

## 14TH REPORT OF THE

### STRATEGIC PRIORITIES AND POLICY COMMITTEE

Meeting held on June 23, 2014, commencing at 4:01 PM, in the Council Chambers, Second Floor, London City Hall.

**PRESENT:** Acting Mayor J.B. Swan, Councillors B. Polhill, B. Armstrong, S. Orser, J.L. Baechler, N. Branscombe, M. Brown, P. Hubert, D.G. Henderson, P. Van Meerbergen, D.T. Brown, H.L. Usher, J.P. Bryant and S. White and L. Rowe (Secretary).

**ALSO PRESENT:** A. Zuidema, J.P. Barber, A.L. Barbon, G. Barrett, J. Braam, P. Christiaans, B. Coxhead, S. Datars Bere, J.M. Fleming, S. Galloway, K. Graham, T. Grawey, G.T. Hopcroft, M. Johnson, G. Kotsifas, K. Lakhotia, L. Livingstone, S. Mathers, V. McAlea Major, H. McNeely, D. Munteer, R. Paynter, M. Ribera, L.M. Rowe, B. Warner and P. Yeoman.

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#### **I. CALL TO ORDER**

##### **1. Disclosures of Pecuniary Interest**

That it BE NOTED that Councillor J.P. Bryant disclosed a pecuniary interest in clause 5 of this Report, having to do with the Advanced Manufacturing Park, by indicating that her spouse is on the faculty of Western University.

#### **II. CONSENT ITEMS**

##### **2. London Police Services Board Budget By-law**

Recommendation: That, on the recommendation of the Director of Financial Planning & Policy, with the concurrence of the Managing Director, Corporate Services and City Treasurer, Chief Financial Officer, the proposed by-law appended to the staff report dated June 23, 2014 as Appendix "A", BE INTRODUCED at the Municipal Council meeting of June 24, 2014 to approve the form and detail of the budget estimates, as Schedule 1 to the proposed by-law, of the London Police Services Board and the specific dates for which the budget is required to be submitted to The Corporation of the City of London.

Motion Passed

YEAS: J.B. Swan, N. Branscombe, D.G. Henderson, J.P. Bryant, B. Polhill, S. Orser, J.L. Baechler, M. Brown, P. Hubert, P. Van Meerbergen, D. Brown, H.L. Usher, S.E. White, B. Armstrong (14)

##### **3. Approval of 2014 Development Charges By-law and DC Background Study**

Recommendation: That on the recommendation of the Managing Director, Corporate Services & City Treasurer, Chief Financial Officer, the following actions be taken with respect to the 2014 Development Charges By-law and the 2014 Development Charges Background Study:

- a) the 2014 Development Charges Background Study and associated hard services master plans, as amended by Council on May 20, 2014, BE APPROVED; it being noted that the amendments previously approved are contained in Appendix A to the staff report dated June 23, 2014;
- b) the proposed 2014 Development Charges By-law, as amended by Council on May 20, 2014 and June 10, 2014 (attached as Appendix B to the staff report dated June 23, 2014) BE INTRODUCED at the meeting of Municipal Council on June 24, 2014, to come into force and effect on August 4, 2014; it being noted that By-law C.P.-1473-212 (as amended), being the City's existing Development Charges By-law, will expire coincidental with the coming into force of the new by-law which incorporates the new DC rates identified in Schedule 1A to 1F of the proposed 2014 DC By-law; it being further noted that the proposed By-

law is reflective of the exclusion of collection for the Water Supply rate component and incorporates a commercial DC rate phase in, in accordance with Alternative 6 contained in the June 9, 2014 Staff report as directed by Council on June 10, 2014 (these amendments are described in Appendix C of the staff report dated June 23, 2014);

- c) in accordance with s. 5(1)5. Of the Development Charges Act, 1997, it BE CONFIRMED that the Municipal Council has expressed its intention that excess capacity of the works identified in the 2014 Development Charges Background Study be paid for by development charges; and,
- d) it BE CONFIRMED that the Municipal Council has determined that no further notice or public meetings are required pursuant to Section 12 of the Development Charges Act, 1997.

**Motion Passed**

YEAS: J.B. Swan, N. Branscombe, D.G. Henderson, J.P. Bryant, B. Polhill, S. Orser, J.L. Baechler, M. Brown, P. Hubert, P. Van Meerbergen, D. Brown, H.L. Usher, S.E. White, B. Armstrong (14)

4. Growth Management Implementation Strategy (GMIS): 2015 Annual Review and Update

Recommendation: That, on the recommendation of the Managing Director, Corporate Services and City Treasurer, Chief Financial Officer, with regard to the implementation of the Official Plan growth management policies applicable to the financing of growth-related infrastructure works the Growth Management Implementation Strategy Update BE APPROVED as attached in Appendix 'A' to the staff report dated June 23, 2014; it being noted that:

- a) the Growth Management Implementation Strategy will be used to adjust the 2015 10-year Capital Program for growth infrastructure; and
- b) DC reserve funds for hard services will require close monitoring, and project deferrals are possible in the near future;

it being noted that the Strategic Priorities and Policy Committee received a communication dated June 20, 2014 from J. Kennedy, President, London Development Institute, and a communication dated June 19, 2014, from J. Paul, Principal, Stantec Consulting Ltd., with respect to this matter.

**Motion Passed**

YEAS: J.B. Swan, N. Branscombe, D.G. Henderson, J.P. Bryant, B. Polhill, S. Orser, J.L. Baechler, M. Brown, P. Hubert, P. Van Meerbergen, D. Brown, H.L. Usher, S.E. White, B. Armstrong (14)

**III. SCHEDULED ITEMS**

5. Advanced Manufacturing Park

Recommendation: That the request for the allocation of additional land to fulfill the future needs of the Advanced Manufacturing Park, as identified in its Master Plan, BE REFERRED to the Civic Administration for review, in liaison with the stakeholders, and report back at a future meeting of the Strategic Priorities and Policy Committee; it being noted that the report back would address details such as timing, the amount of land involved, Urban Growth Boundary implications, as well as any other relevant considerations; it being further noted that the Strategic Priorities and Policy Committee (SPPC) heard a presentation (as attached to the SPPC Agenda) from A. Chakma, President and Vice Chancellor, Western University, Peter Devlin, President, Fanshawe College and Paul Paolatto, Executive Director, Western Research Parks and WORLDdiscoveries), with respect to this matter.

**Motion Passed**

YEAS: J.B. Swan, N. Branscombe, D.G. Henderson, B. Polhill, S. Orser, J.L. Baechler, M. Brown, P. Hubert, P. Van Meerbergen, D. Brown, H.L. Usher, S.E. White, B. Armstrong (13)

RECUSED: J.P. Bryant (1)

6. The London Plan - A New Official Plan for the City of London

Recommendation: That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the new Official Plan – The London Plan:

- a) the staff report dated June 23, 2014 with respect to the draft new Official Plan, and containing a review of the new Provincial Policy Statement, 2014 and a review of the draft new Official Plan with the new Provincial Policy Statement, BE RECEIVED for information;
- b) a statutory public participation meeting BE SCHEDULED before the Planning and Environment Committee meeting at its meeting to be held on September 9, 2014 to consider an Official Plan amendment to the London Psychiatric Hospital (LPH) Secondary Plan and the Southwest Area Secondary Plan (SWAP) to include policies from the current Official Plan in those Secondary Plans; and,
- c) the statutory public participation meeting for The London Plan BE SCHEDULED before the Planning and Environment Committee at a future date in order to receive comments and feedback from the public regarding the new Official Plan, and for consideration of the approval of The London Plan as the Official Plan for the City of London; it being noted that the Managing Director, Planning and City Planner advised that it is not likely that The London Plan will be adopted prior to early 2015, in order to continue with fulsome engagement of the public;

it being pointed out that at the public participation meeting associated with this matter, the individuals indicated on the attached public participation meeting record made oral submissions in connection therewith.

Voting Record:

Motion Passed

YEAS: J.B. Swan, J.P. Bryant, B. Polhill, S. Orser, J.L. Baechler, M. Brown, P. Hubert, P. Van Meerbergen, D. Brown, H.L. Usher, S.E. White (11)

Motion to close the PPM

YEAS: J.B. Swan, J.P. Bryant, B. Polhill, S. Orser, J.L. Baechler, M. Brown, P. Hubert, P. Van Meerbergen, D. Brown, H.L. Usher, S.E. White (11)

7. Economic Development Review

Recommendation: That, on the recommendation of the City Manager, the following actions be taken with respect to the Economic Development Review completed by KPMG:

- a) the Economic Development Review, as prepared by KPMG and attached as Appendix "A" to the staff report dated June 23, 2014, and the covering staff report, BE RECEIVED for information;
- b) the City Manager BE DIRECTED to report back on the proposed recommendations contained in the KPMG report dated March 26, 2014, including a proposed implementation plan and timelines for updating the Municipal Council on this matter; and
- c) the Governance Working Group BE RECONVENED to review the mandate of the Investment and Economic Prosperity Committee and report back to the Strategic Priorities and Policy Committee (SPPC) with a suggested course of action with respect to any potential refinements to

the current governance model that may enhance the Municipal Council's model for addressing economic development matters, for the consideration of the incoming Council;

it being noted that the SPPC heard the attached overview from R. Bryan, KPMG, with respect to this matter.

Motion Passed

YEAS: J.B. Swan, N. Branscombe, J.P. Bryant, B. Polhill, S. Orser, J.L. Baechler, M. Brown, P. Hubert, P. Van Meerbergen, D. Brown, H.L. Usher, S.E. White, B. Armstrong (13)

NAYS: D.G. Henderson, (1)

**IV. ITEMS FOR DIRECTION**

None.

**V. DEFERRED MATTERS/ADDITIONAL BUSINESS**

None.

**VI. CONFIDENTIAL**

*(See Confidential Appendix to the 14th Report of the Strategic Priorities and Policy Committee enclosed for Members only.)*

The Strategic Priorities and Policy Committee convened in camera from 9:29 PM to 9:40 PM after having passed a motion to do so, with respect to the following matters:

- C-1. A matter pertaining to personal matters, including information regarding an identifiable individual, including a municipal employee, with respect to employment related matters, advice or recommendations of officers and employees of the Corporation including communications necessary for that purpose and for the purpose of providing instructions and directions to officers and employees of the Corporation.
- C-2. ADDED - A matter pertaining to personal matters, including information regarding identifiable individuals, including municipal employees with respect to employment related matters, advice or recommendations of officers and employees of the Corporation including communications necessary for that purpose and for the purpose of providing instructions and directions to officers and employees of the Corporation.

**VII. ADJOURNMENT**

The meeting adjourned at 9:41 PM.

## PUBLIC PARTICIPATION MEETING COMMENTS

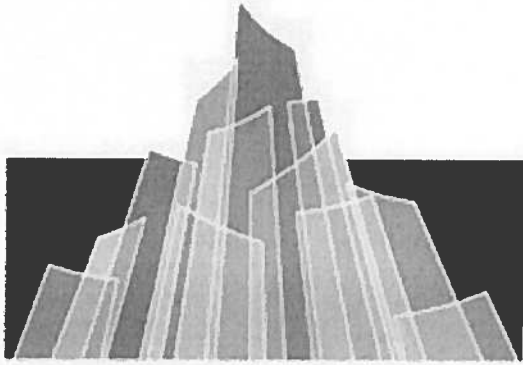
### 6. The London Plan – A New Official Plan for the City of London

- Alex E. Sumner, VP of Acquisitions and Development, Revel Development Corporation, Kitchener, ON – expressing concern that The London Plan is a patchwork approach; noting some lands are not being included in the Urban Growth Boundary change that should logically be included in that change; indicating that you can't just plan by numbers and statistics, you must also use common sense; advising that there is a desire to attract industry to London and the property near Bradley Avenue and Jackson Road would be an ideal area to accommodate industrial growth; emphasizing that London's Plan requires vision and leadership by the Municipal Council, rather than waiting for staff to have a "brain wave" and that we need a hero for London to progress.
- Sean Quigley, Executive Director, Emerging Leaders – providing the attached letter and reiterating the position expressed therein.
- Tammy Lee Marche – expressing thanks for all the work that has been done to date on The London Plan; indicating she is a lifelong Londoner and she wants to specifically address how The London Plan affects East London, particularly east of Highbury Avenue; indicating she originally had concerns that the East transit village didn't go far enough east on Dundas Street, but now recognizes that Dundas Street doesn't have the capacity to locate the transit village further east; noting that she still has concerns about the industrial area because of lack of trees and mobility of people to get to work; imploring that transit be taken seriously; indicating general support for the general building policies, particularly as some assist East London and noting that the Plan points to a more caring nature through urban regeneration (repurposing, more openness to rezoning and more intensification), built form (ensuring urban regeneration policies are appropriate) and homeless prevention and housing, and mixed-use facilities.
- Shawna Lewkowitz, Women and Politics London – providing the attached letter and reiterating the position expressed therein.
- Peter Sergautis, Extra Realty Limited – providing the attached letter and reiterating the position expressed therein.
- Benjamin Vazquez, Director, Old East Village Community Association – noting that London thinks of itself as a green City and as environmentally friendly (UTRCA, ReForest London) and the Plan supports that vision; indicating that the Plan encourages business through its flexibility and allowance for public input; expressing that London also sees itself as a vibrant and artistic City, which is also supported by the Plan; indicating support for transit and intensification; expressing his support for the Plan as it allows us to build on our City.
- K. Patpatia, 1787996 Ontario Inc. and J. Manocha, 6-971 Commissioners Road East – providing the attached letter and reiterating the position expressed therein.
- Jesse Helmer, 24 Amy Crescent – thanking the City for coming out with such a great Plan; indicating that transit needs to be improved and that the Plan will give people choice in this regard, that areas will be transformed through transit villages, students from cities with better transit systems will be more satisfied with London and may be more inclined to remain here after they graduate, and indicating he likes the route that takes between Dundas Street, Fanshawe College and Western University; indicating the importance of active transportation in forming the Plan as this will benefit cyclists; expressing support for infill as it allows communities to "age in place"; suggesting that the reference in section 50.2 should not read "design" as it relates to areas being accessible and accommodating all persons, but rather should be taken one step further to say "is"; noting that rezoning is front and centre in planning and he would like to set a more ambitious goal of 50% infill within a boundary; indicating it is important to do more infill as it benefits the community in so many ways; and commending staff and the public for their leadership.
- Philip Squire – thanking the City for the work on the Plan and indicating general support for the Plan; noting the lack of consultation with local School Boards as they are a very important partner; encouraging the City to take time to meet with the School Boards and work with them on the Plan.
- Gabor Sass – providing the attached presentation.
- David Billson, President, rtraction – indicating that he heartily endorses the Plan; pointing out cities have created a vision for themselves and London also needs to do this; noting emphasis needs to be put on local food, attraction and retention of workers; noting he has direct experience with 20 to 30 year olds leaving the City because their peers have left and they are not engaged in London; stating there is a need to attract talent to London as we have the potential, but we need to move to the next level and appeal to everyone; noting he is not asking the City to take this on on its own, that there

are willing partners; and suggesting that the City has no identity and is in depression at this time.

- Stephen Turner – providing the attached presentation.
- Michelle Baldwin, Executive Director, Pillar Nonprofit Network – providing the attached presentation.
- Bill Brock – providing the attached presentation.
- Nancy McSloy – providing the attached presentation.
- Josh Morgan – indicating the importance of reaching out to neighbouring municipalities to ensure our priorities align with theirs as a strong, collaborative relationship is required; indicating support for not passing the Plan this term in order to allow robust consultation on the back end; noting that the premise of inclusivity is good, but while engagement is phenomenal for those that want to speak, effort will need to be made to reach out to Londoners who have not yet participated; indicating it will be important to write in a way that is accessible to the broader community so that the language of the Plan is understandable; suggesting it will be important to attach the words of the community to the Plan (i.e. you said this and this is what we did); noting that it is important to not let other matters cloud the work on the Plan as the Plan is about the next 20 years.
- Jen Carter, Vice-President External of the University Students Council – providing the attached letter and reiterating the position expressed therein.
- Scott Wilkinson, London Youth Council – Ward 8 – providing the attached presentation.
- Nicole Worozbyt, London Youth Council – Ward 4 – providing the attached presentation.
- Gary Brown, 35A-59 Ridout Street – indicating general support for The London Plan; noting it is a plan of places and placemaking; noting support for zonal development charges; and suggesting The London Plan is deficient in the area of cycling as there are no protected bike lanes.
- Mike, 46 Manitoulin Drive – indicating support for The Plan in its efforts to have citizens decide, for philosophical reasons, what they would like their City to be like.

bc



# emerging leaders

## **Presentation to London City Council: London Plan Public Participation Session June 23rd 2014**

In the life of any city there are times of growth and decline, times of plenty and times of austerity, times of uncertainty and times of great potential. In the 4 last years, our city, our beloved London, has faced turmoil and uncertainty. According to Ivey economist Mike Moffat, we experienced a loss of 30% of our manufacturing jobs, we have seen unemployment rise so that our youth unemployment rate is above 20%, and have recently received the body blow of our Mayor being found guilty of 3 charges and resigning. Yet despite all this, and through all of this strife and turmoil, this council made a decision to reach out to the citizens of London and talk with them about what they wanted their city to be.

You could have sat in a back room with experts and special interests but you chose not to do that. You charged our planning department to go out and seek the input, to quote Glen Pearson, of the highest office holders in the land. The Citizens of London.

This was a courageous move and one that went on to set a record in Canadian history. Through the leadership of this Council and the brilliant work of our Planning Department, we have completed the largest public participation in an official plan in Canadian history. This is no small thing. More than 12,000 of us chose to heed your call and we showed up at hundreds of events, large and small, in 10s and by the thousands, to have our voice heard. Through the results of our London Plan we have spoken

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clearly. We have chosen to commit ourselves to city building and have clearly articulated a future vision of London.

We at Emerging Leaders believe, unequivocally, that this plan, this London Plan, is the surest way to economic and community recovery both today and for the next 30 years. We believe that the generation we represent says yes to transit and intensification, says yes to walking and cycling, says yes to a greener future, says yes to culture and place-making, and says yes to investing in London now so that tomorrow we can enjoy the fruits of this work.

This council had no control over plants closing, over the high unemployment, over talent leaving our city, because the things that caused this happened outside our city limits. That happened at places like Wall Street, in huge multi national banks, and the decisions to close plants and end the proud work of our manufacturing sector happened in board rooms far away from London.

But from this we can learn and we can take control of our future. A study by the Cleveland Federal Reserve on the weighting of one sector over another they were very clear. This study called "A Decade of Hard Times in Places that Rely on Manufacturing Employment" pointed out that "high-manufacturing-share counties have usually experienced lower employment growth than the rest of the counties in the United States. This was particularly true during the recent recession, when employment losses reached almost 6 percent per year compared to a peak employment loss of only 3.7 percent per year in the rest of the country." . I share this with you because this London Plan is about changing the nature of our city to diversify our economy and if we want to attract talent to this city we will have to work diligently to make this plan a reality.

We know in London that we saw the population of those 65+ years increased by over 50 percent in the last decade. We also know that London has been losing its 20 to 44 year old demographic. This alarm was first sounded by the LEDC in 2009 when they noted that "In London, 41.73% growth in the 55-64 year old population is significantly different to the



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7.36% loss in the 25-44 year old population.” This trend has been happening for sometime in London and is reinforced by our own finding and in our 2nd annual Work in London Survey. We note again that just over 60% of respondents said they were somewhat or very likely to leave London in the next 10 years..

That is why this London Plan is so critical as it directly addresses the kinds of communities that Gen X and Gen Y want to live in. They are not focused on cars but on transit and alternate transportation, they are not focused on sprawl but on intensification, and they look for, as Richard Florida - author of The Creative Class and Creative Cities said, the Three T's. Talent, Technology, and Tolerance.

Some on this council have said in the past that we need to be careful that we do not have too many legal challenges at the Ontario Municipal Board with the Official Plan. During the presentation of ReThink, while those of us in the gallery were feeling very optimistic, the former Mayor pointed this out. But I would remind this council that some here passed the South West Area Plan, against the recommendation of staff, the community, and the development community who had worked hard on bringing a recommendation forward. That decision brought 19 OMB challenges.

If you were not deterred by the potential of OMB challenges when approving the South West Area Plan against public input and staff recommendations then I am sure you would not be deterred by the London Plan with so much public support and the need to rebuild our community so that we have a strong economic, cultural, and community core. The next generation is not interested in large parking lots and large retail developments. We have those already. If this council wants to reverse the trend of talent loss then we strongly encourage you to fully endorse this plan and more importantly the core principals it represents.

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Emerging Leaders held a conference, London X, last March that was directly inspired by the Rethink London. The key recommendations that came from our working groups, presents at London X, was that your timelines for transit and development of this plan were too long. At this conference we also witnessed a remarkable talk given by Grant Oliphant of the Pittsburgh Foundation. He shared with us the story of that city and the challenges it faced. Loss of talent, high unemployment, an industrial sector that had been ravaged. That community decided to re-invest in itself and they began the work of redeveloping their river front. They came together and transformed the very nature of the river and the city. The talent loss reversed itself, they attracted companies like Google and Microsoft, and there is an ongoing renaissance in Pittsburgh. The more than 300 Londoners hearing that talk immediately saw the parallels between London and Pittsburgh, and again and again I heard "Why can't London do that?" The London Community Foundation boldly stepped forward head that call and to lead a charge to change our river and our city. They stepped up and committed themselves to the principles of the London Plan and are backing this up with a sizeable investment.

Now it is your turn. It is easy to be cynical or to go back to old ways of doing things. I am sure I will hear that it's all well and good to have dreams and big ideas but reality is something different. But we don't think this is true. Every Londoner was invited to participate in ReThink, and the huge number that chose to participate have spoken clearly. They want to see this dream come true.

Our Board member Glen Pearson wrote in his book about London called A Place For Us, "We've merely lost track of the historic narrative we once possessed. Rediscovering it means that inevitably we have to rediscover one another." Now is our chance to Rediscover London, and we at Emerging Leaders stand ready to serve you and all Londoners on this journey of rediscovery. This plan, this London Plan, creates the path to that rediscovery and we encourage this council and the next to take seriously the input given, to respect the result, and to use this plan to turn our city around.

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Further Information: **Emerging Leaders London X eBook** ( includes analysis of Downtown Master Plan, SmartMoves, Cultural Prosperity Plan, Economic Development Analysis, Workforce Analysis, and recommendations by Emerging Leaders Working Groups)

IPAD FORMAT

PDF FORMAT

Grant Oliphants London X Talk

Work in London Survey 2013

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I am speaking on behalf of Women & Politics London. We are a citizen led organization committed to engaging women in politics and making connections to how government impacts women's lives

We support the London Plan and commend City Staff and Council on their extensive work in engaging Londoners in the process and in creating this very forward thinking plan for London. There is much to like about the plan and the vision it sets out for London over the next 25 years. I am going to speak to a few of the highlights we see for women. There is a strong commitment to Diversity and Inclusiveness embedded throughout the plan. Recognizing that our city thrives best when we have a city where everyone feels welcome & all people's needs are considered, is a real strength of the London Plan.

The focus on cohesive neighbourhoods with access to amenities is a really important one for women. Given that women still carry the bulk of the load of domestic responsibilities, having neighbourhoods with good access to shopping, banks, day care etc. is extremely important to the quality of life of women and families. In addition, having a section and focus on housing and homelessness recognizes the importance of secure and stable housing to the health of all people, including women.

The London Plan includes and emphasizes improved transit and active transportation, which is vitally important to the realities of women's lives and the need for them to be able to move efficiently through the city. Being connected to major areas of our city allows the greatest access to jobs, healthcare, childcare and community connections. Women who are low-income will also benefit greatly from the value in creating local, vibrant food system where food is readily available and located close by. As I said there is much to like about the London Plan and these are just a few of the highlights that relate to women.

Despite these strengths and many others in the plan, we do think that gender and the way women and men use a city differently, hasn't been considered enough in the London Plan. For those that are unfamiliar, the Fair Shared City concept, also called Gender Mainstreaming is public policy strategy that makes women and men's concerns and experiences an integral part of any planned actions or policies. In a municipal setting the goal is to have cities that meet the needs of everyone. The Federation of Canadian Municipalities and many cities have included fair shared city planning or gender mainstreaming into their decision making processes and policies.

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Some examples of cities using a gender lens in policy and planning are on the screen. Montreal's Women and City program led to the building of new metro stations surrounded in glass so women could be seen more easily as well as buses that let women off between stops at night and the training of 200 small businesses with signs in the windows to indicate safe spaces for women. These and other initiatives are a large part of the reason that Montreal was ranked the 4th best major city to live in for Women in Canada.

Vienna has prioritized gender mainstreaming and is often used as a global example of a city that is designed well to meet the needs of both men and women and the City of Ottawa has included a gendered lens in many of its initiatives.

So in looking at the London Plan some of the statistics that helped shape the plan are on the screen. There were no statistics on how many men and women make up our city or how they may use our city differently. And although we know that the City has been very inclusive in their Rethink process and that gender is likely assumed in the intent of many of the policies, unless gender is explicitly looked at, the default is that men and women are the same. The United Nations and others recognize the importance of using a gender lens in planning & policy making and so should London.

We have a few examples of items in the London plan where gender differences do matter. These are just a few examples, but we urge that a gendered lens be used overall in the London Plan strategy.

In terms of Active Transportation, for every 3 men who cycle there is just one woman doing the same. In study of why women don't bike, women cited safety as major concern. Both being hit by cars and where bike lanes/pathways are. Another reason given was the inability to bring children or cargo. Given women carry the burden of childcare and household responsibilities - how and where cycling infrastructure is built, impacts whether they will use them or whether men will continue to outnumber women in cycling in our city.

We fully support the idea of transit villages. How they and other transit links are built will impact if and how women use them. Women tend to multi-trip when using transit. So they stop and pick up things along the way instead of going point to point and they also are more likely to have children with them. And of course safety is a concern for women when taking transit. Where and how transit is designed needs to incorporate these needs and realities of women's lives and it can't be assumed that they are the same as men's needs. The process needs to be deliberate.

Women and Politics supports the London Plan. But we do think that the perspective of gender has not been included in the strategy & directions of the plan and that this is an

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oversight that we wanted to bring to your attention. The potential for the London Plan to enhance the lives of all residents of London is huge, but we need to ensure that we are meeting the needs of women and men. We at Women and Politics are happy to talk more about this and provide any input and support to staff or council that would be helpful. We can be reached at the above email and thank you for your time in allowing us to bring these concerns forward

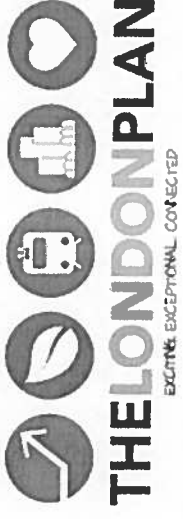
Shawna Lewkowitz - Founder & Member  
email: [info@womenandpolitics.ca](mailto:info@womenandpolitics.ca)  
website: [www.womenandpolicitis.ca](http://www.womenandpolicitis.ca)  
twitter: @fempolildn

## Vision

Equal Access. Equal Power. Equal Representation.

## Mission

We will actively engage women in politics and create opportunities to amplify their voices.



- Diversity
- Cohesive neighbourhoods with access to amenities
- Housing & Homelessness as a priority
- Transit & active transportation
- Importance of Food System

## Fair Shared City or Gender Mainstreaming

Practice of looking at how planning & policy decisions impact women and men

Purpose to have cities that meet the needs of everyone





**Some statistics that helped shape the plan**

- Household makeup (60% live alone or with only 1 other person)
- 1 in 3 Londoners will be
  - Millennials
  - Over 55
  - In Labour force foreign born

**No statistics on how many women & men will make up our city over the next 25 years**



**Transit Villages**

- Complete communities with amenities is positive for women
- Consideration of lighting, visibility, security & timing as priority
- Women tend to multi-trip when using transit
- Have cargo & children in tow

**Active Transportation**

Women's use of cycling infrastructure differs from that of men's.



**Website:** [womanandpolitics.ca](http://womanandpolitics.ca)  
**Email:** [info@womenandpolitics.ca](mailto:info@womenandpolitics.ca)  
**Twitter:** @fempolldn

**Shawna Lewkowitz**  
Founder & Member of Women and Politics London

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June 13<sup>th</sup>, 2014

Members of Council,

I appreciate the opportunity to comment on the The London Plan. The challenge for this and future councils will not be only in approving the plan, but in its implementation. Previous councils have a poor record of getting an OP vision off the ground. Many progressive communities long ago embraced the New Urbanist/Placemaking ideals contained in this New London Plan but given the history of planning in London it will take a future "kick-ass" council to get City Hall to change the way it does business.

Before I comment and make recommendations to the New Official Plan, let me tell you my story.

After assembling about 250 acres of which 150 is in the Urban Growth boundary in Uplands North, I proposed to develop a mixed use community named Applewood that would encompass many of the ideals in this new London Plan. A design charrette led by our expert team included key city staff, neighboring owners and local planners. Together, we developed a concept to create a lush and beautiful, architecturally controlled community containing a range of housing for mixed incomes, and a built form that would bring people together in a spirit of community. We were the first to submit our development proposal in Uplands North, agreed to take part in a City Placemaking Project and despite countless plan changes to City staff requirements we still failed to get anything approved, while the surrounding lands developed in the usual suburban sprawl.

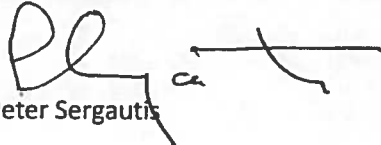
For years we repeatedly asked staff to consider alternative road designs for complete streets, public rear lanes, and approve viable neighborhood shopping and connect environmental features with trails. The London Free Press did a number articles on my project and published a leading edge series called The Next London. Citizen and staff writers encouraged change to the way the City builds our communities, and there is a demand and need for change in the way our communities develop.

Here are my Comments about the New Official Plan on the next page, and I voice them from a personal perspective, and also for the community. Parts of this document ignore all the work done to promote New Urbanism for Applewood, and I must insist that relevant part of the Uplands North Area Plan gets equal billing like the special policy for the Sunningdale North Community Planning Area (pg 233 in the OP) to provide the main street type of commercial/mixed use area so our people can have a viable place to shop and congregate in Uplands N. (pg 271 in the OP)

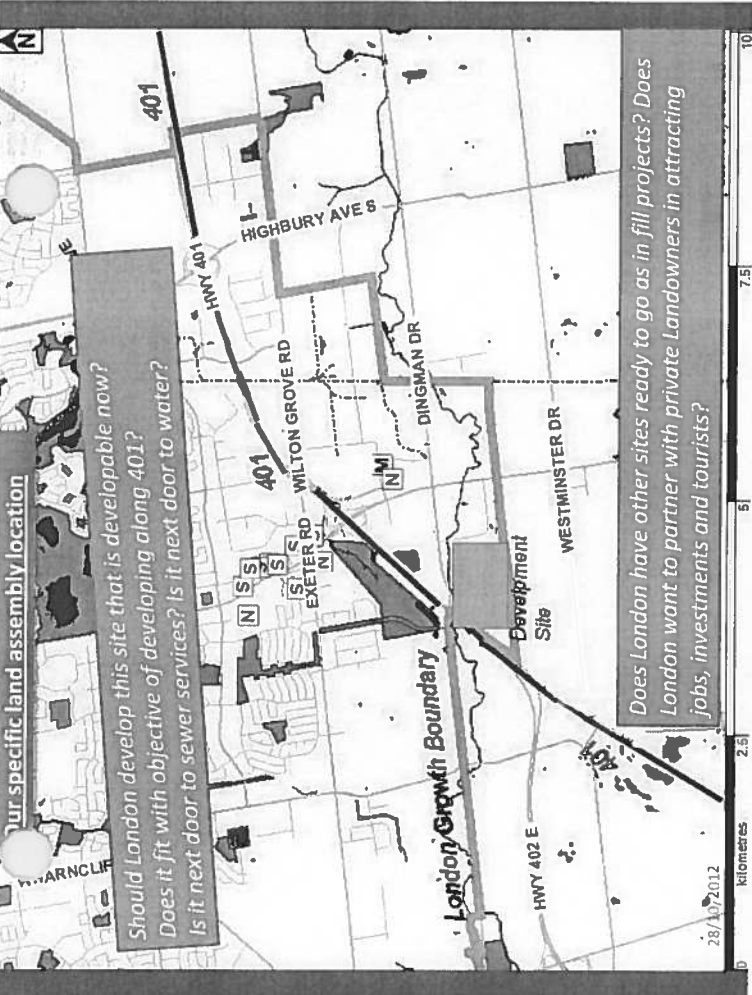
2. Real Estate • Development • Mortgages • Property Management

1. In Applewood we propose a developer seeded Community Association that will manage private common areas such as parkettes, clubhouse and organize community events. I did not see anything in this document that will encourage and support Community/Neighborhood Associations.
2. We have proposed a main street mixed use commercial block at the Sunningdale-Blackwater intersection that will provide a focal point of the Uplands North and South Community that now has no local place to shop, eat or congregate, except for a Tim Horton's at the corner. The commercial area should be 10,000 sq. m. size to permit viability and attract an anchor type tenant. A market analysis submitted to the city shows a need for the commercial use and that should be provided in the new OP.
3. There appears no mention of the Stoney Creek North Area Community. It contains the new YMCA-Recreation/Library complex and the Mother Theresa High School across the road. Currently development of upstream lands within the Urban Growth Boundary are curtailed due to intentional roadblocks placed by the City to prevent access to publicly funded services. A provision should be placed in the new OP that will prohibit similar roadblocks to services and provide for remedies such as expropriation of the necessary lands to provide access to services.
4. The Adelaide-Sunningdale intersection on the N/W corner, being at 2 major arterials is a suitable location for higher density uses. Severe grades and being on the transit route make this form of housing with a smaller footprint attractive. Adelaide Street North should be recognized as another gateway to London. The surrounding communities are predominantly single and townhouse communities and a higher density housing option is appropriate for that location and should be provided in the new OP.
5. Arterials and Local Roads and Public lanes are all valuable public spaces, not only for moving vehicles and parking, but are part of the public realm and provide trees, provide many functions and can be attractive walkable vistas. Buildings should address the street, and fencing and barriers are usually an eyesore on Arterials. For example: If you walk along Sunningdale east of Adelaide towards Highbury you will encounter mix of wood and concrete fencing, window streets, berms, institutional commercial and open spaces, and the result is unco-ordinated landscaping and buildings addressing the arterial without direction. It might still not be too late for developing Sunningdale West of Adelaide towards Richmond as a complete street as an attractive boulevard. An arterial design should be a requirement in the OP for all Area Plans, where the landscaping, and the buildings address the street in a co-ordinated fashion. Alternative design standards that have been accepted in most progressive municipalities should be permitted for Local Streets. Public rear lanes should be permitted, where small lot development is proposed. This will enhance the streetscape and eliminate the snouthouse garages that currently dominate some neighbourhood streets. At this time Staff refuse to accept developing public lanes or reduced right of ways for local streets.

Yours truly  
Extra Realty Limited

  
Peter Sergautis





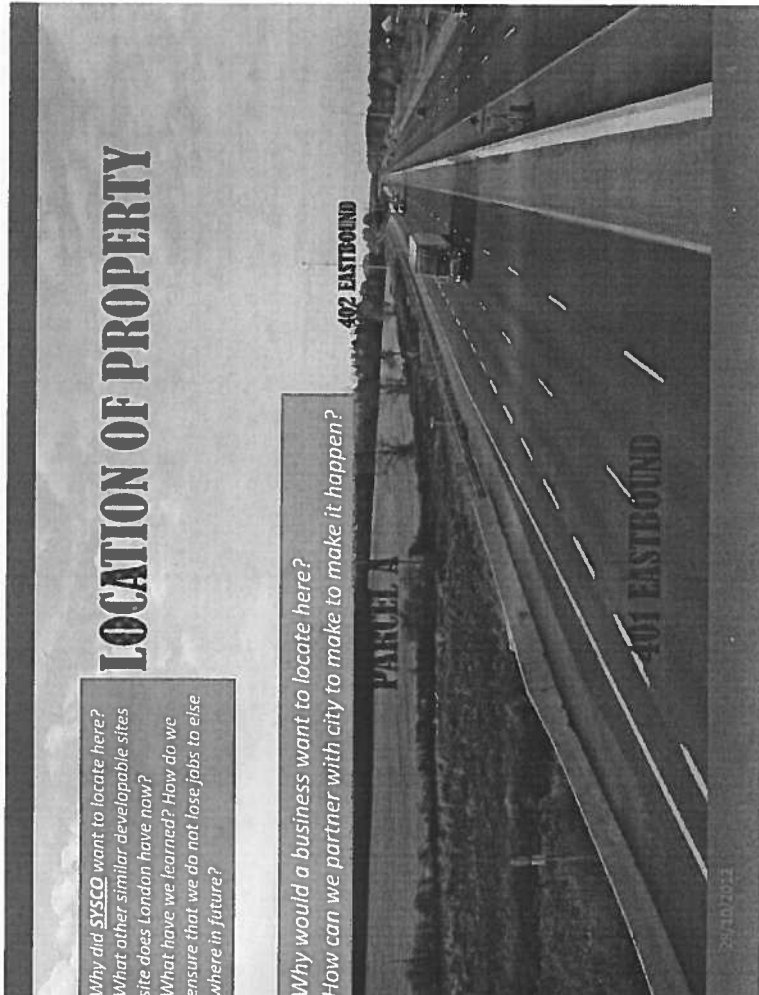
**Proposed October 2012 Southwest Area Plan**

**Comments from 3226 Westminster, 3356 Westminster and 3405 Dingman Drive Land Assembly (240 acres with 150 acres inside growth boundary)**

We thank you for your time and appreciate the efforts to make London a stronger city. We want to be a part of the vision. Please find attached our condensed presentation.

**Key Points:**

1. Opportunity that exists now for developable land—240 acre land assembly with 150 acres inside growth boundary, with 401 exposure, adjacent to city services, envisioned by Westminster Township M1(h) and M2(h) allowing range of light industrial and commercial uses.
2. We are small investors and want to work with the city in attracting investments, development and jobs to London. We think that the city should enhance its supply of industrial land by working with private landowners.
3. There are opportunities for in fill projects that will save the city capital costs that should be recognized in the proposed South west area plan.
4. We are discouraged as investors by some of the suggestions in the proposed plan that rezone, downzone or encumber properties without evaluations, and do not provide for loss of use by either compensation or expropriation.
5. The plan is intended to provide general big picture items as per its mandate. Items such as storm water management are shown in exact locations contrary to its stated objective. It gets to the level of 10 metre setbacks where risk assessments would be more appropriate.
6. The London industrial strategy is considered in the report. Perhaps the strategy should be developed and then incorporated in this plan.



**Recommendations:**

1. City should seek opportunities in partnering with both small and large landowners to attract good businesses to London. We want to be ready for the next SYSCO type of opportunity. Look for opportunity for in fill projects that are developable and ready to go now at no major costs to the city.
2. City should respect the vision of former plan by Westminster Township who envisioned 401 development. It has a tremendous potential for attracting business and jobs. Please do not downzone or take away developable land. Talk to us.
3. City should negotiate or expropriate lands for community use based on transparent studies. Until these studies are completed, the lands should not be arbitrarily encumbered without consultation or compensation. Plan should highlight these areas and council should budget money for this.
4. Plan should provide details on costs and its implementation timing and strategy.
5. City should wait for industrial land strategy before issuing final proposed plan.
6. Ask the planners to talk and to listen to the landowners who are adversely impacted by the proposed plan. Perhaps there are better opportunities to work cooperatively. This should be done before the final proposed plan is issued.

6h

Where do we go from here?

Imagine working together, sharing our visions and diversity, listening and respecting values and viewpoints to make the proposed South West Area Plan better.

Imagine developing in fill projects at a savings to city, supplementing large new shopping and enterprise area.

Imagine working with and respecting rights of residents, landowners, businesses, developers and investors in London because we care and we live here too. Can we come up with better cooperative solutions?



1787996 Ontario Inc  
Flexion Properties Inc  
kpatpat@rogers.com

What is our land assembly now?

OSG across street on Dingman Dr

Sewer plant adjacent to north of land assembly

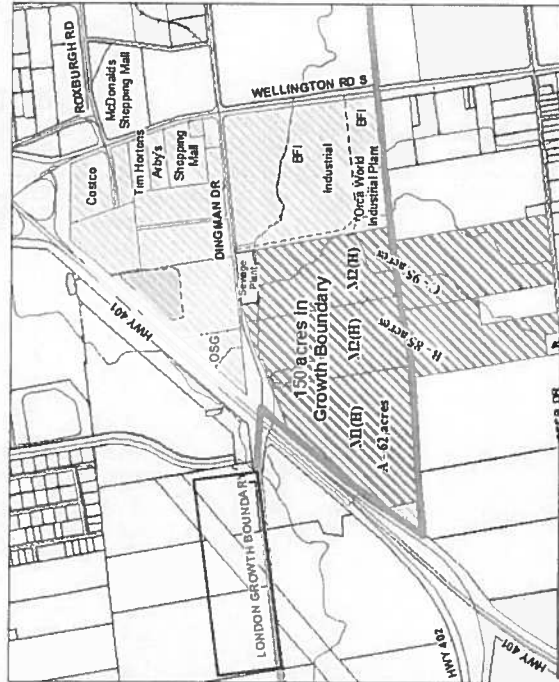
Sewer tie in adjacent to north of assembly

Property to the west

Industrial zoned south adjacent on Westminster Dr

ORGA World and roadway adjacent on east

### London 401 Development Opportunity



#### Land Assembly

- 242 acres
- 150 acres inside Growth Boundary
- Zoning allows wide range of uses
- Hwy 401 exposure (700m)
- Access to Dingman Drive and Westminster Drive
- Privately held/owned
- Assembly consists of parcels 'A', 'B' & 'C'

This is a good ready to go land assembly with exposure on 401. Note the neighbouring developments and the water and sewers next door. The site is developable now for industrial/commercial uses. What else could we locate here? Soccer fields here?

6h

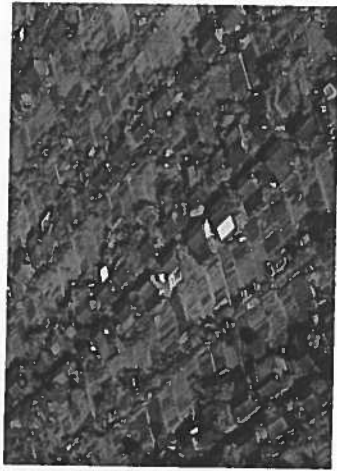




Let's get this right!



**Detroit**



**Geneva**



**THE LONDON PLAN**  
LONDON, LONDON, CONNECTED



I thank You



**THE LONDON PLAN**  
LONDON, LONDON, CONNECTED

(6K)



6m

Good evening. My name is Stephen Turner. I live at 463 Tecumseh Avenue East in the Old South neighbourhood of London.

I'd like to thank Planning staff for engaging on the biggest official plan public consultation exercise possibly in the country and I'd really like to thank the 15,000 Londoners who shared their vision for our city.

The London Plan is inspirational, it's aspirational, it's visionary and it's elegant in its simplicity. It draws from the strengths of our current plan and fixes many historic gaps.

This is an exciting opportunity for councillors to be involved in a complete rework of the City's Official Plan. It's been 25 years since the last time that happened and I think only a few of you were on council then. This is an opportunity to hear what Londoners believe our city can become and an opportunity for you to show us that you listened.

The City has many partners in building our city. Our commercial and industrial sectors. Our educational and health care sectors. Our non-profits. Our governments. Our land developers and home builders. And our citizens. Each plays an essential role. I respect the partnership the city has with developers. They help to enable the execution of the city's plan and the relationship is one of mutual benefit. But during these discussions, I really hope not to hear that this plan is not what the market wants. It's an argument used far too often and has become cliché. I believe that the voices of 15,000 Londoners have clearly articulated 'what the market wants' and this is well reflected in the Draft of the London Plan.

This will be the most important document in the City's toolkit and I believe it should be protected as such. Once passed, it should take more than a simple majority vote of council to change it. If a simple reconsideration motion requires a 2/3rds majority to reopen debate, then why shouldn't that same margin be required to reopen the City's Official Plan?

There are many aspects of this plan that excite me. The creation of Place Types will really help to shape what we want to achieve as we grow. The focus on infill and intensification is very important. The cost to taxpayers of continuing on our current path of development is too high. Pushing our boundaries continuously outward have left us with a \$52 Million infrastructure gap as taxpayers are left to fund new development at the cost of adequately maintaining our existing infrastructure. And, as our State of Infrastructure report projects, this will worsen to almost \$500 Million within 10 years. We cannot continue with 'business as usual'.

I'm excited that the London Plan tackles the need for more affordable housing by setting targets to reach 25%. I am also very glad to see targets for mixed density. It's mentioned that affordable housing can be achieved through incentives such as bonusing but I worry that when given a cart of options, a developer may not choose

(6m)

to leverage affordable housing to achieve that bonus. If this goal is to be met, it may be necessary to use affordable housing as the *only* bonusing tool in those areas where we want to increase our inventory.

There are subdivisions in London where it is almost impossible to run to the store for a litre of milk without hopping in your car. I hope this plan may be the cure to that. Currently, the majority of lands designated for high density development are built at single family residential densities and this needs to be fixed if the growth objectives of the London Plan are to be achieved.

I'm impressed with so many of the environmental considerations within the Plan. The elevation of transit as a priority for our city. The recognition of Food Systems. Policy items such as ending the practice of routinely placing storm water management ponds in environmentally significant areas is a major improvement. I hope changes to sections like site alteration can ensure events like the tree destruction at the Teeple Terrace woodlot could not occur before full sign off was achieved.

I'm happy to see focus on waste diversion and waste management however there seem to be no targets associated with these programs. If the London Plan can build targets into sections on affordable housing or mixed use place types, then it might also be appropriate to add a target for achieving 70% waste diversion or eliminating sewer bypass events that put untreated sewage into our waterways.

There are so many aspects to this plan that five minutes does not quite give it justice but my great predecessors and successors tonight are speaking very well and covering all the bases. I look forward to submitting the rest of my comments to staff and I would like to urge council to support this plan. Having long worked closely with my neighbourhood and many others, I believe it to be a solid reflection of the opinion of Londoners. I believe this to be an opportunity to renew our city and this plan represents the opportunity to engage our citizens not just as residents but as partners.



## Pillar Presentation on ReThink London Plan London City Council Public Session - June 23, 2014

On behalf of London's diverse nonprofit sector, Pillar Nonprofit Network commends the City of London for its extraordinary community outreach in creating The London Plan. It truly is Exciting and Exceptional, and stands as an unprecedented example of community consultation for our city ... and our country ... with more than 15,000 participants.

In response to the comprehensive Plan, Pillar recently hosted a ReThink Community Discussion to review those directions within the Plan, which are resonating most with nonprofit leaders. They include 6 key areas of focus:

- Being a Smart City
- Being a Culturally Rich & Diverse City
- Being a Green City
- Embracing innovative City Design and Healthy Neighbourhoods
- Addressing Homelessness Prevention and Housing, and
- Maximizing our Food Systems amid London's access to rich agricultural lands

We have more than 1,200 nonprofits in our community contributing to the quality of life and social wellbeing of Londoners through arts, education, environment, faith, health, heritage, sports, and social services.

With this vast network, the nonprofit sector plays a critical role in attracting new investments and jobs to our community by providing strong recreational, cultural and social infrastructure.

Nonprofits also provide preventative services, and collectively work tirelessly to make London a great place to live.

As such, we are joining the City in embracing 'CONNECTIONS' as a pivotal theme, and driver for the new London Plan ... and our community's future prosperity.

**To become a Smart City**, open data is the essential *connection* we need to be, and to stay, on the leading edge as engaged citizens, who seize opportunities for positive community impact. The nonprofit sector benefits from ready access to data to more fully understand the community it serves and to make informed decisions on where we apply our limited resources.

With this in mind, we applaud the City's vow to create 'a culture of curiosity', as a fundamental role of the City is to encourage citizens to ask questions. And, together – we are smarter and stronger.

**To be a Culturally Rich and Diverse City**, we must meaningfully engage newcomers and immigrants, prioritize attraction and retention of young people, and harness the experience of the baby boomers.

Research shows that boards of nonprofits and municipal committees are not representative of our community's diversity, yet we need diverse leadership to prosper!

The nonprofit sector is here to support this area of the London Plan by helping to make *connections* between newcomers and the community they wish to engage with. Creating a welcoming City, with a sense of belonging for newcomers generates a social and economic benefit to our city and its residents.

Similarly, younger people are looking to more than nonprofits to have the lens of social responsibility – this is a cross-sector responsibility.

Also, to attract and retain emerging leaders, our City must not only have a heart, but a "soul" and a "vibe" where people are excited to be here, and feel they have places to go, people to

60

see, and things to do. When we visit other cities like Chicago, it is often the arts and culture scene that impacts our memories most.

And, the nonprofit sector is here to work with the City and the private sector to leverage the energy and creativity of the younger generation to create our next Chapter of London.

Similarly, London can be proud of its Age Friendly designation by the World Health Organization. Our community has so many baby boomers eager to give back to their community and we need to harness this energy and talent. Engaging baby boomers in skills based volunteering that aligns with The London Plan priorities just makes sense.

**To be a Green City with Innovative City Design**, the river is our biggest asset and our greatest *connection* to the heart and history of our city. We need only look to other cities with a river to see its amazing potential as a gathering place and a quality of life enhancer.

So, we are delighted to see the river and transit, as key directions in the London Plan. Indeed, these two community components are resonating most with people of *all* ages and backgrounds. London has struggled to address these priorities in the past, so the City's new focus on bike lanes, light rail, and transit villages provides new hope and innovative ways of *connecting* people across the community.

In liaising with Andrew Lockie, CEO United Way London & Middlesex, he points to how the London Plan inspires him with goals of "Building Strong & Healthier Neighbourhoods for everyone." These are powerful words and the "for everyone" needs to be real and realistic.

As a community, we are confident we can achieve this, but must remind the City of what a bold choice this is. We do not know anyone who does not want strong and healthy neighbourhoods for everyone. Still, it is imperative to understand this commitment will impact future decisions, policies and taxes. Please know we strongly believe in this goal, but want to ensure the City fully comprehends its full scope.

For instance, the vast scope of 'strong and healthy neighbourhoods for everyone' truly hits home when **Addressing Homelessness Prevention and Housing**.

There are huge lists for affordable housing, yet the wait list is currently 8 years. So, we need a cross-sector approach with nonprofit, business and government to fully *connect* all the available resources to move from isolated impact to collective impact in order to meet this lofty goal in a reasonable period of time – for those many families waiting for a home.

For example, the London Plan's goal of ensuring 25% of new housing is accessible to low and moderate income households will require a cross-sector strategy. And, the nonprofit sector is ready to play its part at the table.

In the same way, looking for new and innovative ways to **Maximize our Food Systems** amid London's amazing access to rich agricultural lands is key to our future.

From community gardens to major food processors, we have the resources and the *connections* to change existing approaches to food distribution. For example, we recently heard the London Food Bank announce it is looking for new solutions because its current system is not making a paradigm shift. This is a bold and courageous example of social innovation and systems change thinking, which the nonprofit sector supports. And, in fact, we want more bold moves like this one to guide our future planning and City building activities.

So, looking ahead 20 years, there is certainly plenty of promise and potential contained in The London Plan. And, the nonprofit sector is poised to work together as a pivotal partner with the City and the private sector, to make *connections across our community*, so dreams can come true for future generations of Londoners.

(60)

June 23, 2014

Presentation : To Strategic Priorities and Policy  
Committee

Preliminary Feedback on London Plan

Time: 6:40 pm

## THE LONDON PLAN

(para. 53)

### What is the City Structure Plan?

“If you were to think of the city as a human body”

Please note having used the body as the way to explain where we have been and where our growth will be you have started with the “the bones”!

CRITICAL TO THE SUCCESS OF A LONDON PLAN IS TO .  
START AT THE VERY BEGINNING:

### THE BRAIN TRUST

The brain trust is in fact the administration and politicians from the beginning of London that built our body!

The brain directs the heart and everything else in the body; therefore I present you the following life lineage of London:

(a) 1) Blank Sheet - London day 1

Or today if you wanted the best city in the world; the greatest forest city, the greatest people attractor, the best for all people whether seniors, rich or poor; homeless , housing for affordable or the wealthiest,

(b) Use the blank sheet and design a perfect London!

Reality is you have to grow based on the brain trust legacies and you can't hold the masses responsible to provide for the special interests.

(c) 2) the natural progression from Toronto west to the USA . Everybody west of Toronto along 401 corridor is building big empty warehouses; it will happen but is on a road not a skipping rope!

3) What the brain trust has done:

(d) Route map 1895

(e) Route map 1953

(f) Route map 1962

(g) Route map 2014 (you provide)

(h) 4) Summary of some of what administration section of brain trust has done

(g) 5) Summary of some of what political section of brain trust has done

NOW let's assess the heart!

A healthy heart is one that functions at capacity is not overworked and doesn't grow larger in size.

The Parker report on downtown master plan was narrow in focus you now ask us to include S.O.H.O., Horton Street Hydro, Richmond Row, Old East London, Arts Theater with credits; subsidies and bonuses. Your plans are not compatible they are competitive; each in their own (map attach.) (h)

The feet cannot be forced to go where they don't want

to. You should visit Kiwanis Park and see the cattle fence to force where people walk; see the path that goes their way!

Today I give you 7 recommendations; noting in my opinion you haven't discussed the future in reality the public dialogue has been a process of cheerleading the 2-way discussions have never occurred.

The brain trust must face reality with a vision of making it better for us. The brain trust has the ultimate authority and if they don't work together the lessons of the past will not have been teachable moments (refer para. #25 & 8 directions)

Recommendations:

1) Whatever the final legal document all citizens should be advised of possible impact on their present status (no surprises)

2) Legal Council be directed to provide clear and concise direction on challenges to The London Plan Noting first time saw report was May 22. (refer 3 parts to plan attached) (i+j)

3) Address the issue of intensification applying to area inside current city limits including the exempted component of commercial, educational and manufacturing.

4) Staff provide a complete listing of all the projects in the hopper and how the London Plan will affect them. Example is upper end condos / apartments



downtown, Centennial Hall, Sifton, S.O.H.O, Horton St., Rodgers, Health Dept., etc. and how affordable housing fits into all such projects.

5) Finance Dept. demonstrate how financial realistic is it to identify growth in a cost efficient and orderly fashion. (para. #55).

6) Would you identify how this plan will improve the east part of the city that gave you the manufacturing hub for almost 100 years. (may is not an answer).

7) London could be the central hub of western Ontario; would you explain a) how you will achieve this if the communities don't buy in and b) during this process can you quantify the dollars to London provided by surrounding areas; noting they should not be seen as competition but seen as partners.

In conclusion I leave you with this; you can have all the visions of grandeur you wish but nothing will change if you don't fix "The brain trust". Personally I Thought London as a place for people working together to improve their lot; however it appears not. What I see "In the Hopper" is a "body" to do everything as if it had silos rather than a body that looks after its' essential needs first!

In closing I would point out "The brain trust" role doesn't change and we cannot make it. Strategy section is their control to do as they have done to date!

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Footnote:

You each have a package. The contents should be recognized especially from the past eight years where you have chosen to have one sided discussions never to discuss but to treat me as a statistic. You should rename the front section from a strategy to the **ROLE OF THE BRAIN TRUST** and how it gets better!

(60)

(a)

LONDON  
BEGINS

WAY BACK  
BEFORE  
OUR  
TIME

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(60)

BLANK SHEET.

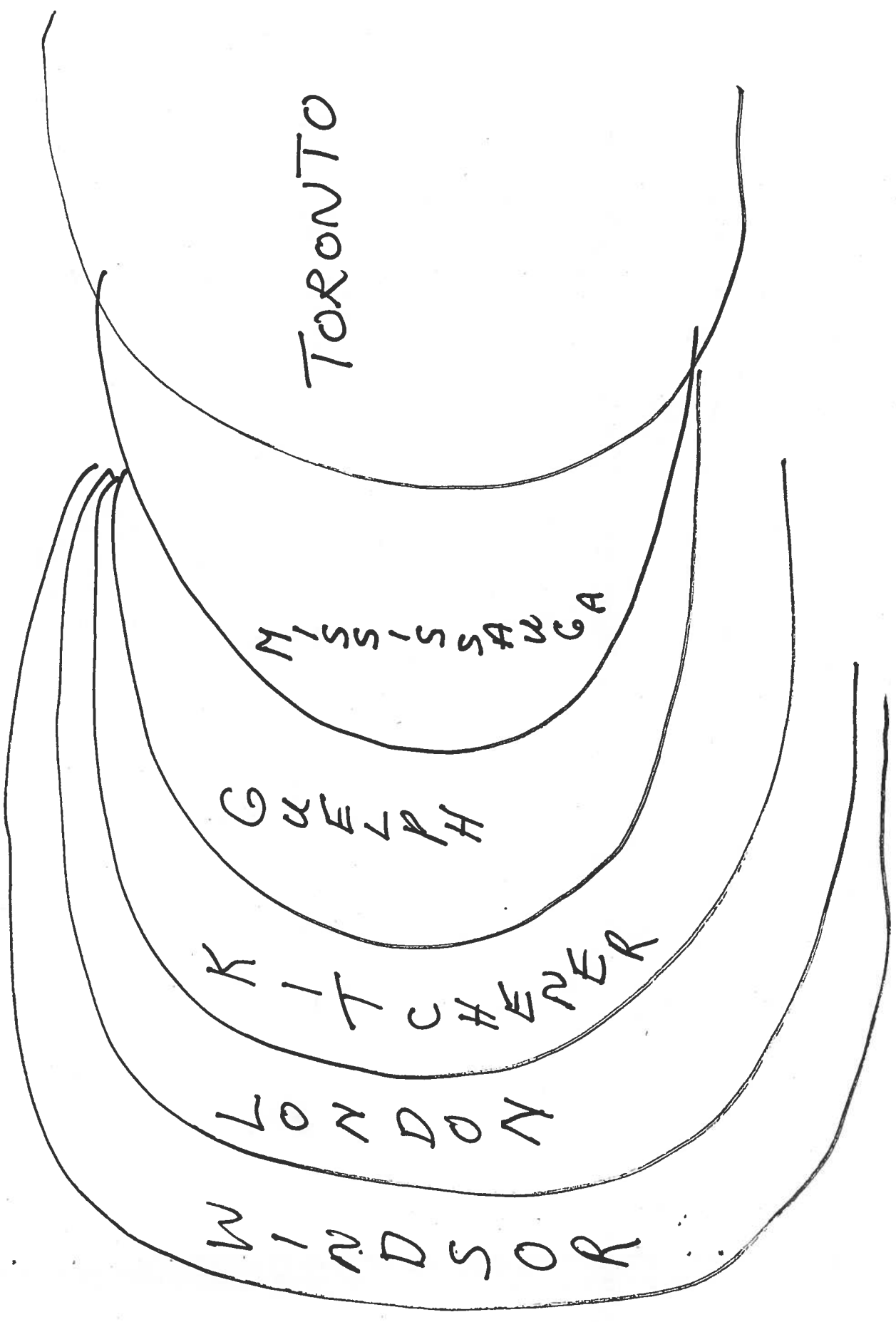
(6)

START AT O  
MAKE THE BEST  
CITY IN THE  
WORLD

REALITY DOESN'T MAKE  
THIS POSSIBLE

LONDON CAN'T/  
DO THIS!

NATURAL GROWTH (c)



TORONTO

MISSISSAUGA

GUELPH

KITCHENER

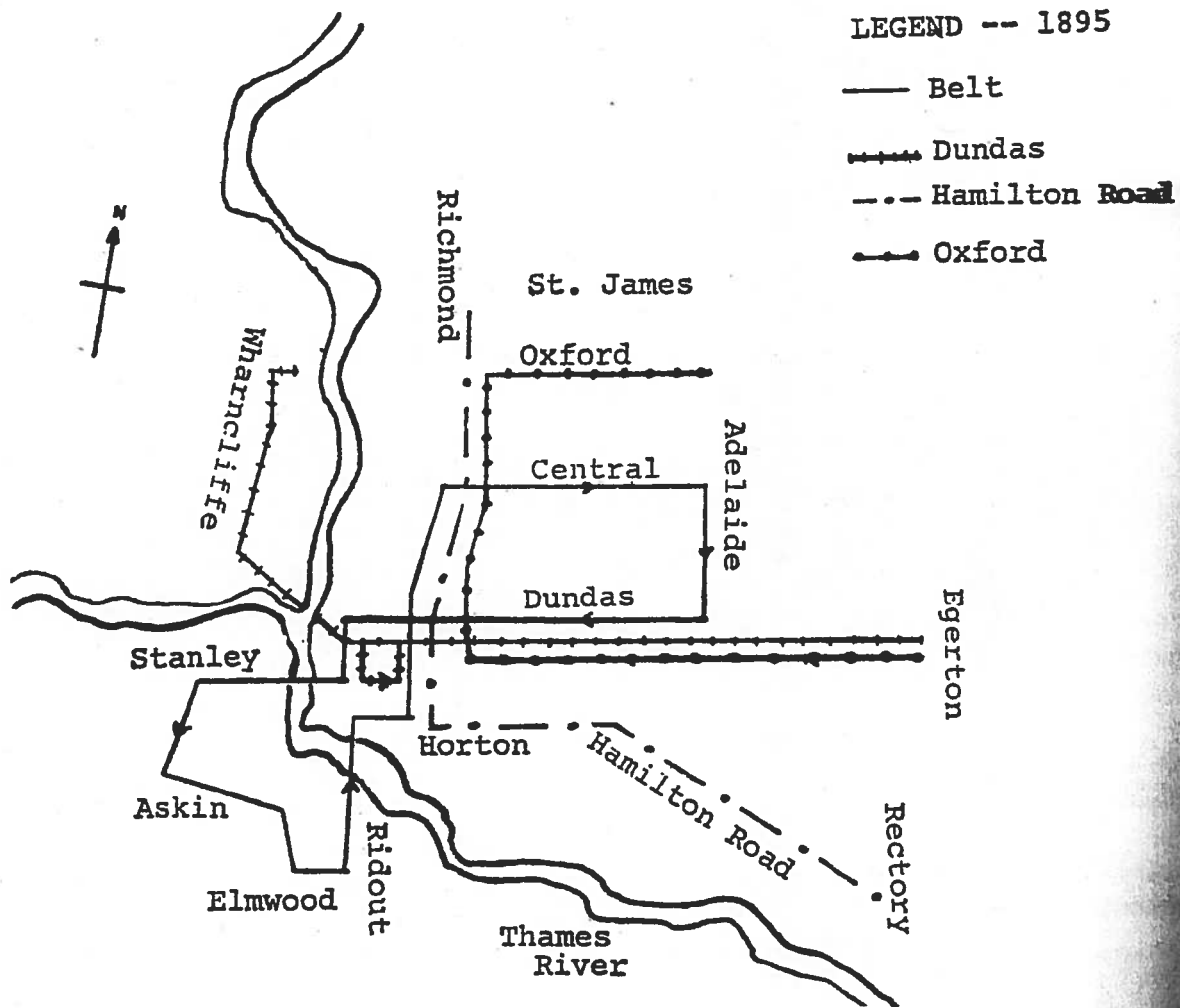
LONDON

WINDSOR

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# Route Map 1895

(d)



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# Route Map 1953

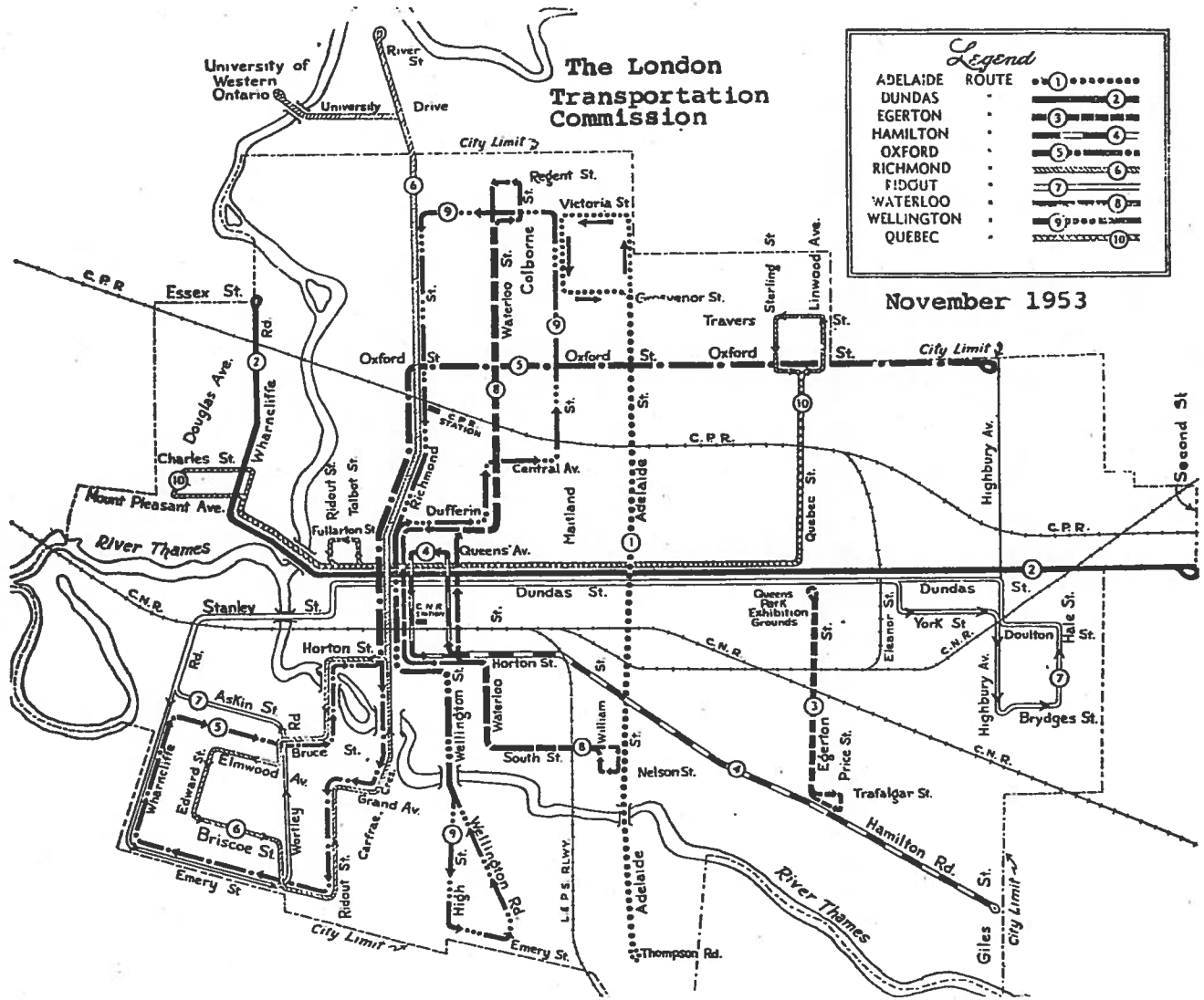
(e)

## The London Transportation Commission

*Legend*

ROUTE	Symbol
ADELAIDE	①
DUNDAS	②
EGERTON	③
HAMILTON	④
OXFORD	⑤
RICHMOND	⑥
FIDGUT	⑦
WATERLOO	⑧
WELLINGTON	⑨
QUEBEC	⑩

November 1953



(60)

(R)

C/27

Dep-1  
name 1

**MAP OF  
THE CITY OF LONDON**  
Oct. 9th, 1962

---

PRICE 50s

Keep this on file



(60)

(9)

2014  
CITY OF  
LONDON  
MAP

(YOU PROVIDE)

(60)

(h)

- The London Plan \* Administration / Experts background
- . Sink hole at Dundas & Wellington aging structure
  - . Citizen engagement task force couldn't deal with accountability of Councilors
  - . Draft master downtown plan costs City Council (not us)
  - . Failure of Springbank dam (not needed for flood control)
  - . Failure of Water reservoir on Highbury Ave.
  - . Railway lines for transit passed it's time
  - . Need to plan city for 1 million people
  - . Historical tree be cut down; destroyed by contractor
  - . Don't have to talk to School Board; on our property
  - . Publicly attacked integrity of School Board & staff
  - . Secret deal at Sunningdale & Adelaide advantage
  - . Tragedy at Dearness Home
  - . Burying of circle blade on Brydges street, (1 Million \$)
  - . Use of reserve funds to cover shortfalls in dept. budgets
  - . Silo approach to protecting their budgets
  - . Approach here is what is going to be done (list comments / no discussions)
  - . Expert advise to Councilors not complete
  - . Apartment on Springbank Drive (9 years)
  - . Conflict with Wortley Village & Coves
  - . Presentation to safety advisory committee about rear entrance yard safety - grannies can look out
  - . Safety advisory committee on downtown safety ignored
  - . Business downtown no; need student disposable income
- THE PAST IS A LESSON - CAN'T IGNORE

### The London Plan \*Politician Background

- . Former Mayor sink hole at Dundas & Wellington caused by failure of new valve
- . New Councilor shocked and surprised when asked about reducing budgets to ZERO and build from there; keep separate & 0 percent increase ( Note this year Council boasted about and praised this action by Dr. Mackie of Health dept.)
- . The killer bees; Fontana 8 and the group of 10 that plotted the demise of Board of Control regardless of debate
- . The Councilor who said " You should never make up your mind until you have heard all the facts"
- . The Councilor who said if you had something of value to say I am sure the task force would listen, provided him information he had for at least 2 months
- . The Councilor who said if you meet the warrants you get; not so with community centers
- . Council that spent several meetings determining the entrance to a building of a private business (Waterloo & Oxford)
- . Council that approved renovations estimated at \$180,000 for main floor which was short on rationale and completeness
- . Councilor that announced money was no object when it came to the Normal school (estimated debenture for next 10years one million \$ followed by a decision not to put up 1\$ towards Lorne Ave. (see para. # 492; 7 & 8 of draft London Plan)
- . Council is adding several more areas to C. Parker Master downtown plan than draft plan covered.
- . October 31, 2012 London Free Press downtown draft master plan ignores safety
- . Council uses process for input because of required process; history shows the conversation is one way unless you are Chamber; urban league; Labor Council
- . Council is inconsistent on public input which supports the claim the 5 minutes is the rule rather than ensuring a person is able to complete their statement, time the rule not the discussion.



Recommendation

#3

Reference Para:  
#96 + 97

### BASIS FOR PLAN

- AGE FRIENDLY LONDON
- HOMELESS + PREU, HOUSING
- STRENGTHENING NEIGHBOURHOODS
- SOUTHWEST PLAN
- S.O. H.O

↳ DOWNTOWN MASTER PLAN

• TRANSPORTATION

\* ENVIRONMENTAL

• HERITAGE

• URBAN / RURAL

• CIVIC INFRASTRUCTURE

\* NATURAL HARAZDS / RESOURCES

↳ START SUMMARIZE TO COVER ALL OF BASE

[ PARA. 96 + 97 ]

FINAL PRODUCT: What can be challenged?

THE LONDON PLAN (OFFICIAL PLAN)

BY LAWS TO COME

### What Are We Trying to Achieve?

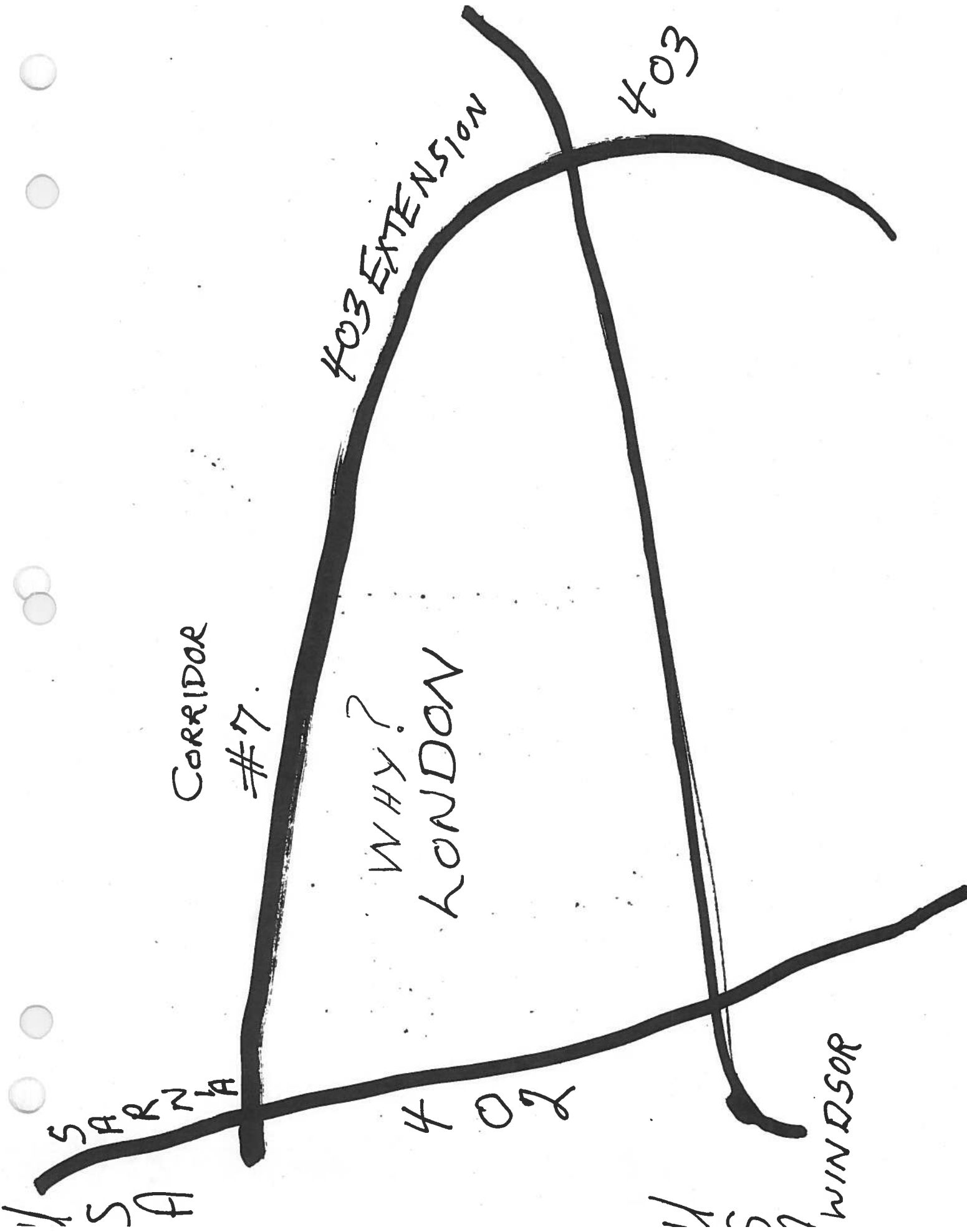
95\_ Our city building policies will set the framework for how we will grow, and the shape, character and form of our city in 2035. These policies establish clear direction for our own projects, as well as those initiated by others.

### How Are We Going to Achieve This?

96\_ These foundational policies must be read in conjunction with the other policies of the Plan. All plans, guidelines, planning and development applications, public projects, public works and by-laws shall conform with these policies.

97\_ The city building policies that follow address:

- Growth Management
- City Design
- Urban Regeneration
- Mobility
- Natural Heritage
- Natural Hazards
- Natural Resources
- Urban Forest
- Parks and Recreation
- Public Facilities and Services
- Civic Infrastructure
- Homelessness Prevention and Housing
- Cultural Heritage
- The Culturally Rich and Diverse City
- Smart City
- Food Systems
- Green City



SARNIA

CORRIDOR #7

WHY? LONDON

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WINDSOR

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403 EXTENSION

609

I am Nancy McSloy, 423 Kathleen Ave. and I want to say thank you for the opportunity to speak today. I am very impressed and supportive of the plan and commend the many people who have participated. My comments are on Public Transit.

For years I worked downtown. I was very fortunate as the Dundas bus passes by my house and my hours were always conducive to the bus schedules. Economically and environmentally it was very feasible. I bought my bus pass every month and was eventually able to claim it on my yearly tax return.

During the past several months I have had the opportunity to work with clients who are very diligently job searching. Many of these clients have exhausted their Employment Insurance benefits and have had to depend on Ontario Works. Many of these clients do not have transportation; however they are able, willing and very keen to join or get back into the workforce.

Factory jobs become available and my clients are ready to work. The problem is that there is not public transit to many of the industrial areas, especially in the east end of London. In some areas there is limited transit service. However if a shift at a factory starts at 7:00 a.m. an employee cannot arrive at 7:10 (for example) to start their shift. Sovereign Rd. is a prime example of this. Some other areas that are affected are Robin's Hill Rd. and the streets behind the Flying J. Both areas have many factories, thus providing employment opportunities but without public transit. I can attest to this as I have been told by community members who have family members who do not drive and even if they did they cannot afford a car. They find themselves driving their kids to work for early morning and late night shifts, often picking up his coworkers along the way.

The lack of transit is not the only issue. In many cases two to three transfers are required in order to get to one's workplace. In the case of late evening and midnight shifts, transit is not available even on the primary routes. In many cases new employees are the ones who get these shifts. I know of a young man in the community who has a minimum wage, four hour per day job. He has to leave his house shortly after 6 a.m. to get to work for 8 a.m. therefore his 20 hour per week job totals nearly 40 hours when the transit time is factored in. In other words this young man is averaging about \$5.50 per hour.

My feedback on The London Plan is positive; I feel that this document is a massive step forward over anything we have ever had. However, in terms of transit planning, I still feel there are a few tweaks that need to be made to it.

In the plan, it details transit villages, such as Masonville and Oakridge that reside along the BRT corridors. Why then, does the BRT corridor end at Fanshawe College, when Argyle, and it's entire commercial and community base, lies only one stop further down the road? Argyle has already been built as a transit village, and is one of only three shopping centers in the city with a stand-alone transit hub.

Additionally, can we expect some more details on industrial route planning, so that not only can we continue to attract employers to London, but also ensure that the employees they hire can get to work?



(6p)

With our unemployment rate being at an all-time high, I feel that it is time to not only address these issues, but to act on them in a very timely manner. The London Plan is put together in such a way to allow for this change to happen, and I greatly support it.

However I ask of you to kindly include slightly stronger language for transit development, as well as expanding the BRT to Argyle. Thank you.

Nancy McSloy

Presented, Monday June 23, 2014

61

## TO ENHANCE THE EDUCATIONAL EXPERIENCE AND QUALITY OF LIFE FOR ALL UNDERGRADUATES AT WESTERN UNIVERSITY

### The London Plan

Your worship, city council, and city staff, thank you for all the hard work you have done through this process. To John Fleming and his team, thank you for taking the time to engage so many Londoners including students and the USC for feedback throughout the ReThink London Process. Your dedication to ensure the future generation had a voice in the London Plan did not go unnoticed. Thank you to city council for the hard work they must now do to make this plan a reality.

This plan is a vision for the London of 2035, not the London of today. Yes students are living in the city of today, but when this plan is finished and the students of today will be approximately 45 years old we will be the ones living the realities in the London Plan.

We deserve a say on our future in this city, and how the London Plan impacts that future.

We thank you for providing us this opportunity to provide feedback on this plan, and our future.

Overall we love this plan. The London of 2035 as seen in this place is the city I and people my age want to live, work and play in.

I am here to talk to you about 3 parts of the London plan and they are a Transit Focused city, culturally rich and diverse city, and Neighbourhoods.

The stats are in, and our generation are not buying cars at the pace our parents' generation did, Forty-six per cent of drivers aged 18 to 24 said they would choose Internet access over owning a car, according to the research firm Gartner. Furthermore, with the average student leaving school with \$24000 in debt it is just not affordable to own a car early in life. These two factors make alternative modes of transportation very important to a city of the future. Students are looking for better public transit options, including rapid transit. We are looking to walk or ride to our local library, pub, or grocery store. We dislike the idea of getting in our car for a 2 minute drive when we could just walk the 5 minutes it takes to get there. The way this plan has embraced rapid transit, and alternative modes of transit give us hope the car focused city we have today could change, and we support that change whole heartedly.

A culturally rich and diverse is important to students, as we are learners constantly looking to broaden our horizons. We have come to the university to explore the world around us and the people that make it up. A city that creates an interesting vibe that focuses on high quality cultural activities, well planned open spaces that can be used for events, and festivals is exactly the place we are looking to hangout. Students want this type of city because it creates the ecosystem where vibrant, and engaging people can collaborate to create small businesses that drive our economy. This plan focuses on the cultural aspects of our city, and that is very important to students.

Contrary to what some people might think students want to live in vibrant, and exciting places that help us connect with other community members. We want our city to have attractive streetscapes, buildings and public spaces that will draw us into the interesting parts of our town, and off Richmond Row. Students also value having employment opportunities close to where we live and they want their living arrangement to be selected from a diversity of living options that are affordable. The inclusion of neighbourhoods and exciting places at the core of the London Plan is exactly what students are looking for from the vision of our city.

Finally, the status quo is not good enough, this city needs to embrace the future and move in the direction of other cities like K-W that are planning for the best future possible. Students like the vision for London 2035, and fully endorse the London Plan, as it embraces our need for proper transit options, creates a culturally diverse city and puts a value on high quality neighbourhoods.



65



LONDON YOUTH ADVISORY COUNCIL

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LONDON, ONTARIO

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WWW.LYAC.CA

Before getting into specifics, I want to thank the city staff and consultants who assisted in the ReThink portion and in developing the published London Plan. I have read eight to nine hundred of the 1,485 paragraphs included in the plan and truly struggled to find areas that I disagreed with.

My name is Scott Wilkinson, I am 25 years old. I grew up in ward 8, left for university and have returned to begin my professional career in public accounting. After working professionally for 3 years, now I am at a fork in the road and am deciding where I want to plant my roots and buy a house. My options are to choose to stay and live in London or seek work elsewhere.

I first want to agree with the definition of millennials (Age 14-34 years old) in paragraph 9 of The London Plan. We are less automobile focused, more environmentally conscious, more likely to seek out highly urban environments and place a high premium on staying connected through social behaviours and technology. At a recent London Youth Advisory Council (LYAC) meeting, there was consensus among the elected youth councillors that we agreed with these traits to describe our generation. But a key trait was brought up during the meeting that wasn't included in the millennial definition. That is our mobility. If we aren't happy our current situation, it is easy to pack up our possessions and leave the city. For the past few years city council has been trying to determine how to mitigate brain drain. Following the principles and spirit of The London Plan, this will achieve exactly that goal of creating an exciting, vibrant and contemporary city that will not only keep people in this town but attract from elsewhere.

I was very impressed with the concept of intensification. The idea that it costs the city three times less to develop and operate the same services to a compact city as opposed to our current urban sprawl or "spread" as they call it in The London Plan is profound. That is a huge amount of savings! As I mentioned previously the millennial generation is seeking more affordable, highly urban environments which allows residents to be more connected. This is the exact answer to what my generation is looking for.

As a politician, this will allow for less costs per capita which means you can reduce taxes or increase the services. Luckily, I'm not here today to discuss those options with you. A perfect complement to the intensification recommended in this plan is rapid transit. The idea that an additional 77,000 people are going to be living in this city and be using the roads is terrifying. Frankly, it is unsustainable for this city to expand in population without a better public transit system. The idea that getting from Masonville to White Oaks would be faster by public transit than by car is something unthinkable, but I look forward to the day that it happens.

By changing planning of services and development from a reactive to proactive policy, a more cost effective, connected and culturally rich city can be created. I look forward to living in a city that is just that.

Thank you for your time.

Scott Wilkinson, CPA, CA  
LYAC Ward 8 Youth City Councillor  
@scottwilkinson3

65



June 23 2014

LONDON YOUTH ADVISORY COUNCIL

Dear Members of London City Council,

As members of the London Youth Advisory Council (LYAC), we are writing in unanimous support of the proposed London Plan. As a map of the city's future, it offers the kind of vision, hope, and opportunity we as millennials are looking for and, if adopted, would encourage us as young individuals to stay in London. It strives to produce environments that are conducive to health and will benefit new and old residents of London.

The London Plan is a way of creating conditions for positive changes and increased opportunities, which should lead to lower unemployment rates, building stronger communities, attracting and retaining people with skills and knowledge to contribute to the city. It is a proactive effort to control the shape of the city not only in its physical form but also in the sense of community felt by the people who live, work, and play here. This is a plan for our generation: not only are London youth the ones who are most likely to be invested and enjoy the full impact of the plan, but will also benefit from the growth it brings to the city.

One of the most important parts of the London Plan is the focus on intensification, especially in the primary transit area. Intensification is beneficial to London because it allows for target areas within the city to become economically and culturally significant, and relieves taxpayers of the costs of unfettered urban sprawl. Suburbs would be complete communities with amenities nearby to accommodate low-mobility individuals of all demographics. Moreover, intensification makes use of current land and structures putting emphasis on redevelopment rather than new development. This also creates affordable housing options for individuals and can ultimately decrease the homelessness rates in London.

A vital section of the London Plan that particularly resonates with LYAC councillors is improving and expanding transit service. The current options are inefficient, inconvenient, and frustrating to use for those who rely on them. Effective and logical transit service would make public transit a viable option for a greater number of people, and contribute to the growth of the city. While suburbs will continue to exist in London, using a rapid transit system supported by intensification will make living in the city more appealing, efficient, and convenient option, while making the city's development more sustainable and cost effective.

The London Plan offers a definition of the Millennial generation as a group that is technologically connected, environmentally conscious, and more likely to choose to live closely with others. We would go further to say that we are also a generation that is increasingly willing to move in order to find meaningful employment opportunities, a sense of community, and a sense that our contributions are valued. We want to be able to bring our skills and knowledge to the city, to help build a stronger and more vibrant London, and implementing the London Plan will help create these positive changes.

Through the goal of efficient land use, the London Plan proposes better utilization of agricultural land, increased green space, and alternative mobility options to create healthy neighbourhoods. The LYAC places significance on strategies for prevention of chronic illness through education, healthy eating and active lifestyles. The LYAC believes these goals are interwoven into the London Plan, and agree that being apart of a community that supports sustainability, cultural diversity, and healthy environments, is in alignment with London youth's core values and interests. Complete communities create supportive environments for youth and their families to grow and continue to contribute to the development of the city as a whole.

Regards,

Members of the London Youth Advisory Council

(64)



June 19, 2014

City of London  
300 Dufferin Avenue  
London, Ontario  
Emailed

Attention: Chair and Members of the Strategic Priorities and Policy Committee

**Re: The London Plan**

Dear Chair and Committee Members:

On behalf of the members of the London Home Builders' Association, we respectfully ask that the comments period for The London Plan be sufficient to allow for full review and engagement by the public and the industry.

Development of the new Official Plan has been a huge undertaking over a number of years. To the credit of the Planning Department and City Council, engagement during the consultation period was encouraged and even sought after. Response was high because of this.

In keeping with this spirit of engagement, and as the Plan has only just recently been released in its final format, time is needed for all stakeholders to be able to adequately review the 400+ pages.

The London Plan plays a critical role in establishing the look and operation of our city for 20 years into the future. To rush this final stage of engagement, by passing it during this term of Council, would be a disservice to the community and to all those who have participated.

Yours truly,

Lois Langdon, Executive Officer

**London Home Builders' Association**

*Mission Statement* - LHBA is committed to provide a forum for its members to share information and experience; promote ethical building and business practices; be the voice of the residential construction industry in London and to work towards the betterment of our community.

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60

# London Development Institute

June 20, 2014

By Email

City of London  
300 Dufferin Avenue  
London, Ontario  
N6A 4L9

Attn.: Chair and Members of the Strategic Priorities and Policy Committee

**Re: The London Plan**

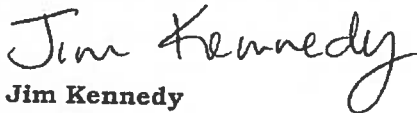
Chair and Members of the Committee,

The LDI does not agree that the consultation period for The London Plan should be rushed to have the plan passed by the current Council. The plan has been three years in the making and time is required to be able to do a comprehensive review of the 401 page document plus mapping.

This plan will set the direction for growth in the city over the next twenty year period and a proper review by the industry and the public is needed before it is passed by Council.

We will provide our comments to staff as our review progresses over the coming months.

Sincerely,  
**London Development Institute**



**Jim Kennedy**  
President, LDI

cc LDI Members

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..... developing and planning for a strong London

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cutting through complexity

## Economic Development Review

The Corporation of the City of London

June 23, 2014

## Project Purpose and Methodology

1. Review the model and structure for delivering economic development
2. Explore opportunities whereby economic development activities can be better co-ordinated and organized
3. Reviewed the City's Economic Development Strategy
4. Reviewed the Coordination of City Economic Development Resources
5. Reviewed London Economic Development Corporation Model
6. Reviewed Industrial Land Strategy
7. Reviewed a Range of Potential Models
8. Summarized our Findings and Recommendations

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## Observations and Recommendations

Observations	Recommendations
<ol style="list-style-type: none"> <li>1. No Single Best Economic Development Model <ul style="list-style-type: none"> <li>• Effective Models are Guided by a Comprehensive Strategy</li> <li>• The City lacks a Cohesive Economic Development Strategy</li> </ul> </li> </ol>	<ol style="list-style-type: none"> <li>1. That Council authorize the City Manager's Office to lead development of Broad and Inclusive Community Economic Development Strategy</li> </ol>
<ol style="list-style-type: none"> <li>2. Current Purchase of Service Agreement model with LEDC is: <ul style="list-style-type: none"> <li>• Appropriately Implemented</li> <li>• Effectively Implemented</li> </ul> </li> </ol>	<ol style="list-style-type: none"> <li>2. Current Purchase of Service Agreement model (PSA) with LEDC should be continued and renewed at the expiry of the current Agreement</li> </ol>
<ol style="list-style-type: none"> <li>3. Coordination of the Various Funded Economic Development Organizations Works Well: <ul style="list-style-type: none"> <li>• No significant Overlaps</li> </ul> </li> </ol>	<ol style="list-style-type: none"> <li>3. Nature of interactions of these organizations be Documented in the Economic Strategic Plan.</li> </ol>

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## Observations and Recommendations (Cont'd)

Observations	Recommendations
<ol style="list-style-type: none"> <li>4. Council is Not Receiving An Appropriate Level of Information Exchange</li> </ol>	<ol style="list-style-type: none"> <li>4. SPPC to receive during budget approval process an overview from each City-funded economic development organization outlining: <ul style="list-style-type: none"> <li>• their strategic goals and focus areas,</li> <li>• measures of performance</li> </ul> </li> </ol>
<ol style="list-style-type: none"> <li>5. Council Should be More Aware of City's Economic Development Strategy and It's Progress <ul style="list-style-type: none"> <li>• IEPC tends to minimize Council's role</li> </ul> </li> </ol>	<ol style="list-style-type: none"> <li>5. Within the next term, Council make a determination as to the ongoing benefit of IEPC for economic development and IEPC's defined mandate.</li> </ol>
<ol style="list-style-type: none"> <li>6. Updated Industrial Land Development Strategy has been Approved</li> </ol>	<ol style="list-style-type: none"> <li>6. Implement the Strategy as Approved</li> </ol>

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