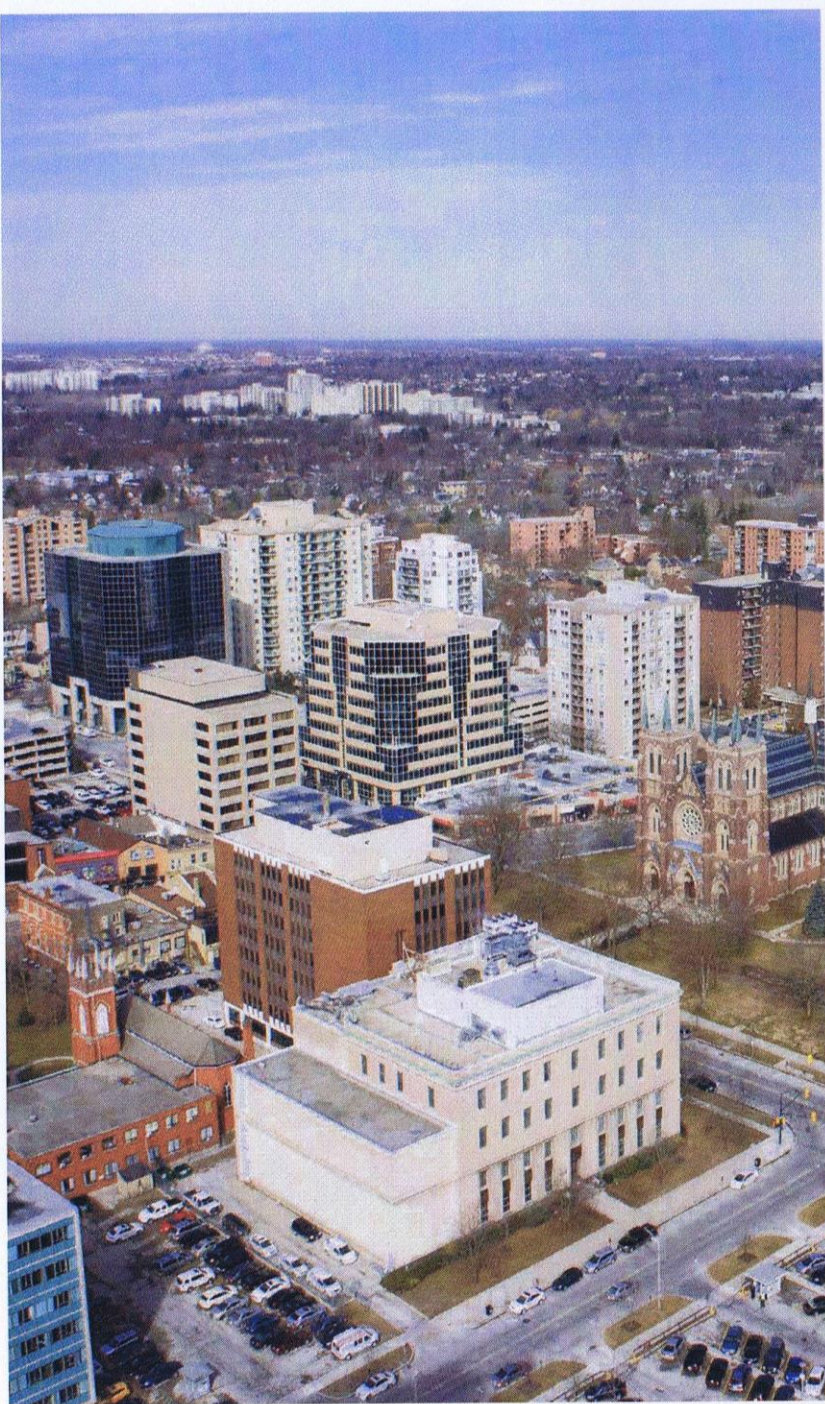
51_ Direction #7 Build strong and attractive neighbourhoods for everyone

1. Plan for healthy neighbourhoods that promote active living, provide healthy housing options, offer social connectedness, afford safe environments, and supply well distributed health services.
2. Design "complete" neighbourhoods by meeting the needs of people of all ages, incomes and abilities, allowing for aging in place and access to all facilities and services.
3. Implement "placemaking" by promoting neighbourhood design that creates safe, diverse, walkable, healthy, and connected communities, creating a sense of place and promoting "beauty" as value in neighbourhoods.
4. Create social gathering places where neighbours can come together, such as urban parks and public spaces, community centres, family centres, community gardens, cafés, restaurants, and other small commercial services integrated within neighbourhoods.
5. Protect what we cherish by recognizing and enhancing our cultural identity, built heritage, neighbourhood character, and environmental features.
6. Identify, create and promote cycling destinations in London and connect neighbourhoods to them through safe cycling infrastructure.
7. Support programs that give communities the ability to improve their neighbourhoods in creative and positive ways.
8. Distribute educational, health, social, cultural, and recreational facilities & services throughout the city so that all neighbourhoods are well served.
9. Integrate well-designed parks and recreational facilities into all of our neighbourhoods.
10. Integrate affordable housing in all neighbourhoods and explore creative opportunities for rehabilitating our public housing resources.
11. Support programming which encourages interaction, cohesiveness, and community building.

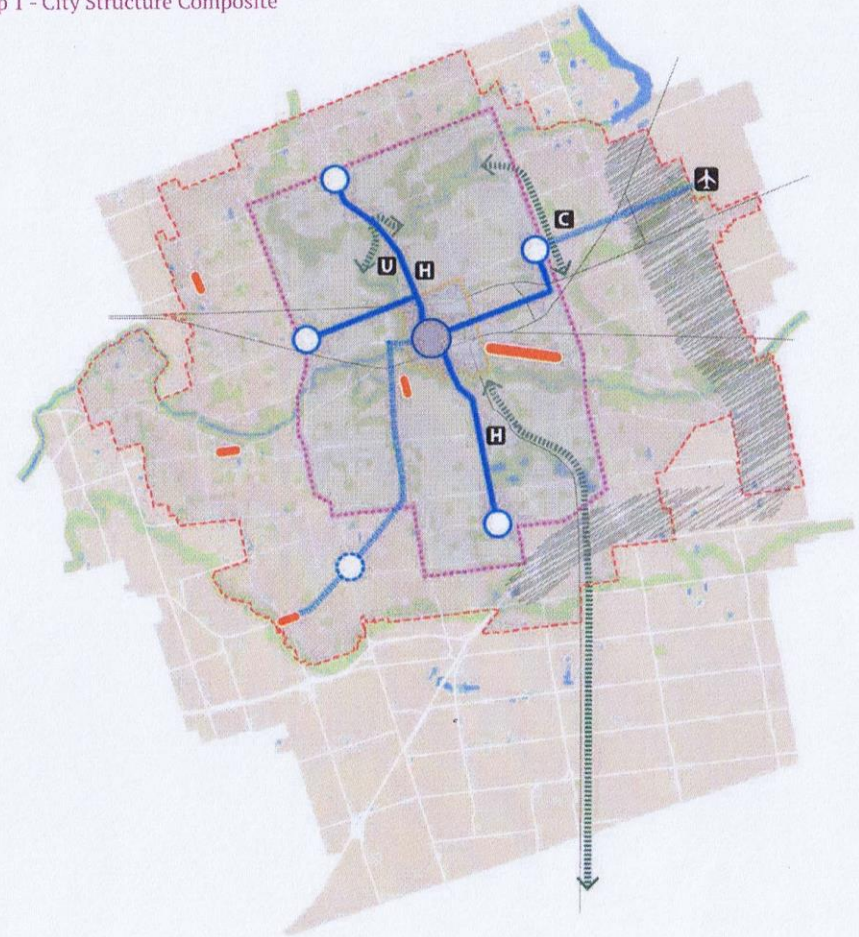
52_ Direction #8 Make wise planning decisions

1. Ensure that all planning decisions and municipal projects conform with *The London Plan* and are consistent with the *Provincial Policy Statement*.
2. Plan for sustainability – balance economic, environmental and social considerations in all planning decisions.
3. Think "big picture" and long term when making planning decisions – consider the implications of a short-term and/or site-specific planning decision within the context of this broader view.
4. Plan so that London is resilient and adaptable to change over time.
5. Implement an ecosystem approach to planning with watersheds and subwatersheds as the foundation of our plans.
6. Plan for an affordable, sustainable system of infrastructure that will support the implementation of this Plan.
7. Align municipal budgets to the goals, objectives and policies of this Plan so that it can be realized over time.
8. Avoid current and future land use conflicts – mitigate conflicts where they cannot be avoided.
9. Ensure new development is a good "fit" within the context of an existing neighbourhood.
10. Ensure health and safety is achieved in all planning processes.
11. Genuinely engage stakeholders and the general public in all planning processes and meaningfully use that input to shape planning decisions.





Map 1 - City Structure Composite



Legend

- | | |
|----------------------------------|-------------------------|
| River and Creek System | Mainstreets |
| Natural Heritage and Park System | Employment Areas |
| Airport | University |
| Rapid Transit Corridors | College |
| Future Rapid Transit Corridors | Hospital |
| Transit Villages | Urban Growth Boundary |
| Future Transit Villages | Primary Transit Area |
| Downtown London | Future Path Connections |

Growth Forecast

Table 1 - Population Growth Forecast

	Population	5-Year Growth	5-Year Growth Rate
2015	381,300		
2020	400,700	19,390	5.1%
2025	420,760	20,060	5.0%
2030	439,760	19,000	4.5%
2035	458,380	18,620	4.2%
TOTAL		77,070	

Table 2 - Housing Growth Forecast

	Housing Units	5-Year Growth	5-Year Growth Rate
2015	175,870		
2020	187,140	11,270	6.4%
2025	197,880	10,740	5.7%
2030	207,980	10,090	5.1%
2035	217,220	9,240	4.4%
TOTAL		41,340	

Table 3 - Commercial Growth Forecast (Retail/Other)

	Additional Sq.ft.*	5-Year Growth	5-Year Growth Rate
2015	37,630,700		
2020	37,760,700	320,000	0.9%
2025	38,500,700	820,000	2.2%
2030	39,650,700	1,360,000	3.5%
2035	40,940,700	1,640,000	4.1%
TOTAL		4,140,000	

*Baseline reference year based on 2010 MPAC data

Table 4 - Institutional Growth Forecast

	Additional Sq.ft.*	5-Year Growth	5-Year Growth Rate
2015	24,349,430		
2020	25,709,430	1,360,000	5.6%
2025	26,539,430	830,000	3.2%
2030	27,849,430	1,310,000	4.9%
2035	30,999,430	3,150,000	11.3%
TOTAL		6,650,000	

*Baseline reference year based on 2010 MPAC data

Table 5 - Industrial Growth Forecast

	Additional Sq.ft.*	5-Year Growth	5-Year Growth Rate
2015	42,613,770		
2020	44,993,770	2,380,000	5.6%
2025	47,483,770	2,490,000	5.5%
2030	50,453,770	2,970,000	6.3%
2035	54,103,770	3,650,000	7.2%
TOTAL		11,490,000	

*Baseline reference year based on 2010 MPAC data

Note: Numbers are rounded to the nearest tenth.

Scenario 1

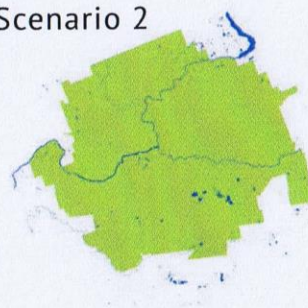


Spread pattern of growth

- New population 191,000
- New employment - 116,500
- New residential units - 101,800
- 70% single detached houses;
- 15% townhouse and mid-rise;
- 15% high-rise;
- Broad majority of growth in greenfield areas; infill development is limited
- Residential densities are very low

\$4.2 billion

Scenario 2

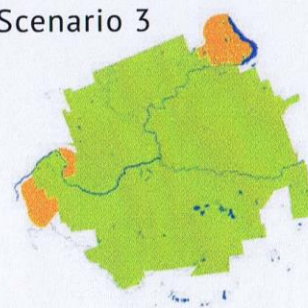


Compact pattern of growth

- New population 191,000
- New employment - 116,500
- New residential units - 101,800
- 30% single detached houses;
- 35% townhouse and mid-rise;
- 35% high-rise;
- Broad majority of single detached homes in greenfield areas, but majority of townhouses, mid-rise and high-rise are in built-out areas of City (infill)
- Residential densities are very high

\$1.5 billion (APPROX)

Scenario 3



Hybrid pattern of growth

- New population 191,000
- New employment - 116,500
- New residential units - 101,800
- 50% single detached houses;
- 23% townhouse and mid-rise;
- 27% high-rise
- Broad majority of single detached homes in Greenfield areas, but half of townhouses, mid-rise and 90% of high-rise are in built-out areas of City (infill)
- Residential densities are slightly higher than recent history

\$2.2 billion

What Are We Trying to Achieve?

102 Growth will be serviced and managed to:

- Implement the City Structure Plan.
- Grow in a sustainable fashion, balancing economic, environmental, and social considerations.
- Ensure an adequate supply of serviced land to accommodate forecasted growth for a minimum of 10 years.
- Support growth that makes efficient use of existing infrastructure and services.
- Ensure a contiguous and compact pattern of growth that is affordable over the long term.
- Intensify within the built area boundary of the city.
- Direct the most intense forms of growth to locations that will best support our rapid transit system.
- Plan our investments in infrastructure so they align with our plans for growth; correspondingly, align our growth plans with the City's long-term servicing and financial plans.
- Protect our valuable agricultural lands.
- Grow in ways that protect our natural and cultural heritage, minimize impact on air quality and climate change, and promote energy efficiency.

How Are We Going to Achieve This?

City Structure Plan

103 In itself, the City Structure Plan will help us to achieve our growth management objectives. The City Structure Plan strategically directs the highest intensity forms of development to those locations that will support rapid transit and take advantage of available infrastructure and services that are currently in place.

Intensification

104 Intensification will be supported, subject to the policies of this Plan, in the following forms:

1. Addition of a secondary unit.
2. Expansion of existing buildings to accommodate greater residential intensity.
3. Adaptive re-use of existing, non-residential buildings, to a residential use.
4. Infill development of vacant and underutilized lots.
5. Severance of existing lots.
6. Redevelopment, at a higher than existing density, on developed lands.

105 Intensification may occur in all of the Place Types that allow for residential uses.

106 Policies within the Urban Place Type chapters of this Plan may provide more detailed policy guidance for intensification.

107 Forty percent of all new residential development will be accommodated within the built area boundary of the City; for the purposes of this Plan, this will be referred to as the "intensification target".

108 Progress in meeting the intensification target of this Plan will be monitored regularly.

109 Consistent with the Civic Infrastructure policies of this Plan, infrastructure will be planned and budgeted to support intensification.

Urban Growth Boundary

110 Urban Place Types shall not be permitted outside of the Urban Growth Boundary.

111 During every five-year review of this Plan, the need for expansion of the Urban Growth Boundary will be evaluated to ensure there is sufficient land available, through intensification, redevelopment and on vacant lands, to accommodate an appropriate range and mix of employment opportunities, housing and other land uses to meet projected needs for up to 20 years.

112 The Urban Growth Boundary will be expanded only if it is demonstrated that there is insufficient vacant land supply to accommodate growth needs for up to 20 years, considering this Plan's intensification target of 40%.

113 During a five-year review of *The London Plan*, the municipality may remove lands from the existing Urban Growth Boundary in favour of lands that have been determined to be better suited and more cost effective for growth over the planning period.

114 Where the Urban Growth Boundary is expanded to meet required land needs, all of the following criteria shall be used to determine the preferred locations for such expansion:

1. Minimize the cost to, and financial impact on, the municipality.
2. Ensure a compact pattern of growth that is contiguous with the existing urban growth boundary; non-contiguous growth patterns will not be supported.

3. Complete planned communities or identify areas that are large enough to provide for a complete neighbourhood.
4. Optimize the use of and integration with, existing and planned infrastructure demonstrating a logical integration with the Growth Management Implementation Strategy.
5. Minimize the impact on agricultural lands and practices and recognize the Province's Minimum Distance Separation Guidelines. Expansions of the Urban Growth Boundary onto prime agricultural lands will be avoided unless there are no alternatives.
6. Avoid lands that, if developed, will negatively impact the natural heritage system.
7. Consider market demands for certain types or locations of housing that are not currently well met by the available land supply.
8. Recognize strategic locational criteria for the addition of employment areas that may be added to the urban growth boundary, consistent with the City's Industrial Land Strategy.

115 Future Growth and Environmental Review Place Types may be applied to lands that are added to the Urban Growth Boundary until such time as more specific Urban Place Types are applied or a secondary plan is prepared.

116 Applications for expansion of the Urban Growth Boundary between five-year Official Plan review periods will be supported only where there is a demonstrated need and public benefit to expanding the Urban Growth Boundary in advance of the next five-year review.

Growth Financing

117 A fundamental principle that will be followed for growth financing is that growth will pay for growth, meaning that growth-related capital costs will be recovered from revenues generated from new development.

118 The financing requirements to service new development will not jeopardize the long-term financial health of the municipality or place an undue burden on existing taxpayers.

119 Through the *Development Charges Study* and By-law, and the *Growth Management Implementation Strategy*, the City will plan and budget for the construction of all municipal services to support growth and development consistent with the City Structure Plan; this will include planned growth on vacant lands and planned growth in the form of intensification.

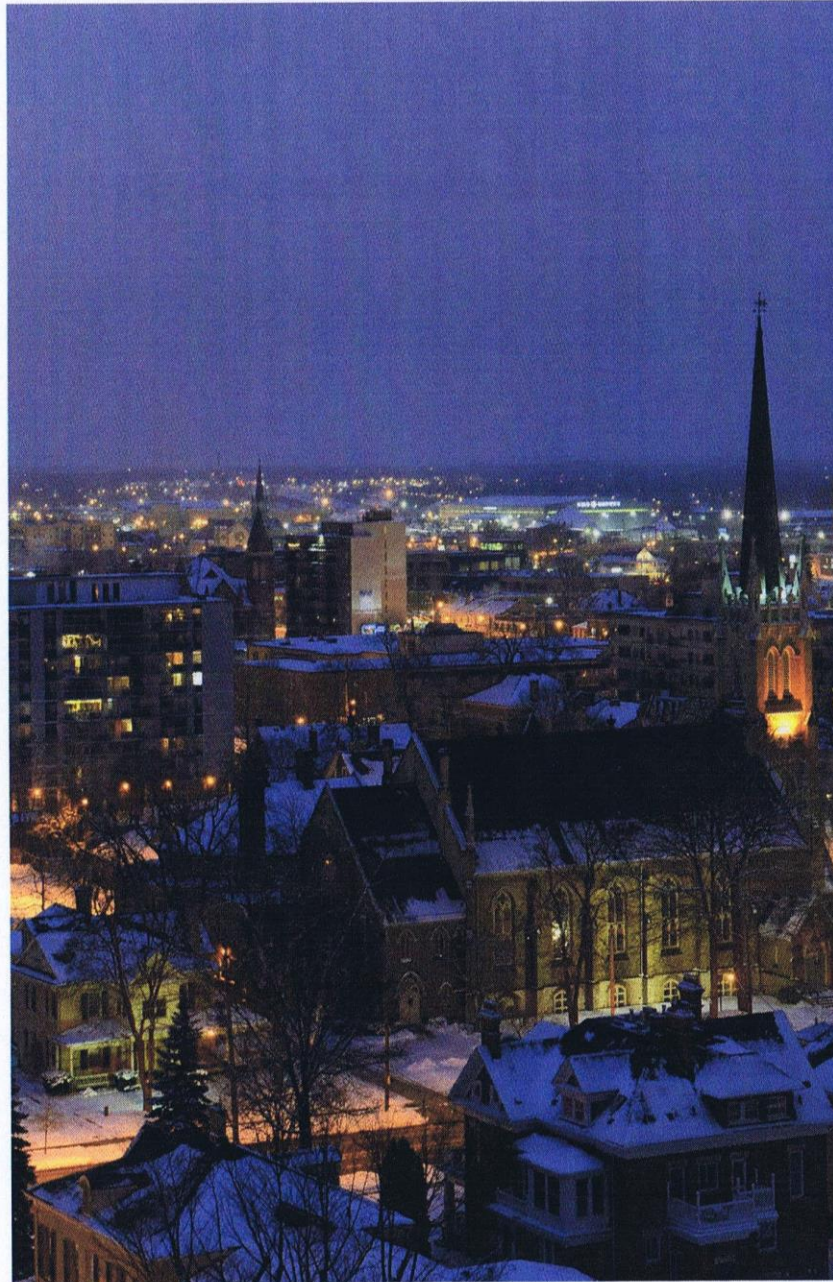
120 Any temporary servicing arrangements must be consistent with the City's long-term planning, servicing and financing strategies and must contribute to the cost of providing long-term servicing through the payment of development charges.



Site Layout

1.45 The layout of a site is largely influenced by the characteristics of the site itself. Topography, existing transportation routes, natural features, view corridors, and site access will be considered in the review of all planning and development applications. In addition, consideration will be given for how the site fits within its existing and planned context, considering the surrounding urban character.

1. Based on the direction established in the relevant place type policies, sites will be designed to be compatible with, and a good fit within, their surrounding context.
2. Site layout, and the corresponding building design, will respond to the topography of a site whenever possible.
3. Site layout will promote connectivity and safety between, and within, sites for pedestrians, cyclists, and motorists.
4. The siting and layout of buildings will have regard for creating and preserving views of landmarks and natural features.
5. New development will avoid, or minimize where no reasonable alternatives exist, the obstruction of view corridors from public spaces to natural features and landmarks.
6. The layout and grading of a site will retain and incorporate desirable trees.
7. Buildings will be sited with minimal setbacks from the public rights-of-way to create or maintain a consistent street wall.
8. Buildings will be sited and oriented to take advantage of passive solar energy.
9. Drive-through drive aisles will not be permitted to have frontage onto streets and will not be permitted to block direct access to buildings by pedestrians from the public street.
10. Service areas and loading facilities will be located where they will not detract from pedestrian connections and where they will not have a negative visual impact from the street.



Built Form

1.46 Built form greatly influences the image and identity of London and the character, usability, and appearance of our spaces, streets and neighbourhoods.

1. Based on the direction established in the relevant place type policies, buildings will be designed to be compatible with, and a good fit within, their surrounding context.
2. Built form will generally be sited to define the edges of streets and spaces which are easy to navigate and comfortable to use.
3. Buildings will be designed to achieve scale relationships comfortable for pedestrians.
4. The height of buildings should be proportionate to the width of the abutting public right-of-way to achieve a sense of street wall enclosure.
5. Development fronting onto public spaces such as streets, parks, squares, and other open spaces will establish a continuous building line to provide definition to, and a sense of enclosure around the space.
6. Buildings will be designed to express three defined components: a base, middle, and top.
 - a. The base will establish a human scale façade with active frontages including, where appropriate, windows with transparent glass, porches, awnings, lighting, and the use of materials that reinforce a human scale.
 - b. The middle will be visually cohesive with, but distinctive from, the base and top.
 - c. The top will provide a finishing treatment, such as a roof or a cornice treatment, and will serve to hide and integrate mechanical penthouses.
7. Built form located on corner sites will address the corner through building massing, location of entrances, and/or architectural elements.
8. The design of buildings should be reflective of the building's use.
9. Principal building entrances will be located to face the public right-of-way, to reinforce the public realm, establish an active frontage and for convenient pedestrian access.
10. To reduce the apparent height and mass of tall buildings on the pedestrian environment, allow sunlight to penetrate into the right-of-way, and to reduce the wind tunnel effect, tall buildings will be required to incorporate a podium at their building base, such that the upper floors are recessed from the podium street wall by a minimum of three metres.
11. Tall residential buildings will be required to be designed with slender towers that reduce shadow impact, minimize the obstruction of views, and are less massive to neighbouring properties. Commercial towers may have larger floorplates, but should still have effective separations between towers to allow access to light and views.
12. Consistent with the Green City policies of this Plan, built form should incorporate green building design and associated sustainable development, technologies, and techniques.
13. Residential and mixed-use buildings will include outdoor amenity spaces.

250 – 272 Springbank Business Case

Current taxes

- Until 2014 Property taxes were \$43,000.00 pa
- 2014 appeal resulted in a reduction to +/- \$32,000.00 per annum
- 240 apartment units @ \$2,000 = tax revenue of \$480,000.00 pa
- 1794 Sq. M. (19,310 sq. ft.) (demolition credit for approx. 1,000 sq.m.)
- At 2012 commercial mill rate= \$43,640
- Total projected property taxes = \$523,640

Development Charges

- TOTAL project = \$3,965,280
- Commercial
 - Net increased area 930 sq.m.= \$163,680
- 240 apartment units = \$3,801,600
 - 60% 2 bedroom = \$2,544,480
 - 40% 1 bedroom = \$1,257,120

SUMMARY

- TOTAL DC REVENUE = 3,965,280
- TOTAL TAXES = \$523,640
- **TOTAL INCENTIVES = \$1,850,000**
- NET DEVELOPMENT CHARGES = \$2,165,280
- NET ANNUAL TAXES = \$523,640

Brownfield Incentives

- Cost of excavation est. \$1,500,000.00
- 50% DC refund to cost
- If shortfall, up to 25% tax rebate in first 3 years post development
- Sanitary sewer upgrade Wildwood \$350,000
 - Cost to be determined