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File: O-8014/O-8362

TO:	CHAIR AND MEMBERS PLANNING & ENVIRONMENT COMMITTEE
FROM:	JOHN M. FLEMING MANAGING DIRECTOR, PLANNING AND CITY PLANNER
SUBJECT:	APPLICATION BY: CITY OF LONDON LANDS SOUTH OF EXETER ROAD, NORTH OF DINGMAN DRIVE, EAST OF WHITE OAK ROAD AND WEST OF THE OF THE MARR DRAIN RECOMMENDED URBAN GROWTH BOUNDARY EXPANSION FOR FUTURE INDUSTRIAL GROWTH PUBLIC PARTICIPATION MEETING ON MARCH 23, 2015

RECOMMENDATION

1. That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the application of City of London relating to the lands south of Exeter Road, north of Dingman Drive, east of White Oak Road and west of the Marr Drain:

(a) the proposed by-law attached hereto as Appendix 'A' **BE INTRODUCED** at the Municipal Council meeting on March 31, 2015 to:

- i) Amend Schedule "A", Land Use, of the Official Plan to change the designation of the subject lands **FROM** a "Light Industrial" designation, and a "General Industrial" designation **TO** a "Transitional Industrial" designation, "Commercial Industrial" designation, an "Urban Reserve Community Growth" designation, an "Open Space" designation and "Environmental Review" designation; and
- ii) Amend the Official Plan to **BY ADDING** a new policy Section 7.5 (Transitional Industrial) and Section 7.6 (Commercial Industrial).

(b) the proposed by-law attached hereto as Appendix 'B' **BE INTRODUCED** at the Municipal Council meeting on March 31, 2015 to:

- i) Amend Schedule 2, Multi-Use Pathways and Parks of the Southwest Area Secondary Plan in accordance with clause (a) above to change the designation of the subject lands **FROM** an "Industrial" designation **TO** a "Transitional Industrial" designation, "Commercial Industrial" designation, an "Urban Reserve Community Growth" designation and an "Open Space" and "Environmental Review" designation;
- ii) Amend Schedule 4, Southwest Area Land Use Plan of the Southwest Area Secondary Plan in accordance with clause (a) above to change the designation of the subject lands **FROM** an "Industrial" designation **TO** a "Transitional Industrial" designation, "Commercial Industrial" designation, an "Urban Reserve Community Growth" designation and an "Open Space" and "Environmental Review" designation;
- iii) Amend Schedule 11, South Longwoods Residential Neighbourhood Land Use Designations of the Southwest Area Secondary Plan in accordance with clause (a) above to change the designation of the subject lands **FROM** an "Industrial" designation **TO** a "Transitional Industrial" designation, "Commercial Industrial" designation, an "Urban Reserve Community Growth" designation and an "Open Space" and "Environmental Review" designation;

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- iv) Amend Schedule 13, North Longwoods Residential Neighbourhood Land Use Designations of the Southwest Area Secondary Plan in accordance with clause (a) above to change the designation of the subject lands **FROM** an “Industrial” designation **TO** a “Transitional Industrial” designation, “Commercial Industrial” designation, an “Urban Reserve Community Growth” designation and an “Open Space” and “Environmental Review” designation;
 - v) Amend Schedule 15, Dingman Industrial Land Use Designations of the Southwest Area Secondary Plan in accordance with clause (a) above to change the designation of the subject lands **FROM** an “Industrial” designation **TO** a “Transitional Industrial” designation, “Commercial Industrial” designation, an “Urban Reserve Community Growth” designation and an “Open Space” and “Environmental Review” designation;
 - vi) Amend Schedule 16, Brockley Industrial Land Use Designations, of the Southwest Area Secondary Plan in accordance with clause (a) above to change the designation of the subject lands **FROM** an “Industrial” designation **TO** a “Transitional Industrial” designation, “Commercial Industrial” designation, an “Urban Reserve Community Growth” designation and an “Open Space” and “Environmental Review” designation; and
 - vii) Amend the Southwest Area Secondary Plan **BY ADDING** new policies for “Transitional Industrial”, “Commercial Industrial” and “Urban Reserve Community Growth” in Section 20.5.13 (Dingman Industrial Neighbourhood).
2. That, on the recommendation of the Managing Director, Planning & City Planner, the following actions **BE TAKEN** with respect to the Industrial Lands Review:
- a) The proposed by-laws attached hereto as Appendix ‘C’ **BE INTRODUCED** at the Municipal Council meeting of March 31, 2015 to:
 - i) Amend Schedule “A”, Land Use, of the Official Plan to add additional lands located south and east of the “Forest City Industrial Park”, within the Urban Growth Boundary (UGB) for future industrial uses; and
 - ii) Change the designation of the subject lands identified to be included within the Urban Growth Boundary as amended by clause 2.a.i) above **FROM** “Agriculture” **TO** “Urban Reserve-Industrial Growth”;
 - b) The proposed by-laws attached hereto as Appendix ‘D’ **BE INTRODUCED** at the Municipal Council meeting of March 31, 2015 to:
 - i) Amend Schedule “A”, Land Use, of the Official Plan to add additional lands located north of Highway 401, west of Old Victoria Road, and south of Bradley Avenue, within the Urban Growth Boundary (UGB) for future industrial uses; and
 - ii) Change the designation of the subject lands identified to be included within the Urban Growth Boundary as amended by clause 2.b.i) above **FROM** “Agriculture” **TO** “Urban Reserve-Industrial Growth”;
 - c) The proposed by-laws attached hereto as Appendix ‘E’ **BE INTRODUCED** at the Municipal Council meeting of March 31, 2015 to:
 - i) Amend Schedule “A”, Land Use, of the Official Plan to add additional lands south of Highway 401, east of the Veterans Memorial Parkway extension, and north of Wilton Grove Road, within the Urban Growth Boundary (UGB) for future industrial uses; and
 - ii) Change the designation of the subject lands identified to be included within the Urban Growth Boundary as amended by clause 2.c.i) above **FROM** “Agriculture” **TO** “Urban Reserve-Industrial Growth”;
 - d) The proposed by-law attached hereto as Appendix ‘F’ **BE INTRODUCED** at the Municipal Council meeting of March 31, 2015, to change the Official Plan designation of environmental features identified in the 2008 Environmental Review Lands Study as

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Patches 10180, 10148, and Patch 10172 east of the Veterans Memorial Parkway extension, located at 3141 Old Victoria Road, 1766 Wilton Grove Road, 1806 Wilton Grove Road, 2316 Wilton Grove Road, 2338 Wilton Grove Road, 2396 Wilton Grove Road, and “Westminster Con S 2 PT Lot 3” generally located east of 2396 Wilton Grove Road, **FROM** “Environmental Review” **TO** “Open Space” in Schedule A – Land Use, and **FROM** Unevaluated Vegetation Patches” **TO** “Significant Woodlands” in Schedule B1 – Natural Heritage Features;

- e) The proposed by-law attached hereto as Appendix ‘G’ **BE INTRODUCED** at the Municipal Council meeting of March 31, 2015, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan as amended in clause 2.a) above, to change zoning of environmental features identified in the 2008 Environmental Review Lands Study as Patch 10148, located at 1766 Wilton Grove Road and 1806 Wilton Grove Road **FROM** “Environmental Review” (ER) zone **TO** “Open Space” (OS5) zone;
 - f) The proposed by-law attached hereto as Appendix ‘H’ **BE INTRODUCED** at the Municipal Council meeting of March 31, 2015, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan as amended in clause 2.b) above, to change zoning of environmental features identified in the 2008 Environmental Review Lands Study as Patch 10180, located at 3141 Old Victoria Road, **FROM** “Environmental Review” (ER) zone **TO** “Open Space” (OS5) zone;
 - g) The proposed by-law attached hereto as Appendix ‘H’ **BE INTRODUCED** at the Municipal Council meeting of March 31, 2015, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan as amended in clause 2.c) above, to change zoning of environmental features identified in the 2008 Environmental Review Lands Study as Patch 10172 east of the Veterans Memorial Parkway extension, located at 2316 Wilton Grove Road, 2338 Wilton Grove Road, 2396 Wilton Grove Road, and “Westminster Con S 2 PT Lot 3” generally located east of 2396 Wilton Grove Road **FROM** “Environmental Review” (ER) zone **TO** “Open Space” (OS5) zone; and
 - h) The proposed by-law attached hereto as Appendix ‘I’ **BE INTRODUCED** at the Municipal Council meeting of March 31, 2015, to change “Chapter 9 – Agriculture, Rural Settlement and Urban Reserve Land Use Designations” of the Official Plan to add a new Section 9.2.10.1 to include policy distinguishing Type ‘A’ and Type ‘B’ land uses for MDS calculations for the subject lands identified to be included within the Urban Growth Boundary as amended by clause 2.c.i) above.
3. That, on the recommendation of the Managing Director, Planning & City Planner, the Draft Terms of Reference for the White Oak/Dingman Area Secondary Plan attached hereto as Appendix ‘I’ **BE CIRCULATED** for review and comment by City departments, agencies, land owners, community groups and the general public, and that a public participation meeting of the Planning and Environment Committee to consider adoption of the Terms of Reference, as revised based on public input, be scheduled for a future date.
 4. That as a result of the redesignation of the Industrial lands in the White Oak/Dingman Drive area and with respect to the previous financing of services to that area, staff be authorized to:
 - a) use the Development Charges Stormwater Management Reserve Fund to affect a capital budget adjustment to refinance the previous purchase of the land for the Old Oak SWM facility serving the area, it being noted that this will result in the recovery of approximately \$900,000 previously invested by the taxpayer, and transfer the funding obligation of this expenditure to the DC SWM reserve fund;
 - b) assign “Contingency Facility A” included in the 2014 Development Charges Study to provide stormwater servicing for the former Old Oak SWM Facility, with construction timing of the facility to be established through a future Growth Management Implementation Strategy Update, based on the direction of the Secondary Plan;
 - c) amend the capital budget to remove the previously approved unspent budget for construction of the Old Oak SWM pond (ES2485), until the construction timing is determined through the GMIS process, at which time the budget for construction and

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design should be reestablished with DC funding; and

- d) take no further action with respect to previous cost allocations for recent past investments in sanitary and water infrastructure serving the broader southern area of the City, including the subject lands being redesignated.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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November 10, 2008	Planning Committee, "Environmental Review Lands Study Final Report"
March 5, 2012	Strategic Priorities and Policy Committee, "Status of the 2011 Industrial Land Development Strategy Update"
December 4, 2012	Strategic Priorities and Policy Committee, "O-8014: Industrial Lands Review"
December 18, 2012	Investment and Economic Prosperity Committee, "A Path to Prosperity: Community Business Ideas to Stimulate our Economy"
April 23, 2013	Planning and Environment Committee, "O-8014: Industrial Lands Review Public Participation Meeting"
March 17, 2014	Strategic Priorities and Policy Committee, "Industrial Land Development Strategy"
June 17, 2014	Planning and Environment Committee, "Industrial Land Review: Urban Growth Boundary for Future Industrial Growth"
September 9, 2014	Planning and Environment Committee, "O-8362: City of London lands south of Exeter Road, north of Dingman Drive, east of White Oak Road and west of the Marr Drain Public Participation Meeting"
September 23, 2014	Planning and Environment Committee, "O-8014: Industrial Lands Review"

PURPOSE AND EFFECT OF RECOMMENDED ACTION

The purpose and effect of the recommended action is to:

- 1) Remove the industrial designation for the majority of the lands delineated as south of Exeter Road, north of Dingman Drive, east of White Oak Road and west of the Marr Drain;
- 2) Re-designate these lands for variety of different non-industrial uses;
- 3) Circulate, for review and comment, the draft Terms of Reference to prepare a Secondary Plan for these lands; and,
- 4) Expand the Urban Growth Boundary to establish industrial opportunities at strategic locations that will support economic development and prosperity in London and Southwestern Ontario.

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RATIONALE

1. The proposed Official Plan amendments are consistent with the Provincial Policy Statement, 2014, including:
 - 1.1.1 Healthy, liveable and safe communities are sustained by:
 - a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term.
 - b) accommodating an appropriate range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long-term needs.
 - 1.1.2 Making sufficient land available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years.
 - 1.1.3 Allowing for an expansion to a settlement area boundary only at the time of a comprehensive review and demonstrating that the criteria for such expansion under the Provincial Policy Statement have been met, including consideration of alternatives to expanding on prime agricultural land and adhering to minimum distance separation requirements.
 - 1.2.6 Planning major facilities and sensitive land uses to ensure they are appropriately designed, buffered and/or separated from each other to prevent or mitigate adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term viability of major facilities.
 - 1.3.1 Promoting economic development and competitiveness by:
 - a) providing for an appropriate mix and range of employment to meet long-term needs.
 - b) providing opportunities for a diversified economic base, including a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses.
 - 1.3.2 Planning for, protecting and preserve employment areas for current and future uses.

Permitting the conversion of lands within employment areas to non-employment uses through a comprehensive review, where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion.

Protecting employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations.
 - 1.5.1 Promoting healthy, active communities by planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages.
 - 1.6.6 Promoting the efficient use and optimization of existing infrastructure.
 - 1.6.8 New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

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- 1.7.1 Supporting long-term economic prosperity by promoting for economic development and community investment readiness.
- 2.1.1 Protecting natural features and areas for the long term.
- 2. The proposed amendments are consistent with policies of the City of London Official Plan relating to industrial uses and objectives, land requirements, and economic development objectives.
- 3. The White Oak/Dingman area lands are not desirable or suitable to be retained as employment lands based on their location and market demand, as well as the potential for future compatibility issues as the surrounding area developing for non-industrial uses.
- 4. It has demonstrated that the land is not required for employment purposes over the long term – it has been demonstrated that the White Oak/Dingman lands are not suitable to attract economic opportunities and meet London’s employment needs over this long term period.
- 5. The proposed Amendments will not increase the total amount of land city-wide that has been identified for industrial development as a result of the redesignation of lands previously identified for industrial land uses to non-industrial land uses.
- 6. The proposed Amendments will add lands to the Urban Growth Boundary required to meet the City’s strategic and locational industrial land needs such that the City and region can attract economic and employment opportunities .
- 7. The proposed Official Plan amendments will implement the recommendations of the Industrial Lands Study and the City’s Industrial Land Development Strategy.
- 8. The recommended Official Plan and Zoning By-law amendments implement the findings of the Environmental Review Lands Study 2008.

BACKGROUND

As part of the City’s five year Official Plan Review, Council directed that the issue of future industrial land needs be undertaken as part of the completion of the Official Plan review process. This process, and the outcomes, is described below.

At its meeting of October 4, 2011, Municipal Council resolved:

That, on the recommendation of the Director, Land Use Planning and City Planner, the following actions be taken regarding following actions BE TAKEN with respect to the 2011 Official Plan Review process:

- (a)
- d. *the Civic Administration **BE DIRECTED** to bring forward the updates to the Industrial Land Strategy and report on related adjustments to the Urban Growth boundary prior to the Comprehensive Review.*

Following on this direction, the need for expanding the urban growth boundary has been conducted together with the City of London’s Official Plan review launched in 2012. The process began in 2012 with the preparation of growth forecasts by Altus Group Economic Consulting.

In November of 2012, R.W. Panzer Planning Consultant completed a comprehensive review of the supply and demand for industrial uses over the time horizon of the new Official Plan. This review was presented to Council’s Strategic Priorities and Policy Committee in December of 2012, with the addition of a staff report that summarized the study and its results. The study recommended an expansion to the urban growth boundary of 500 ha for industrial land uses and identified a series of criteria that should be considered in evaluating

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where this expansion should occur. These criteria were in keeping with those criteria identified in the Provincial Policy Statement.

In April of 2013, a public meeting was held to allow stakeholders, the public and property owners to identify which lands they believed should be included in the urban growth boundary if it is to be expanded. The accompanying report outlined the criteria that are to be considered in any such expansion, consistent with the Provincial Policy Statement.

In June of 2014, Planning Staff presented a report and recommendation to the Planning and Environment Committee which recommended an expansion to the Urban Growth Boundary of 300 ha for industrial land uses. The report undertook a further review of the need for an urban growth expansion and also identified/recommended lands that should be brought within the urban growth boundary for industrial purposes. The report evaluated a variety of options for expanding the urban growth boundary, based on a series of evaluation criteria that are consistent with the matters to be considered expressed in the Provincial Policy Statement.

At the September 9, 2014 meeting of the Planning and Environment Committee, an Official Plan amendment to change to the designation for approximately 180 ha of lands within the White Oak/Dingman area from “Light Industrial” and “General Industrial” to “Transitional Industrial”, “Urban Reserve Community Growth”, “Open Space” and “Environmental Review” to consider alternative land designations, including residential uses, and to allow existing uses to transition to new uses were recommended.

The land use review evaluated the existing industrial lands within the study area and determined it is appropriate for them to be redesignated to non-industrial uses. The planning framework as set out in the Provincial Policy Statement and the Official Plan demonstrated that there is justification for the conversion of lands to non-employment uses. Subsequently, Municipal Council directed staff to report back on a number of items through the following resolution:

Municipal Council, at its session held on September 18, 2014 referred clause 18 of the 16th Report of the Planning and Environment Committee back to the Civic Administration to undertake further review and consultation and report back at a future meeting of the Planning and Environment Committee.

As noted above, a comprehensive review of the City’s industrial land needs and supply was undertaken through the Industrial Lands Study in December 2012. The City subsequently began the Industrial Urban Growth Boundary (UGB) review in April 2013. Concurrently, the City initiated an update to the Industrial Land Development Strategy (ILDS), identifying the City’s long-term goals and strategy for industrial land planning, servicing, development, acquisitions and marketing. The updated ILDS was approved by Council in April 2014. At the October 1, 2014 meeting of Council it was resolved that the Industrial Lands Review and the Industrial Urban Growth Boundary be deferred to a future meeting of the Planning and Environment Committee for reasons of ensuring coordination with the related White Oak/Dingman area Official Plan Amendment, and to ensure minimum distance separation (MDS) between livestock operations and other land uses were addressed.

The following report serves to provide the coordinated review and includes recommendations on the Urban Growth Boundary for future Industrial land uses and other related recommendations.

COMPREHENSIVE REVIEW / INDUSTRIAL LANDS DEVELOPMENT STRATEGY

This report addresses two interrelated aspects of the City’s comprehensive review of industrial lands. Policy 1.3.2.2 of the Provincial Policy Statement, 2014, relates to the need to undertake a comprehensive review for the purposes of converting employment lands to non-employment uses. This is reviewed in the discussion regarding the White Oak/Dingman lands.

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The comprehensive review has also been undertaken to satisfy policy 1.1.3.8 of the Provincial Policy Statement, 2014, to provide for the expansion of the Urban Growth Boundary. This is further discussed in this report as part of the 'Urban Growth Boundary for Future Industrial Growth' section.

The following report is divided into two main parts:

Part 1 – White Oak/Dingman Area: From Industrial to Non-industrial Land Use

Part 2 – Urban Growth Boundary Expansion For Future Industrial Growth

PART 1 – WHITE OAK/DINGMAN AREA: FROM INDUSTRIAL TO NON-INDUSTRIAL LAND USES

Part 1 of this report deals with the lands identified as the White Oak/Dingman Area and the potential for re-designated a large portion of these lands from industrial to non-industrial land uses. The Provincial Policy Statement states that municipalities are to “plan for, protect and preserve employment areas...” Policy 1.3.2.2 requires that Planning authorities may permit conversion of lands within employment areas to non-employment uses through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion”

Consistent with the Provincial Policy Statement, Part 1 is intended to provide for this review. The analysis in this report builds upon the Industrial Land Study, the Industrial Land Strategy and the previous reports that are cited above in this document.

Southwest Area Secondary Plan

The White Oak/Dingman area is within the Southwest Area Secondary Plan (SWAP). In February, 2009, Municipal Council approved the Terms of Reference for the Southwest Area Study. The terms of reference identified that the study was to provide a comprehensive assessment of the opportunities and constraints for the planning and development of the study area and to determine the appropriate land use designations for the area.

The study area included all of the Urban Growth Area south of Southdale Road, east of Dingman Creek, and north of Highways 401/402 and including Brockley Planning Area. Recognizing that substantial tracts of land have already developed for urban uses, or designated and planned for development through previous area planning studies, the study focused on lands currently undeveloped and designated in the Official Plan as “Urban Reserve”. Areas of existing development were reviewed for the purposes of background studies (servicing, transportation, and natural heritage, etc.); however, the intent of the study was not to recommend changes to the Official Plan land use designation of these areas, or to planning applications that were being considered by the City at the time. Specifically, the study provided the basis for an Official Plan Amendment to designate lands from “Urban Reserve” to appropriate land use designations.

The SWAP was a two year public process that included a comprehensive review of all lands in the study area including industrial lands, and resulted in redesignation of industrial lands to other uses such that the portion of redesignated lands could be applied to other areas within the City more suited to future industrial development. This Council-approved Secondary Plan was appealed to the Ontario Municipal Board. The Plan was upheld at the recent hearings and the SWAP is now in effect.

Through the Southwest Area Secondary Plan, the City reviewed lands designated for future industrial uses and determined that there was justification to remove 345 hectares of industrial land and re-designate them to residential, commercial and other uses. The rationale for re-designating areas of lands designated as “Light Industrial” and “Urban Reserve-Industrial Growth” to other land uses designations through the Southwest Area Secondary Plan was to create complete communities, protect natural heritage lands, avoid future land use conflicts, and remain economically competitive.

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Of the 345 hectares of lands that were re-designated, 180 hectares were re-designated to Low Density Residential (LDR). The 180 hectares re-designated for LDR is identified for the purposes of the Industrial UGB expansion because LDR lands are the limiting factor for Community Growth UGB expansion. The City has a larger supply of medium and high density residential lands and the total supply of lands currently designated for both Medium Density Residential and High Density Residential development is greater than twenty years. The remainder of the 345 ha re-designated in SWAP was changed to Medium Density Residential, Open Space and other designations.

It is important to note that the redesignation of these lands from industrial to Low Density Residential uses meant that the City had sufficient vacant land to accommodate residential development over the next 20 years and, as a result, did not have to expand the urban growth boundary for residential uses through the Official Plan review process. The “Light Industrial” lands were re-designated based upon the overall direction of the Secondary Plan to create more complete communities, provide opportunities for appropriate future development, protect natural heritage and in recognizing that those lands had not fully developed for industrial purposes and were not appropriately located to meet current and future demands.

Background Information for White Oak/Dingman Area

The City of London has initiated an Official Plan Amendment to conduct a review of the land uses within the White Oak/Dingman area. The study area includes lands south of Exeter Road, north of Dingman Drive, east of White Oak Road and west of the Marr Drain. The land use review has been initiated as a result of two major landowners’ request that the City review the Industrial designation of these lands to have them considered for alternative land use scenarios. The purpose of the review is to evaluate the existing industrial lands within the study area, which includes the landowners’ requests, to determine if it is appropriate for them to be continued for industrial purposes or whether they should be re-designated to non-industrial uses (residential, commercial, institutional and open space). The possible redesignation of industrial lands will need to be consistent with the policies of the Provincial Policy Statement and conform to the Official Plan.

The landowners’ request to have their lands considered for non-industrial land uses is timely, as the City has undertaken a comprehensive review of its industrial lands as part of the five-year review of London’s Official Plan and the recent Industrial Land Development Strategy. The comprehensive review assessed future industrial land demand and supply factors to determine the need to expand the Urban Growth Boundary (UGB) for the inclusion of new industrial lands. The findings of the study indicated that the current supply of vacant industrial land can quantitatively accommodate the projected demand for industrial land for the 20 year period (2011 to 2031), however, the Industrial Land Development Strategy has concluded that much of this capacity is in small, fragmented parcels, and is not located in areas that would meet current industrial land location requirements. Given the timing of the request, there is an opportunity to consider it as part of the Industrial Lands Review. The landowners’ request accounts for approximately 45 percent of the study area. This report will assess the industrial lands in study area and determine if there is justification for the conversion of the lands to non-industrial uses.

Provincial Policy Statement Requirement for Comprehensive Review

To consider a change in land use designation from industrial to non-industrial it has to be demonstrated that justification exists under the provisions of the Provincial Policy Statement (PPS) and the City’s Official Plan. The policy framework of the PPS and the Official Plan provide direction and criteria for the conversion of lands within employment areas to non-employment uses. Summarized below are the applicable policies of the PPS and the Official Plan that will be used to guide the review of industrial lands within the White Oak/Dingman area.

The Employment Area policies contained Section 1.3.2 of the PPS provide the following criteria that must be met in order for a conversion of employment lands to be justified.

1. The conversion may only be permitted through a comprehensive review;
2. It has to be demonstrated that the land is not required for employment purposes over the long term; and
3. That there is a need for the conversion.

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In addition to the policy framework set out in the PPS, conversion of lands within employment areas must be consistent with the Official Plan. Policy 2.7.4 of the Official Plan provides a framework consistent with the PPS to evaluate proposals to permit the conversion of lands within employment areas to non-employment uses.

History/ Context of Study Area

A large portion of these lands were added to the City as part of the annexation in 1993. The parcels fronting Exeter Road west of the industrial subdivision south of Exeter Road along Meg Drive were part of the Town of Westminster. These parcels fronting Exeter Road were designated “Fringe Perspective-Industrial” in the Westminster Plan, permitting a range of manufacturing, assembling and processing uses, however, the uses were limited to “dry industry” uses. Lands not directly fronting onto Exeter Road remained designated as “Agriculture” in the Westminster Plan. A major reason for the industrial designation for lands in this area was the proximity of the area to Highway 401. Exeter Road was also a Provincial Highway (Highway 135), meaning that was capable of carrying the anticipated traffic associated with Industrial uses. With the exception of lands at the 401/Wellington Road interchange, these were the only lands within close proximity to the 401 identified for industrial land uses within the Town of Westminster prior to annexation.

The Dingman Drive area, which includes the subject lands, was annexed to the City of London from the Town of Westminster in January of 1993. Through the 2001 review of the City’s Official Plan, the Dingman Drive area was identified as a possible area to be included in the Urban Growth Area. On May 6, 2002, Council approved the addition of lands in the Dingman Drive area for inclusion into the Urban Growth Boundary comprising approximately 166 hectares (410 acres).

On March 24, 2003, Old Oak Properties submitted the first application in the Dingman Drive study area for an Official Plan and zoning by-law amendment, for the lands located at 4112 & 4432 White Oak Road, and 3854 Dingman Drive (OZ-6461 – Old Oak Properties).

In December, 2003, a proposed concept plan for the Dingman Drive Area Plan was submitted by Stantec Consulting (on behalf of the land owners for the Dingman area) which illustrated the preferred road pattern and land use designations. The plan showed the Dingman Drive area as predominately Light Industrial, with a General Industrial designation located on 3544 Dingman Drive and the property to the west of that site.

Analysis

Study Area

The study area includes the lands south of Exeter Road, north of Dingman Drive, east of White Oak Road and west of the Marr Drain. The study area contains a total of 224.6 hectares of land. Properties fronting onto Exeter Road and a portion of the lands within the subdivision in the northeast quadrant are currently developed for mix of commercial and industrial uses. A recycling facility is located along Dingman Drive in the southeast quadrant. There are a couple properties that are currently being used for residential purposes along Exeter Road and Dingman Drive. Lands adjacent to the Marr Drain and the White Oak Road are designated for Open Space. The balance of the lands within the study are undeveloped and currently being used for agriculture purposes. The surrounding land uses are to the north residential, industrial and commercial, to the south agriculture and open space, to the east office, institutional and open space and to the west industrial, agriculture and open space. The accompanying location map (Figure 1) shows the extent of the study area.

Planning Assessment

For the City to consider the conversion of the industrial lands within the study area it has to be demonstrated that there is justification for a change in land use from an industrial land use designation to non-industrial land use. The proposal will be reviewed against the three tests outlined in the policies of the PPS and the London Official Plan to determine if it satisfies the requirements of the policies and warrants further consideration for redesignation of the industrial lands. The following section summarizes the assessment of the three tests against the industrial lands within the White Oak/Dingman area.

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Comprehensive review

In coordination with the five-year review of London's Official Plan, Municipal Council has undertaken a comprehensive review of industrial lands – Industrial Land Study. This comprehensive review was based on population and growth projections, and considered alternative directions for growth, opportunities to accommodate growth through intensification, the integration of land use and infrastructure planning, the avoidance of specialty crop areas and the consideration of alternatives to avoid the use of prime agricultural lands. This review of industrial lands is intended to satisfy the requirements of a comprehensive review as defined in the PPS. Further substantiation is provided in Part 2 of this report.

Land is not required for employment purposes over the long term

The Industrial Lands Study was undertaken to assess future demand and the existing supply to determine whether justification exists under the provisions of the Provincial Policy Statement (PPS) and the City's Official Plan to expand the designated urban growth area to accommodate the forecasted industrial growth for the 20 year period of 2011 to 2031.

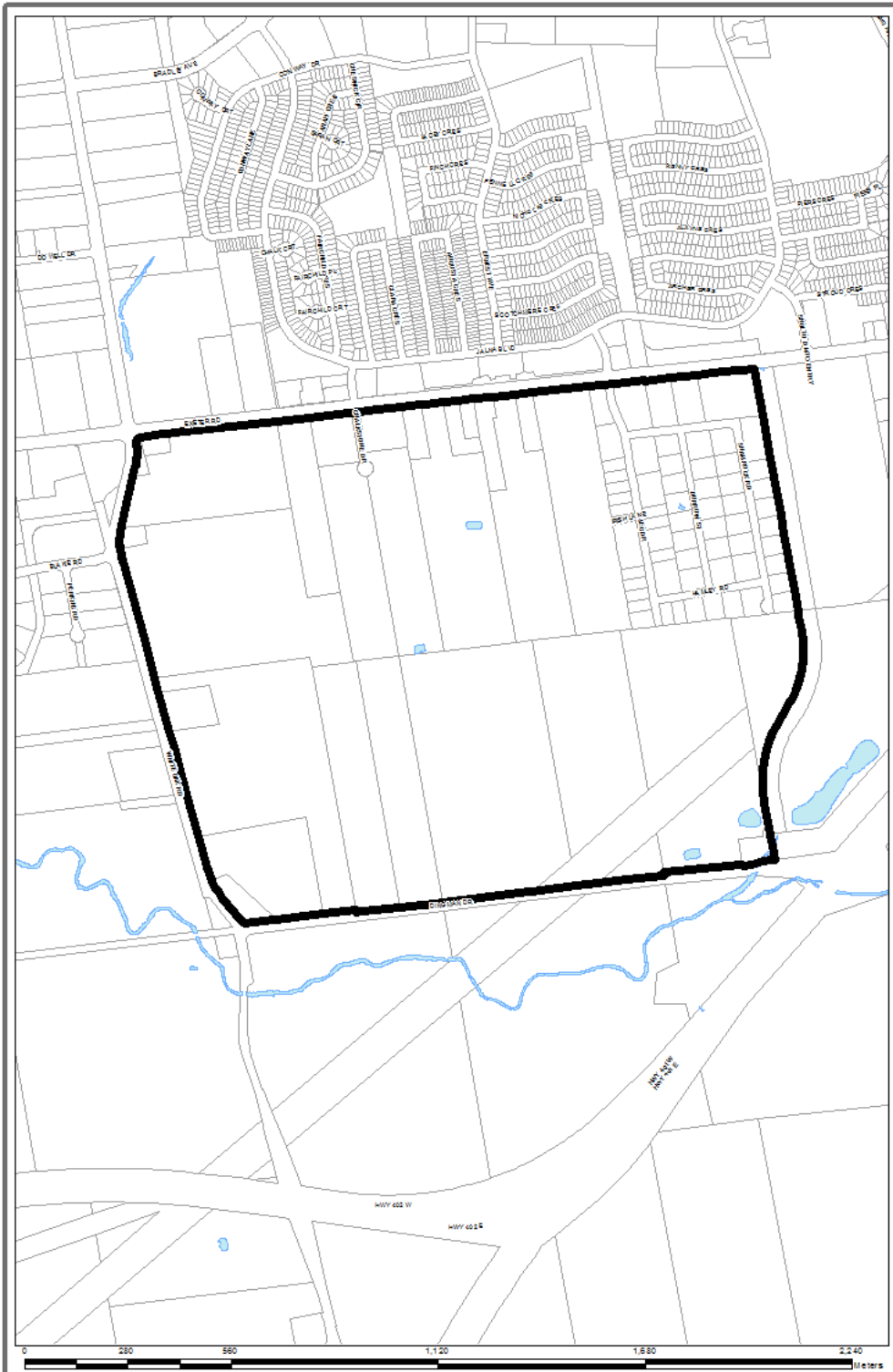
The findings of the Study concluded that the inventory of vacant industrial lands is quantitatively sufficient to accommodate the projected demand for industrial land over the 20 year planning period, and in fact, there are currently more lands identified to accommodate future industrial growth than would be required based upon the projections undertaken as part of both the Altus projections and the City's Land Needs Study.

Perhaps more important than the overall supply of industrial land in the city is that the study and subsequent work on industrial demand (eg. Industrial Land Development Strategy) has shown that much of the lands currently designated for industrial uses does not meet the demands for those interested in investing in London and the region. The subject lands fall within this category. As discussed in greater detail below, they are poorly located and there has been virtually no interest in developing these lands for industrial uses. The London Economic Development Corporation has indicated that there will be no demand for these lands over the long term.

Having these lands remain within the industrial land use designation will be wasteful of existing services in the area and, furthermore, limits the ability of the municipality to plan for industrial land uses in locations where there is a long term opportunity for attracting industry to the City and region.

The conversion of a portion of these lands to non-employment uses will not result in an under-supply of designated industrial lands. Rather, it will represent a removal of very ineffective lands from the City's vacant industrial land inventory, allowing for a re-allocation of this inventory elsewhere. It will also allow for the efficient use of existing and planned infrastructure on these lands and in the area ds. The lands within the study area are not required to meet the needs of future industrial growth. Further elaboration on this point is provided below.

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**Figure 1
LOCATION MAP**

Subject Site : White Oak/Dingman Area
File Number: O-8362
Planner : Mark Johnson
Date : 2015/01/07



Scale : 1:12,500

Legend

-  Subject Site
-  Property Lines

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Need for the conversion

Since it has been determined through the comprehensive review that the City has a quantitatively sufficient supply of industrial lands to accommodate the projected demand for industrial land over the 20 year planning period, the need for the conversion of the industrial lands to alternative land uses must be reviewed to support the redesignation of these employment lands. The following section examines the study area to determine if it is appropriate to convert the lands to non-industrial uses and remove them from the industrial land supply. The land use evaluation uses the following criteria to determine the appropriateness of the possible land use change.

- Market interest
- Parcel size and their suitability for land assembly
- Access to Hwy 401 interchanges
- Landowner interest in development
- Land use compatibility and neighbourhood planning
- Environmental/Natural heritage constraints
- Use of existing infrastructure
- Strategic location and economic development
- Financial implications

Market interest

The Provincial Policy Statement supports long-term economic prosperity by promoting for economic development and community investment readiness. Market interest is an important consideration in the planning of future industrial investments as it is integral to the attainment of the City’s prosperity and economic development goals. Information regarding recent market trends provided by the London Economic Development Corporation indicate prospective industrial enterprises are looking for development opportunities that are adjacent to the Hwy 401 and VMP corridor due to its closer proximity to the Greater Golden Horseshoe area of Ontario and close to existing and developing industrial clusters in London.

Companies have shown strong interest in properties east of Highbury Avenue and shown limited interest in properties west of Highbury Avenue. Most prospects compare London’s industrial sites to eastern locations, including Woodstock, Brantford and Waterloo amongst others, and the LEDC notes that while London is midway between the Greater Toronto Area (GTA) and U.S.A. border, most recent inquires have compared London with the above noted eastern municipalities because of London’s and other comparator municipalities’ proximity to the GTA market and a greater “pull” towards the Toronto market.

In addition, companies are finding older industrial parks less desirable and have preferred sites located within Forest City and Innovation Industrial Parks. For example, KL Products and Sciencetech are two local London firms that have chosen to move from their Exeter Road and Meg Drive locations in the White Oak/Dingman area to build new industrial facilities in Innovation Park and Forest City Industrial Park. LEDC does not believe these lands are marketable for industrial development as these are not well located to meet the needs of the industrial clients LEDC has worked with over the past decade.

Parcel sizes and their suitability for land assembly

Discussed in the above section, economic development is promoted by the Provincial Policy Statement. To achieve this goal, lands have to be appropriately sized to meet the needs of new and expanding industrial companies. Information from transactions for the sale of industrial lands for the City of London indicated that parcel sizes have averaged 4.3 hectares per property. In Innovation Park recent industrial parcel sales have ranged between 10 to 20 hectares per property. Since the Park opened in 2005, the average parcel size sold is 10 hectares. This trend towards larger parcels is driven by companies seeking parcels of a sufficient size that future expansions to operations may be accommodated on site. In the study area, the vacant lands consist primarily of a small lot industrial subdivision and draft approved subdivision that provides for small lot sizes. The draft approved subdivision could be reconfigured to allow for larger parcels and accommodate some of the projected industrial

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demand large scale industrial users.

Access to Hwy 401 interchanges

The Provincial Policy Statement requires that transportation and land use considerations are integrated throughout the planning process. For example, during the preliminary stages of the planning process for industrial development, the selection of the site considers access to Highway 401 as an important factor. Prospective industrial enterprises are currently seeking locations that have access to Highway 401 and are within a five minute drive from a Highway 401 interchange. The White Oak/Dingman area does not have direct access to Hwy 401 like other industrial lands with the Highway 401/VMP corridor, however, Exeter Road provides direct route to Hwy 401 through the Wellington/401 Interchange. Access to Hwy 401 is through an area that contains non-truck traffic, which would present a conflict with large trucks serving industrial businesses. Alternatively, industrial users can access the Wellington/401 Interchange by travelling across Dingman Drive and up Wellington Road. Subject to traffic volumes during the day, properties within the study area can access the Wellington/401 Interchange in approximately 5 minutes.

Landowner interest in development

Related to economic development objectives outlined in the Provincial Policy Statement, interest in developing the lands for industrial purposes should be considered in the determination of whether to designate for industrial uses. In the study area, a large portion of the lands were designated for industrial uses prior to the 1993 annexation, yet to date limited development has taken place on the lands. Development has occurred primarily along the frontage of Exeter Road, with a limited amount of development taking place within the subdivision in the Meg Drive/Shamrock Road area. Along Exeter Road, the uses are a mix of industrial and commercial, with the exception of one residential dwelling. The uses within the subdivision and the adjacent properties along Exeter Road are primarily commercial businesses, with limited industrial and institutional uses also established within the boundaries of the subdivision. Some of the landowners along Exeter Road have indicated that their intention is to remain and have their current industrial uses permitted to continue. While other landowners who operate commercial businesses along Exeter Road and within the subdivision support the possible transition to non-industrial uses.

Land use compatibility and neighbourhood planning

The Provincial Policy Statement identifies that sensitive uses and industrial uses need to be appropriately designed, buffered and/or separated from each other to prevent or mitigate adverse effects, risks to public health and safety, and to ensure the long-term viability of industrial uses. Therefore, for the purposes of this evaluation compatibility with adjacent lands has been reviewed. To the west of the study area, the redesignation of industrial lands through the Southwest Area Secondary Plan to non-industrial uses has increased the proximity of sensitive land uses to White Oak Business Park. Directly to the north, the White Oaks neighbourhood covers most of the frontage along Exeter Road, except for industrial uses adjacent to the northwest corner of the study area. The remaining lands adjacent to the study area are compatible and do not present land use conflicts. In the future, proximity to residential uses to the north and southwest may increase the likelihood of land use conflicts between industrial and non-industrial uses in this area. If the lands were converted to non-industrial uses, it would decrease conflicts with sensitive land uses in the White Oaks neighbourhood and future residential uses west of White Oak Road. The redesignation would also introduce land uses that are more compatible with the existing residential development.

The Provincial Policy Statement promotes healthy, active communities by planning and providing for a full range and equitable distribution of areas for recreation, including parklands, trails and linkages. As such, neighbourhood planning has also been considered for the lands within the study area. The conversion of the industrial lands could also provide an opportunity to extend the neighbourhood south towards Dingman Drive. The possible conversion of the lands to non-industrial uses would provide a connection to the lands west of White Oak Road, which would ultimately integrate them with the existing White Oaks neighbourhood. Additionally, the possible conversion of industrial lands could also enable the extension of the multi-use pathways planned for the Southwest Area across White Oak Road, strengthening the multi-use pathway network envisioned for the area.

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Environmental/Natural heritage constraints

The Provincial Policy Statement recognizes that natural features and areas be protected for the long term. Therefore, environmental features are an important consideration in determining the developable area of a prospective parcel of land. Most of the study area is not constrained by environmental features that would limit future development opportunities. However, there are landscape features centrally located in the study area that still exist. This vegetation patch (identified as patch 10099) had been identified as not significant based the findings of a Subject Land Status Report and Natural Heritage Study (prepared by Biologic, August 2004) that had been completed through the Dingman Drive Area Plan. Through the same study, another vegetation patch in the northwest quadrant (identified as patch 10098) had been also identified as not significant. As a result of the natural heritage evaluation, the City had no policy grounds to require preservation of the vegetation patch; therefore, the feature has been subsequently removed from the lands. In addition to the landscape features that exist, the limits of the flood plain in the southwest quadrant present a constraint to the development of the lands. Future development within this area would be restricted to flood and/or erosion control structures, facilities which by their nature must locate near watercourses, ancillary facilities of an adjacent land use which are of a passive, non-structural nature and do not adversely affect the ability of the flood plains to pass floodwaters, and essential public utilities and services.

Use of existing infrastructure

The Provincial Policy Statement promotes the efficient use and optimization of existing infrastructure. Since the early 2000s, the City has made significant infrastructure investments in the broader White Oak/Dingman area in support of future industrial development. Approximately \$9.6 million has been spent on the industrial growth share portion of external servicing, assuming that the subject lands would develop in the future with industrial uses. However, these infrastructure investments have not been utilized as a large portion of the lands have yet to be developed. Specifically, development has taken place along the frontage of Exeter Road, with a limited amount of development taking place within the subdivision in the Meg Drive/Shamrock Road area and in the southeast quadrant. As the balance of the lands within the study area have not developed the infrastructure investment has not been utilized to its potential there could be other opportunities to use the services for alternative land uses if they are redesignated.

Strategic location and economic development

The Provincial Policy Statement promotes economic development and competitiveness by providing for an appropriate mix and range of employment to meet long-term needs. Associated with promoting economic development, strategic location is an important consideration in the planning of future industrial investments. As part of the 2014 Industrial Land Development Strategy, six key locations were identified relating to industrial land development (International Airport, 401/VMP, South, UWO Discovery Park, 401/402 and International Water Excellence Centre). Each of these strategic areas provides specific locational attributes intended to meet the needs of existing and prospective industrial users to the area of the City. With respect to the location of the White Oak/Dingman area, the lands are outside of the six ILDS strategic areas and are located west of Highbury Ave, where prospective industrial users have not shown significant interest in land development for industrial purposes. From a strategic perspective, LEDC has also identified that these lands are poorly located to attract industrial development. If the lands are redesignated to non-industrial uses they could be used to create capacity for other lands within the City of London that are better suited for industrial purposes. By adding well-located lands to strategic areas of the City, the municipality will be in an improved position to facilitate economic development opportunities to encourage the retention, growth of local businesses and attraction of industrial enterprises to London.

Financial implications

The Provincial Policy Statement promotes efficient development and land use patterns that sustain the financial well-being of Province and municipalities over the long term. Mindful of this policy direction, Staff reviewed the implications of the proposed Bluestone/Tradewinds re-designation in relation to previous investments in growth infrastructure in the White Oak/Dingman area. Over the past decade, the City has installed major sanitary and water

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infrastructure in the area proximate to the subject lands. Costs associated with the industrial growth share of these infrastructure components have been paid for by the City taxpayer, in accordance with past practice for funding capital growth works serving industrial areas. The potential redesignation of these lands to non-Industrial uses prompted staff to review the funding of the previous investments. The findings of the analysis are provided in detail in Appendix L.

The costs associated with the land purchase for the Old Oak Stormwater Management facility (SWMF) should be recovered through development charge sources (provided for in the 2014 DC Study as “Contingency Facility A”). This project will also provide for the funding of the future construction of the facility. Capital Budget adjustments will be necessary to effect the funding changes. These adjustments would include cancellation of the previous budget for the pond, and re-financing the purchase of the SWMF land, while the adjustment for the SWMF construction should be made through a future GMIS process, based on the direction of the secondary plan. The funding associated with Contingency Facility A (a SWMF in the 2014 DC Study) will be assigned to “Old Oak Stormwater Management Facility”.

Recommendation

There are many factors that support the redesignation of the subject lands to other land uses. The lands are poorly positioned and located for industrial development. The lands are not located within an area that has shown strong interest by prospective industrial users and are outside the six strategic areas identified in the 2014 Industrial Land Development Strategy. Interest in developing the lands for industrial purposes has not been strong, as development has largely occurred on the lands fronting Exeter Road and the adjacent lands on Meg Drive. In fact, businesses are moving out of the area to other industrial locations. The balance of the lands has remained largely vacant and undeveloped, except for the recycling facility in the southeast quadrant.

The subject lands pose some concerns regarding land use conflicts with sensitive land uses that may increase as non-industrial uses become closer in proximity to the north and with the re-designation of industrial lands to the southeast through the Southwest Area Secondary Plan. The conversion of the lands to non-industrial uses could decrease conflicts with sensitive land uses in the White Oaks neighbourhood by introducing land uses that are more compatible with the existing residential development. The possible conversion could also provide an opportunity to extend the neighbourhood south towards Dingman Drive and integrate them with the residential lands west of White Oak Road. The conversion of employment lands would also represent an opportunity to more efficiently use existing infrastructure investments. Finally, the lands could be used to create capacity for other lands within the City of London that are more strategically located and better suited for industrial purposes.

In summary, the lands are poorly located for industrial development, existing infrastructure investments are not being used efficiently, land use conflicts may increase as the adjacent lands develop for non-industrial uses and the lack of market interest are precluding the lands from being developed for industrial purposes. It is therefore appropriate for the lands to be converted to non-industrial uses. The total land area that is proposed to be converted from industrial to non-industrial uses and ultimately removed from the industrial land inventory is 196 hectares.

Recommended Lands to be Redesignated

There is justification for the conversion of the lands from industrial to non-industrial purposes, and a supporting official plan amendment to redesignate the lands from “Industrial” to alternative land use designations. The basis for the proposed redesignation of the industrial lands includes:

- Recognizing that area is a mix of industrial and commercial businesses;
- That there has not been significant market interest in attracting industrial development;
- Providing some certainty to landowners that existing industrial uses can continue, while allowing opportunities for new light industrial uses that are located in enclosed buildings, require limited outdoor storage and are unlikely to cause noise, dust, odour or vibration impacts;
- Providing appropriate locations for industrial uses to meet the needs of existing and future industrial users and to address compatibility concerns with residential or other

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sensitive land uses;

- That there is limited landowner interest in developing lands for industrial development;
- Minimizing future land use conflicts by allowing industrial uses to transition to alternative uses that is more compatible with sensitive lands to the north and west of study area;
- Recognizing viable commercial and other quasi-industrial uses at northeast quadrant, whereby they may be designed with large outdoor storage areas, impound areas with high fences, heavy equipment on-site, large warehouse components, or may generate noise, vibration, emissions and other planning impacts; and
- Recognizing and protecting for natural hazard areas.

Proposed Land use Concept

The proposed land use changes for the study area are shown in Figure 2. It is proposed that the “Light Industrial” designation is removed and replaced with “Transitional Industrial”, “Commercial Industrial”, “Urban Reserve Community Growth”, “Environmental Review” and “Open Space” designations. The lands fronting on Exeter Road are proposed to be redesignated to “Transitional Industrial” to recognize that existing industrial uses can continue, while allowing opportunities for new light industrial uses that are located in enclosed buildings, require limited outdoor storage and are unlikely to cause noise, dust, odour or vibration impacts. It is intended that these uses will transition to non-industrial uses in the long term, and that they may be included in the land use review during the preparation of the Secondary Plan. The northeast quadrant, including the lands within the Med Drive subdivision and the lands fronting Exeter Road currently designated “Auto-Oriented Commercial Corridor” and “Light Industrial”, are proposed to be redesignated to “Commercial Industrial” to recognize viable commercial and other quasi-industrial uses in this area, to provide flexibility to continue and allowing a limited range of new commercial uses to develop.

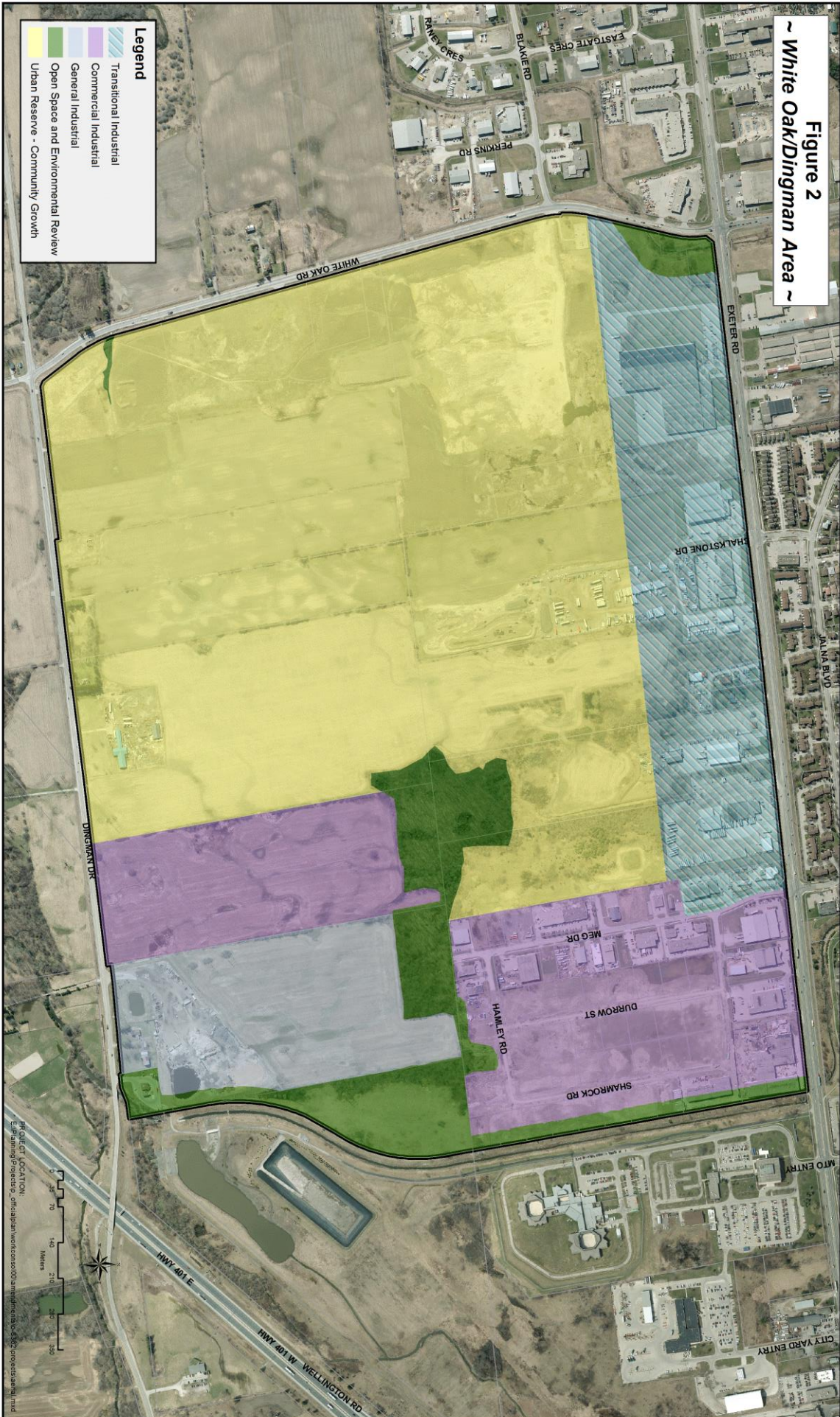
The lands currently designated “Open Space” are not proposed to be changed to protect existing natural features. It is proposed that the vegetation patch (identified as patch 10099) be designated Environmental Review. Through the Dingman Drive Area Plan review a Subject Land Status Report and Natural Heritage Study (prepared by Biologic, August 2004) evaluated the vegetation patch and determined the woodland was not significant. The patch was evaluated using the City of London Woodland Evaluation guidelines (October 2000) and no evaluation has been undertaken since that time. As the landscape feature is not currently developed, and notwithstanding the current “General Industrial” and “Light Industrial” designation on the lands that would permit them to be developed for industrial purposes, it would be appropriate to re-evaluate the features to determine their significance. Therefore, it is recommended that until such time as a review is undertaken the lands are proposed to be designated “Environmental Review”.

The lands immediately east of the lands currently designated “General Industrial” are proposed to be redesignated to “Open Space” to recognize the Murray-Marr stormwater management pond. The “General Industrial” designation is proposed to be retained for the lands in the southwest quadrant to allow the existing industrial uses to continue. The adjacent lands immediately to the west are proposed to be redesignated to “Commercial Industrial” and to allow for uses that will be complementary to the existing industrial use and to address compatibility concerns with future residential or other sensitive land uses.

The remaining lands are proposed to be redesignated to “Urban Reserve – Community Growth”. The “Urban Reserve – Community Growth” designation establishes the intent for future urban development on the lands, with expectation that non-industrial land use designations will be applied. This designation is intended to apply to the lands until a detailed land use pattern is established through the Secondary Planning process. This includes an area of approximately 120 hectares.

As part of the preparation of the Secondary Plan the potential impacts of the industrial uses in proximity to the other land uses, review of the extent of the open space feature and its relationship to approved plans for lands adjacent to the feature, and the potential of a connection to Meg Drive, and the anticipated development and infrastructure timelines are some of the matters to be addressed. As well, consideration of the ultimate land uses for the lands proposed to be designated “Transitional Industrial” and policy changes the existing lands designated “General Industrial” and “Commercial Industrial” may be considered through the Secondary Planning process.

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Proposed Official Plan Amendments

The proposed changes to Schedule “A”, Land Use, of the Official Plan are shown in Appendix “A”. It is proposed that the “Light Industrial” designation is removed and replaced with “Transitional Industrial”, “Commercial Industrial”, “Urban Reserve Community Growth”, “Environmental Review” and “Open Space” designations. The “Auto-Oriented Commercial Corridor” designation is proposed to be removed and replaced with “Commercial Industrial”. The “General Industrial” designation is proposed to be retained for the lands in the southwest quadrant. The adjacent lands immediately to the west are proposed to be redesignated to “Commercial Industrial”. The lands currently designated “Open Space” are not proposed to be changed to protect existing natural features. It is proposed that the vegetation patch (identified as patch 10099) be designated “Environmental Review”, until such time as a review is undertaken of the lands to determine the significance of the feature. The lands immediately east of the lands currently designated “General Industrial” are proposed to be redesignated to “Open Space”. The remaining lands designated “Light Industrial” are proposed to be redesignated to “Urban Reserve – Community Growth”.

The proposed changes to the Schedules 2, 4, 11, 13, 15 and 16, of the Southwest Area Secondary Plan are provided in Appendix “B”. Consistent with the proposed changes to Schedule “A” of the Official Plan, it is proposed that the “Industrial” designation is removed from the lands fronting on Exeter Road and replaced with the “Transitional Industrial” designation. The “Commercial” designation is proposed to be removed and replaced with “Commercial Industrial”. The adjacent lands in the northeast quadrant, which includes the lands within the Meg Drive subdivision currently designated Industrial, are proposed to be redesignated to “Commercial Industrial”. The “Industrial” designation is proposed to be retained for the lands in the southwest quadrant. The adjacent lands immediately to the west are proposed to be redesignated to “Commercial Industrial”. It is proposed that the vegetation patch (identified as patch 10099) be designated “Open Space” and “Environmental Review”, until such time as a review is undertaken of the lands to determine the significance of the feature. The lands immediately west of the Marr Drain, currently designated Industrial, are proposed to be redesignated to “Open Space” and “Environmental Review”. The remaining industrial lands are proposed to be redesignated to “Urban Reserve – Community Growth”.

New policy sections will be developed for the Official Plan and Southwest Area Secondary Plan for the City of London for “Transitional Industrial”, “Commercial Industrial” and “Urban Reserve - Community Growth” land use designations. The “Transitional Industrial” designation will provide policy direction for areas of the City that have not shown significant market interest in attracting industrial land development. The designation is intended to accommodate a shift in market demand from industrial to non-industrial uses over the long term, while allowing the existing uses and properties in this area to develop and evolve for “Light Industrial” uses over the shorter term. This designation will provide assurance to landowners that existing industrial uses can continue, while allowing opportunities for new light industrial uses that are located in enclosed buildings, require limited outdoor storage and are unlikely to cause noise, dust, odour or vibration impacts.

The longer term intent for these lands may also be considered together with lands designated “Urban Reserve - Community Growth” at the time a Secondary Plan is prepared for the area. The “Commercial Industrial” designation will accommodate existing and new commercial uses that do not fit well within the context of our commercial land use designations. These commercial uses will tend to be quasi-industrial, whereby they may be designed with large outdoor storage areas, impound areas with high fences, heavy equipment on-site, or large warehouse components that don’t integrate well within streetscapes and neighbourhoods. They may also generate some light noise, vibration, emissions and other planning impacts beyond those that would be expected within a commercial context.

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PART 2 – URBAN GROWTH BOUNDARY EXPANSION FOR FUTURE INDUSTRIAL GROWTH

Part 2 of this report deals with the proposed expansion of the Urban Growth Boundary for future industrial growth. Policy 1.1.3.8 of the Provincial Policy Statement indicates that a planning authority may identify a settlement area or allow the expansion of a settlement area boundary only at the time of a comprehensive review and only where it has been demonstrated that:

- Sufficient opportunities for growth are not available through intensification, redevelopment and designated growth areas to accommodate the projected needs over the identified planning horizon
- The infrastructure and public service facilities which are planned or available are suitable for the development over the long term, are financially viable over their life cycle and protect public health and safety and the natural environment
- In prime agricultural areas:
 - The lands do not comprise specialty crop areas
 - Alternative locations have been evaluated and:
 - There are no reasonable alternatives which avoid prime agricultural areas and
 - There are no reasonable alternatives on lower priority agricultural lands in prime agricultural areas
- The new or expanding settlement area is in compliance with the minimum distance separation formula and
- Impacts from new or expanding settlement areas on agricultural operations which are adjacent or close to the settlement area are mitigated to the extent feasible

Consistent with the Provincial Policy Statement, Part 2 is intended to provide for this review. The analysis in this report builds upon the Industrial Land Study, the Industrial Land Strategy and the previous reports that are cited above in this document.

Part 2 first justifies the need for expanding the urban growth boundary for industrial purposes to accommodate projected needs such that London can adequately attract economic opportunities. It then goes on to evaluate the best direction for expansion.

Evaluating the Need for Urban Growth Boundary Expansion

Industrial Lands Study

The Industrial Lands Study was completed in November 2012, and presented to Council in December of 2012. The intent of the Industrial Lands Study was to determine the City's future industrial land needs and compare that need to existing supply in order to assess the need for additional industrial lands.

The Study drew from various sources of information, including:

- Thirty (30) year growth projections for the City of London prepared by the Altus Group for the City's new Official Plan program (The London Plan), including industrial employment growth, estimation of new industrial space demand, and estimations of industrial land requirements;
- Input from the London Economic Development Corporation (LEDC) regarding critical factors influencing opportunities for diversifying and strengthening the local economy and strategies for realizing the opportunities;
- City Council's expression of strategic priorities for economic development;
- The Industrial Land Development Strategy;
- City of London information relating to supply of municipally and privately owned land as well as quantitative and qualitative data on land sales; and
- A compilation of statistics from industrial building permits, industrial subdivision activity, and approved or proposed Official Plan amendments involving re-designation of industrial lands, contributing to an understanding of industrial land consumption since adoption of OPA 88.

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The Industrial Lands Study, and its various source materials, analysed high- and low-growth scenarios for the city’s population and industrial employment growth projections. The base scenario anticipates 72,000 jobs over the thirty year period. The alternative high-growth scenario is based in part on the premise that London’s economic development initiatives will result in growth that significantly outpaces provincial growth averages and exceeds expectation, thus creating 125,000 jobs in the thirty year period. An average space factor of 85 m² per industrial employee was applied to each scenario.

Additionally in alignment with requirements of a comprehensive review, to anticipate the potential for future intensification of industrial land uses, another factor in the land needs requirement calculations was a 25% allocation of demand for the intensification of development on vacant or underutilized lands within the existing built-up area. The City’s experience, however, over the last number of years has indicated that a smaller portion of new development has been through intensification rather than “greenfield” development, and that prospective industrial operations in the city’s target sectors generally seek “greenfield” locations.

Furthermore, as a comprehensive review, the Industrial Lands Study seeks to ensure coordination of land use with infrastructure planning by allocating a 17% land allowance for servicing purposes, primarily roads and storm water management. The calculations also identify a 10% contingency to provide a buffer for higher than forecast demand and/or the potential lack of landowner interest in development. The contingency allowance conforms to the City of London’s Official Plan policy 2.5.5, which provides direction for the determination of land requirements to accommodate growth.

TABLE 1: PROJECTED DEMAND FOR INDUSTRIAL LAND

Period	Floor Space Required [sqm]	Allowance for Intensification (25%) [sqm]	Floor Space on Vacant Lands [sqm]	Greenfield Land Area Required (0.23 FAR) [sqm]	Greenfield Land Required [ha]	Contingency (10%) [ha]
2011-2016	241,800	60,500	181,300	788,300	78.8	86.7
2016-2021	221,300	55,300	166,000	721,700	72.1	79.3
2021-2026	231,600	57,900	173,700	755,200	75.5	83.1
2026-2031	276,200	69,100	207,100	900,400	90.0	99.0
20 Year Demand Total	970,900	242,800	728,100	3,165,600	316.4	348.1
2031-2036	339,500	84,900	254,600	1,107,000	110.7	121.8
2036-2041	374,800	93,700	281,100	1,222,200	122.2	134.4

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30 Year Demand Total	1,685,200	421,300	1,263,900	5,495,200	549.5	604.5
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As noted in Table 1, the Industrial Lands Study projects the need for 316 hectares of greenfield lands for industrial development over a 20 year period (and 550 hectares of greenfield land over a 30 year period). With the added contingency, the projected demand equates to 348 hectares or the 20 year planning period, as permitted under the Provincial Policy Statement.

Table 2 provides a summary of industrial vacant lands by land use designation. As noted in the Industrial Lands Study, the bulk of the City’s supply of vacant industrial lands consists of lands that are designated for Light Industrial uses. Overall, there are currently 1276 hectares of vacant industrial land located throughout the city, with 52% of the supply serviced and available for the immediate construction of industrial buildings.

TABLE 2: VACANT INDUSTRIAL LAND INVENTORY SUMMARY

Land Use Designation	Area (ha)	Serviced (ha)	Unserviced (ha)
Urban Reserve Industrial Growth	121	0	121
General Industrial	307	218	89
Light Industrial	789	428	361
Office Business Park	59	13	46
Total	1276	659	617

TABLE 3: VACANT INDUSTRIAL LAND BY PARCEL SIZE

Lot Size (ha)	Number of Parcels	Number of Serviced Parcels	Number of Unserviced Parcels
< 1.0	162	161	1
1.0 – 1.9	45	43	2
2.0 – 4.9	69	61	8
5.0 – 9.9	21	18	3
10.0 – 14.9	16	12	4
15.0 – 19.9	6	3	3
20.0 +	10	3	7
Total	329	301	28

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Important Variables Influencing Industrial Land Needs

The quantitative findings of the Industrial Lands Study are significantly influenced by variables related to industrial land development. The following sections describe the effects that changes to assumptions can produce when evaluating industrial land needs and support the expansion of the Urban Growth Area for new industrial lands.

Land Sales vs. Land Consumed through Construction

As noted in the Industrial Lands Study, there appears to be a trend of industrial users purchasing significantly more land than they require for their immediate needs. Essentially, the additional land is being held as a “land bank” by the owners for future expansions of their operations.

When calculating future need for industrial land, the demand side of the equation is based on the amount of land deemed required to accommodate industrial building construction and expansions. No explicit adjustments have been made to the anticipated demand to account for future land banking by industrial users. While some of the additional land purchases will likely to be accounted for in the contingency factor applied to demand calculations and the amount of construction that may occur through intensification, there may be need for additional lands for larger purchases that is difficult to model in the determination of future industrial land needs. However, the desire for land banking supports a need for a sizeable quantity of industrial lands to accommodate this trend and to be flexible in meeting the requests of prospective industrial businesses.

Parcel Size and Differing Industrial Users

London is fortunate to have a healthy variety of industrial land users that wish to locate in our city. Our industrial sector ranges from small machine repair shops to large-scale food processing plants, for example. In order to ensure that the City’s industrial sector remains vibrant and diverse, the City of London needs to provide a range of parcels sizes to serve the needs of differing industrial users.

As noted in the Industrial Lands Study, the industrial Vacant Land Inventory is comprised heavily of parcels that are less than 5 hectares in size. In fact, approximately 50% of industrial parcels in the Inventory are less than 1 hectare, whereas only 10% of the supply is over 10 hectares. Given the strong trend of a demand for larger parcel size, the City needs to look for opportunities to enhance its ability to offer a greater supply of large-parcel sites in marketing its industrial lands. The high percentage of small industrial lots within the industrial Vacant Land Inventory skews the determination of supply. While a sum of the available vacant lands does appear to provide sufficient supply to meet anticipated industrial demand, the development potential of a large portion of these lands is suspect due to parcel size limitations.

While there are still several large tracts of undeveloped greenfield designated industrial lands within the Urban Growth Area, the inclusion of new industrial lands will provide the City with greater choice and flexibility in providing additional sites for large industrial users.

Intensification

Analysis performed for the Industrial Lands Study demonstrated that only 10% of total industrial construction (both new build and additions) for 2007-2011 was accommodated on lands within the built area boundary established as part of the 2007 Official Plan Review Land Needs Study. The ability of lands within the built area to accommodate future industrial development is questionable. Older industrial areas in the city are challenged with small parcel sizes and obsolete industrial buildings. Further, the location of many of these older industrial areas in the core of the city renders them less desirable for users that are seeking quick access to the Highway 401/402 corridors for ease of shipping and receiving of products. While these areas will be able to serve the needs of some smaller industrial users, they have limited potential to meet the needs of larger-scale logistics, manufacturing and warehousing industrial users. Many older industrial areas in London are likely better suited for conversion to residential/mixed use development in order to advance the City’s goals of encouraging a compact city through

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increasing residential intensification.

Intensification will also manifest through additions and expansions of existing industrial operations on sites owned by industrial users, but not yet built upon. Should the trend continue of industrial users purchasing larger properties to land bank for future expansion, there may be less demand from these industrial users to purchase additional vacant lands. As a result, the assumption of 25% intensification in the determination of future industrial land demand can also serve to account for industrial expansions on existing sites.

Assumptions about industrial intensification present challenges when considering an assessment of future industrial land needs. Should older areas of the city prove to be undesirable for industrial users (or be deemed to be more desirable for re-development for residential uses), limited intensification may occur within the City's built area boundary. Additionally, future expansions of existing industrial users on under-utilized industrial lands are difficult to predict for quantity and timing. In order to be best positioned to meet the needs of future industrial users, the challenges associated with intensification provide additional arguments for the inclusion of new industrial lands within the Urban Growth Area.

Desirability of Sites

Since the Urban Growth Area was established in the late 1990s, the City has been aggressively developing industrial lands for sale to foster growth in London's industrial sector. In particular, the planning, acquisition and servicing of industrial parks in the southeast portion of the city's Urban Growth Area has proven highly successful with the quicker than anticipated build-out of the Forest City Industrial Park and the phases of the Innovation Park. The nature of industrial operations places significant emphasis on access to transportation corridors with minimal barriers to direct highway access. The importance of industrial land availability in strategic locations cannot be overstated.

As noted in the Industrial Land Study, although a quantitative evaluation of future industrial land needs to demonstrate that the city will theoretically have a sufficient supply of industrial lands to meet anticipated future demands, the desirable industrial sites will diminish over time. Without new options for strategically-located industrial lands, the City will increasingly be in a challenging position of not being able to offer sites to meet locational needs of new industrial users seeking to locate in London or existing industrial businesses that are seeking different sites to meet the changing nature of their respective operation. With the inclusion of new industrial lands in the Urban Growth Area, the City of London can ensure that it is well positioned to continue to be a desirable location for industrial users.

Managing the Supply of Industrially Designated Land to Meet Provincial Policy

Policy 1.3 of the Provincial Policy Statement indicates that planning authorities shall promote economic development and competitiveness by:

- 1. providing opportunities for a diversified economic base, including maintain a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses*

While London's inventory of industrially designated lands is quantitatively sufficient to accommodate the demand for industrial land over the next 20 years, it is not qualitatively adequate to do so. Much of these lands are:

- located in older parts of the City that are not in demand;
- located in small and irregular lot configurations that are not desired by many industrial uses that represent opportunities for London;

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File: O-8014/O-8362

- located in poor locations that are not easily accessed from major transportation routes – the 401 corridor and veteran’s memorial highway
- located close to non-industrial uses with the potential for land use and traffic conflicts

Furthermore, many of these sites are located in areas that are embedded within the built area and could not reasonably be removed from the urban growth boundary.

To manage this situation, Municipal Council has responsibly been re-designating significant amounts of poorly located and configured industrial lands to allow for non-industrial uses that are better suited for these lands. These non-industrial land use designations will allow for the development of these lands in the nearer term and will also avoid large gaps in the urban fabric which lead to an efficient use of infrastructure and other municipal services. Furthermore, re-designating these lands from industrial to non-industrial uses avoids the need for urban growth boundary expansion for such non-industrial uses.

The Southwest Area Plan has been the most recent example of this re-designation, where approximately 345 ha of land has been re-designated from industrial to non-industrial uses (about 180 ha was re-designated to Low Density Residential uses). Part 1 of this report proposes that the White Oak/Dingman area be similarly re-designated to non-industrial uses. In this way, Council has done what is possible to eliminate poorly located industrial land so that it can maintain a range and choice of suitable sites for employment uses as required by the Provincial Policy Statement.

The results of this planning approach prior to the Southwest Area Plan is described in the Industrial Lands Study which notes that there have been several Official Plan amendments since the urban growth boundary came into effect that has resulted in a significant decline in the amount of vacant industrial land in the City since the urban growth boundary was put in place. *“Taking into account the net change in the amount of designated industrial land, the estimated consumption of land for industrial construction, and the anticipated re-designation of lands resulting from the Southwest Area Plan, it could be argued that 637 ha of industrial land would have to be added to the UGA to replace the amount of land that has been consumed or re-designated since the UGA came in effect.”*

Redesignation of Industrial Lands to Low Density Residential Designations

Through this Official Plan review, Council has confirmed that there is no need to expand the urban growth boundary for non-industrial uses in 2015. There is an adequate supply of such uses for the next twenty years. A need for such an expansion is generally driven by the supply and demand for Low Density Residential land. As shown in Figure 3, the re-designation of approximately 300 ha of industrial land to Low Density Residential land through the SWAP and the proposed re-designation of the White Oaks/Dingman area means that expansion of the urban growth boundary for residential purposes is not necessary.

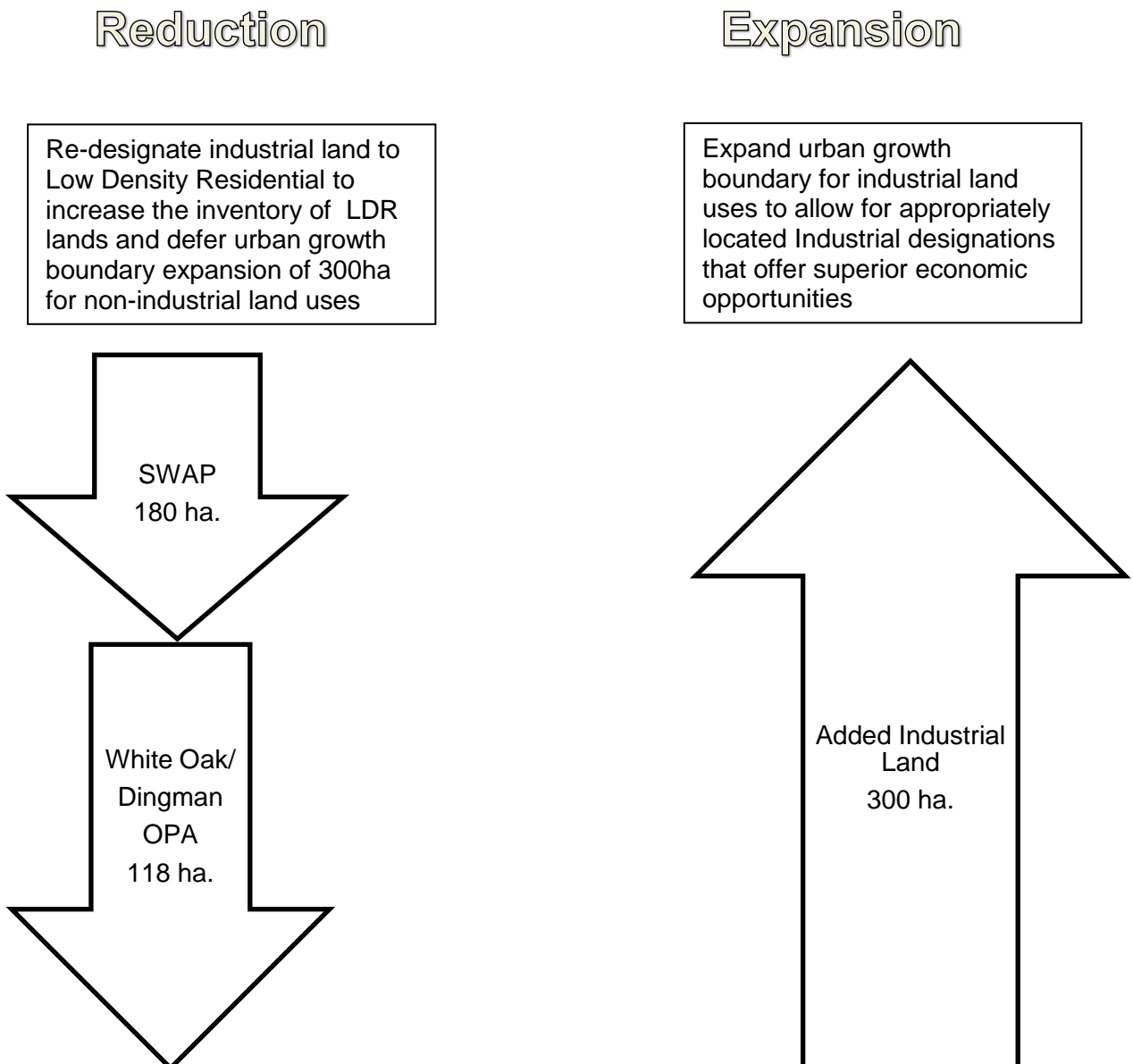
Based on this fact, and all of the limitations identified above relating to London’s current industrial land supply, it is recommended that the urban growth boundary be expanded by 300ha for industrial uses. Doing so, in combination with the re-designation of land from industrial designations to Low Density Residential designations as shown on Figure 3, would achieve the following:

1. Avoid the need for expanding the urban growth boundary for non-industrial (Low Density Residential) uses.
2. This balance in re-designations, in effect, leads to an urban growth boundary expansion that is no larger than it would have been if the SWAP and White Oak/Dingman lands were not re-designated from industrial to Low Density Residential uses.

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3. Avoid large gaps in the urban fabric made up of poorly located industrially-designated land that is not in demand and will not be developed for the long term.
4. Further to point #3, above, avoid the inefficient use of infrastructure and other municipal services where industrial land uses are not developed over the long term.
5. Remove poorly located and configured land from the inventory of industrial land, so that it is not over-stated and so that it can be managed appropriately.
6. Consistent with the Provincial Policy Statement, provide a range and choice of suitable sites for employment use which take into account the needs of existing and future businesses.
7. Provide employment lands that can attract economic opportunities for the benefit of the economy in London and the surrounding region .

Figure 3 Balancing Urban Growth Boundary Expansion



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Based on the re-designation of industrial lands to non-industrial uses in the Southwest Area Secondary Plan area, and the above recommended Official Plan Amendments to re-designate industrial lands to non-industrial uses in the White Oak/Dingman area, expansion of the Urban Growth Boundary by approximately 300 hectares (net developable) for inclusion of lands to be designated “Urban Reserve-Industrial Growth” is recommended to accommodate future industrial development.

Evaluating the Most Appropriate Direction for Boundary Expansion

Policy 1.1.3.8 of the Provincial Policy Statement provides a series of criteria to be met when considering the potential for expanding a settlement area boundary. The PPS goes on to provide more direction by defining comprehensive review. This section of Part 2 of this report is intended to address these policies by evaluating the most appropriate direction for expansion to the urban growth boundary.

As noted in previous reports to Planning and Environment Committee (see Appendix J), in order to assess property owner interest and potential candidate sites for expansion of the UGB, a public meeting was held on April 23, 2013. Submissions at the meeting have been assessed for alignment with Council-endorsed evaluation criteria, applicable provincial policy, land use planning goals and objectives, such as general policies requiring availability of industrial lands in Chapter 2 of the Official Plan, economic development objectives, servicing objectives, and goals of the ILDS. Requests for consideration of properties as candidate sites came from across the city. Landowner submissions, as well as areas identified by Staff and the London Economic Development Corporation as potential industrial sites were assessed against the evaluation criteria developed in the Industrial Lands Study and ILDS. The evaluation criteria include the following objectives:

- Alignment with economic development objectives and priorities;
- Suitability/affordability of municipal servicing;
- Proximity to the Provincial Highways or Veterans’ Memorial Parkway;
- Site topography and configuration;
- Environmental/natural heritage features;
- Existing land use and compatibility issues;
- Landowner interest in development;
- Agricultural land considerations, including agricultural land capability and MDS requirements;
- Suitability for the extension of transit service;
- Compact urban form/logical extension of the urban area;
- The return on investment in previous infrastructure projects;
- Parcel sizes and suitability for land assembly; and
- The opportunity for spin-off benefits

At the September 23, 2014 meeting of the Planning and Environment Committee, an expansion of the Urban Growth Boundary for future industrial growth and an associated Official Plan Amendment were recommended. At the subsequent Council of September 30, 2014, Council resolution was:

That the Industrial Land Review for recommended Urban Growth Boundary expansion for future Industrial growth BE REFERRED back to the Civic Administration to have further consultation with the area residents and the Province and report back at a future public participation meeting at the Planning and Environment Committee, for the following reasons:

- i. Any possible expansion is dependent on the justification of a land area, for lands to be redesignated to other uses, other than industrial, within the White Oaks Business Park; noting that the Province is very interested in this process; very vigilant of reinforcing the Provincial Policy Statement; and*
- ii. Minimum distance separation calculations are crucial in this area as there are existing viable agricultural operations that should be maintained.*

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To ensure MDS is accounted for in the evaluation of requested properties, a new “MDS” category has been added to the evaluation tables, below, since the September 23, 2014 report.

Prime Agricultural Lands

It is important to recognize that the entirety of the area south of the urban growth boundary – where there is potential for industrial land expansion – is Prime Agricultural Land with Classes 1-3 soils. As such, there are no alternatives other than to expand onto these lands. This is a function of London’s location and cannot be overcome should any expansion be pursued. Pursuant to the Canada Land Inventory map and mapping provided to the City by OMAFRA, the proposed expansion is mainly on Class 2 soils with some Class 3 and Class 1 soils. There is no lower priority or non-prime agricultural areas available as an alternative. These lands do not comprise specialty crop areas. Recognizing the consistency of this variable across all options for expansion, these factors have not been included explicitly within the evaluation criteria, but were considered accordingly.

Landowner Requested Properties

Properties requested for consideration are shown in in the map below. Properties requested for consideration through landowner submissions were evaluated against evaluation criteria, as outlined in the subsequent table. The table shows a simple unweighted points scale from one (1) to three (3), with 1 representing the least favourable condition and 3 represents the most favourable condition. Hollow circles represent 1, half full circles represent 2, and solid circles represents 3. Properties requested for consideration were from the following addresses or areas and are identified alphabetically in the table below.

- A. 1871 and 1913 Bradley Avenue;
- B. All lands south of Bradley Avenue and north of Hwy 401.
- C. 1577 and 1687 Wilton Grove Road;
- D. 1766 Wilton Grove Road;
- E. 1806, 1811 and 1874 Wilton Grove Drive;
- F. 1741 Wilton Grove Road;
- G. 2031 Commissioners Road East;
- H. 7220 Pack Road;
- I. 1802 Fanshawe Park Road West;
- J. 3226 and 3356 Westminster Drive and 3045 Dingman Drive;
- K. 4571 Westminster Drive;
- L. 4166 Scotland Drive;
- M. 3050 and 3085 Trafalgar Street;
- N. 4563 White Oak Road;
- O. 4594 White Oak Road;
- P. All lands south of Highway 402 and west of Highway 401;
- Q. 4759 Wellington Road South; and
- R. 4956 Murray Road.

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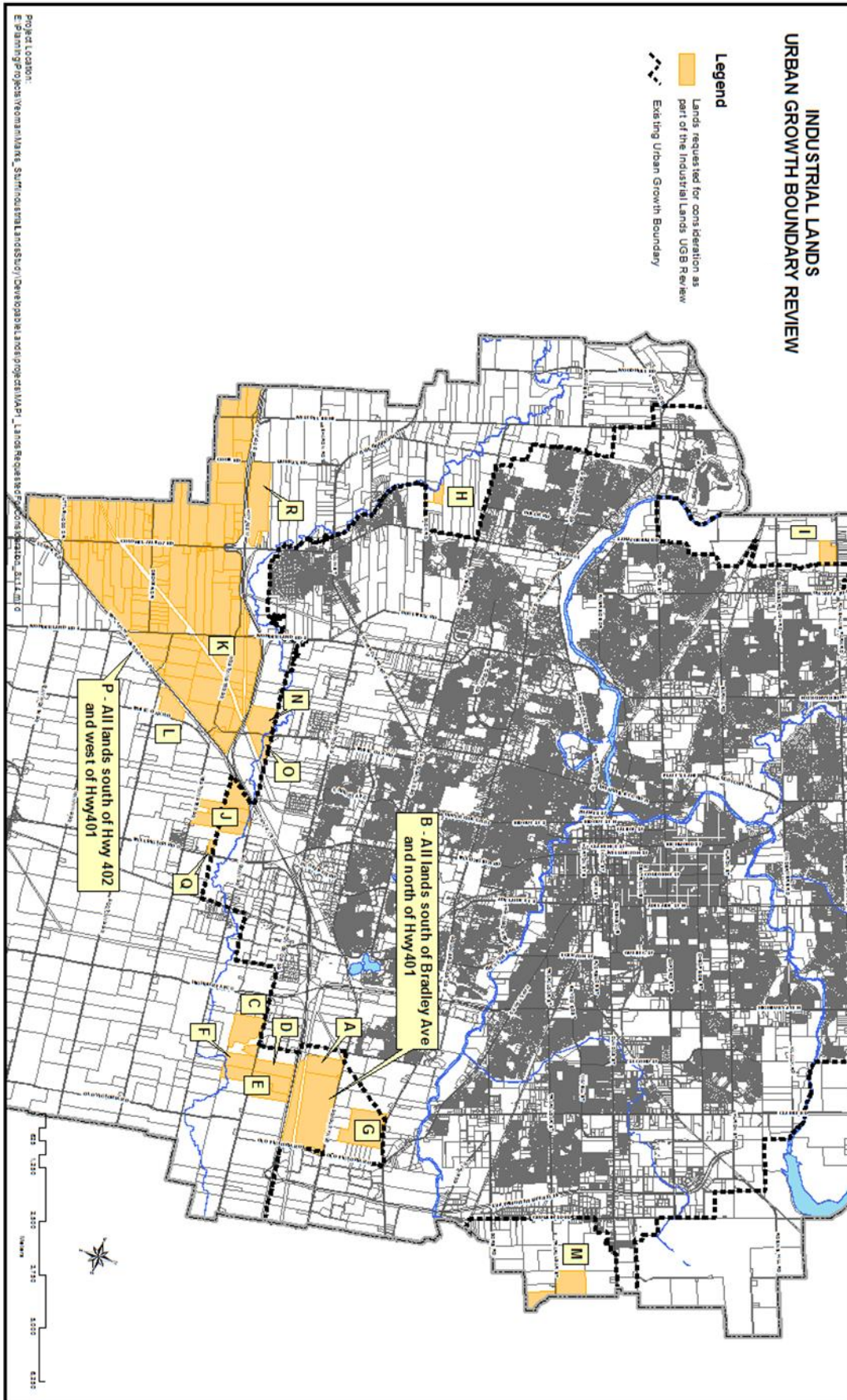


Figure 3: Properties Requested for Consideration by Landowners

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Property Criteria	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
Meets requirements identified in recent inquiries/ attractions by LEDC	●	●	●	●	◐	◐	◐	○	○	○	○	○	○	○	○	○	○	○
Located within the 6 Strategic areas of ILDS	●	●	●	●	●	●	●	○	○	○	●	◐	○	○	○	●	○	◐
Proximity to Hwy 401/402 or VMP	●	●	●	●	●	◐	◐	○	○	◐	●	●	○	●	◐	●	◐	●
Logical extension – Contiguous to existing UGB	●	●	●	●	○	○	●	●	●	●	○	○	○	●	●	○	●	○
Contiguous to existing Industrial Park – Return on previous investments	○	●	●	●	○	○	○	○	●	◐	○	○	○	○	●	○	◐	○
Exploits Highway interchanges	◐	●	●	●	◐	◐	◐	○	○	◐	◐	◐	○	○	○	●	◐	●
Environmental constraints	●	●	◐	◐	◐	○	●	◐	◐	◐	◐	◐	●	●	○	◐	◐	◐
Servicing (capacity/ constraints)	◐	◐	●	◐	◐	◐	○	○	◐	○	○	○	○	○	●	●	◐	○
Compatibility with existing and Planned Uses	●	●	●	●	◐	◐	●	◐	●	●	●	◐	●	◐	◐	◐	●	◐
Trigger Bradley Avenue interchange	○	○	●	●	●	●	○	●	●	●	●	●	●	●	●	●	●	●
Potential residential conflict	◐	○	●	●	●	●	●	●	●	●	●	●	◐	○	○	●	●	●
Parcel sizes and suitability for assembly	●	●	●	●	●	●	●	○	●	●	●	●	●	●	●	◐	◐	◐
Development or Acquisition concerns	●	●	●	●	◐	●	●	◐	●	◐	◐	◐	◐	◐	◐	○	◐	◐
MDS conditions	◐	◐	◐	◐	◐	◐	◐	●	●	●	●	●	●	●	●	●	●	●
Long-term Industrial potential	●	●	●	●	◐	◐	◐	○	◐	◐	◐	◐	◐	◐	◐	◐	◐	◐
Simple Comparative Score	37	39	43	42	31	30	34	26	34	33	33	31	28	31	30	32	32	32

Table 4: Summary of Evaluation of Landowner Requested Properties

Requested sites demonstrated a range of locations, sizes, and degrees of alignment with the requirements of the Council-approved ILDS, which is the long-term strategy for industrial land acquisition, planning, development and marketing. Certain requested properties are in immediate adjacency to successful Industrial Parks and provide for a logical extension of growth and servicing, help to further the return on previous investments, provide spin-off benefits and enhance the marketability of growing Industrial Parks. Some of the candidate sites are located in the six strategic locational areas of the ILDS. Certain properties have frontage onto, and



proximity to, the economic and investment corridor of Provincial Highways and VMP. Other requested candidate sites demonstrate locational limitations, servicing constraints or other constraints that limit the ability to meet the industrial marketplace’s land requirements.

Comprehensive Review of Larger Study Area

Upon completion of the assessment of landowner requests, Staff widened the study area to assess additional lands that could potentially address the ILDS criteria for industrial land development and strategic locations. The study area is identified in Figure 4. The blocks of land identified in the study area were assessed against the same ILDS evaluation criteria as the landowner-requested properties, and have also been updated to include an “MDS” category. The findings of the study area assessment are summarized in the two tables that follow, which for reference are referred to as “VMP Blocks” for the eastern area and “Wonderland Blocks” for the western area. The same unweighted points scale from one (1) to three (3) is employed, with 1 representing the least favourable condition and 3 represents the most favourable condition. Hollow circles represent 1; half full circles 2; and solid circles 3.

“VMP” Blocks	1	2	3A	3B	4	5	6	7	8	9	10	11	12	13	14
Meets requirements identified in recent inquiries/attractions identified by LEDC	●	●	●	◐	●	○	●	●	●	●	●	●	◐	◐	●
Located within the 6 Strategic areas of ILDS	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Proximity to Hwy 401/402 or VMP	●	●	●	●	●	●	●	●	●	◐	●	●	◐	●	●
Logical extension – Contiguous to existing UGB	●	●	●	○	○	●	●	○	○	○	●	●	●	●	●
Contiguous to existing Industrial Park – Return on previous investments	○	●	●	○	○	●	●	○	○	○	●	●	○	●	●
Exploits Highway interchanges	◐	●	●	◐	◐	●	●	◐	◐	◐	●	●	◐	◐	●
Environmental constraints	●	●	◐	○	◐	○	◐	◐	●	○	◐	◐	●	●	◐
Servicing (capacity/constraints)	◐	◐	●	◐	◐	●	●	○	○	○	●	●	◐	◐	●
Compatibility with existing and Planned Land Uses	●	●	●	◐	◐	○	●	●	●	●	●	●	◐	◐	●
Trigger Bradley Avenue interchange	○	○	●	●	●	●	●	●	●	●	●	●	○	○	●
Potential residential conflict	◐	●	●	●	●	●	●	●	●	●	●	●	◐	◐	●
Parcel sizes and suitability for assembly	●	●	●	●	●	●	●	●	●	●	●	●	●	●	◐
Development or Acquisition concerns	●	●	●	◐	○	○	●	●	●	●	●	●	◐	◐	●
MDS conditions	◐	◐	◐	◐	◐	◐	◐	◐	◐	◐	◐	◐	●	◐	●
Long-term Industrial potential	●	●	●	◐	◐	○	●	◐	◐	◐	●	●	○	◐	●
Simple Comparative Score (Rank)	37 (4)	41 (3)	43 (2)	30 (10)	33 (8)	34 (7)	43 (2)	35 (6)	36 (5)	33 (8)	43 (2)	44 (1)	31 (9)	35 (6)	43 (2)

Table 5: Summary of Evaluation of the Eastern Portion of the Study Area (“VMP Blocks”)

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"Wonderland" Blocks	1	2	3	4	5	6	7A	7B
Criteria								
Meets requirements identified in recent inquiries/attractions identified by LEDC								
Located within the 6 Strategic areas of ILDS								
Proximity to Hwy 401/402 or VMP								
Logical extension – Contiguous to existing UGB								
Contiguous to existing Industrial Park – Return on previous investments								
Exploits Highway interchanges								
Environmental constraints								
Servicing (capacity/constraints)								
Compatibility with existing and Planned Land Uses								
Trigger Bradley Avenue interchange								
Potential residential conflict								
Parcel sizes and suitability for assembly								
Development or Acquisition concerns								
MDS conditions								
Long-term Industrial potential								
Simple Comparative Score (Rank)	34 (7)	34 (7)	31 (9)	31 (9)	31 (9)	31 (9)	34 (7)	34 (7)

Table 6: Summary of Evaluation of the Western Portion of the Study Area ("Wonderland Blocks")

Further considerations for all candidate blocks of land include: environmental features; other City initiatives and potential impacts on those initiatives; potential for conflict with existing and planned uses including "Agriculture" or "Community Growth" areas; and the potential long-term viability of industrial uses in areas where significant requests for changes in land use have been addressed, including but not limited to the areas surrounding the Southwest Area Secondary Plan and White Oak/Dingman study area.

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Recommended Urban Growth Boundary

In order to strategically capitalize on potential economic development opportunities, meet market land demands and trends, fulfil the land development goals of the ILDS, create spin-offs and further the return on previous investments in successful Industrial Parks, and logically and contiguously expand the Urban Growth Boundary, infrastructure and services, the UGB expansion identified in Figure 5, below, is recommended. This expansion also incorporates landowner requested areas with the highest scores on the evaluation, and therefore represents the most strategic locations to take advantage of potential economic development and employment opportunities over the next five (5) years.

Potential areas were assessed against recent market interest and trends, as seen through recent inquiries about the City and attractions to the City. The market has demonstrated significant interest in large sites, in greenfield locations and in areas adjacent to Highway 401. Most companies recently inquiring are comparing London to municipalities further east towards the GTA and “Greater Golden Horseshoe”. As such, companies have shown strong interest in properties from the Highbury Avenue interchange eastward to the municipal limits.

This expansion maximizes Highway 401 frontage and exposure, extends and builds upon the Industrial Parks displaying sought-after attributes of the ILDS-targeted industrial sectors, including advanced manufacturing, Research, Development and Commercialization (R, D & C), agri-food processing, logistics and others. The proposed expansion of the UGB extends westward and southward from Innovation Park and southward and eastward from Forest City Industrial Park.

The City may review land needs, including vacant supply and projected demands, every five (5) years as part of an Official Plan update. The recommended expansion meets the land development needs of the ILDS, and will be reviewed at a future date for the potential for further expansions for future industrial development.

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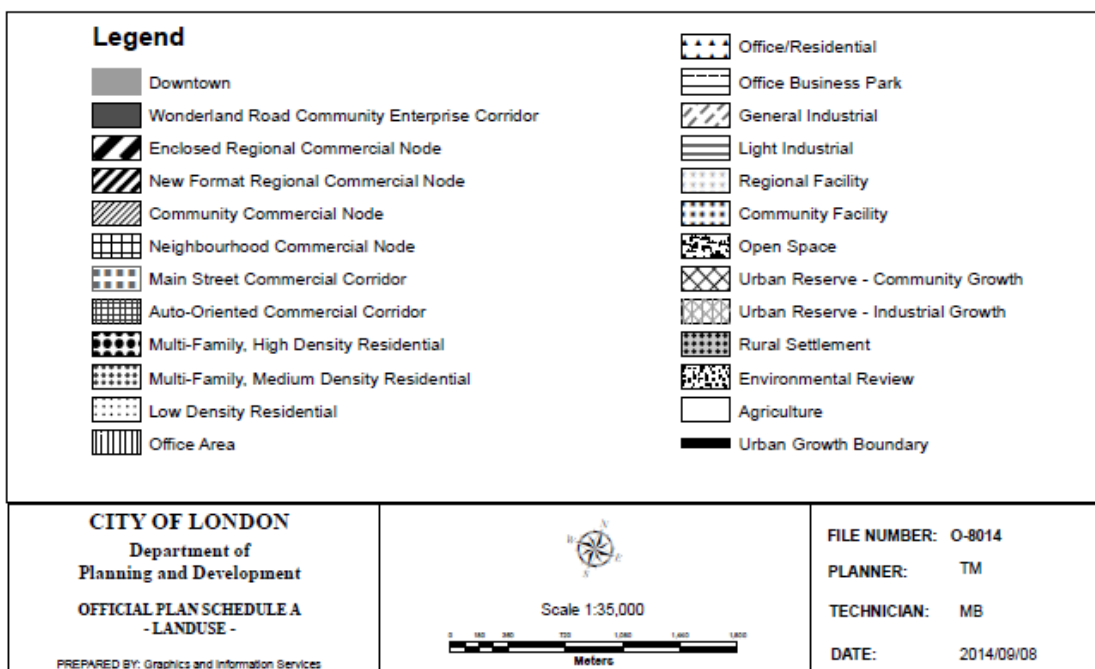
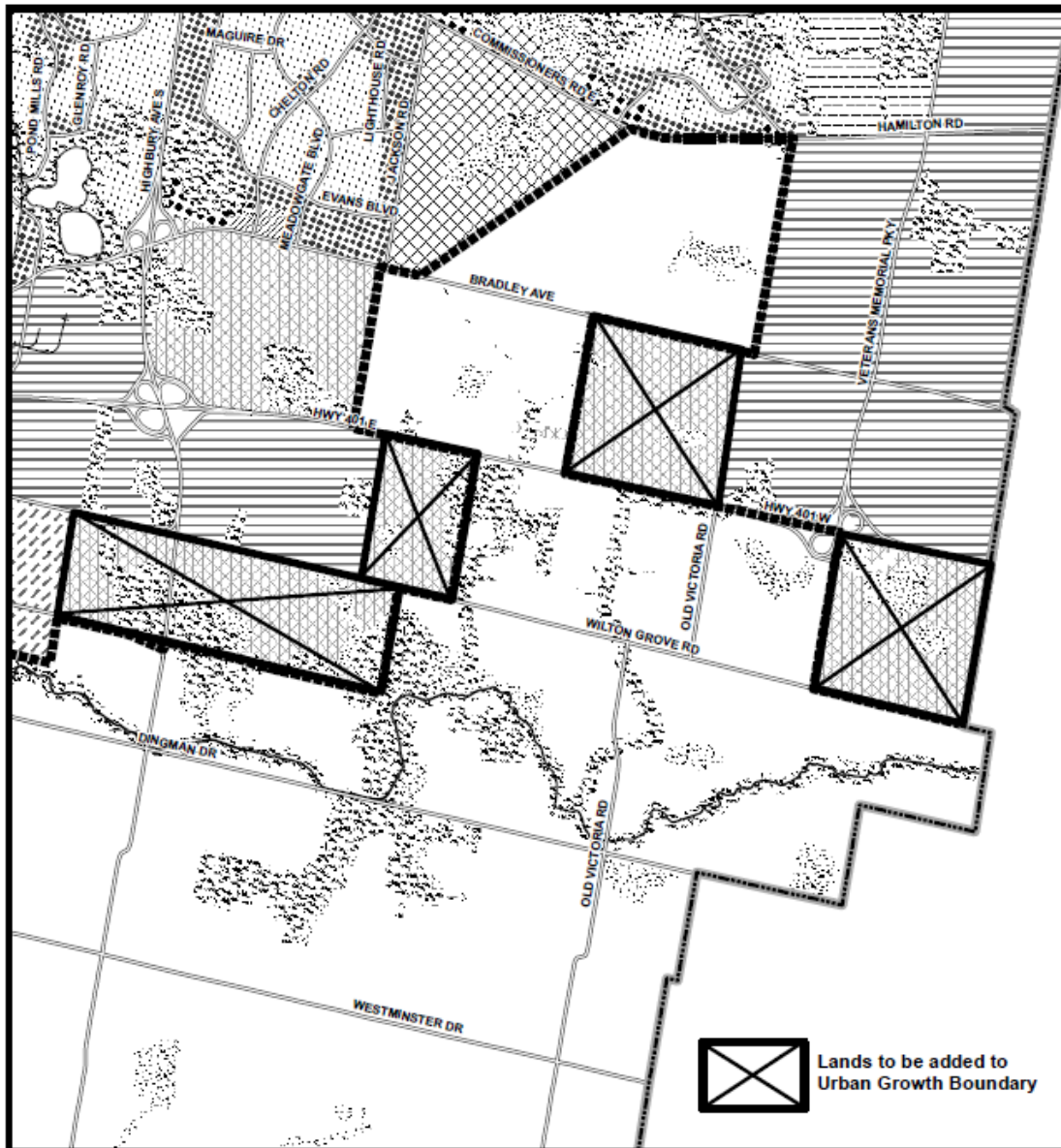


Figure 5: Recommended Urban Growth Boundary

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Minimum Distance Separation (MDS)

MDS I: New Non-Agricultural Development Adjacent to Existing Livestock Operations

The City of London has identified lands in areas north and south of Highway 401, west of the Veterans’ Memorial Parkway interchange, and lands south and east of “Forest City Industrial Park”, including lands south of Wilton Grove Road east of Highbury Avenue and south of Highway 401 east of Cheese Factory Road as an important area for future industrial growth.

Given the importance of this area to the City, and its long-term intended industrial use, a new policy is recommended that will treat settlement area boundary expansions in the area as Type ‘A’ land uses for the purposes of MDS I, and only industrial uses will be permitted within the Type ‘B’ setback. Type ‘A’ land uses are lower intensity and less sensitive uses relative to Type ‘B’ land uses, meaning that a smaller setback is required for Type ‘A’ relative to Type ‘B’. The policy approach has been reviewed by the Ontario Ministry of Agriculture, Food and Rural Affairs and they have concurred with this approach.

This policy approach will help to mitigate the impact of expanding the urban growth boundary for industrial uses – consistent with the direction of the Provincial Policy Statement.

If, in the future, any one of the surrounding livestock facilities affecting development in this area ceases to exist, then there would no longer be a trigger for an MDS I setback to be calculated from that particular livestock facility and the site specific policy area could be removed for that particular area that was affected. Also, any future settlement area boundary expansions and land use planning applications are also required to conform to the policies of the City’s Official Plan and be consistent with the requirements of the Provincial Policy Statement.

Municipal Address	Urban Reserve – Industrial Growth (Type ‘A’ land uses)		All other land use designations (Type ‘B’ land uses)	
	Distance from Livestock Buildings	Distance from Permanent Manure Storage	Distance from Livestock Buildings	Distance from Permanent Manure Storage
2090 Bradley Avenue	159 m	159m	318m	318m
2122 Bradley Avenue	85m	85m	169m	169m
1741 Wilton Grove Road	81m	81m	162m	162m
1806 Wilton Grove Road	175m	175m	350m	350m
3700 Old Victoria Road	576m	661m	1152m	1152m
2556 Wilton Grove Road (Municipality of Thames Centre)	221m	221m	442m	442m

Table 7: Preliminary Distances for Type ‘A’ and Type ‘B’ MDS I calculations

MDS II: New or Expanding Livestock Operations Adjacent to Existing Non-Agricultural Uses

In the area identified for future industrial growth, there are several livestock facilities to which MDS calculations apply. If a livestock operation seeks to expand in an area that is adjacent to lands designated in the Official Plan or Zoned for non-agricultural urban uses (including Industrial uses), an MDS II calculation is required to ensure appropriate setback. MDS II requires a setback based on Type ‘B’ (sensitive) land uses for areas adjacent to an Urban Growth Boundary.

Similar to the proposed MDS I approach above, because the recommended expansion of the UGB is for a Type ‘A’ land use, it is recommended that for any future expansion of an existing livestock operation in the identified future industrial area also be subject to an MDS II setback

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based upon a Type 'A' land use rather than Type 'B'. This MDS II policy will allow for the implementation of the required site-specific zoning by-law amendment to apply a Type 'B' calculation, and which would be concurrent with any proposed expansion of an existing livestock operation. This new policy is consistent with the MDS guidelines, and will ensure that existing livestock operations would be able to consider the adjacent land uses as non-sensitive (Type 'A') land uses.

For the purposes of the proposed policy on MDS calculation, livestock facilities are defined as one or more barns or permanent structures with livestock-occupied portions, intended for keeping or housing of livestock. A livestock facility also includes all manure or materials storage and anaerobic digestors. A comparative map of MDS Type 'A' and Type 'B' is shown below as Figure 6. Also, as previously noted, the MDS is approximate and mapping and calculations will require confirmation by applicants at the time of planning applications and site development.

The proposed Official Plan policy to address these MDS concerns reads:

Section 9.2.10 of the Official Plan for the City of London is amended by adding the following subsection 9.2.10.1:

For the lands within the expanded Urban Growth Boundary and lands adjacent to that area, as shown on Schedule 1, the following applies with respect to calculations undertaken to satisfy minimum distance separation (MDS) guidelines for MDS I and MDS II:

The City will apply Type 'A' land use classification for the purposes of MDS I, and only Industrial Uses will be permitted within the Type 'B' MDS setback. All other land uses or applications for changes in land use to designations other than for Industrial Uses will be calculated on the basis of MDS Type 'B' land classification.

For expansions of existing livestock operations within the area identified on Schedule 1, the City will apply a Type 'A' land use classification to existing, adjacent urban and industrial uses, Official Plan designations and Zones, for the purposes of MDS II calculations.

If, in future, any of the livestock facilities ceases to exist, there would no longer be a trigger for MDS calculations and the site specific policy area will be removed for that particular area that was affected.

For the purposes of this policy, livestock facilities are one or more barns or permanent structures with livestock-occupied portions, intended for keeping or housing of livestock. A livestock facility also includes all manure or materials storage and anaerobic digestors.

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Figure 6: Comparative Map of Preliminary Type 'A' and Type 'B' MDS I Calculations

Environmental Features

The proposed change in land use designation identified in Schedule 1 of Appendix 'F' is a change to "Schedule 'A' – Land Use" of the Official Plan. The change is to expand the Urban Growth Boundary and re-designate lands within the expanded boundary from "Agriculture" designation to "Urban Reserve – Industrial Growth" designation. Environmental features have

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been discounted from the calculations for developable land areas and are not proposed to be changed to an Industrial land use.

Many key features that make up the City's Natural Heritage System were designated in 1999 as Environmental Review (ER), rather than Open Space (OS), as part of the Ontario Municipal Board resolution of Official Plan Amendment 88. It was intended that the interim use of ER designated lands shall be directed towards the objectives of protecting natural features and ecological functions until their significance was determined through detailed environmental studies. Policy 8.B.3.1.ii) of the Official Plan requires that the City carry out a study of all lands designated ER outside of the Urban Growth Boundary to provide a degree of certainty to land owners regarding the significance of environmental features on their lands. The City subsequently developed a detailed scientific scoring system and comprehensive approach for determining the ecological significance of woodlands and inventoried and assessed vegetation patches to determine significance in accordance with the Council-approved policies and guidelines. The final report of the Environmental Review Lands Study was approved by Council on November 17, 2008.

In accordance with the scientific findings of the Council-approved Environmental Review Lands Study for these vegetation patches, it is recommended that the ER-designated lands corresponding to Patches 10180, 10148, and 10172 east of the Veterans Memorial Parkway extension, of the 2008 Environmental Review Lands Study be designated Open Space (OS) in Official Plan Schedule 'A' – Land Use, and "Significant Woodlands" in Official Plan Schedule 'B1' – Natural Heritage Features, as identified in Appendix 'G'. Also recommended in Appendix 'H' is that the zoning of these patches be changed to the associated implementing zoning of Open Space (OS5) zone. The Open Space OS5 zone variation is recommended because it applies to important natural features and functions that have been recognized by Council as being components of the Natural Heritage Systems. Consequently, to protect identified ecological features and functions, permitted activity is limited to a range of low impact uses associated with passive recreation, conservation and ecosystem management. Development and site alteration is permitted only if it has been demonstrated through an appropriate study that there will be no negative impacts on the features and functions for which the area has been identified.

Consideration was also given to the Species at Risk information identified by the Province in the Natural Heritage Information Centre. Due diligence under the Endangered Species Act will be continuously addressed by the City through subsequent requirements for studies as part of future planning applications on the subject lands that will be required prior to development.

PUBLIC LIAISON AND CONSULTATION SINCE SEPTEMBER 2014 REFERRALS

White Oak/Dingman area

A summary of the inquiries and comments received to date regarding the proposed redesignation of the White Oak/Dingman area, are provided below.

Expression of Support

- would like to see the study area shift from industrial to residential and commercial uses
- supportive of redesignation of lands within the study area to residential and institutional uses
- support the City of London in changing the lands around their property from industrial use to non-industrial uses
- not opposed to possible conversion of most of the lands within the study area, suggest that the lands in the northeast quadrant should remain designated for industrial as they have been recently developed
- support the initiation of the employment lands review and concur with previous studies

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undertaken as part of the Industrial Land Development Strategy, that this area is not ideally suited to meeting the needs of current industrial/business park users

Expression of Concern

- concern about decreasing property values and potential uses of property
- concern possible redesignation of lands to Transitional Industrial would not allow their equipment to be stored outdoors and require it to be located within enclosed buildings
- oppose redesignation of the lands to non-industrial uses as they currently use the lands to operate a transportation business and intend to retain their lands to support future growth of the company
- concern lands would contain non-conforming uses if conversion of industrial lands is approved, lands within White Oak Business Park should retain industrial designations
- given the proximity to existing industrial uses, the lands are not a logical or reasonable choice for re-designation
- opposed redesignation of northerly portion of lands from “General Industrial” to “Environmental Review” in the Official Plan and Southwest Area Secondary Plan.
- the proposed Official Plan Amendment is neither appropriate or necessary at this time.
- a comprehensive review has not been undertaken and justification has not been met to remove the employment lands.
- concern that Staff be authorized to affect an adjustment to the capital budget to refinance the purchase of land for the Old Oak SWM facility for the recovery of \$900,000 and transfer the funding obligation to the DC SWM reserve fund.

Upon the initiation of the land use review for the lands within the study area, the City met with major landowners within the White Oak/Dingman area to obtain their feedback. Subsequent meetings were also held to obtain additional feedback to proposed land use designations for the subject lands. A public participation meeting was held at the Planning and Environment Committee on September 9, 2014. Staff have also held meetings with individual land owners in 2015, to discuss the proposed land use concept and Official Plan Amendments.

Urban Growth Boundary for Future Industrial Growth

A summary of the inquiries and comments received to date regarding the proposed expansion of the Urban Growth Boundary for industrial purposes, are provided below.

- Site selection for UGB did not reflect criteria presented in previous reports to Council;
- The June 17 Report does not give sufficient consideration to size of parcels or location of parcels;
- The City should consider economic development policy of the Provincial Policy Statement (PPS), including section 1.3.2.4;
- The Wonderland Road area should not be excluded from the 20 to 30 year industrial development plan;
- Concerned that the proposed land use changes in proximity to London Dairy Farm are incompatible with agriculture and are not in conformity the Provincial Policy Statement;
- Some previous reports identified an expansion of the UGB by 500 ha, whereas the recommended expansion is 300 hectares. Expansion of 500 ha should be considered;
- Concerned that the proposed changes do not balance competing interests of urban and agricultural uses and does not assess the impact on agriculture or the agricultural component of the economy;
- The recommended expansion appears to be scattered rather than one area. It also appears to make the area north of Bradley Avenue more disconnected by further introduction of future industrial uses;

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- February 3, 2015, neighbourhood meeting presented new information. Rather than further isolating Bradley Avenue by including lands, residents voiced support for inclusion of as much Bradley Avenue lands as possible; they noted that the vocal opposition to Bradley expansion had moved away from the area.
- At the February 3, 2015, neighbourhood meeting Staff were also made aware of potential expansion intentions by the London Dairy operation. For this reason, Staff have proposed a policy response regarding MDS II calculations, which would provide the greater flexibility.
- Staff also received a letter with comments from various Provincial Ministries, dated February 26, 2015. The comments and City Staff responses are summarized in Table 5, below.

Provincial Ministry	Ministry Comment	Staff Response
Ministry of Natural Resources and Forestry	There are a number of natural heritage features in the area including Woodlands, Provincially Significant Wetlands and Life Science ANSIs). These features should be considered in accordance with the PPS and City of London's Official Plan.	The Official Plan Amendment includes changing 'Environmental Review' designated lands to the 'Open Space' designation, based on the 2008 Environmental Review Lands Study, and changing the lands associated zoning to an 'Open Space' (OS5) zone. This recommendation is based on information of the City Ecologist.
Ministry of Natural Resources and Forestry	Species at Risk screening should also be done as part of the proposed OPA.	Consideration was given to the Species at Risk information identified by MNRF in the Natural Heritage Information Centre. Due diligence under the Endangered Species Act will be continuously addressed by the City through subsequent requirements for studies as part of future planning applications on the subject lands.
Ministry of Transportation	No direct access will be permitted/available on the Veterans Memorial Parkway extension southward between Highway 401 and Wilton Grove Road.	In accordance with the "Veterans Memorial Parkway Extension and Highway 401 Interchange Improvements Class Environmental Assessment", the VMP extension southward from Highway 401 to Wilton Grove Road will be an "Expressway" class right-of-way. Pursuant to Official Plan section 18.2.2.i.b), an Expressway has no private access and intersections only permitted at arterial roads.
Ministry of Transportation	A Traffic Impact Study (TIS) should be prepared for subject lands to have regard for accommodation of growth and traffic generated at intersections and interchanges (Highway 401/Highbury and Highway 401/Veterans Memorial Parkway).	As the designation recommended is "Urban Reserve – Industrial Growth", there will still be Planning approvals required before any development is permitted on the subject lands. A TIS is most appropriate at the time of actual development proposal (i.e. Site Plan) to evaluate impacts.
Ontario Ministry of Agriculture, Food and Rural Affairs	Impacts of MDS need to be addressed for livestock facilities in the vicinity.	Staff have been working with OMAFRA Staff to work on policy approach, and technical issues

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Provincial Ministry	Ministry Comment	Staff Response
		related to both MDS I (new industry), and MDS II (livestock expansion). The policy approach has been informed by advice of and discussions with OMAFRA staff.
Ontario Ministry of Agriculture, Food and Rural Affairs	City has not provided additional information to demonstrate how this proposed OPA is consistent with other policies of the PPS, including the need for additional land (s. 1.1.3.8.a). City will also need to demonstrate that: (1) The lands do not comprise specialty crop areas; (2) There are no reasonable alternatives which avoid prime agricultural areas; and (3) There are no reasonable alternatives on lower priority agricultural lands in prime agricultural areas.	(1) Lands do not comprise specialty crop area, which, per the Greenbelt Plan, are the 'Niagara Peninsula Tender Fruit and Grape Area', and the 'Holland Marsh'. (2) In accordance with the Canada Land Inventory's soils capability map, the entirety of the area south of the UGB is Prime Agricultural Land with classes 1 -3 soils. As such, there are no alternatives. (3) Pursuant to the Canada Land Inventory map and mapping provide to the City by OMAFRA, the proposed expansion is mainly on Class 2 soils with some Class 3 and Class 1 soils. There is no lower priority or non-prime agricultural areas as an alternative.
Ontario Ministry of Agriculture, Food and Rural Affairs	PPS section 1.1.3.8.e) also states that impacts from new or expanding settlement areas on agricultural operations which are adjacent or close to the settlement area are mitigated to the extent feasible. OMAFRA identifies a number of mitigation measures, including traffic, fencing, density of development, urban design, and visual or physical buffers, which OMAFRA says should be satisfied in order to demonstrate consistency with provincial policy.	As part of this process, Staff have worked with OMAFRA to establish a policy approach that addresses the existing condition of adjacency of livestock operations to the existing and proposed expanded UGB (i.e. application of Type 'A' land use for MDS I and MDS II calculations). The proposed designation for the expanded UGB is as 'Urban Reserve – Industrial Growth', which is for future industrial growth. Thus, additional planning approvals and site planning would be required before any development may occur, and as such, mitigation measures would be addressed as part of the subsequent development application/site planning processes.
Ontario Ministry of Agriculture, Food and Rural Affairs	Comments that the White Oak/Dingman area will stay within the Urban Growth Boundary, rather than returning to an Agricultural designation. Also notes that the White Oak/Dingman area has soils that have been disturbed by grading/fill, so the White Oak/Dingman area is not the same quality or quantity of land for agricultural use as the area proposed to be added to the UGB in the Wilton Grove area.	The White Oak/Dingman area is within the Urban Growth Boundary and the long-term planned uses of the lands are urban-related uses. The White Oak/Dingman area is not designated 'Agriculture'.
Ministry of the	MOECC asks how the City	As the proposed designation is 'Urban

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Provincial Ministry	Ministry Comment	Staff Response
Environment and Climate Change	intends to service the large parcels of land from a sanitary sewage, stormwater and potable water perspective. Asks if a Master Servicing Plan will be undertake. MOECC notes that if not, then a Municipal Class Environmental Assessment would be required. States that such considerations should be made prior to designation or zoning of lands.	Reserve – Industrial Growth’, for future industrial growth, further planning approvals are required before any development may occur. Engineering Staff have also provided a high-level review of servicing issues on the blocks of land identified as the Industrial UGB study area, and their assessment was included in the evaluation of potential blocks for inclusion. Any required Environmental Assessments or other studies will be completed concurrently with the future planning approvals that are required prior to site development.
Ministry of the Environment and Climate Change	Asks how the MOE’s “D-Series Land Use Compatibility Guidelines” will be addressed, including noise. Also asks if Record of Site Conditions exist for the lands and whether the City’s disposal of wastes from new industrial development can be accommodated at the City’s landfill.	D-Series Guidelines address setbacks between industrial uses and sensitive land uses. Subject to the Guideline D-1-3, certain agriculture operations are considered sensitive; however, those in adjacency to the proposed expansion are not considered sensitive D-1-3. Setbacks for noise and related mitigation will be addressed as part of required future planning applications at the time of development proposals. Records of Site Condition summarize environmental condition of properties and are apply to brownfield (former industrial) lands. As greenfield lands are proposed for inclusion within the UGB, no Record of Site Condition is required. The City of London’s landfill has capacity for wastes from future industrial development associated with the proposed lands to be included in the UGB.
Ministry of Municipal Affairs and Housing	MMAH states it has not been demonstrated that there is no net increase in Industrial Land in the City, based on the proposed expansion of 300 hectares following redesignations of Industrial Lands to other uses in the Southwest Area Plan area (SWAP) and White Oak/Dingman area.	The approximately 300 hectares of land recommended for expansion for future Industrial uses is a portion of the lands redesignated, not the entirety of lands redesignated in the SWAP and White Oaks areas. The approximately 300 hectares is the portion of redesignated lands apportioned to Low Density Residential (LDR) and future LDR based on a break-down of development and projected development by unit types. This LDR portion was used because LDR is the limiting factor for Community Growth needs.
Ministry of Municipal Affairs	MMAH states that it is more difficult to understand the	As identified in the ‘Comprehensive Review/Industrial Land Development

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Provincial Ministry	Ministry Comment	Staff Response
and Housing	comprehensive review undertaken because it includes justifications in reports to Council regarding SWAP, the Industrial Lands Study, Industrial Land Development Strategy, and White Oak/Dingman. Also some concern about the time taken during component parts of the comprehensive review and this process. Also notes that quantity versus quality of supply is not addressed within the PPS.	Strategy' section of this report, on October 4, 2011, Council resolved that Administration was to take actions regarding the Official Plan Review. Actions included circulating Terms of Reference for the OP Review and to bring forward the updates to the Industrial Land Strategy and report on related adjustments to the Urban Growth boundary prior to the comprehensive review. This Council resolution identifies that Industrial Land was to be separated from other land uses for the purposes of Official Plan review, land needs study and municipal land strategy. The subsequent comprehensive review (Industrial Land Strategy) and related Official Plan Amendments act to implement the October 4, 2011 direction of Council.
Ministry of Municipal Affairs and Housing	MMAH asks if Industrial lands are actually being "removed at all" if White Oak/Dingman study areas acreage removed is being applied towards the proposed UGB expansion elsewhere.	Reiterating the response above, only the LDR portion of the redesignated Industrial lands from SWAP and the White Oak/Dingman area are proposed for application towards the recommended expansion of the Urban Growth Boundary.
Ministry of Municipal Affairs and Housing	MMAH asks how the City is demonstrating "need" for the additional non-industrial uses in the White Oak/Dingman area, given previous reporting demonstrated no additional non-industrial lands required to meet the projected 20-year need of Community Growth.	As identified in the comprehensive review of the Industrial Lands Study, the rationale for the recommendations is not based upon the quantitative land needs but on the strategic requirement for appropriate lands that are suitably sized, serviced, and located to meet economic development opportunities and the needs of prospective industrial land developers in industrial sectors identified in the 2014 Industrial Land Development Strategy.

Table 8: February 2015 Provincial Comments and City Responses

Also as noted in earlier reports to Council, a public meeting on the Industrial Lands Study was held on April 23, 2013, to assess owner interest for properties to be included in the study. A public participation meeting was held at the Planning and Environment Committee on June 17, 2014. Also, on July 30, 2014 and February 3, 2015, neighbourhood meetings were held for interested members of the public identified by Council. Staff have also held meetings with individual property owners in 2013 through 2015, to discuss the Urban Growth Boundary process.

Public liaisons describing the possible Official Plan Amendment and Zoning Amendment were published in The Londoner and letters were sent to landowners of affected and neighboring properties.

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CONCLUSION

The review of industrial lands satisfied the requirements of a comprehensive review as defined in the PPS. The findings of the Industrial Lands Study concluded that the inventory of vacant industrial lands is quantitatively sufficient to accommodate the projected demand for industrial land over the 20 year planning period. As has been demonstrated, the lands within the White Oak/Dingman study area are not required to meet the needs of future industrial growth. It is appropriate for the White Oak/Dingman lands to be considered for conversion to non-industrial uses. The recommended amendments to the Official Plan and the Southwest Area Secondary Plan are in conformity with the Provincial Policy Statement and the Official Plan, and will facilitate the transition of the study area from industrial to non-industrial uses.

It is recommended that the Draft Terms of Reference be widely circulated for review and comment, that they be revised as appropriate based on the public feedback and that they be considered for approval at a future public participation meeting of the Planning Committee.

There is a misalignment between the land demands of the industrial marketplace and the vacant land inventory in London. The size, configuration, location and other qualities of many properties within the inventory do not correspond to the land demands of the identified target industrial sectors of the Industrial Land Development Strategy. In order to strategically capitalize on potential economic development opportunities, meet market land demands and trends, and fulfil the land development goals of the province, region and city, the expanded Urban Growth Boundary, as identified in Figure 5, above, is recommended. As a result of the associated redesignations of industrial lands to non-industrial uses in the SWAP and White Oak/Dingman areas, the overall industrial land supply will not increase with the proposed expansion. Instead, the industrial land supply will be more strategically located and thus capable of meeting industrial marketplace demands and the economic development and employment objectives of the City. Furthermore, an equivalent urban growth boundary expansion for non-industrial uses will be avoided.

In concert with the recommended expansion and to provide certainty for the City, prospective industrial developers, and other land owners, a redesignation of environmental features from “Environmental Review” to “Open Space”, and associated changes in zoning and natural heritage mapping, are also recommended. This is in alignment with the scientific evaluation of the 2008 Environmental Review Lands Study and the findings of the Veterans Memorial Parkway Extension and Highway 401 Interchange Improvements Class Environmental Assessment.

Furthermore, to mitigate potential impact of conflict between livestock operations and future industrial development, a policy is also recommended to differentiate minimum distance separation (MDS) calculations for industrial uses versus non-industrial uses within the expanded Urban Growth Boundary. This policy approach is in alignment with Guideline 46 of the Provincial MDS Implementation Guidelines, and has been informed by consultation with Ministry partners.

The recommended changes conform to the Provincial Policy Statement by supporting the building of strong healthy communities; providing an appropriate range and mix of land uses; promoting economic development and competitiveness; providing opportunities for a diversified economic base; supporting long-term economic prosperity; protecting natural heritage features and their ecological functions; and mitigating impacts on prime agricultural lands to the extent feasible. The recommended changes also conform to the Official Plan of the City of London, including but not limited to policies of Chapter 2 – “Planning Framework”, Chapter 7 – “Industrial Land Use Designations” and Chapter 15 – “Environmental Policies”.

Agenda Item # Page #

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File: O-8014/O-8362

PREPARED BY:	PREPARED BY:
MARK JOHNSON PLANNER II LONG RANGE PLANNING AND RESEARCH	TRAVIS MACBETH, MCIP, RPP PLANNER II LONG RANGE PLANNING AND RESEARCH
SUBMITTED BY:	RECOMMENDED BY:
GREGG BARRETT, ACIP MANAGER, LONG RANGE PLANNING AND RESEARCH	JOHN M. FLEMING, MCIP, RPP MANAGING DIRECTOR, PLANNING AND CITY PLANNER

March 13, 2015

Attach.

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File: O-8014/O-8362

**Responses to Public Liaison Letter and Publication in “The Londoner”
(Since September 2014 Referrals)**

Gerd Verres	Telephone
Tommy and Norine Faulkner	Telephone; Written
Bob Donaldson	Telephone
Julie Carrara	Telephone
Infrastructure Ontario	Telephone
Kevin McClure (MMAH)	Written
Drew Crinklaw (OMAFRA)	Written; Telephone
Mohamed Hammoud	Telephone
Valeria	Telephone
Suzanne McLaren and Betty Jean O'Reilly	Telephone
Antonia Reali	Telephone
Chris Fowler	Telephone
Karen Baker	Written
Sandy Levin	Written
Dave Schmidt	Written
Jaymie Crook	Written
Mohamed Hammoud	Written
Robert Statton	Written
Richard Zelinka	Written

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**Bibliography of Information and Materials
O-8014/O-8362**

Request for Approval:

Industrial Land Review: City of London Official Plan Amendment Application Form, completed by City of London, January 31, 2012.

White Oak/Dingman: City of London Official Plan Amendment Application Form, completed by City of London, May 27, 2014.

Reference Documents:

Ontario. Ministry of Municipal Affairs and Housing. Planning Act, R.S.O. 1990, CHAPTER P.13, as amended.

Ontario. Ministry of Municipal Affairs and Housing. Provincial Policy Statement, 2014.

Ontario. Ministry of Agriculture, Food and Rural Affairs. MDS Implementation Guidelines, 2006.

City of London. Official Plan, June 19, 1989, as amended.

City of London. *Zoning By-law No. Z.-1*, May 21, 1991, as amended.

City of London. Southwest Area Secondary Plan, April 29, 2014, as amended by the OMB PL130020.

R.W. Panzer Planning Consultant. City of London Industrial Lands Study. November, 2012.

City of London. 2014 Industrial Land Development Strategy: An Investment in Our Future. March 2014.

City of London. Report to Planning Committee, "39T-06504/Z-6927: Tradewind Properties & Investments Inc. Public Participation Meeting", June 17, 2008.

City of London. Report to Planning Committee, "39T-05513/OZ-6461: Bluestone Properties Inc. Public Participation Meeting", June 17, 2008.

City of London. Report to Planning and Environment Committee, "Land Needs Background Study for the 2011 Official Plan Review," June 18, 2013.

City of London. "ReThink London Land Needs Background Study 2011-2031," June 2013.

City of London. Report to Planning and Environment Committee, "City of London Growth Projections: 2011-2041," October 15, 2012.

Altus Group Economic Consulting. "Employment, Population, Housing, and Non-Residential Construction Projections, City of London, Ontario, 2011 Update," September 2012.

All file correspondence.

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File: O-8014/O-8362

Appendix "A"

Bill No. (number to be inserted by Clerk's Office)
2015

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

A by-law to amend the Official Plan for the City of London, 1989 relating to the lands south of Exeter Road, north of Dingman Drive, east of White Oak Road and west of the Marr Drain in the City of London.

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

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

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

PASSED in Open Council on March 31, 2015.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – March 31, 2015
Second Reading – March 31, 2015
Third Reading – March 31, 2015

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AMENDMENT NO.

to the

OFFICIAL PLAN FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

1. To change the designation of certain lands described herein from Light Industrial and General Industrial to Transitional Industrial, Commercial Industrial, Open Space, Environmental Review and Urban Reserve Community Growth on Schedule “A”, Land Use, to the Official Plan for the City of London.
2. To establish a new Section 7.5 (Transitional Industrial) of the Official Plan for the City of London to guide the future development of the subject area.
3. To establish a new Section 7.6 (Commercial Industrial) of the Official Plan for the City of London to guide the future development of the subject area.

B. LOCATION OF THIS AMENDMENT

1. This Amendment applies to lands located south of Exeter Road, north of Dingman Drive, east of White Oak Road and west of the Marr Drain in the City of London.

C. BASIS OF THE AMENDMENT

This amendment recognizes that the long term use for these lands is not industrial, and may be better suited for other uses. A comprehensive review has demonstrated that the lands will not be required for employment purposes over the long term. There has been limited market interest in attracting industrial development to area. Existing development consists of a mix of industrial and commercial businesses. This amendment will provide some certainty to landowners that existing industrial uses can continue, while allowing opportunities for new light industrial uses that are located in enclosed buildings, require limited outdoor storage and are unlikely to cause noise, dust, odour or vibration impacts. It will reduce future land use conflicts by allowing industrial uses to transition to alternative uses that are more compatible with sensitive lands to the north and west of area. The amendment will also allow commercial uses that could be considered quasi-industrial to continue or be developed, whereby they may be designed with large outdoor storage areas, impound areas with high fences, heavy equipment on-site, or large warehouse components that don't integrate well within streetscapes and neighbourhoods. They may also generate noise, vibration, emissions and other planning impacts beyond those that would be expected within a commercial context.

D. THE AMENDMENT

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

1. Schedule “A”, Land Use, to the Official Plan for the City of London Planning Area is amended by designating those lands located south of Exeter Road, north of Dingman Drive, east of White Oak Road and west of the Marr Drain in the City of London, as indicated on “Schedule 1” attached hereto from Light Industrial and General Industrial to Transitional Industrial, Commercial Industrial, Urban Reserve Community Growth, Open Space and Environmental Review.
2. Amend Chapter 7 Industrial Land Use Designations to add a new designation

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as follows:

Section 7.5 – Transitional Industrial

The Transitional Industrial designation represents areas of the City that have limited ability to attract or retain industrial land development. The designation is intended to accommodate a shift in market demand from industrial to non-industrial uses over the long term, while allowing the existing uses and properties in this area to develop and evolve for Light Industrial uses over the shorter term. These lands are not considered to be employment lands under the Provincial Policy Statement, and are not included in the City’s inventory of industrial lands.

7.5.1 Permitted Uses

In addition to existing industrial uses, the primary permitted uses in the “Light Industrial” designation of the Official Plan shall be limited to light industrial uses that are located within enclosed buildings, require no outdoor storage; and are unlikely to cause adverse effects with respect to such matters as air, odour or water pollution, dust, or excessive vibration and noise levels. These include such uses as warehousing, research and communication facilities; laboratories; printing and publishing establishments; warehouse and wholesale outlets; technical, professional and business services such as architectural, engineering, survey or business machine companies; commercial recreation establishments; private clubs; private parks; restaurants; hotels and motels; service trades; and contractor’s shops that do not involve open storage.

All uses adding, emitting, or discharging a contaminant into the natural environment that are required to obtain a Certificate of Approval from the Ministry of the Environment as required by the Environmental Protection Act and associated Regulations are not permitted. Uses permitted in this category will also be required to comply with additional requirements as set out in this Section of the Plan and in the City of London’s Waste Discharge By-law.

7.5.2 Operation Criteria

Permitted uses in the Transitional Industrial designation shall include those uses which are likely to have no, or minimal, adverse effect on surrounding uses in terms of noise, smoke, odour or visual appearance, and which can be located in close proximity to sensitive land uses.

Setback and mitigation measures as per the Ministry of the Environment’s Compatibility Between Industrial Facilities and Sensitive Land Uses (D Series Guidelines) shall apply for new light industrial uses.

7.5.3. Area and Site Design Criteria

The development of Transitional Industrial areas will be subject to the following area and site design considerations:

Buffering

- i) The Zoning and Site Plan Control By-laws may specify higher standards for setbacks, the location of parking and loading areas, signage, landscaping along major entryways to the City and adjacent to residential areas.

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Traffic

ii) Industrial traffic should be directed away from, and not through, residential areas.

Compatibility

iii) Separation, buffering, and landscaping may be required to provide visual compatibility among adjacent land uses.

Limited Access

iv) The number of access points from Transitional Industrial sites to arterial or primary collector roads should be limited to minimize disruption to traffic flows.

7.5.4. Scale of Development

The Zoning By-law may specify maximum building heights and site coverage so that the scale of new industrial development will have a minimal impact on any non-industrial uses in the surrounding area.

3. Amend Chapter 7 Industrial Land Use Designations to add a new designation as follows:

Section 7.6 – Commercial Industrial

The Commercial Industrial designation will accommodate commercial uses that do not fit well within the context of our commercial land use designations. These commercial uses will tend to be quasi-industrial, whereby they may be designed with large outdoor storage areas, impound areas with high fences, heavy equipment on-site, or large warehouse components that don't integrate well within streetscapes and neighbourhoods. They may also generate noise, vibration, emissions and other planning impacts beyond those that would be expected within a commercial context. The Commercial Industrial designation will be located in automobile and truck dominated environments along arterial roads. These lands will not constitute employment areas for the purposes of the Provincial Policy Statement, and are not included in the City's inventory of industrial lands.

7.6.1 Permitted Uses

Within the designation, the following uses will be permitted:

1. Commercial uses that do not fit well within the context of our commercial land use designations, due to their planning impacts, may be permitted. Such impacts may stem from:
 - a. Large outdoor storage areas.
 - b. Impound areas.
 - c. Large warehouse or components.
 - d. Storage, display, or parking of heavy equipment.
 - e. Noise, vibration or emission impacts that exceed those that are expected within a commercial context.
 - f. Large volumes of regular truck traffic.
 - g. Large structures that may have a negative visual impact, such as domes or large out-buildings.

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2. Commercial recreation, places of assembly and places of worship may be permitted where appropriate.
3. Commercial uses intended for the commercial land use designations will not be permitted.
4. Commercial uses that are sensitive to noise, vibration, emissions, the visual impact of outdoor storage, and the other potential impacts that may be generated by uses in this designation will not be permitted.
5. A very limited amount of small-scale retail and service uses may be permitted in these areas to serve those that work in this designation or surrounding employment areas. Such uses will be located on the periphery of the designation, adjacent to an arterial road.
6. A limited range of light industrial uses may be permitted that are compatible with the commercial uses permitted in this designation.
7. The full range of uses described above will not necessarily be permitted on all sites with the Commercial Industrial designation.

7.6.2 Operation Criteria

Permitted uses in the Commercial Industrial designation shall include those uses which are likely to have no, or minimal, adverse effect on surrounding uses in terms of noise, smoke, odour or visual appearance, and which can be located in close proximity to sensitive land uses.

Setback and mitigation measures as per the Ministry of the Environment's Compatibility Between Industrial Facilities and Sensitive Land Uses (D Series Guidelines) shall apply for new light industrial uses.

7.6.3. Area and Site Design Criteria

The development of Transitional Industrial areas will be subject to the following area and site design considerations:

Buffering

- i) The Zoning and Site Plan Control By-laws may specify higher standards for setbacks, the location of parking and loading areas, signage, landscaping along major entryways to the City and adjacent to residential areas.

Traffic

- ii) Industrial traffic should be directed away from, and not through, residential areas.

Compatibility

- iii) Separation, buffering, and landscaping may be required to provide visual compatibility among adjacent land uses.

Limited Access

- iv) The number of access points from Transitional Industrial sites

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File: O-8014/O-8362

to arterial or primary collector roads should be limited to minimize disruption to traffic flows.

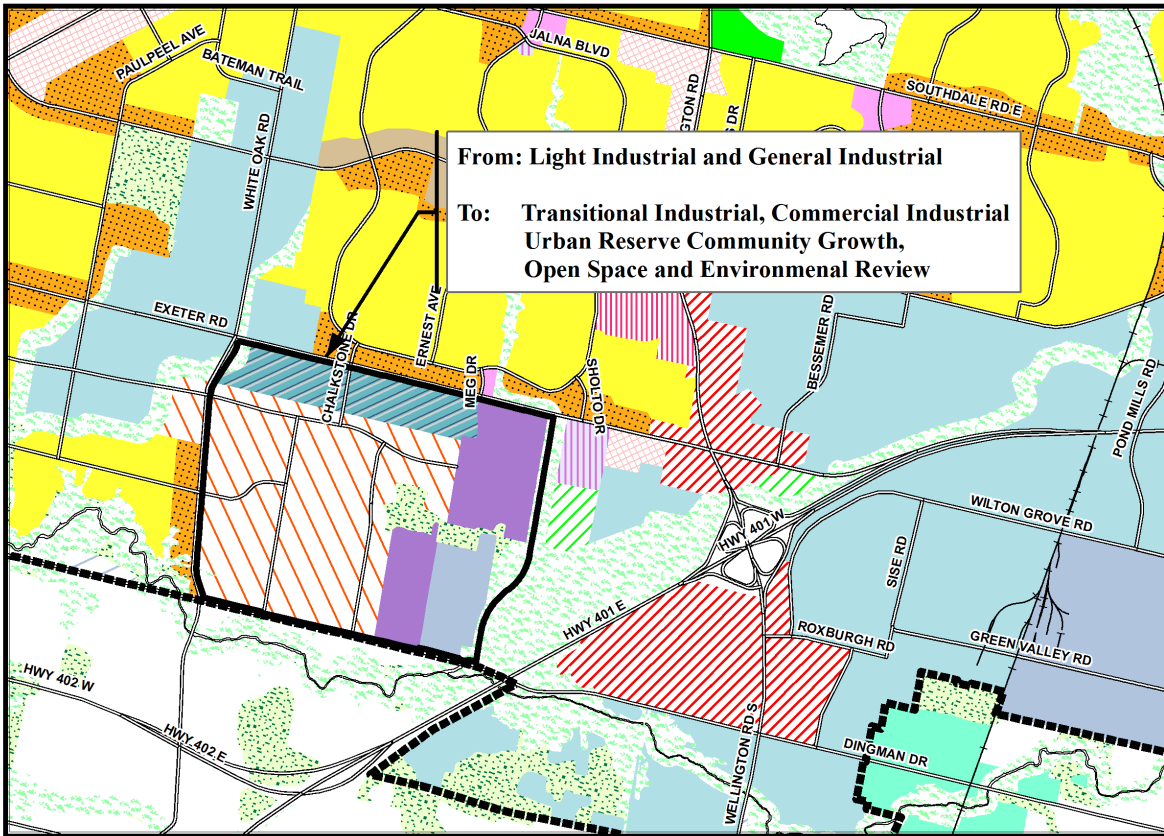
7.6.4. Scale of Development

The Zoning By-law may specify maximum building heights and site coverage so that the scale of new commercial industrial development will have a minimal impact on any non-industrial uses in the surrounding area.

4. Section 7.5 – General Provisions Applicable to all Industrial Uses – of the Official Plan for the City of London is amended by changing the section number to 7.7.
5. Section 7.6 – Planning Impact Analysis – of the Official Plan for the City of London is amended by changing the section number to 7.8.
6. Section 7.7 – Secondary Plan of the Official Plan for the City of London is amended by changing the section number to 7.9.

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AMENDMENT NO:



From: Light Industrial and General Industrial
To: Transitional Industrial, Commercial Industrial
Urban Reserve Community Growth,
Open Space and Environmental Review

Legend

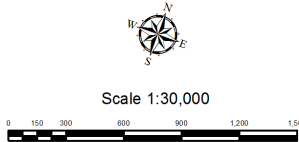
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|---|--|-------------------------|
| Downtown | Multi-Family, Medium Density Residential | Rural Settlement |
| Wonderland Road Community Enterprise Corridor | Low Density Residential | Office Business Park |
| Enclosed Regional Commercial Node | Office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

This is an excerpt from the Planning Division's working consolidation of Schedule A to the City of London Official Plan, with added notations.

**SCHEDULE 1
TO
OFFICIAL PLAN**

AMENDMENT NO. ____

PREPARED BY: Graphics and Information Services



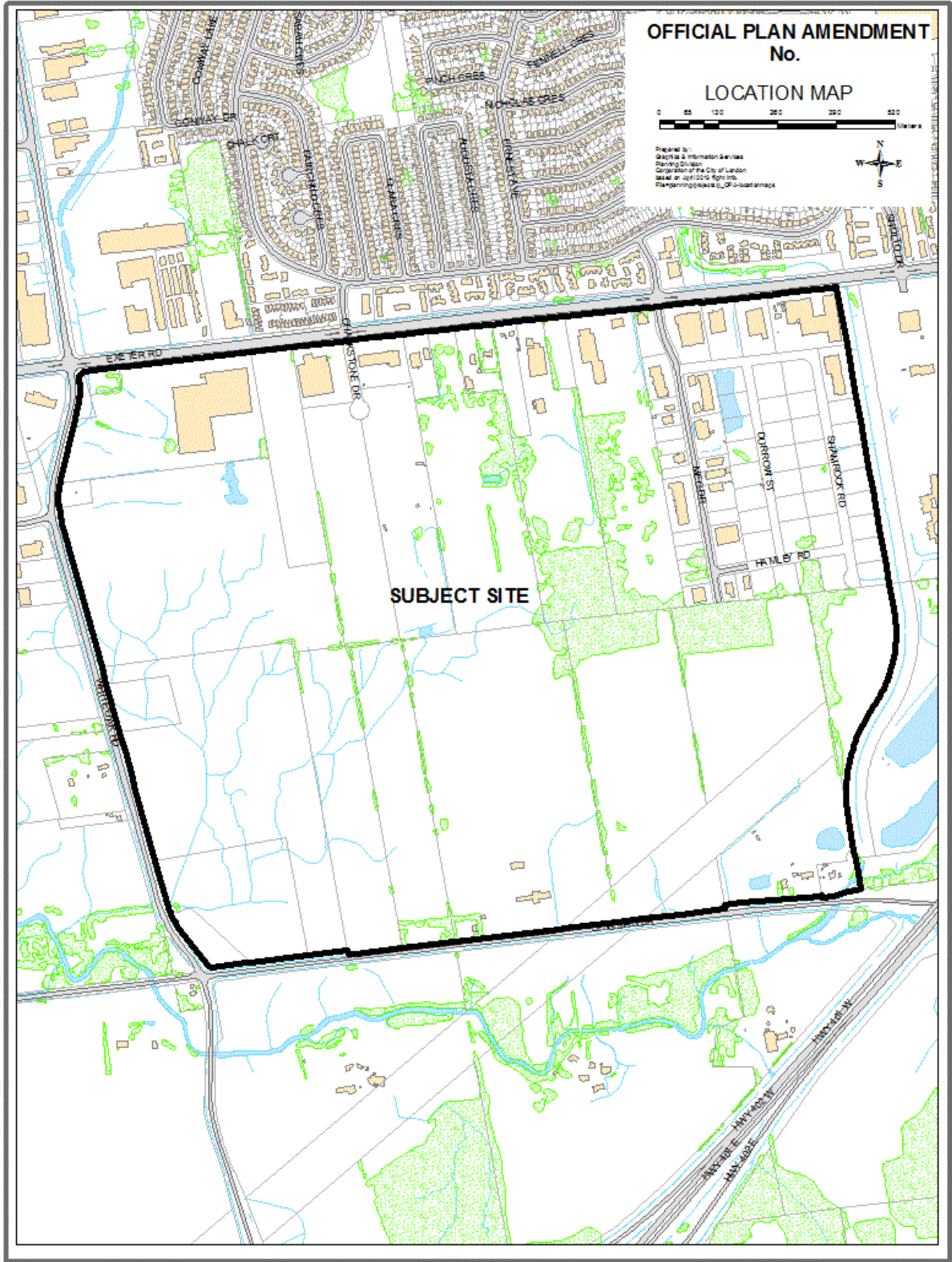
FILE NUMBER: O-8362

PLANNER: MJ

TECHNICIAN: MB

DATE: 2015/01/29

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File: O-8014/O-8362

Appendix "B"

Bill No. (number to be inserted by Clerk's Office)
2015

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

A by-law to amend the Official Plan for the City of London, 1989 relating to the lands south of Exeter Road, north of Dingman Drive, east of White Oak Road and west of the Marr Drain.

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

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

PASSED in Open Council on March 31, 2015.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – March 31, 2015
Second Reading – March 31, 2015
Third Reading – March 31, 2015

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AMENDMENT NO.

to the

OFFICIAL PLAN FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

1. To change the designation of certain lands described herein from Industrial to Transitional Industrial, Commercial Industrial, Urban Reserve Community Growth and Open Space and Environmental Review on Schedule “2”, Multi-Use Pathways and Parks, Schedule “4”, Southwest Area Land Use Plan, Schedule “11”, South Longwoods Residential Neighbourhood Land Use Designations, Schedule “13”, North Longwoods Residential Neighbourhood Land Use Designations, Schedule “15”, Dingman Industrial Land Use Designations, and Schedule “16”, Brockley Industrial Land Use Designations, to the Southwest Area Secondary Plan for the City of London.
2. To establish new policies for “Transitional Industrial”, “Commercial Industrial” and “Urban Reserve Community Growth” in Section 20.5.13 (Dingman Industrial Neighbourhood) of the Southwest Area Secondary Plan for the City of London to guide the future development of the subject area.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located south of Exeter Road, north of Dingman Drive, east of White Oak Road and west of the Marr Drain in the City of London.

C. BASIS OF THE AMENDMENT

This amendment recognizes that the long term use for these lands is not industrial, and may be better suited for other uses. A comprehensive review has demonstrated that the lands will not be required for employment purposes over the long term. There has been limited market interest in attracting industrial development to area. Existing development consists of a mix of industrial and commercial businesses. This amendment will provide some certainty to landowners that existing industrial uses can continue, while allowing opportunities for new light industrial uses that are located in enclosed buildings, require limited outdoor storage and are unlikely to cause noise, dust, odour or vibration impacts. It will reduce future land use conflicts by allowing industrial uses to transition to alternative uses that are more compatible with sensitive lands to the north and west of area. The amendment will also allow commercial uses that could be considered quasi-industrial to continue or be developed, whereby they may be designed with large outdoor storage areas, impound areas with high fences, heavy equipment on-site, or large warehouse components that don't integrate well within streetscapes and neighbourhoods. They may also generate noise, vibration, emissions and other planning impacts beyond those that would be expected within a commercial context.

D. THE AMENDMENT

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

1. Schedule “2”, Multi-Use Pathways and Parks, to the Southwest Area Secondary Plan for the City of London Planning Area is amended by designating those lands located south of Exeter Road, north of Dingman Drive, east of White Oak Road and west of the Marr Drain in the City of London, as indicated on “Schedule 2” attached hereto from Industrial to

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File: O-8014/O-8362

Transitional Industrial, Commercial Industrial, Urban Reserve Community Growth and Open Space and Environmental Review.

2. Schedule "4", Southwest Area Land Use Plan, to the Southwest Area Secondary Plan for the City of London Planning Area is amended by designating those lands located south of Exeter Road, north of Dingman Drive, east of White Oak Road and west of the Marr Drain in the City of London, as indicated on "Schedule 3" attached hereto from Industrial to Transitional Industrial, Commercial Industrial, Urban Reserve Community Growth and Open Space and Environmental Review.
3. Schedule "11", South Longwoods Residential Neighbourhood Land Use Designations, to the Southwest Area Secondary Plan for the City of London Planning Area is amended by designating those lands located south of Exeter Road, north of Dingman Drive, east of White Oak Road and west of the Marr Drain in the City of London, as indicated on "Schedule 4" attached hereto from Industrial to Transitional Industrial, Commercial Industrial, Urban Reserve Community Growth and Open Space and Environmental Review.
4. Schedule "13", North Longwoods Residential Neighbourhood Land Use Designations, to the Southwest Area Secondary Plan for the City of London Planning Area is amended by designating those lands located south of Exeter Road, north of Dingman Drive, east of White Oak Road and west of the Marr Drain in the City of London, as indicated on "Schedule 5" attached hereto from Industrial to Transitional Industrial, Commercial Industrial, Urban Reserve Community Growth and Open Space and Environmental Review.
5. Schedule "15", Dingman Industrial Land Use Designations, to the Southwest Area Secondary Plan for the City of London Planning Area is amended by designating those lands located south of Exeter Road, north of Dingman Drive, east of White Oak Road and west of the Marr Drain in the City of London, as indicated on "Schedule 6" attached hereto from Industrial to Transitional Industrial, Commercial Industrial, Urban Reserve Community Growth and Open Space and Environmental Review.
6. Schedule "16", Brockley Industrial Land Use Designations, to the Southwest Area Secondary Plan for the City of London Planning Area is amended by designating those lands located south of Exeter Road, north of Dingman Drive, east of White Oak Road and west of the Marr Drain in the City of London, as indicated on "Schedule 7" attached hereto from Industrial to Transitional Industrial, Commercial Industrial, Urban Reserve Community Growth and Open Space and Environmental Review.
7. Section 20.5.13 (Dingman Industrial Neighbourhood) of the Southwest Area Secondary Plan for the City of London is amended by adding the following:

20.5.13.2 Transitional Industrial

i) Intent

The Transitional Industrial designation is intended to accommodate a potential shift in market demand from industrial to non-industrial uses over the long term, while allowing the existing uses and properties in this area to develop and evolve for Light Industrial uses over the shorter term. These lands are not considered to be employment lands under the Provincial Policy Statement.

The longer term intent for these lands may be considered during the preparation of a Secondary Plan for the area.

ii) Permitted Uses

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- a) In addition to existing industrial uses, the primary permitted uses in the “Light Industrial” designation of the Official Plan shall be limited to light industrial uses that are located within enclosed buildings, require no outdoor storage; and are unlikely to cause adverse effects with respect to such matters as air, odour or water pollution, dust, or excessive vibration and noise levels. These include such uses as warehousing, research and communication facilities; laboratories; printing and publishing establishments; warehouse and wholesale outlets; technical, professional and business services such as architectural, engineering, survey or business machine companies; commercial recreation establishments; private clubs; private parks; restaurants; hotels and motels; service trades; and contractor’s shops that do not involve open storage.
- b) All uses adding, emitting, or discharging a contaminant into the natural environment that are required to obtain a Certificate of Approval from the Ministry of the Environment as required by the Environmental Protection Act and associated Regulations are discouraged. Uses permitted in this category will also be required to comply with additional requirements as set out in this Section of the Plan and in the City of London’s Waste Discharge By-law.
- c) New industrial uses should be compatible with future non-industrial uses. Applications for new industrial development will be evaluated on the basis of the potential for an increase in any adverse impacts on adjacent and nearby sensitive land uses, and the policies of Section 7.7 - Planning Impact Analysis, of the Official Plan.

iii) Built Form and Intensity

The following policies shall apply to industrial development:

- the Urban Design Policies of Section 20.5.3.9 of this Plan shall apply; and,
- setback and mitigation measures as per the Ministry of the Environment’s Compatibility Between Industrial Facilities and Sensitive Land Uses (D Series Guidelines) shall apply.

20.5.13.3 Commercial Industrial

i) Intent

The Commercial Industrial designation will accommodate commercial uses that do not fit well within the context of our commercial land use designations. These commercial uses will tend to be quasi-industrial, whereby they may be designed with large outdoor storage areas, impound areas with high fences, heavy equipment on-site, or large warehouse components that don’t integrate well within streetscapes and neighbourhoods. They may also generate noise, vibration, emissions and other planning impacts beyond those that would be expected within a commercial context. The Commercial Industrial designation will be located in automobile and truck dominated environments along arterial roads. These lands will not constitute employment areas for the purposes of the Provincial Policy Statement, and are not included in the City’s inventory of industrial lands.

ii) Permitted Uses

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File: O-8014/O-8362

- a) Commercial uses that do not fit well within the context of our commercial land use designations, due to their planning impacts, may be permitted. Such impacts may stem from:
- Large outdoor storage areas.
 - Impound areas.
 - Large warehouse or components.
 - Storage, display, or parking of heavy equipment.
 - Noise, vibration or emission impacts that exceed those that are expected within a commercial context.
 - Large volumes of regular truck traffic.
 - Large structures that may have a negative visual impact, such as domes or large out-buildings.
- b) Commercial recreation, places of assembly and places of worship may be permitted where appropriate.
- c) Commercial uses intended for the commercial land use designations will not be permitted.
- d) Commercial uses that are sensitive to noise, vibration, emissions, the visual impact of outdoor storage, and the other potential impacts that may be generated by uses in this designation will not be permitted.
- e) A very limited amount of small-scale retail and service uses may be permitted in these areas to serve those that work in this designation or surrounding employment areas. Such uses will be located on the periphery of the designation, adjacent to an arterial road.
- f) A limited range of light industrial uses may be permitted that are compatible with the commercial uses permitted in this designation. Applications for new industrial development will be evaluated on the basis of the potential for an increase in any adverse impacts on adjacent and nearby sensitive land uses, and the policies of Section 7.7 - Planning Impact Analysis, of the Official Plan.
- g) All uses adding, emitting, or discharging a contaminant into the natural environment that are required to obtain a Certificate of Approval from the Ministry of the Environment as required by the Environmental Protection Act and associated Regulations are discouraged. Uses permitted in this category will also be required to comply with additional requirements as set out in this Section of the Plan and in the City of London's Waste Discharge By-law.
- h) The full range of uses described above will not necessarily be permitted on all sites with the Commercial Industrial designation.

iii) Built Form and Intensity

The following policies shall apply to industrial development:

- the Urban Design Policies of Section 20.5.3.9 of this Plan shall apply; and,

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- setback and mitigation measures as per the Ministry of the Environment's Compatibility Between Industrial Facilities and Sensitive Land Uses (D Series Guidelines) shall apply.

20.5.13.4 Urban Reserve Community Growth

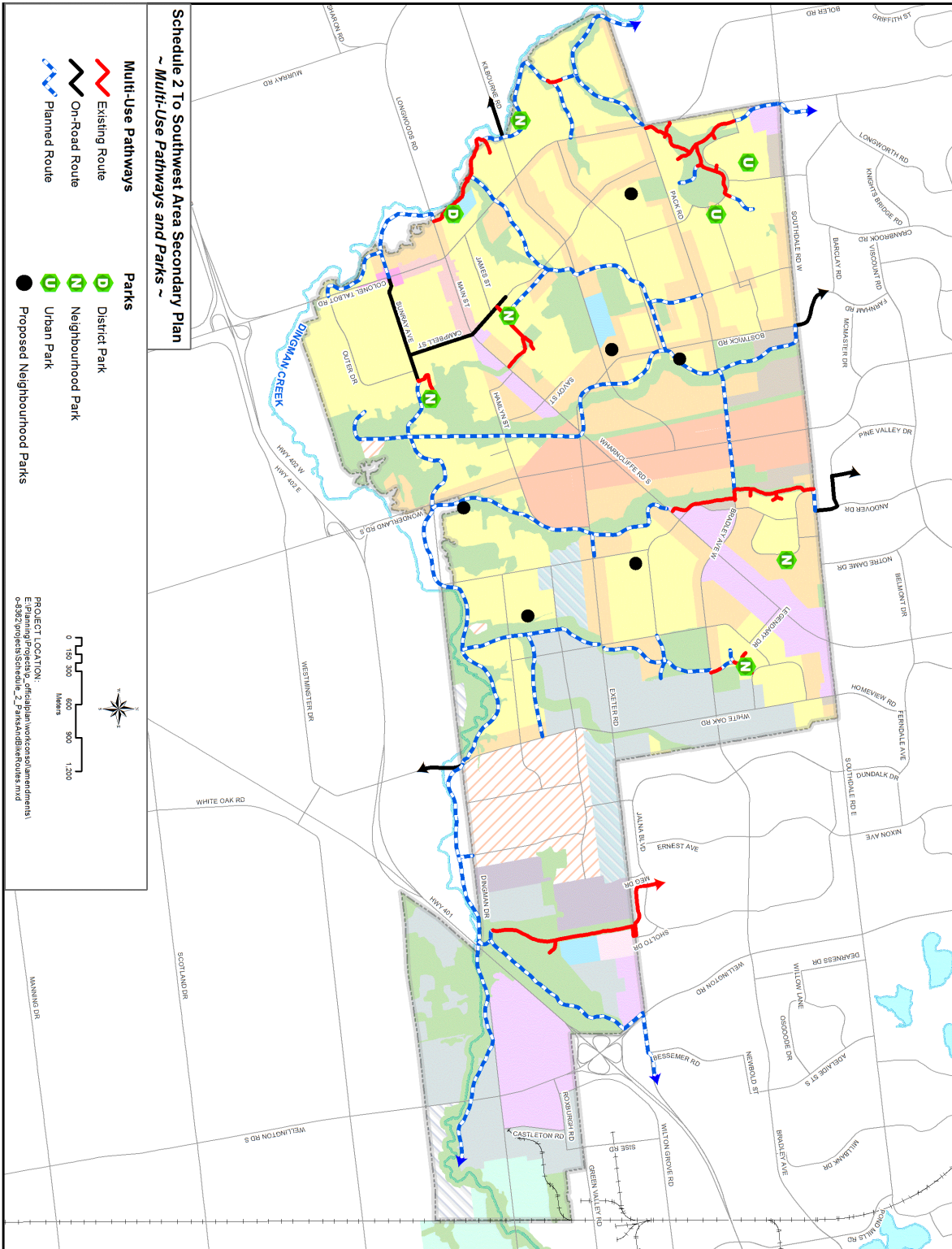
i) Intent

The Urban Reserve Community Growth designation establishes Council's intent for future urban development on the lands to which it is applied. The Urban Reserve Community Growth designation will be applied where there is an expectation that non-industrial designations will be established. While this will likely include Residential designations, it may also support the application of many other designations such as Commercial, Office, Institutional and Open Space. The designation establishes this intent, while ensuring that development does not occur until such time as the necessary background studies are completed and a Secondary Plan is prepared to address all lands within this designation comprehensively.

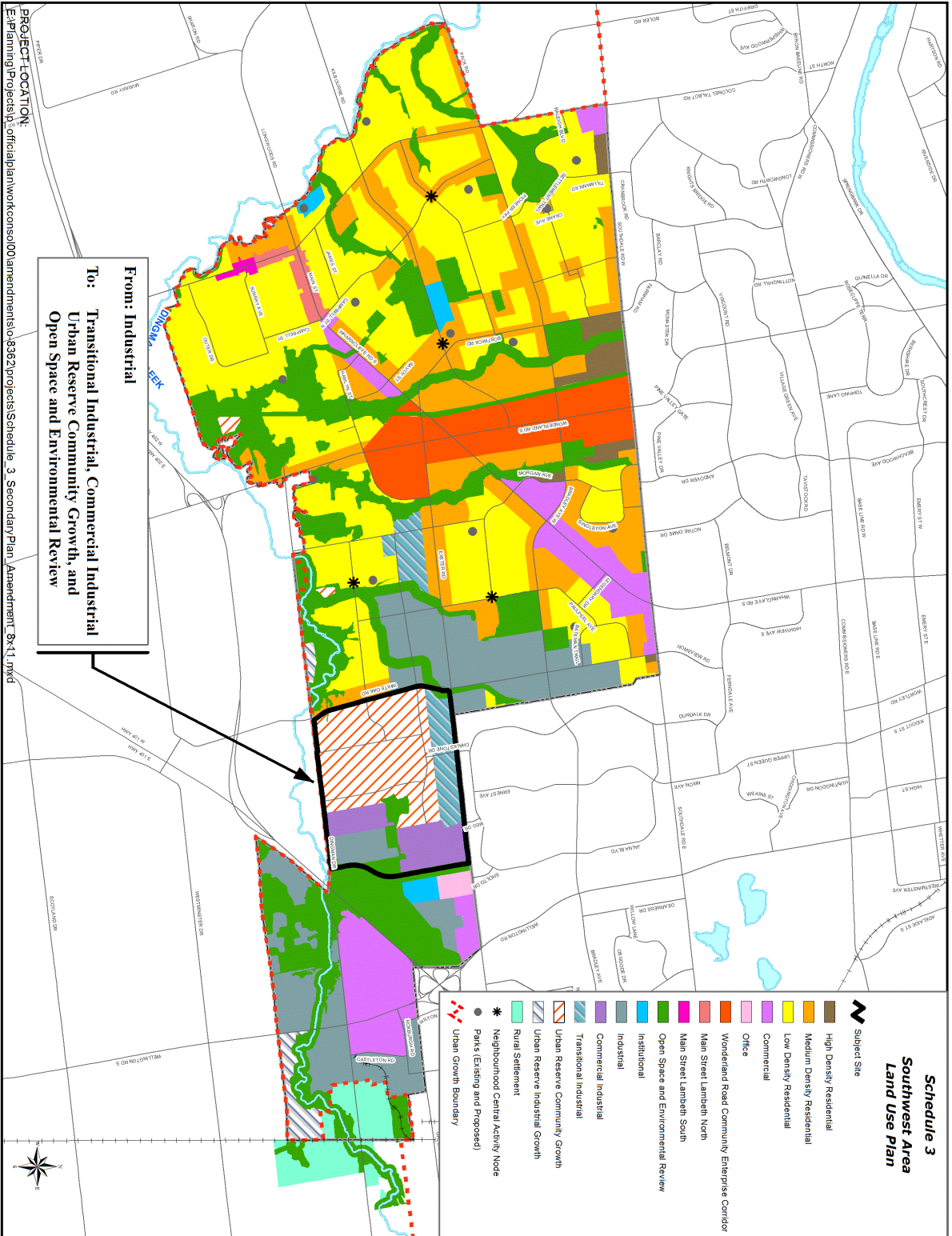
ii) Permitted Uses

Because of concerns regarding premature development, Urban Reserve Community Growth areas will be zoned to allow for a very limited range of uses. Uses that exist at the time of the adoption of this Plan may be permitted to continue. Subject to all the policies in this section, a very limited range of new uses that are similar to existing uses and would not have an impact on the future comprehensive planning and development of these lands may be permitted.

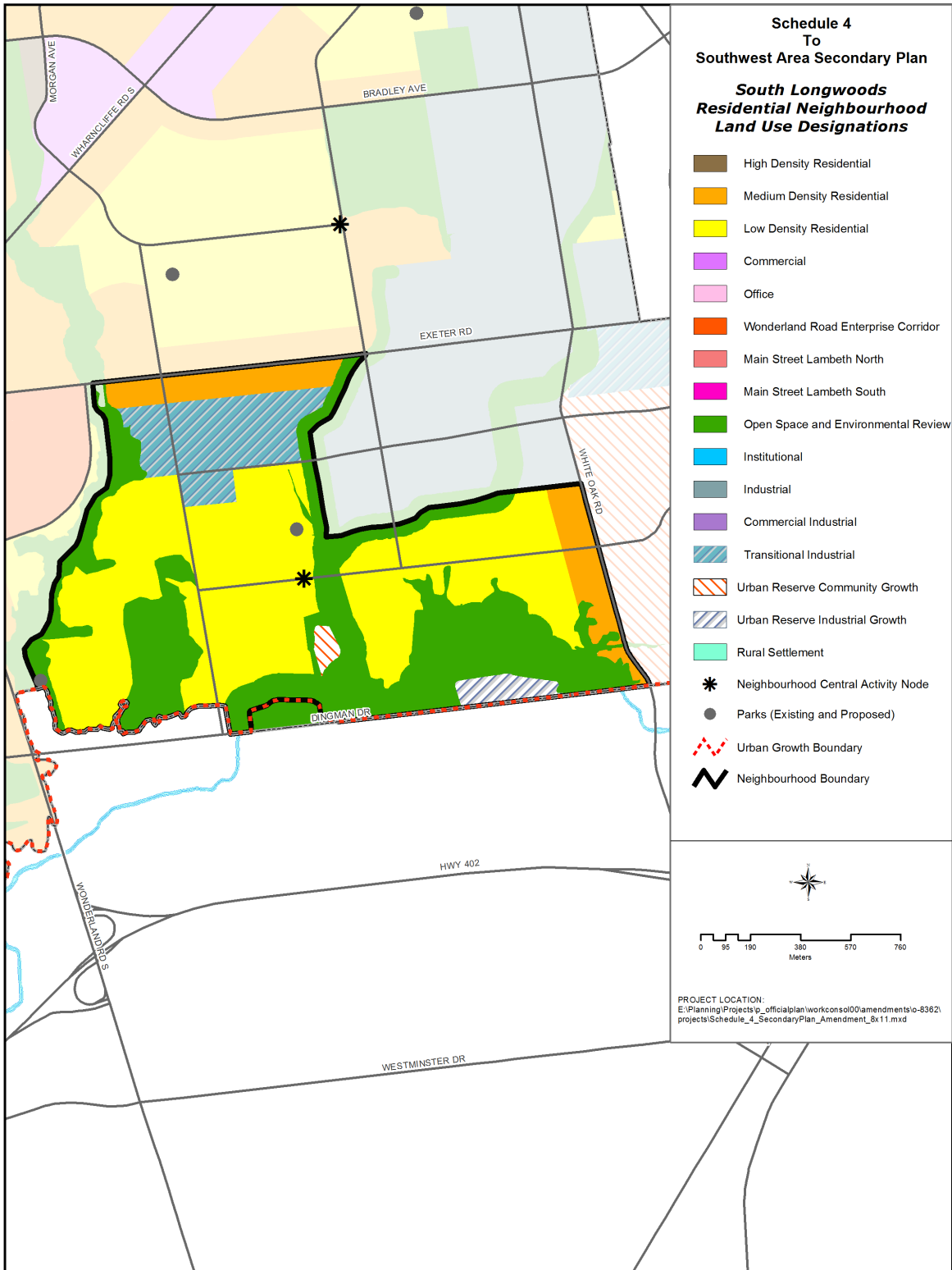
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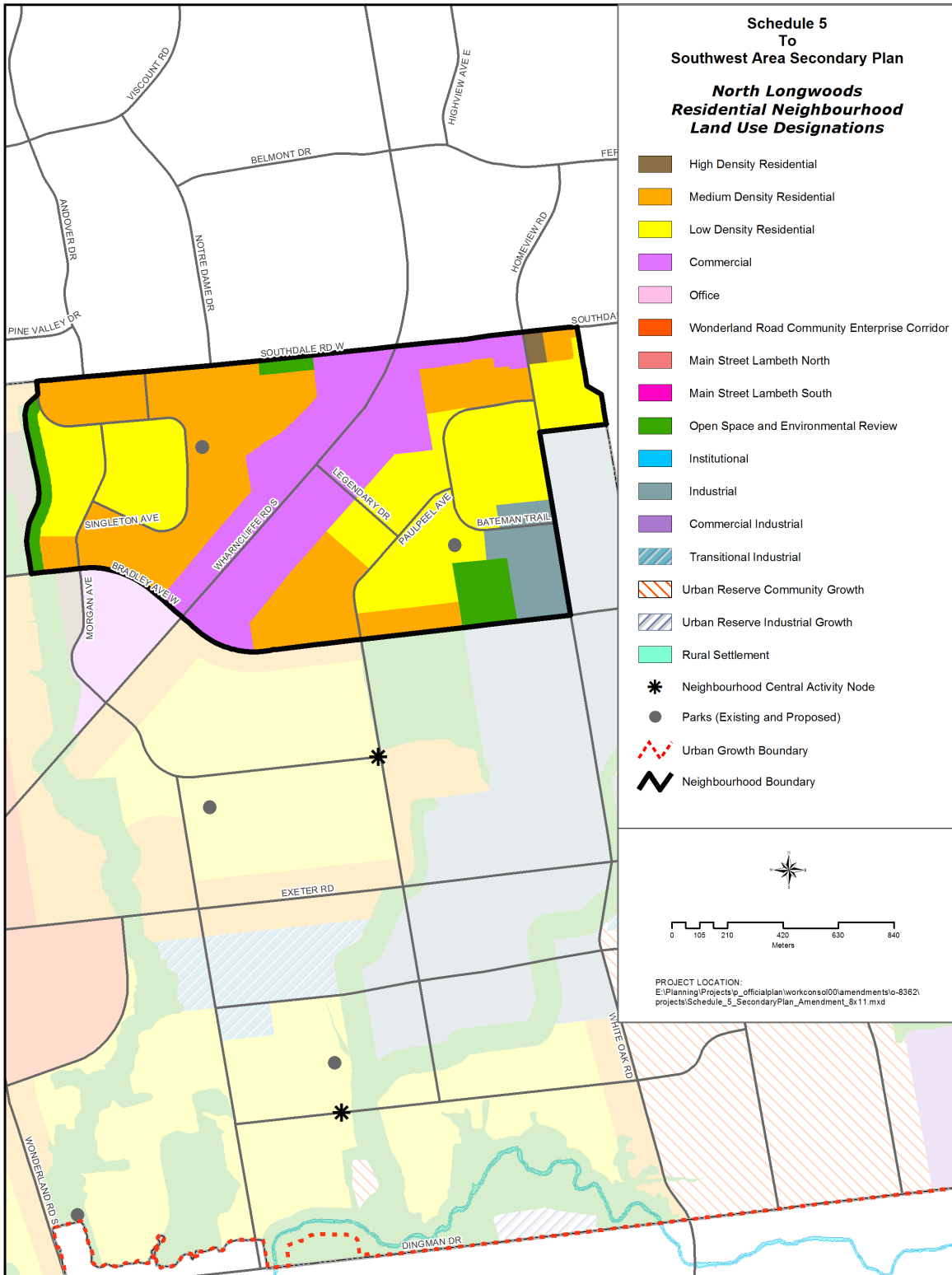
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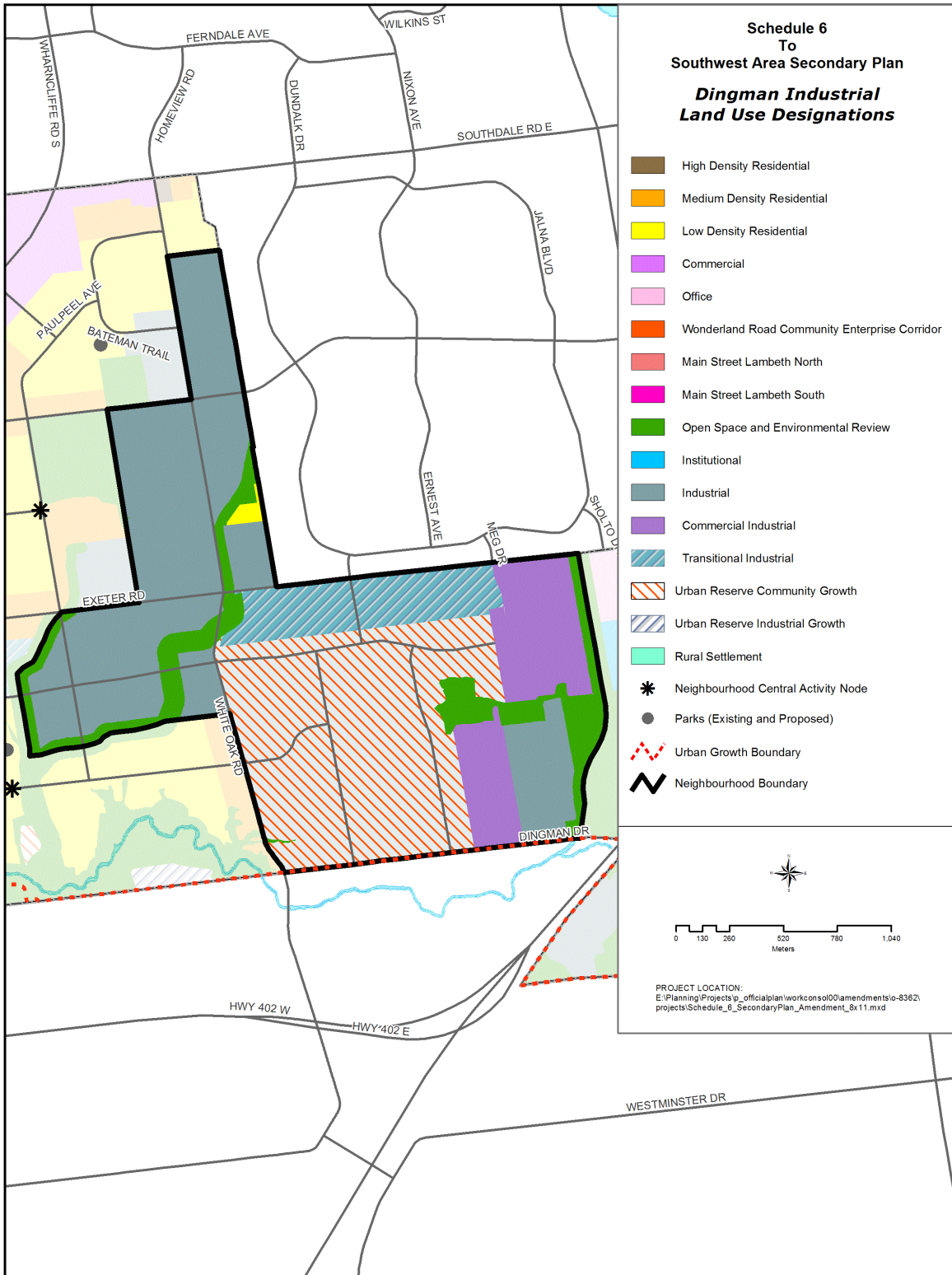
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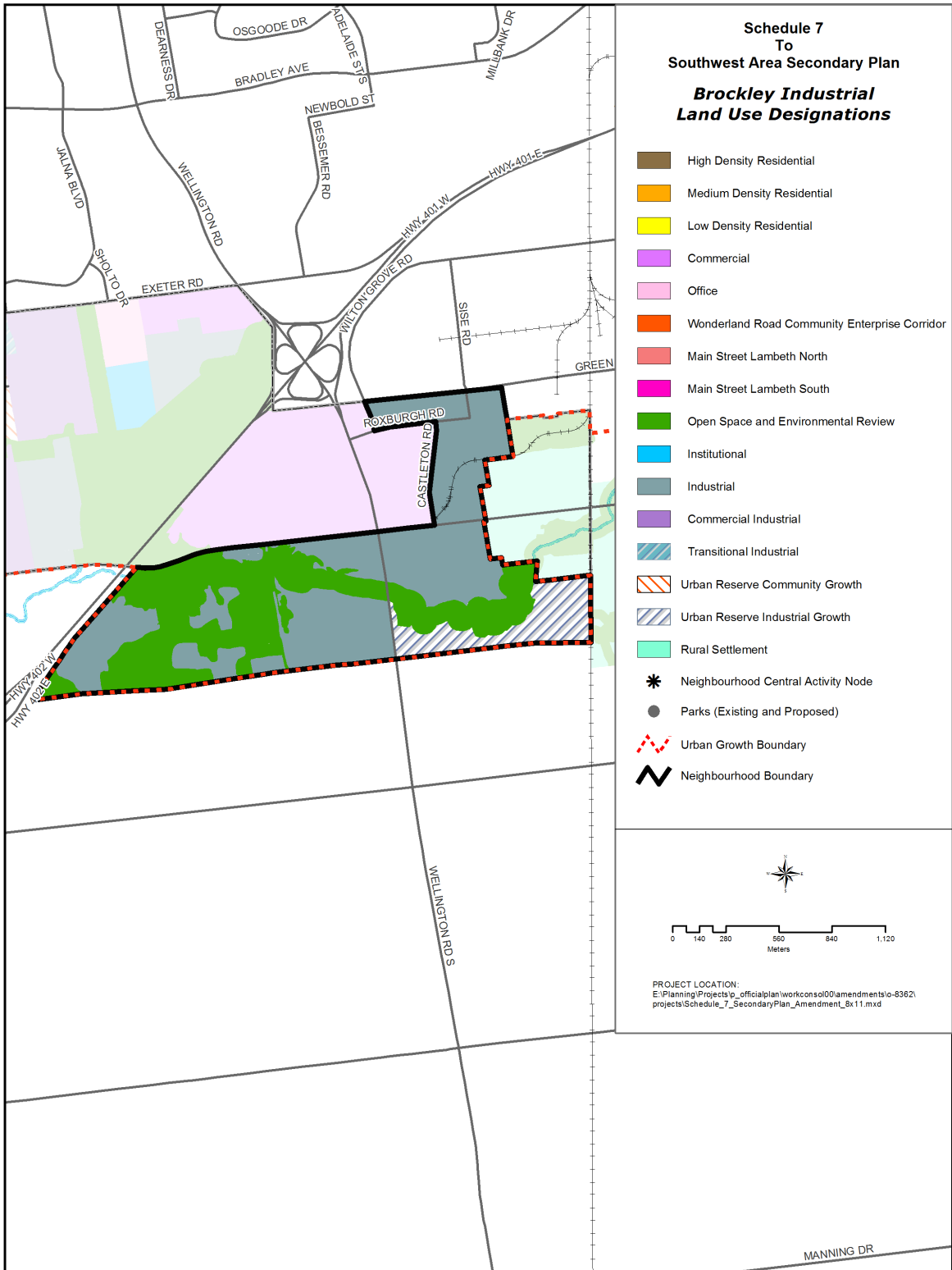
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File: O-8014/O-8362

Appendix "C"

Bill No. (number to be inserted by Clerk's Office)
2015

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

A by-law to amend the Official Plan for the City of London, 1989, relating to lands south and east of the "Forest City Industrial Park", including lands south of Wilton Grove Road and east and west of the Highbury Avenue interchange, and south of Highway 401 east of Cheese Factory Road.

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

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

PASSED in Open Council on March 31, 2015.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – March 31, 2015
Second Reading – March 31, 2015
Third Reading – March 31, 2015

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AMENDMENT NO.

to the

OFFICIAL PLAN FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

1. To amend Schedule "A" – Land Use of the Official Plan, attached as Schedule 1, to add additional land within the Urban Growth Boundary (UGB) for future industrial uses; and
2. To amend Schedule "A" – Land Use of the Official Plan, to change the designation of the subject lands identified for inclusion in the Urban Growth Boundary as amended by clause 1) above from "Agriculture" designation to "Urban Reserve-Industrial Growth" designation, as identified in Schedule 1.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands south and east of the "Forest City Industrial Park", including lands south of Wilton Grove Road and east and west of the Highbury Avenue interchange, and south of Highway 401 east of Cheese Factory Road, as identified in Schedule 1.

C. BASIS OF THE AMENDMENT

Based on a comprehensive review, including an assessment of industrial land supply, projected land need, and Official Plan amendments that have re-designated industrial lands to other land uses, an expansion of the Urban Growth Boundary to accommodate future industrial growth is warranted. Proposed locations for expansion of the UGB to accommodate future industrial development are based on an evaluation of criteria that includes, but is not limited to, parcel sizes, locations, servicing, environmental and other constraints as well as market demands from target industrial sectors.

D. THE AMENDMENT

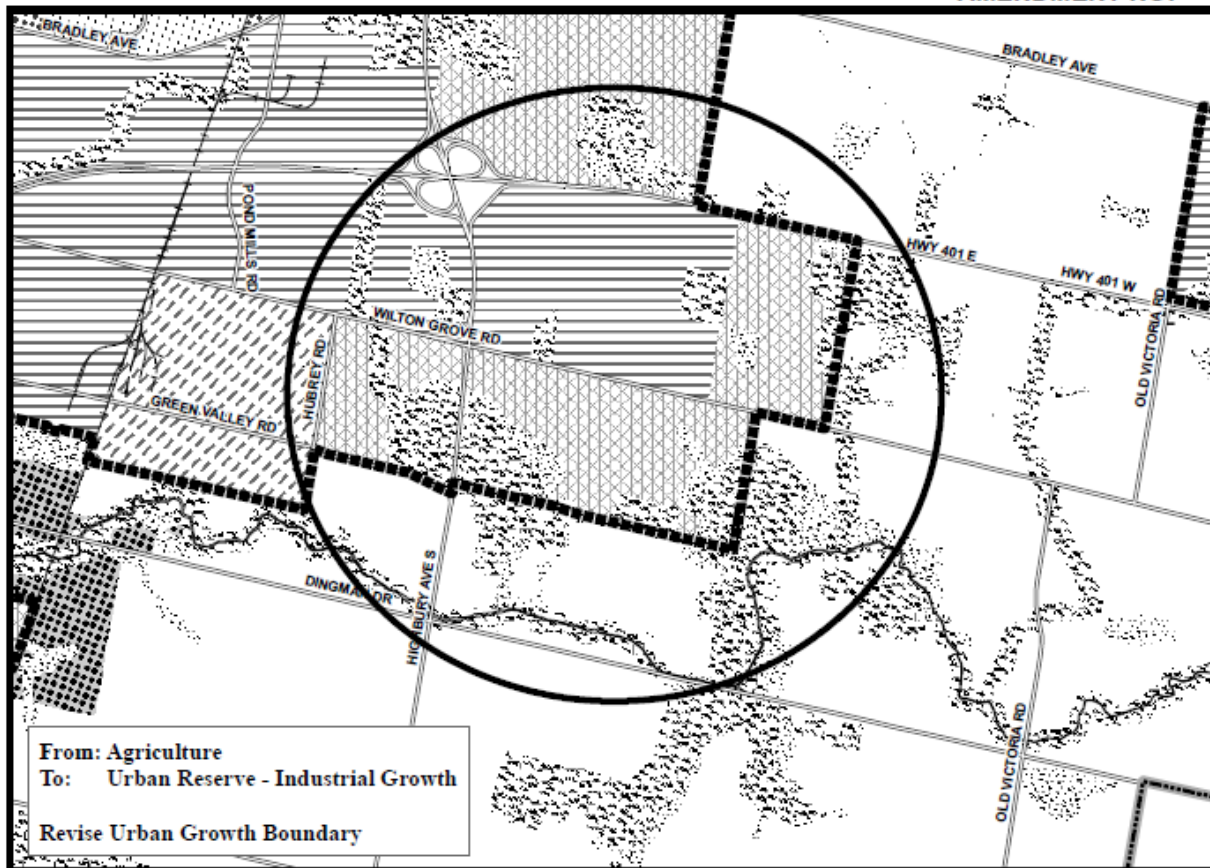
The Official Plan for the City of London is hereby amended as follows:

1. Schedule "A" - Land Use, to the Official Plan for the City of London Planning Area is amended by adding additional lands located south and east of the "Forest City Industrial Park" within the Urban Growth Boundary (UGB) for future industrial uses, as identified in attached Schedule 1; and
2. Schedule "A" - Land Use, to the Official Plan for the City of London Planning Area is amended by designating those lands identified for inclusion in the Urban Growth Boundary in clause 1), above, located generally south and east of the "Forest City Industrial Park", including lands south of Wilton Grove Road and east and west of the Highbury Avenue interchange and south of Highway 401 east of Cheese Factory Road in the City of London, as indicated on "Schedule 1" attached hereto, from "Agriculture" designation to "Urban Reserve – Industrial Growth" designation.

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File: O-8014/O-8362

AMENDMENT NO:



Legend

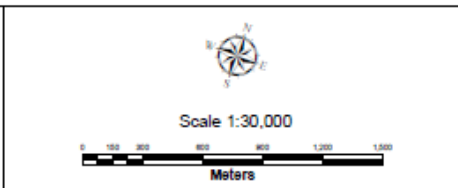
Downtown	Office Business Park
Enclosed Regional Commercial Node	General Industrial
New Format Regional Commercial Node	Light Industrial
Community Commercial Node	Regional Facility
Neighbourhood Commercial Node	Community Facility
Main Street Commercial Corridor	Open Space
Auto-Oriented Commercial Corridor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

This is an excerpt from the Planning Division's working consolidation of Schedule A to the City of London Official Plan, with added notations.

**SCHEDULE 1
TO
OFFICIAL PLAN**

AMENDMENT NO. _____

PREPARED BY: Graphics and Information Services



FILE NUMBER: O-8014
 PLANNER: TM
 TECHNICIAN: MB
 DATE: 2015/03/08

PROJECT LOCATION: e:\planning\projects\ip_officialplan\work\consolidation\amendments\O-8014_IndustrialLands\projects\scheduleA_NEW_b&w_8x11_AMENDMENT_1.mxd

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File: O-8014/O-8362

Appendix "D"

Bill No. (number to be inserted by Clerk's Office)
2015

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

A by-law to amend the Official Plan for the City of London, 1989, relating to lands adjacent to the "Innovation Park" industrial park, north of Highway 401, west of Old Victoria Road and south of Bradley Avenue.

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

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

PASSED in Open Council on March 31, 2015.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – March 31, 2015
Second Reading – March 31, 2015
Third Reading – March 31, 2015

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AMENDMENT NO.

to the

OFFICIAL PLAN FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

1. To amend Schedule “A” – Land Use of the Official Plan, attached as Schedule 1, to add additional land within the Urban Growth Boundary (UGB) for future industrial uses; and
2. To amend Schedule “A” – Land Use of the Official Plan, to change the designation of the subject lands identified for inclusion in the Urban Growth Boundary as amended by clause 1) above from “Agriculture” designation to “Urban Reserve-Industrial Growth” designation, as identified in Schedule 1.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands adjacent to the “Innovation Park” industrial park, north of Highway 401, west of Old Victoria Road, and south of Bradley Avenue, as identified in Schedule 1.

C. BASIS OF THE AMENDMENT

Based on a comprehensive review, including an assessment of industrial land supply, projected land need, and Official Plan amendments that have re-designated industrial lands to other land uses, an expansion of the Urban Growth Boundary to accommodate future industrial growth is warranted. Proposed locations for expansion of the UGB to accommodate future industrial development are based on an evaluation of criteria that includes, but is not limited to, parcel sizes, locations, servicing, environmental and other constraints as well as market demands from target industrial sectors.

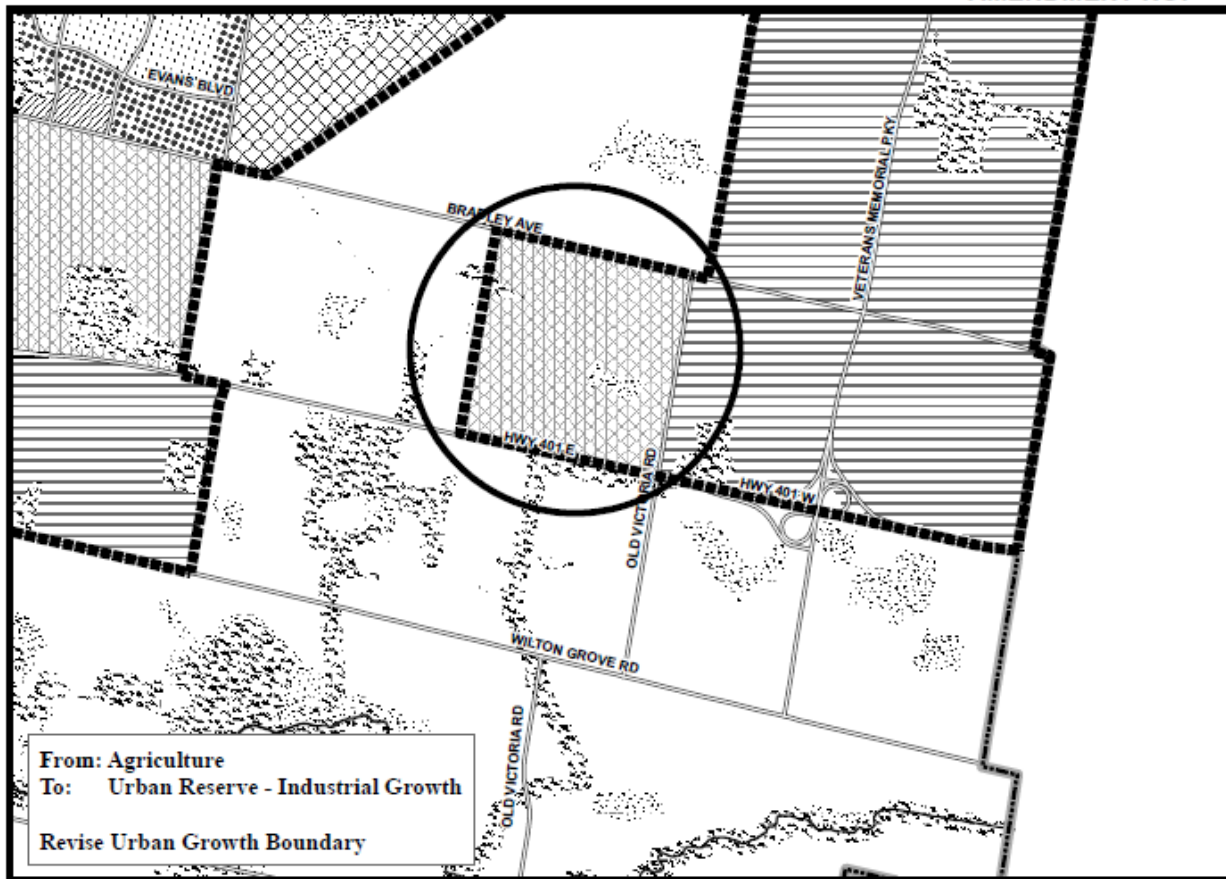
D. THE AMENDMENT

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

1. Schedule “A” - Land Use, to the Official Plan for the City of London Planning Area is amended by adding additional lands north of Highway 401, west of Old Victoria Road and south of Bradley Avenue within the Urban Growth Boundary (UGB) for future industrial uses, as identified in attached Schedule 1; and
2. Schedule “A” - Land Use, to the Official Plan for the City of London Planning Area is amended by designating those lands identified for inclusion in the Urban Growth Boundary in clause 1), above, adjacent to the “Innovation Park” industrial park, north of Highway 401, west of Old Victoria Road, and south of Bradley Avenue, as indicated on “Schedule 1” attached hereto, from “Agriculture” designation to “Urban Reserve – Industrial Growth” designation.

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AMENDMENT NO:



Legend

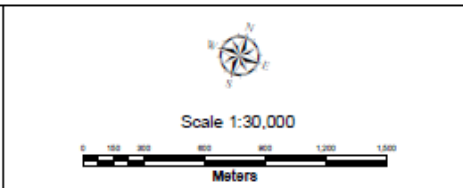
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| <ul style="list-style-type: none"> Downtown Enclosed Regional Commercial Node New Format Regional Commercial Node Community Commercial Node Neighbourhood Commercial Node Main Street Commercial Corridor Auto-Oriented Commercial Corridor Multi-Family, High Density Residential Multi-Family, Medium Density Residential Low Density Residential Office Area Office/Residential | <ul style="list-style-type: none"> Office Business Park General Industrial Light Industrial Regional Facility Community Facility Open Space Urban Reserve - Community Growth Urban Reserve - Industrial Growth Rural Settlement Environmental Review Agriculture Urban Growth Boundary |
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This is an excerpt from the Planning Division's working consolidation of Schedule A to the City of London Official Plan, with added notations.

**SCHEDULE 1
TO
OFFICIAL PLAN**

AMENDMENT NO. _____

PREPARED BY: Graphics and Information Services



FILE NUMBER: O-8014
 PLANNER: TM
 TECHNICIAN: MB
 DATE: 2015/03/06

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File: O-8014/O-8362

Appendix "E"

Bill No. (number to be inserted by Clerk's Office)
2015

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

A by-law to amend the Official Plan for the City of London, 1989, relating to lands adjacent to "Innovation Park" industrial park, south of Highway 401, east of the Veterans Memorial Parkway extension, and north of Wilton Grove Road.

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

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

PASSED in Open Council on March 31, 2015.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – March 31, 2015
Second Reading – March 31, 2015
Third Reading – March 31, 2015

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AMENDMENT NO.

to the

OFFICIAL PLAN FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

1. To amend Schedule “A” – Land Use of the Official Plan, attached as Schedule 1, to add additional land within the Urban Growth Boundary (UGB) for future industrial uses; and
2. To amend Schedule “A” – Land Use of the Official Plan, to change the designation of the subject lands identified for inclusion in the Urban Growth Boundary as amended by clause 1) above from “Agriculture” designation to “Urban Reserve-Industrial Growth” designation, as identified in Schedule 1.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands adjacent to the “Innovation Park” industrial park, south of Highway 401, east of the Veterans Memorial Parkway extension, and north of Wilton Grove Road, as identified in Schedule 1.

C. BASIS OF THE AMENDMENT

Based on a comprehensive review, including an assessment of industrial land supply, projected land need, and Official Plan amendments that have re-designated industrial lands to other land uses, an expansion of the Urban Growth Boundary to accommodate future industrial growth is warranted. Proposed locations for expansion of the UGB to accommodate future industrial development are based on an evaluation of criteria that includes, but is not limited to, parcel sizes, locations, servicing, environmental and other constraints as well as market demands from target industrial sectors.

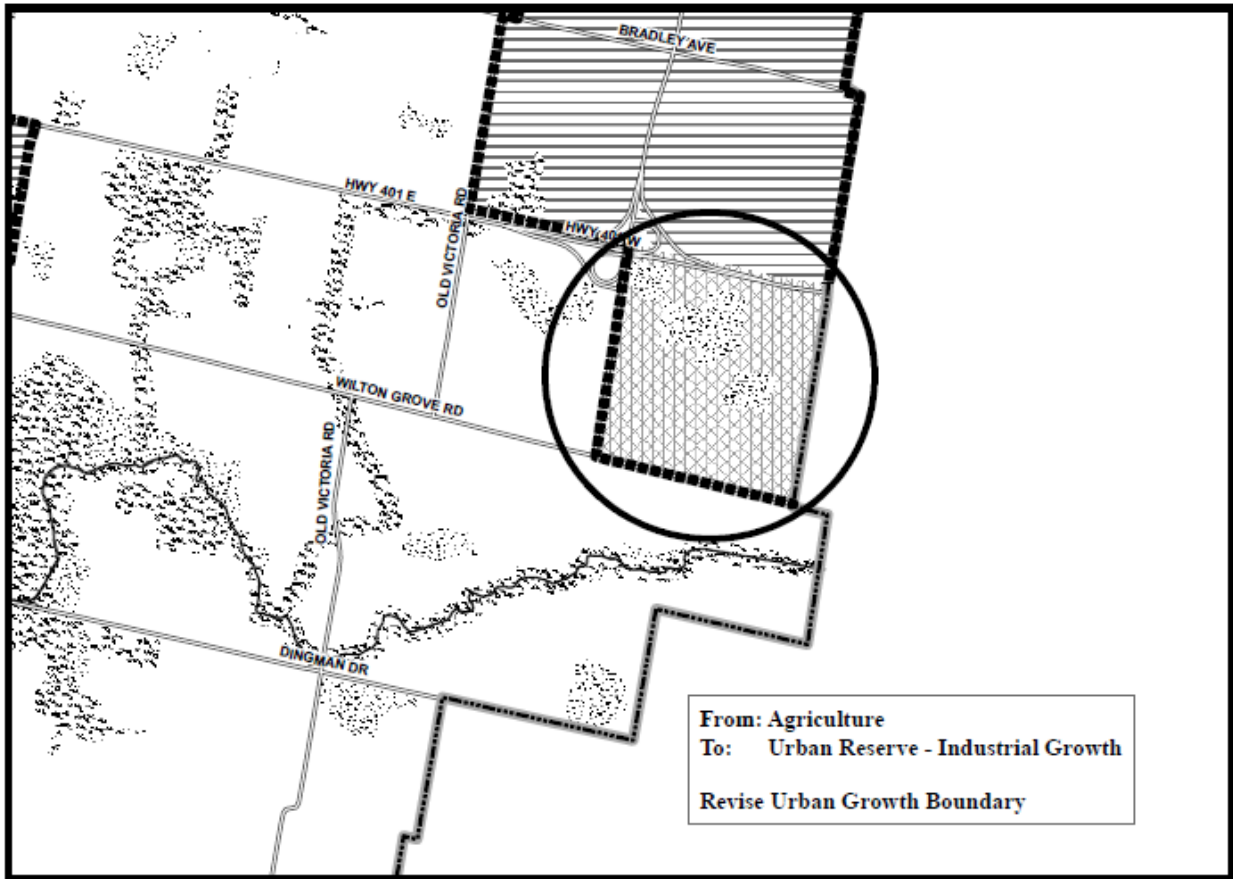
D. THE AMENDMENT

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

1. Schedule “A” - Land Use, to the Official Plan for the City of London Planning Area is amended by adding additional lands south of Highway 401, east of the Veterans Memorial Parkway extension, and north of Wilton Grove Road within the Urban Growth Boundary (UGB) for future industrial uses, as identified in attached Schedule 1; and
2. Schedule “A” - Land Use, to the Official Plan for the City of London Planning Area is amended by designating those lands identified for inclusion in the Urban Growth Boundary in clause 1), above, adjacent to the “Innovation Park” industrial park, south of Highway 401, east of the Veterans Memorial Parkway extension, and north of Wilton Grove Road, as indicated on “Schedule 1” attached hereto, from “Agriculture” designation to “Urban Reserve – Industrial Growth” designation.

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AMENDMENT NO: _____



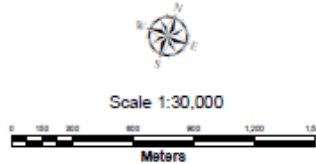
Legend

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| <ul style="list-style-type: none"> Downtown Enclosed Regional Commercial Node New Format Regional Commercial Node Community Commercial Node Neighbourhood Commercial Node Main Street Commercial Corridor Auto-Oriented Commercial Corridor Multi-Family, High Density Residential Multi-Family, Medium Density Residential Low Density Residential Office Area Office/Residential | <ul style="list-style-type: none"> Office Business Park General Industrial Light Industrial Regional Facility Community Facility Open Space Urban Reserve - Community Growth Urban Reserve - Industrial Growth Rural Settlement Environmental Review Agriculture Urban Growth Boundary |
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This is an excerpt from the Planning Division's working consolidation of Schedule A to the City of London Official Plan, with added notations.

**SCHEDULE 1
TO
OFFICIAL PLAN**
AMENDMENT NO. _____

PREPARED BY: Graphics and Information Services



FILE NUMBER: O-8014
PLANNER: TM
TECHNICIAN: MB
DATE: 2015/03/06

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File: O-8014/O-8362

Appendix "F"

Bill No. (number to be inserted by Clerk's Office)
2015

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

A by-law to amend the Official Plan for the City of London, 1989, relating to lands identified as Patches 10180, 10148 and 10172 east of the Veterans Memorial Parkway, located at 3141 Old Victoria Road, 1766 Wilton Grove Road, 1806 Wilton Grove Road, 2316 Wilton Grove Road, 2338 Wilton Grove Road, 2396 Wilton Grove Road, and "Westminster Con S 2 PT Lot 3" generally east of 2396 Wilton Grove Road.

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

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

PASSED in Open Council on March 31, 2015.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – March 31, 2015
Second Reading – March 31, 2015
Third Reading – March 31, 2015

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AMENDMENT NO.

to the

OFFICIAL PLAN FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

1. To amend Schedule "A" – Land Use of the Official Plan for the City of London – 1989, to change the designation of certain lands described herein from "Environmental Review" to "Open Space"; and
2. To amend Schedule "B1" – Natural Heritage Features of the Official Plan for the City of London – 1989, to change the designation of certain lands described herein from "Unevaluated Vegetation Patches" to "Significant Woodlands".

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands assessed in the 2008 Environmental Review Lands Study as Patches 10180, 10148, and Patch 10172 east of the Veterans Memorial Parkway extension, located at 3141 Old Victoria Road, 1766 Wilton Grove Road, 1806 Wilton Grove Road, 2316 Wilton Grove Road, 2338 Wilton Grove Road, 2396 Wilton Grove Road, and "Westminster Con S 2 PT Lot 3" generally located east of 2396 Wilton Grove Road.

C. BASIS OF THE AMENDMENT

Based on the scientific evaluation system of the Guideline Document for the Evaluation of Ecologically Significant Woodlands, and subsequent inventorying and evaluation of vegetation patches, the 2008 Environmental Review Lands Study determines the above noted Patches to be ecologically significant natural heritage features, and as such recognition is warranted.

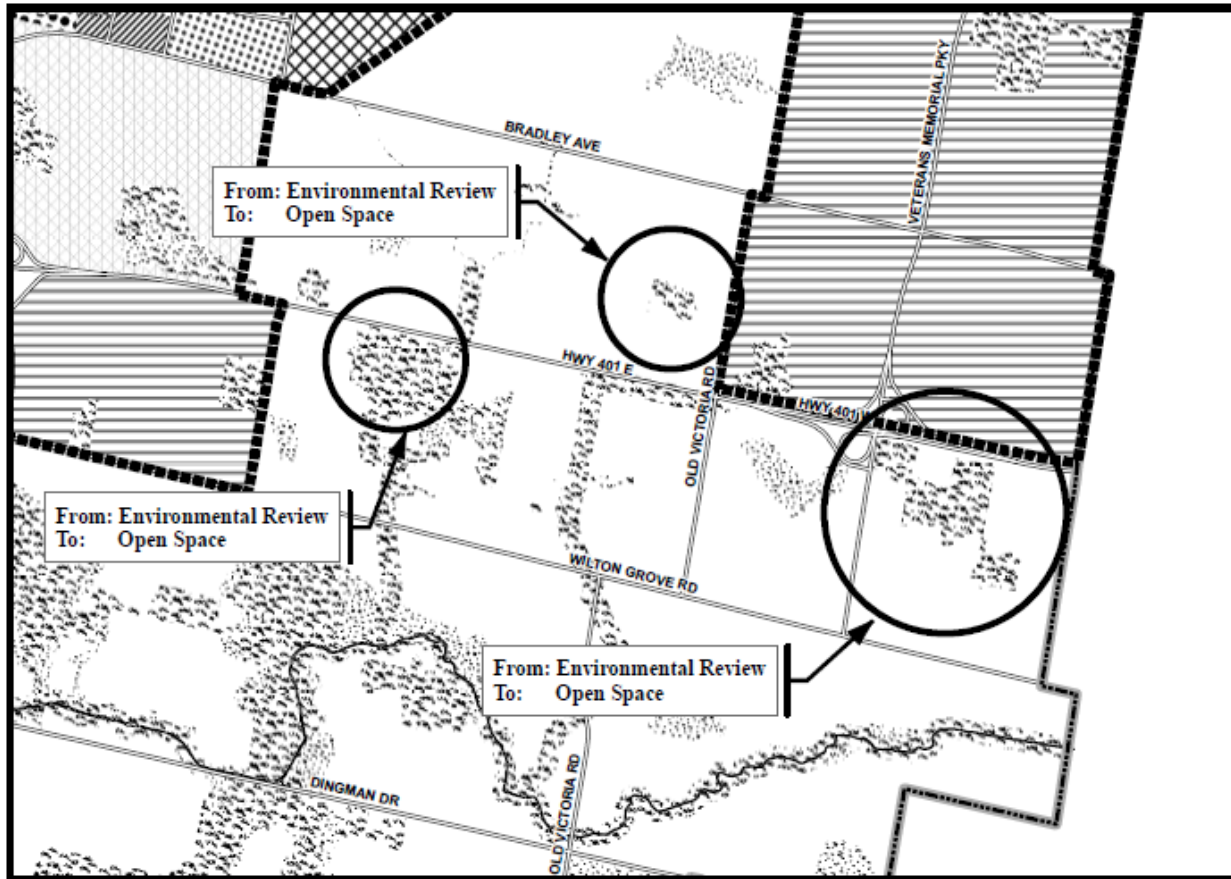
D. THE AMENDMENT

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

1. Schedule "A" - Land Use, to the Official Plan for the City of London Planning Area - 1989, is amended by designating those lands identified in the 2008 Environmental Review Lands Study as Patches 10180, 10148, and Patch 10172 east of the Veterans Memorial Parkway extension, located at 3141 Old Victoria Road, 1766 Wilton Grove Road, 1806 Wilton Grove Road, 2316 Wilton Grove Road, 2338 Wilton Grove Road, 2396 Wilton Grove Road, and "Westminster Con S 2 PT Lot 3" generally located east of 2396 Wilton Grove Road, in the City of London, as indicated on "Schedule 1" attached hereto, from "Environmental Review" designation to "Open Space" designation.
2. Schedule "B1" – Natural Heritage Features, to the Official Plan for the City of London Planning Area - 1989, is amended by designating those lands identified in the 2008 Environmental Review Lands Study as Patches 10180, 10148, and Patch 10172 east of the Veterans Memorial Parkway extension, located at 3141 Old Victoria Road, 1766 Wilton Grove Road, 1806 Wilton Grove Road, 2316 Wilton Grove Road, 2338 Wilton Grove Road, 2396 Wilton Grove Road, and "Westminster Con S 2 PT Lot 3" generally located east of 2396 Wilton Grove Road, in the City of London, as indicated on "Schedule 2" attached hereto, from "Unevaluated Vegetation Patches" to "Significant Woodlands"

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AMENDMENT NO:

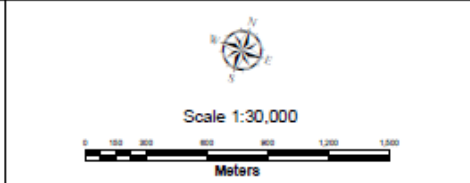


<p>Legend</p> <ul style="list-style-type: none"> Downtown Wonderland Road Community Enterprise Corridor Enclosed Regional Commercial Node New Format Regional Commercial Node Community Commercial Node Neighbourhood Commercial Node Main Street Commercial Corridor Auto-Oriented Commercial Corridor Multi-Family, High Density Residential Multi-Family, Medium Density Residential Low Density Residential Office Area Office/Residential Office Business Park General Industrial Light Industrial Regional Facility Community Facility Open Space Urban Reserve - Community Growth Urban Reserve - Industrial Growth Rural Settlement Environmental Review Agriculture Urban Growth Boundary 	
<p>This is an excerpt from the Planning Division's working consolidation of Schedule A to the City of London Official Plan, with added notations.</p>	

**SCHEDULE 1
TO
OFFICIAL PLAN**

AMENDMENT NO. _____

PREPARED BY: Graphics and Information Services



FILE NUMBER: O-8014

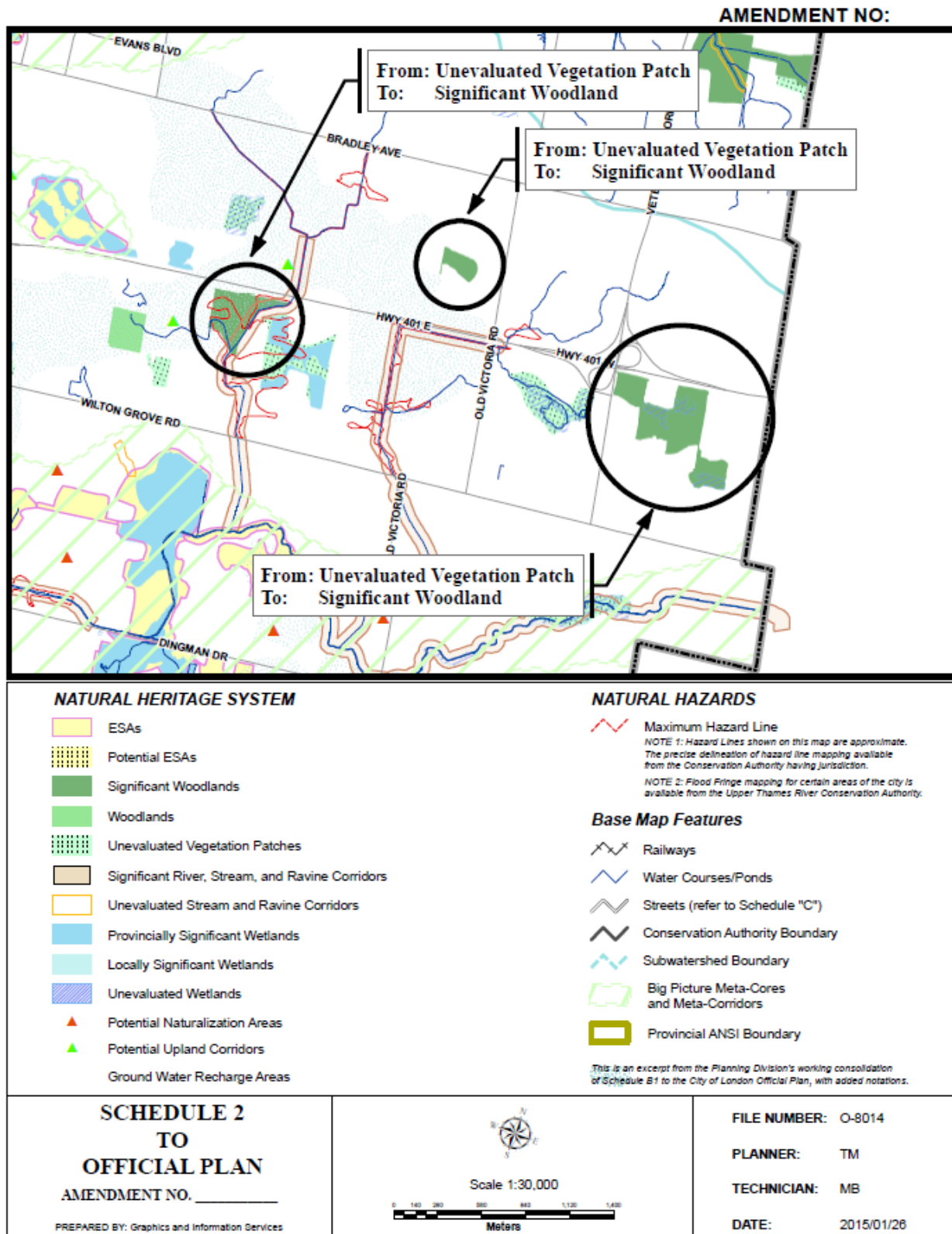
PLANNER: TM

TECHNICIAN: MB

DATE: 2015/01/26

PROJECT LOCATION: e:\planning\projects\ip_officialplan\work\consol\00\amendments\oz-8014_IndustrialLands\Projects\scheduleA_b&w_8x11_ER_Amendment.mxd

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File: O-8014/O-8362

Appendix "G"

Bill No. (number to be inserted by Clerk's Office)
2015

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

A by-law to amend By-law No. Z.-1 to rezone lands identified in the Environmental Review Lands Study as Patch 10148 located at 1766 Wilton Grove Road and 1806 Wilton Grove Road.

WHEREAS the map attached to this by-law, as set out below, sets out lands identified in the 2008 Environmental Review Lands Study as Patch 10148;

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

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

1. Schedule 'A' - Key Maps to By-law Z.-1 is amended by changing the zoning applicable to lands identified in the Environmental Review Lands Study as Patch 10148, located at 1766 Wilton Grove Road and 1806 Wilton Grove Road, and, as shown on the attached map comprising part of Key Map No. A116, from an Environmental Review (ER) Zone to an Open Space (OS5) Zone.
2. This By-law shall come into force and be deemed to come into force in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

PASSED in Open Council on March 31, 2015.

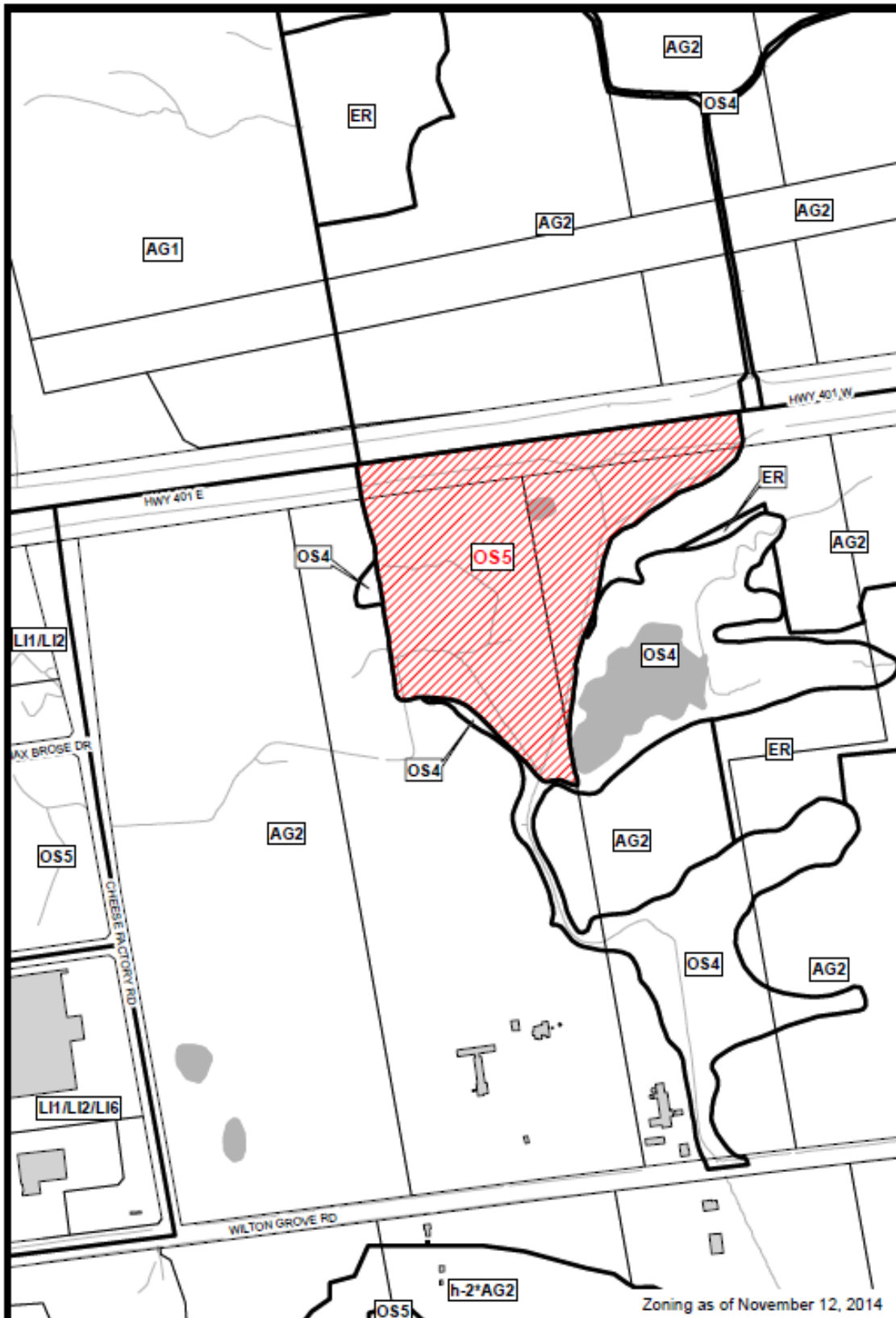
Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – March 31, 2015
Second Reading – March 31, 2015
Third Reading – March 31, 2015

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



<p>File Number: O-8014 Patch 10148 Planner: TM Date Prepared: 2015/01/22 Technician: MB By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:6,000</p> <p>0 30 60 120 180 240 Meters</p>
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GeoInfo.com

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File: O-8014/O-8362

Appendix "H"

Bill No. (number to be inserted by Clerk's Office)
2015

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

A by-law to amend By-law No. Z.-1 to rezone lands identified in the Environmental Review Lands Study as Patch 10180 located at 3141 Old Victoria Road.

WHEREAS the map attached to this by-law, as set out below, sets out lands identified in the 2008 Environmental Review Lands Study as Patch 10180;

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

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

1. Schedule 'A' - Key Maps to By-law Z.-1 is amended by changing the zoning applicable to lands identified in the Environmental Review Lands Study as Patch 10180, located at 3141 Old Victoria Road, and, as shown on the attached map comprising part of Key Map No. A113, from an Environmental Review (ER) Zone to an Open Space (OS5) Zone.
2. This By-law shall come into force and be deemed to come into force in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

PASSED in Open Council on March 31, 2015.

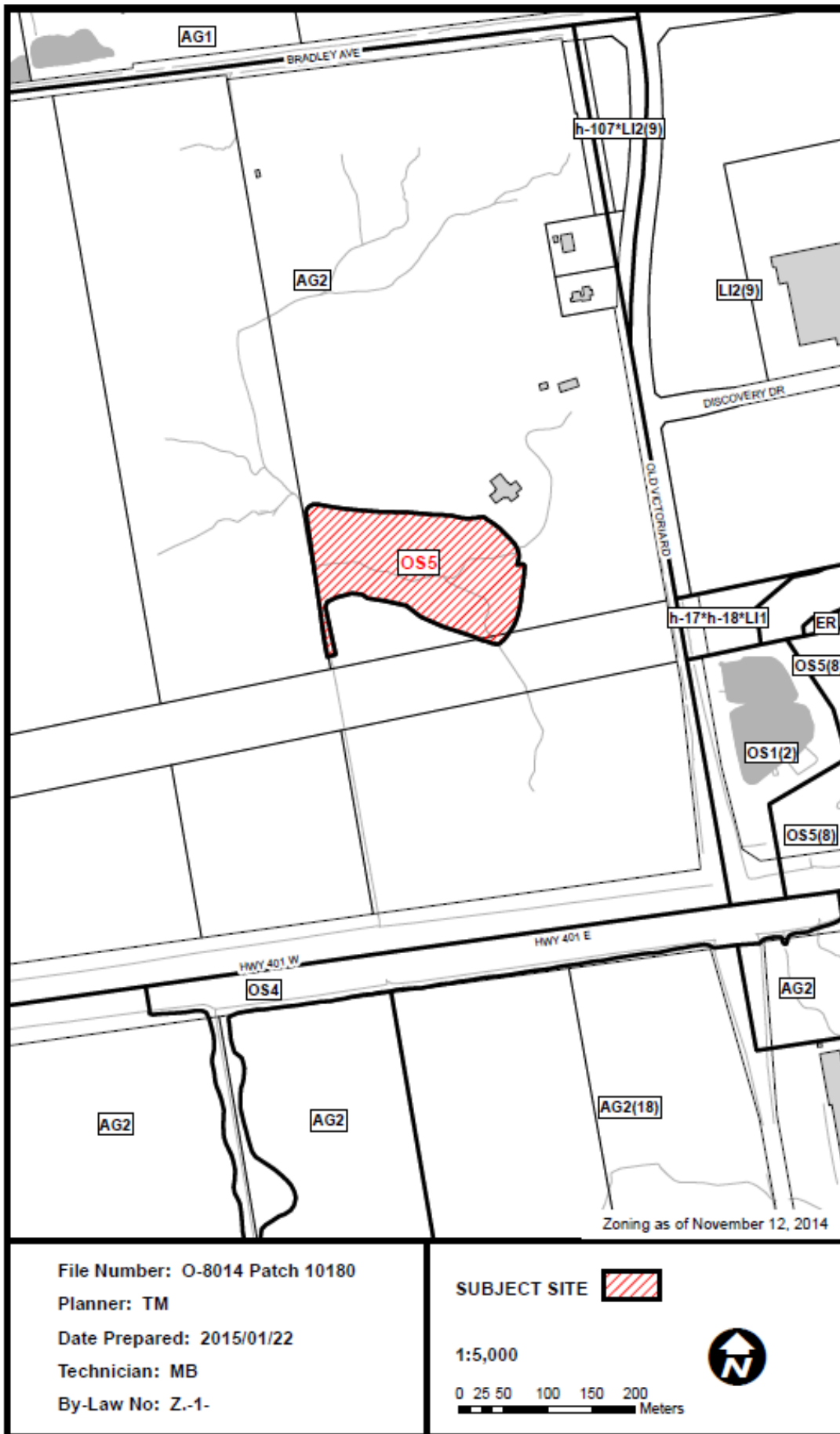
Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – March 31, 2015
Second Reading – March 31, 2015
Third Reading – March 31, 2015

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



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File: O-8014/O-8362

Appendix "I"

Bill No. (number to be inserted by Clerk's Office)
2015

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

A by-law to amend By-law No. Z.-1 to rezone lands identified in the Environmental Review Lands Study as Patch 10172 east of the Veterans Memorial Extension, located at 2316 Wilton Grove Road, 2338 Wilton Grove Road, 2396 Wilton Grove Road, and "Westminster Con S 2 PT Lot 3", generally east of 2396 Wilton Grove Road.

WHEREAS the map attached to this by-law, as set out below, sets out lands identified in the 2008 Environmental Review Lands Study as Patch 10180;

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

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

3. Schedule 'A' - Key Maps to By-law Z.-1 is amended by changing the zoning applicable to lands identified in the Environmental Review Lands Study as Patch 10172 east of the Veterans Memorial Extension, located at 2316 Wilton Grove Road, 2338 Wilton Grove Road, 2396 Wilton Grove Road, and "Westminster Con S 2 PT Lot 3", generally east of 2396 Wilton Grove Road, and, as shown on the attached map comprising part of Key Map No. A116, from an Environmental Review (ER) Zone to an Open Space (OS5) Zone.
4. This By-law shall come into force and be deemed to come into force in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

PASSED in Open Council on March 31, 2015.

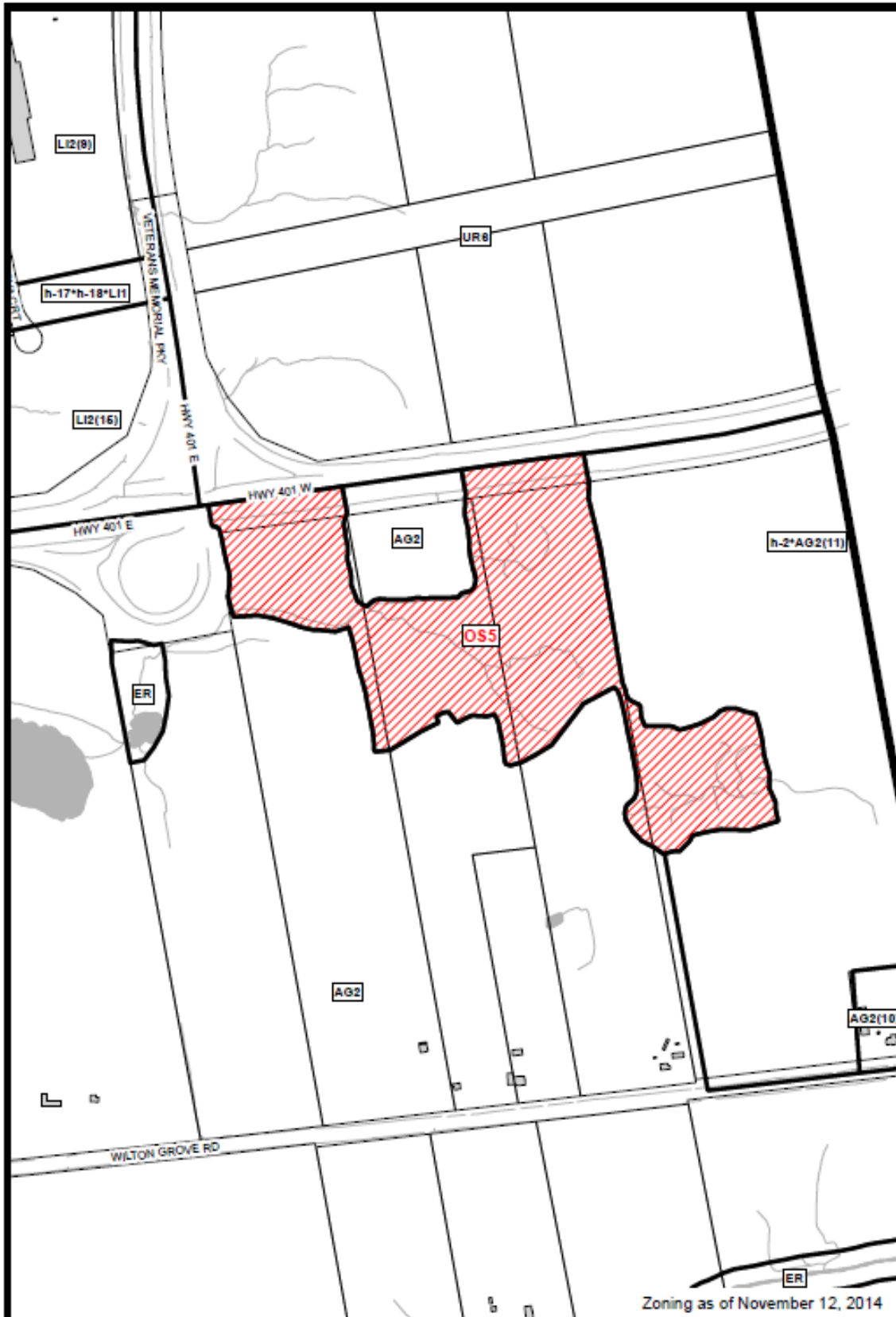
Matt Brown
Mayor



Catharine Saunders
City Clerk

First Reading – March 31, 2015
Second Reading – March 31, 2015
Third Reading – March 31, 2015

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



<p>File Number: O-8014 Patch 10172 Planner: TM Date Prepared: 2015/01/26 Technician: MB By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:7,500</p> <p>0 37.5 75 150 225 300 Meters</p> 
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Appendix "J"

Bill No. (number to be inserted by Clerk's Office)
2015

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

A by-law to amend the Official Plan for the City of London, 1989, relating to Chapter 9 for Minimum Distance Separation (MDS) Type 'A' and Type 'B' land uses.

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

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

PASSED in Open Council on March 31, 2015.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – March 31, 2015
Second Reading – March 31, 2015
Third Reading – March 31, 2015

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AMENDMENT NO.

to the

OFFICIAL PLAN FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

To amend Chapter 9 of the Official Plan for the City of London Planning Area – 1989, to distinguish Minimum Distance Separation requirements for industrial and non-industrial land uses in alignment with Guideline 46 of the Provincial Minimum Distance Separation (MDS) Formulae Implementation Guidelines, 2006.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to land located north and south of Highway 401 near the Veterans’ Memorial Parkway and lands south and east of the “Forest City Industrial Park”, including lands south of Wilton Grove Road and east and west of the Highbury Avenue interchange and south of Highway 401 east of Cheese Factory Road, as identified in Schedule 1.

C. BASIS OF THE AMENDMENT

MDS guidelines are intended to ensure that viable agriculture/livestock operations are not affected by inappropriate growth and development on adjacent lands. MDS guidelines are also intended to ensure that agriculture/livestock operations remain viable over the longer term.

To ensure appropriate separations, the MDS guidelines identify sensitive (Type ‘B’) and non-sensitive (Type ‘A’) land uses. The intent of the proposed Urban Growth Boundary expansion is to provide for long-term industrial uses. These are considered as non-sensitive land uses in the MDS guidelines.

The MDS guidelines, however, require the use of sensitive land use calculations for MDS separation distances for applications to expand the settlement area boundary (Urban Growth Boundary) or for expansion of existing livestock operations in adjacency to urban uses within the Urban Growth Boundary.

As the intent of the Urban Growth Boundary expansion is to provide for industrial (non-sensitive) land uses, the following policy shall apply to lands designated ‘Urban Reserve - Industrial Growth’ in areas:

- (1) north and south of Highway 401 near the Veterans’ Memorial Parkway; and
- (2) lands south and east of “Forest City Industrial Park”, including lands south of Wilton Grove Road near the Highbury Avenue interchange and south of Highway 401 east of Cheese Factory Road as identified in Schedule “A”, Minimum Distance Separation (MDS) arcs of influence will be based on an MDS Type ‘A’ land classification including for the properties identified in the list below.

D. THE AMENDMENT

Section 9.2.10 of the Official Plan for the City of London is amended by adding the following subsection 9.2.10.1:

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File: O-8014/O-8362

For the lands within the expanded Urban Growth Boundary and lands adjacent to that area, as shown on Schedule 1, the following applies with respect to calculations undertaken to satisfy minimum distance separation (MDS) guidelines for MDS I and MDS II:

The City will apply Type 'A' land use classification for the purposes of MDS I, and only Industrial Uses will be permitted within the Type 'B' MDS setback. All other land uses or applications for changes in land use to designations other than for Industrial Uses will be calculated on the basis of MDS Type 'B' land classification.

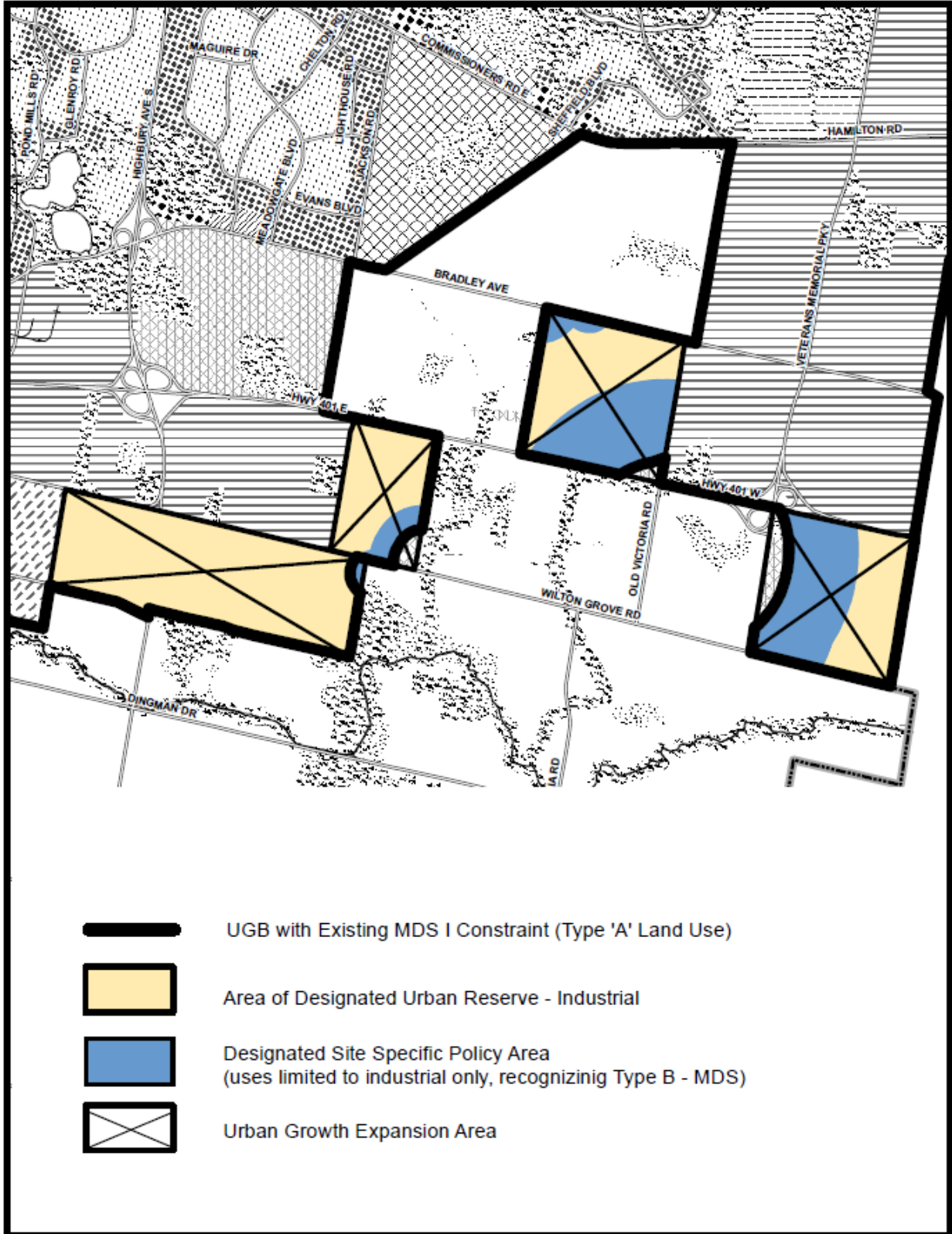
For expansions of existing livestock operations within the area identified on Schedule 1, the City will apply a Type 'A' land use classification to existing, adjacent urban and industrial uses, Official Plan designations and Zones, for the purposes of MDS II calculations.

If, in future, any of the livestock facilities ceases to exist, there would no longer be a trigger for MDS calculations and the site specific policy area will be removed for that particular area that was affected.

For the purposes of this policy, livestock facilities are one or more barns or permanent structures with livestock-occupied portions, intended for keeping or housing of livestock. A livestock facility also includes all manure or materials storage and anaerobic digestors.

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Schedule 1



Agenda Item # Page #

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File: O-8014/O-8362

Appendix "K"

White Oak/Dingman Area Secondary Plan

Draft Terms of Reference

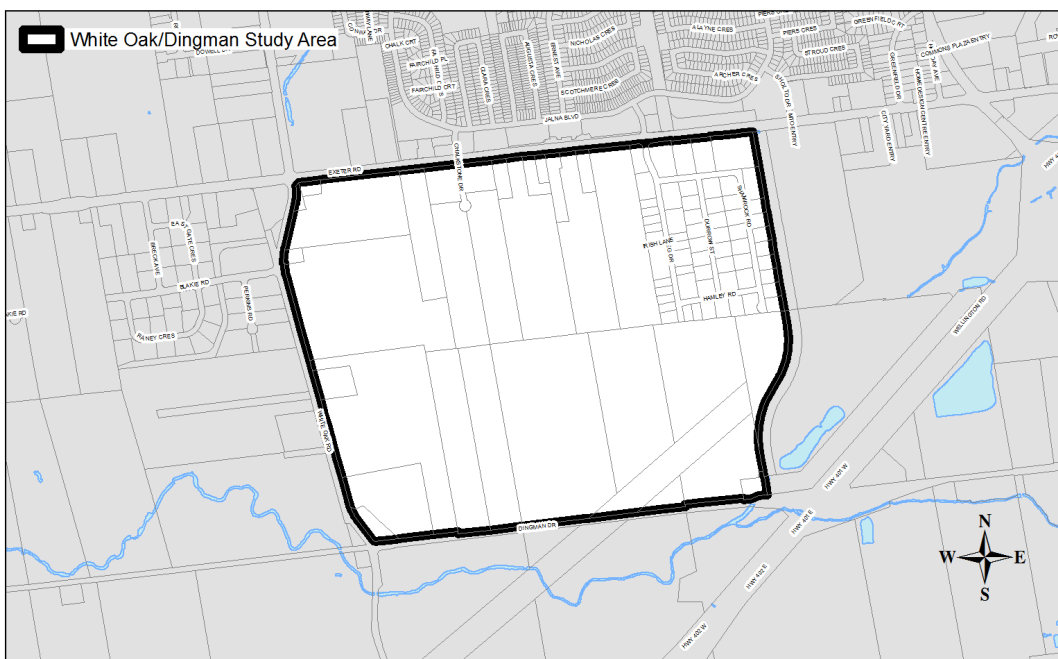
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WHITE OAK / DINGMAN AREA SECONDARY PLAN DRAFT TERMS OF REFERENCE

1.0 PROJECT OVERVIEW

1.1 Introduction

The City of London is proposing to undertake a Secondary Plan for lands identified within the Dingman Industrial Neighbourhood of the Southwest Area Secondary Plan. The lands are owned by private landowners, with a portion owned by the City of London and Hydro One. The study area includes the lands south of Exeter Road, north of Dingman Drive, east of White Oak Road and west of the Marr Drain. The subject lands encompass an area of approximately 225 hectares as outlined in the map below.



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

1.2 History

A large portion of these lands were added to the City as part of the annexation in 1993. The parcels fronting Exeter Road west of the industrial subdivision south of Exeter Road along Meg Drive were part of the Town of Westminster. These parcels fronting Exeter Road were designated “Fringe Perspective-Industrial” in the Westminster Plan, permitting a range of manufacturing, assembling and processing uses, however, the uses were limited to “dry industry” uses. Lands not directly fronting onto Exeter Road remained designated as “Agriculture” in the Westminster Plan. A major reason for the industrial designation for lands in this area was the proximity of the area to Highway 401. Exeter Road was also a Provincial Highway (Highway 135), meaning that was capable of carrying the anticipated traffic associated with Industrial uses. With the exception of lands at the 401/Wellington Road interchange, these were the only lands in the former Town of Westminster within close proximity to the 401 identified for industrial land uses prior or annexation.

In December, 2003, a proposed concept plan for the Dingman Drive Area Plan was submitted by Stantec Consulting (on behalf of the land owners for the Dingman Area) which illustrated the preferred road pattern and land use designations. The plan showed the Dingman Drive Area as predominately Light Industrial, with a General Industrial designation located on 3544 Dingman Drive and the property to the west of that site.

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In May, 2014, the City of London initiated an Official Plan Amendment to conduct a review of the land uses within the study area. The land use review was initiated as a result of two major landowners' request that the City review the Industrial designation of their lands to have them considered for alternative land use scenarios. The review evaluated the existing industrial lands within the study area, which includes the landowners' requests, to determine if it is appropriate for them to be continued for industrial purposes or whether they should be re-designated to non-industrial uses (residential, commercial, institutional and open space). The findings of the evaluation indicated the lands are poorly located for industrial development, existing infrastructure investments are not being used efficiently, land use conflicts may increase going forward and lack of market interest are precluding the lands from being developed for industrial purposes. As such, it was recommended that the lands be re-designated to non-industrial uses.

As a result of the recent of the recent review of these lands, it is anticipated that the scope of the studies required to complete the Secondary Plan will be less than would be required in "greenfield" situations. A large area of the study area is within plans of subdivision approved within the past 4 years and the servicing for the lands is readily available. Also, a road pattern has been approved, though this may change through the Secondary Planning process. The draft Terms of Reference reflect this more limited scope of study.

1.3 Purpose

Section 20.1 of the City's Official Plan states that "Secondary Plan policies and schedules, adopted pursuant to Section 19.2.1 of this Plan, will provide guidance and direction for the review and consideration of planning applications for specific geographic areas of the City. These Secondary Plans will include policies and land use and other schedules developed through the planning process, and will be adopted through an Official Plan amendment."

The Secondary Plan will refine the Official Plan by identifying specific land use designations and provide policy direction for zoning, subdivision planning, and design considerations in relation to the area's development pattern, its natural and built heritage attributes, surrounding land uses, and servicing considerations.

Secondary Plans are also intended to provide for the coordination of development among multiple landowners and provide direction for:

- The delineation, protection and management of natural heritage areas;
- The location of parks, schools and other community facilities;
- Housing mix and densities;
- Municipal services;
- The phasing of development;
- Pedestrian and bicycle routes;
- Transit routing and supportive facilities;
- Site and subdivision design criteria; and
- Local road access to arterial and collector roads

The Secondary Plan process is a City-initiated and funded process that will provide a comprehensive assessment of the opportunities and constraints for the planning and development of the study area. The City will be responsible for undertaking and financing the required component studies, land use concepts and proposed Official Plan Amendments. The City will also be responsible for preparing the report and recommendations to Planning Committee and Council regarding the proposed Official Plan Amendments.

The purpose of the Terms of Reference is to specify the requirements, methodology and deliverables that will be necessary for the recommendation of a final Secondary Plan to City Council for adoption. These Terms will be reviewed and refined, as necessary, through consultation with the City of London Planning Services, community stakeholders and interested parties. The City's Planning and Environment Committee and ultimately Council will review and approve the final Terms of Reference.

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1.4 Objectives

The Secondary Plan will achieve a number of key objectives, including:

- Provide the basis for an Official Plan amendment to: designate lands from “Urban Reserve – Community Growth” to appropriate land use designations; identify any new road alignments, and create a street classification system to implement the community structure plan; and refine the categorization and delineation of natural and built heritage features;
- A preliminary review of the Study Area would scope the review of built heritage to archeological matters.
- Identification of servicing (water, sanitary, stormwater management) requirements, opportunities and constraints and the most appropriate means of delivering those services;
- Identify and assess transportation requirements/impacts including the road connections, alignments and intersection locations, and transit, pedestrian and bicycle networks;
- Recommend strategies for the protection and enhancement of the natural heritage system;
- Recommended strategies for the staging of municipal sewer, water, stormwater management and transportation works together with the corresponding phasing of development approvals, to be prepared within the context of the Growth Management Implementation Strategy approved by Council;
- Preparation of land use concepts that provide for a range of housing choices/commercial needs that are consistent with the findings of the background studies, leading to a recommended land use plan and the fulfillment of the vision for the area;
- Provide a macro-scale urban design concept and related guidelines for the preparation of plans of subdivision and detailed development proposals;
- Plan for the provision of community facilities at a conceptual level recognizing that exact locations and site configurations will be determined through future planning application processes;
- Consult landowners, agencies, and the broader community at various stages of the planning process including:
 - A visioning process to guide the preparation of broad planning and development concepts;
 - The review of background studies;
 - The review of alternative land use concepts;
 - The review of proposed servicing, phasing, natural heritage and urban design strategies; and
 - The review of the preferred land use concept.
- Establish the basis for preparation of detailed Official Plan policies that can be adopted as a Secondary Plan by Council.
- The Secondary Plan shall also include the following elements:
 - sustainable design to minimize ecological footprints;
 - mixed land-uses to promote a range of activities;
 - street-related development to animate streetscapes and the pedestrian environment;
 - high-quality public realm to encourage public activity and interaction;

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- compatibility of adjacent neighbourhoods, including residential neighbourhoods to the north and future residential to the west;
- multi-use pathways planned for the Southwest Area across White Oak Road and thereby strengthening the network of routes envisioned for the area;
- optimizing the use of existing and new infrastructure to support growth in a compact and efficient form; and
- planning for compact, vibrant, and complete neighbourhoods.

1.5 Planning Context

The White Oak/Dingman Area Secondary Plan presents an opportunity for the development of a mixed-use community in the southwest area of London. A large portion of the lands in the study area were designated for industrial uses prior to the 1993 annexation, yet to date limited development has taken place on the lands. Development has occurred primarily along the frontage of Exeter Road, with a limited amount of development taking place within the subdivision in the Meg Drive/Shamrock Road area. Through the Southwest Area Secondary Plan, the City re-designated 345 hectares of industrial land west and north of the study area to residential, commercial and other uses. The re-designation of the lands for non-industrial purposes through the Southwest Area Secondary Plan process and the existing residential development in the White Oaks neighbourhood provides an opportunity to review the appropriate land uses within the study area.

The existing conditions within the study area and adjacent area include:

- Arterial Roads (Exeter Road, White Oak Road and Dingman Drive) to the north, west and south;
- Hydro corridor running through lands on the southeast quadrant;
- Properties fronting onto Exeter Road and a portion of the lands within the subdivision in the northeast quadrant are currently developed for mix of commercial and industrial uses;
- A recycling facility is located along Dingman Drive in the southeast quadrant;
- Some properties are currently being used for residential purposes along Exeter Road and Dingman Drive;
- Undeveloped lands within the study area are currently being used for agriculture purposes;
- Lands adjacent to the Marr Drain and the White Oak Road are designated for Open Space;
- Light industrial uses to the northwest of the study area;
- A shopping plaza at the corner of Exeter Road and Meg Drive;
- medium density residential and neighbourhood commercial on the north side of Exeter Road; and
- Close proximity to institutional and office uses, including the Ontario Government buildings and the Elgin-Middlesex Detention Centre, east on Exeter Road.

Development of the White Oak/Dingman Area Secondary Plan will require it to be consistent with the policies of the Provincial Policy Statement, 2014 and the policies of the City of London Official Plan. The following matters will be addressed in the preparation of the Secondary Plan:

- Determination of a density standard and mix of residential housing types that is consistent with the requirements of the Provincial Policy Statement (2014) and the City of London Official Plan;
- The potential impacts of the industrial uses along Exeter Road and the southeast quadrant of the study area in proximity to the other land uses;
- Review of the extent of the landscape feature and its relationship to approved plans for lands adjacent to the feature;
- Review of the potential connection to Meg Drive;
- Consideration of the ultimate land uses for lands designated Transitional Industrial and possible policy changes to lands designated General Industrial and Commercial

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Industrial;

- Refinement to the delineation of the boundary between lands designated Transitional Industrial and Urban Reserve – Community Growth, and Commercial Industrial and Urban Reserve – Community Growth;
- Creation of buffering between the community growth lands and existing industrial uses along Exeter Road, White Oak Road, and within the southeast quadrant;
- Incorporation of alternative transportation options and multi-modal transportation opportunities;
- Compatibility with major transportation corridors;
- Opportunities to improve connectivity and permeability with surrounding neighbourhoods;
- Policies to address potential brownfield issues; and
- Research and investigation of incorporating alternative road design standards.

2.0 COMPONENT STUDIES

The planning process will require information gathering and analysis to support the development of each of the components of the Secondary Plan. These studies will be used with existing information in order to create a development opportunities and constraints plan. The component studies are listed below.

- Land Use Distribution Study

The Secondary Planning process will provide for the allocation of Official Plan land use designations. The purpose of the study is to determine the range and mix of appropriate land uses to be allocated within the boundaries of the study area. The study will identify the types and forms of residential, commercial, institutional and public uses and determine the requirements for the provision of parks, recreational facilities, trails/linkages, libraries, and other community infrastructure that may be required to support the planning and development of the study area. The study will identify opportunities to link surrounding land uses into the design of the future neighbourhood area.

- Environmental Impact Study

Through the Southwest Area Secondary Plan process, the Natural Heritage System was studied and reflected in the final Plan. There are, however, potential components of the Natural Heritage System in the study area that were not reviewed as part of the study, so a scoped review of the natural features and natural hazards that exist within the study area will be undertaken. This process will establish the development limits of future land uses, assess the impacts of future land uses, and recommend appropriate land uses and environmental management measures for the long-term protection of the natural heritage features and functions in the study area.

- Transportation Update Study

The intent of this study is to provide an updated study to reflect any changes that may be required to the transportation system and road network that have been previously established for the area, including the road connections, alignments and intersection locations as well as transit, pedestrian and bicycle networks, based on the new land use and patterns that are proposed.

- Land Use Compatibility between Industrial and Sensitive Uses Study

The study will assess the lands in the study area and the surrounding land uses to determine the extent of current land use conflicts and future land use conflicts as the area transitions to bring sensitive land uses into closer proximity to the industrial uses that remain. Currently, a mix of commercial and industrial uses exist along the properties fronting onto Exeter Road and a portion of the lands within the subdivision in the northeast quadrant. A recycling facility is also located along Dingman Drive in the southeast quadrant. Appropriate mitigation measures will be proposed to reduce the

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land use conflicts and ensure greater compatibility where these non-residential uses are anticipated to remain.

- Servicing Update Study

The intent is to update the studies that were previously undertaken for stormwater, sanitary and water servicing requirements for a portion of the lands within the study area. The study will review servicing requirements and options for the study area in concert with the previous work that has been undertaken for draft approved plans of subdivision and the City's master servicing studies and the Growth Management Implementation Strategy.

- Built Heritage/Archaeological Assessment Study

The intent of the study is to assess the built heritage and archaeological potential that exists within the study area. The study will identify the level of significance of any built heritage and archaeological resources and make recommendations for the conservation and preservation of the resources.

3.0 PLAN DEVELOPMENT STUDIES

3.1 Opportunities and Constraints

A review of existing information at the outset of the study will be undertaken to prepare a preliminary opportunities and constraints plan for the purpose of developing a series of alternative land use concepts. Using the information provided by the component studies, this opportunities and constraints map will be further refined to assist in the development of a Recommended Land Use Plan. This map will subsequently be used as the basis for the preparation of alternative land use concepts that will identify various locations of future neighbourhood uses, which would include a mix of residential, commercial, institutional and public uses.

The Opportunities and Constraints Map will consider and integrate the following features and characteristics:

- natural and built heritage features;
- areas with servicing constraints for which servicing upgrades are inappropriate or impractical;
- lands most suitable for desired land uses including recreation, community facilities, residential, commercial, etc.
- gateways /landmarks locations;
- view corridors;
- transportation infrastructure, including non-vehicular travel that will contribute to a multi-modal, intelligent transportation system;
- edge characteristics and interface with adjacent lands; and
- nuisance/compatibility issues.

3.2 Urban Design Analysis

The Placemaking Urban Design Guidelines are intended to create, liveable, walkable, connected neighbourhoods. The Urban Design matters to be considered include:

- Sustainable neighbourhood and building design;
- Mixed use;
- Pedestrian and transit friendliness;
- Street-related development;

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- High-quality public realm;
- Mix of housing types;
- Compatibility with adjacent neighbourhoods;
- Preservation and integration of natural and built heritage features; and
- Safe and secure neighbourhoods.

Consistent with the City's Placemaking Guidelines, the urban design analysis will identify techniques for implementing the neighbourhood concept, and will reflect the characteristics of the site and its surroundings. The urban design brief will then provide the framework for the formation of conceptual development alternatives by providing general guidelines on the following key themes:

- community identity;
- identification of nodes and districts;
- land use compatibility;
- scale and density;
- street and open space hierarchies;
- road patterns;
- transportation-demand-management;
- identification of landmarks and gateways;
- key connections to adjacent lands;
- building massing and orientation;
- views and vistas;
- architectural patterns/styles;
- natural heritage features;
- landscaping and streetscape design;
- sun and shadow impacts; and
- sustainability and energy.

3.3 Urban Design Strategy

An Urban Design Strategy will be prepared comprised of two components. The Consultant shall complete a Community Structure Plan that will integrate the recommended land uses with the urban design principles established in the Urban Design Analysis. The Community Structure Plan will be accompanied with specific detailed recommended urban design policy directions and implementation tools forming part of the Secondary Plan.

3.4 Land Use Concepts and Recommended Land Use Plan

Up to three alternative land use concepts will be prepared which explore different approaches to planning and developing the lands while implementing the guiding principles. The alternative plans will offer varied approaches to matters such as land use compatibility, scale and density of development, street patterns, and/or open space networks. The alternative land use concepts will be informed by the background studies, and will be refined, through a public participation and landowner review process, which will result in the establishment of a recommended land use concept. Comments received during the process on each alternative will then be considered and a preferred concept will be identified. The recommended land use concept will form the basis of the Secondary Plan and will become part of the Official Plan. As part of the Secondary Plan, additional planning policies and development standards which would be required to guide the implementation of the preferred land use plan or provide a framework for design considerations in the approval process for plans of subdivision.

The land use concepts will address matters such as:

- land use mix and proportion;

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- scale and density of development;
- street patterns;
- sustainable development;
- coordination & integration of new development with existing surrounding land uses;
- built and natural heritage features;
- delineation, protection, and management of natural heritage and natural hazard areas;
- location of parks, open space and community facilities;
- housing options;
- municipal services; and
- transportation networks & street typologies.

3.5 Development Phasing Strategy

A development phasing strategy will be prepared to guide the co-ordination of servicing works and development approvals. The phasing strategy will consider the City’s growth-related land needs and a reasonable share of those needs that could be allocated to the study area, the identified servicing constraints and opportunities, and the concurrent financial impact analysis. The phasing strategy will be implemented through the Growth Management Implementation Strategy.

One of the primary purposes of the phasing strategy will be to establish clear expectations about the sequence and timing of servicing works and development approvals. The strategy will promote a logical progression of growth and discourage premature development applications that would trigger untimely or unplanned infrastructure costs.

4.0 CONSULTATION

A public consultation process must be undertaken which provides for input from residents and property owners, key agencies and stakeholders involved in the area. At the outset of the consultation process, the project team will engage the local community in a community visioning exercise. The purpose of this undertaking will be to inform the area landowners, residents, businesses and interest groups of the Secondary Plan process and to develop a broad based set of objectives to guide the planning process. The visioning exercise will serve as a sharing of information between City staff, and the surrounding land owners so that a shared set of objectives can be established to guide the Secondary Plan process.

At least 3 public meeting forums will be required: at project start-up, mid-point, and prior to the statutory public meeting held to recommend the final draft Secondary Plan before the Planning & Environment Committee. Methods and frequency of contacts will be established at the beginning of the process to ensure the amount and quality of stakeholder input opportunities are appropriate to be considered in the preparation of the Secondary Plan.

5.0 PROJECT MANAGEMENT

It is anticipated that the White Oak/Dingman Area Secondary Plan will be a City-led process and Staff from Planning Services, with the assistance of Staff from other areas including Development Services, Development Finance, and EESD will be responsible for the preparation of the Secondary Plan.

6.0 PROJECT SCHEDULE

The project schedule for the Secondary Planning process shall contain the following milestones:

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Preliminary Consultation – Terms of Reference

The initial consultation meeting will involve the presentation of the Terms of Reference to the Planning and Environment Committee for formal adoption. The adoption of this document will set out the process and scope of study.

Public Consultation #1 – Community Visioning Exercise

The purpose of the visioning exercise is to engage area landowners, residents and interest groups in a process of determining the community values and design concepts that should influence the development of the Secondary Plan. The exercise will be undertaken at the start of the study and will include the consideration of neighbourhood design elements.

Public Consultation #2 – Presentation of Background Study Findings

The findings of the background studies, along with the identification of an opportunities and constraints analysis will be presented to the public. The public will be invited to comment on the alternatives and accompanying background information, and to verify, or clarify the findings of the studies. These comments will be considered in the preparation of a final land use plan. Upon receipt of feedback from the community, the preparation of the land use concepts will be undertaken.

Public Consultation #3 – Presentation of Land Use Concepts

Three preliminary land use concepts will be presented to the public for review and comment. These concepts will be based upon the preliminary opportunities and constraints plan. Input received from the public will be used to assist in the selection and refinement of the preferred land use plan and the accompanying land use designations and policies.

Public Participation Meeting

The proposed land use plan will be presented to the Planning and Environment Committee as the basis for an Official Plan Amendment. This meeting will fulfill the requirements of the statutory public meeting as identified in the Planning Act. Members of the public will be given an opportunity to ask questions, or provide comments to the Planning and Environment Committee before a decision is made on the proposed Secondary Plan.

7.0 DELIVERABLES

The Secondary Planning process shall include the following elements:

- An interim report including the introduction including identified vision and objectives for the Secondary Plan, summary of each component study (the complete component studies will be included as appendices at the back of the report), urban design analysis, opportunities and constraints mapping, description and analysis of preliminary land use concepts, land use designations, and urban design strategy.
- The recommended White Oak/Dingman Area Secondary Plan. This document will conform to the City’s established format for Secondary Plans. It will include policy text, illustrations and schedules covering all the content components cited in the terms of reference document.
- Proposed text and schedule amendments to the Official Plan required as a consequence of the recommended White Oak/Dingman Area Secondary Plan.
- Summary of consultation events and input received during the preparation of the Secondary Plan.
- Implementation guidelines regarding phasing, urban design, site plan and subdivisions, as required

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Appendix "L"

Analysis of Infrastructure Investments in the White Oaks/Dingman Area

As noted in the June 17, 2014 industrial lands Urban Growth Boundary expansion report, the City has made significant investments in wastewater, water and stormwater infrastructure in the White Oaks Road and Dingman Road area over the past decade.

Due to the City's previous method of financing industrial development charge exemptions, taxpayer and ratepayer sources were primarily used to fund the Industrial growth share of these projects. Approximately \$9.6 million was spent on the industrial growth share of external servicing, assuming that the subject lands would develop in the future with industrial uses.

Through the Southwest Area Plan, the City re-designated approximately 250 hectares of industrial land to non-industrial uses within the catchment areas of the infrastructure servicing the White Oaks/Dingman area. The approval of the Bluestone/Tradewinds proposal would result in an additional 196 hectares of industrial land re-designated to non-industrial uses. As a result, the amount of industrial land originally planned to be serviced by the infrastructure in the broader White Oak/Dingman area has decreased by almost 70% since the infrastructure was planned and the cost allocations to land use categories was originally determined. This significant reduction in Industrial lands lead staff to further investigate the cost allocations and the appropriate sources for recovery, if any.

a) Investments in infrastructure with large benefiting areas

Staff have conducted a further review of the financial cost allocations for servicing the the broader White Oaks/Dingman area (see Maps 1 – 3 for a visual description of land use change and project locations). Since 2004, the City has constructed several major trunk sanitary sewers (Dingman Trunk Sanitary Sewers SS4 and SS5), a wastewater pumping station (Wonderland Pumping Station) and a sanitary forcemain (Wharncliffe Sanitary Forcemain) with a combined industrial growth share cost of \$8.4 million. Although this infrastructure services and benefits the lands that have been and are proposed to be re-designated to non-industrial uses, the catchment areas include large tracts of land throughout the southern part of the City and extend beyond the Urban Growth Boundary. The investments made by the City for these infrastructure projects will benefit future industrial lands in the south end of the city. All of this suggests that the original allocation of these costs to Industrial uses remains, for the most part, unchanged. As a result, it is the opinion of Staff that there is no need to identify an alternate source for cost recovery of the City's previous investments associated with these infrastructure components due to the re-designation of lands within the broader White Oak/Dingman area to non-industrial uses.

b) Investments in Infrastructure with more localized benefiting areas

In recent years, the City has also made more localized investments in infrastructure benefitting the area immediately proximate to the Bluestone and Tradewinds properties:

- **White Oaks Sanitary Sewer:** In 2010, the White Oaks Sanitary Sewer was constructed. The City's industrial growth share cost was \$188,000.
 - Given that this sewer had a sizable non-industrial growth share, the re-designation of the Bluestone/Tradewinds lands to residential uses does not suggest a significant over-investment by the City to support the former DC exemption. As this sewer has already been constructed, it is unclear as to what the legal avenue to recover costs for previous investments would be. It is the opinion of Staff that no recovery be made for the industrial growth costs associated with the White Oaks Sanitary Sewer.
- **White Oaks Watermain:** A portion of the White Oaks Watermain upsizing has been constructed, however the ultimate watermain servicing associated with the subject lands is scheduled for construction in 2019. The future White Oaks Watermain is included in the 2014 Development Charges Background Study with a 63% industrial share for the improvements. The industrial growth share associated with the previous construction was relatively minor (approximately \$45,000) and Staff do not recommend pursuing refinancing,

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given that the works have been constructed and it is unclear as to what legal avenue to recover costs for previous investments would be.

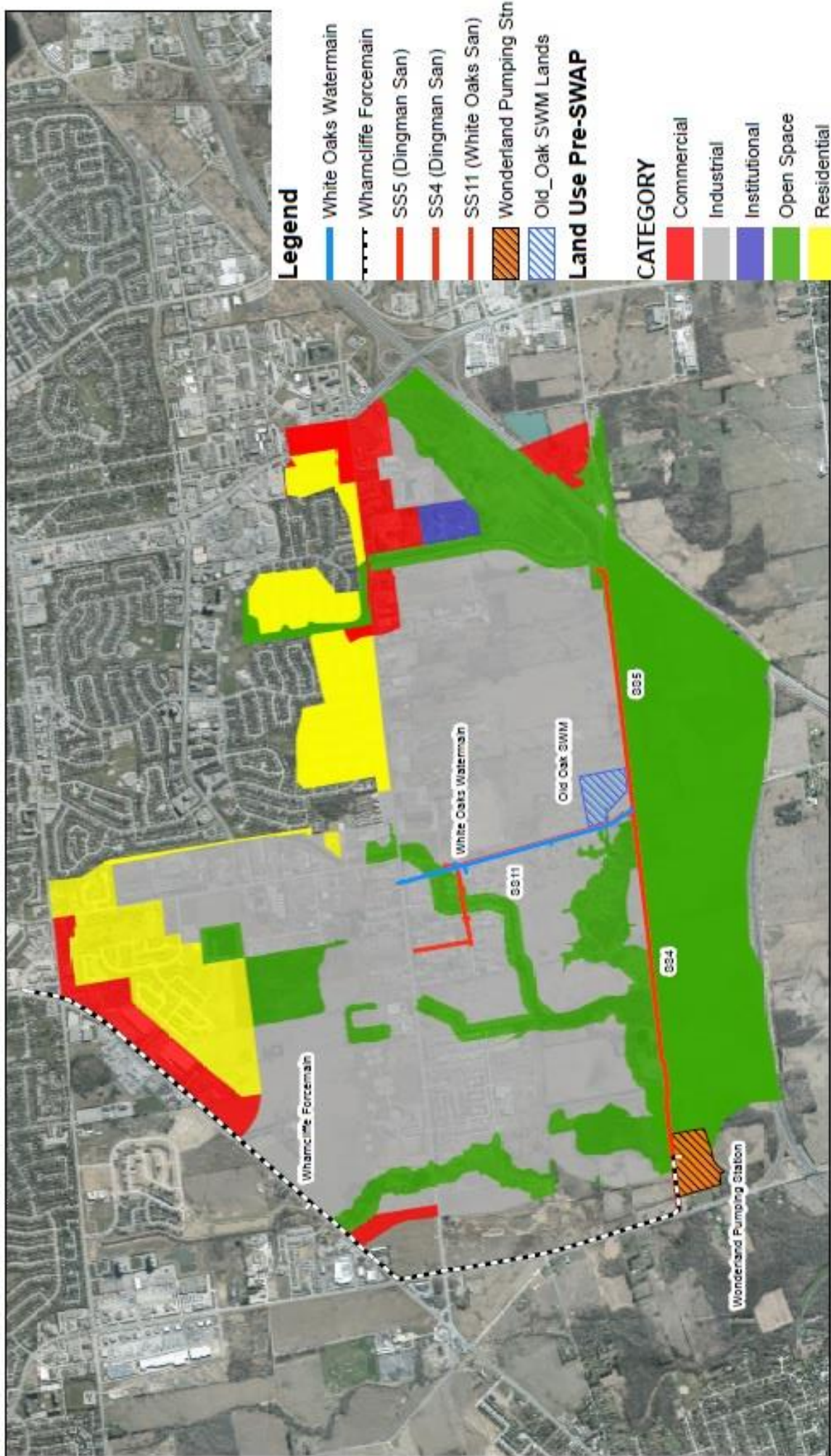
- If the Bluestone/Tradewinds land use redesignation proposal is approved, Staff will investigate the possibility of adjustments to the Residential, Industrial, Commercial and Institutional (RICI) splits for the future watermain improvements to reflect the change in land use and applicable population and employment demands. However, since the watermain is part of the broader water supply network, it is possible that re-modelling may not reduce the portion of the costs allocated to the Industrial DC rate significantly.
- **Old Oak Stormwater Management Facility:** To date, the City has purchased land at the corner of White Oak Road and Dingman Road for the future construction of a stormwater management facility to service the subject lands. The Old Oak Stormwater Management Facility was planned to be funded principally by non-development charge sources since the bulk of the lands within the drainage area were anticipated for industrial uses. With the potential redesignation of the lands, the funding sources for this facility were also reviewed:
 - As the Old Oak Stormwater Management Facility is not included in the 2014 Development Charges Study, it is the recommendation of Staff that “Contingency Facility A” – a listed project for a contingency stormwater management facility with an undetermined location – be used to fund the Old Oak stormwater management pond. The contingency facility will be re-named “Old Oak Stormwater Management Facility” and the timing of the facility construction will be established through the future Growth Management Implementation Strategy Update process.
 - It is further recommended that the City’s cost for the industrial growth share of the stormwater management land purchase (approximately \$885,000) be recovered through development charge sources. This action will result in an immediate impact on the DC SWM Reserve Fund, which is the currently the object of some financial concern as it relates to commitments already made and revenue levels being experienced. However, this action represents the most viable way of recovering taxpayer investment in what was originally expected to be an industrial land use area.

It should also be noted that Contingency Facility A is the only contingency stormwater management facility included in the 2014 Development Charges Background Study and, if utilized to fund the Old Oak Stormwater Management Facility, would no longer be available to provide stormwater servicing for future residential lands that lack an identified stormwater management facility listed in the Development Charges Background Study.

- Consistent with the above, should the Bluestone/Tradewinds re-designation proposal be approved, future funding for the construction of the Old Oak Stormwater Management Facility should also be provided from development charges as the lands will build out for non-industrial uses.
- Capital Budget adjustments will be necessary to effect the above funding changes, should the staff recommendation with respect to refinancing the SWMF be approved. The cancellation of the previous sources of financing for the pond which served this industrial area, and re-financing the SWMF land should be completed immediately following redesignation, while the adjustment for the SWMF construction should be made through the a future GMIS process.

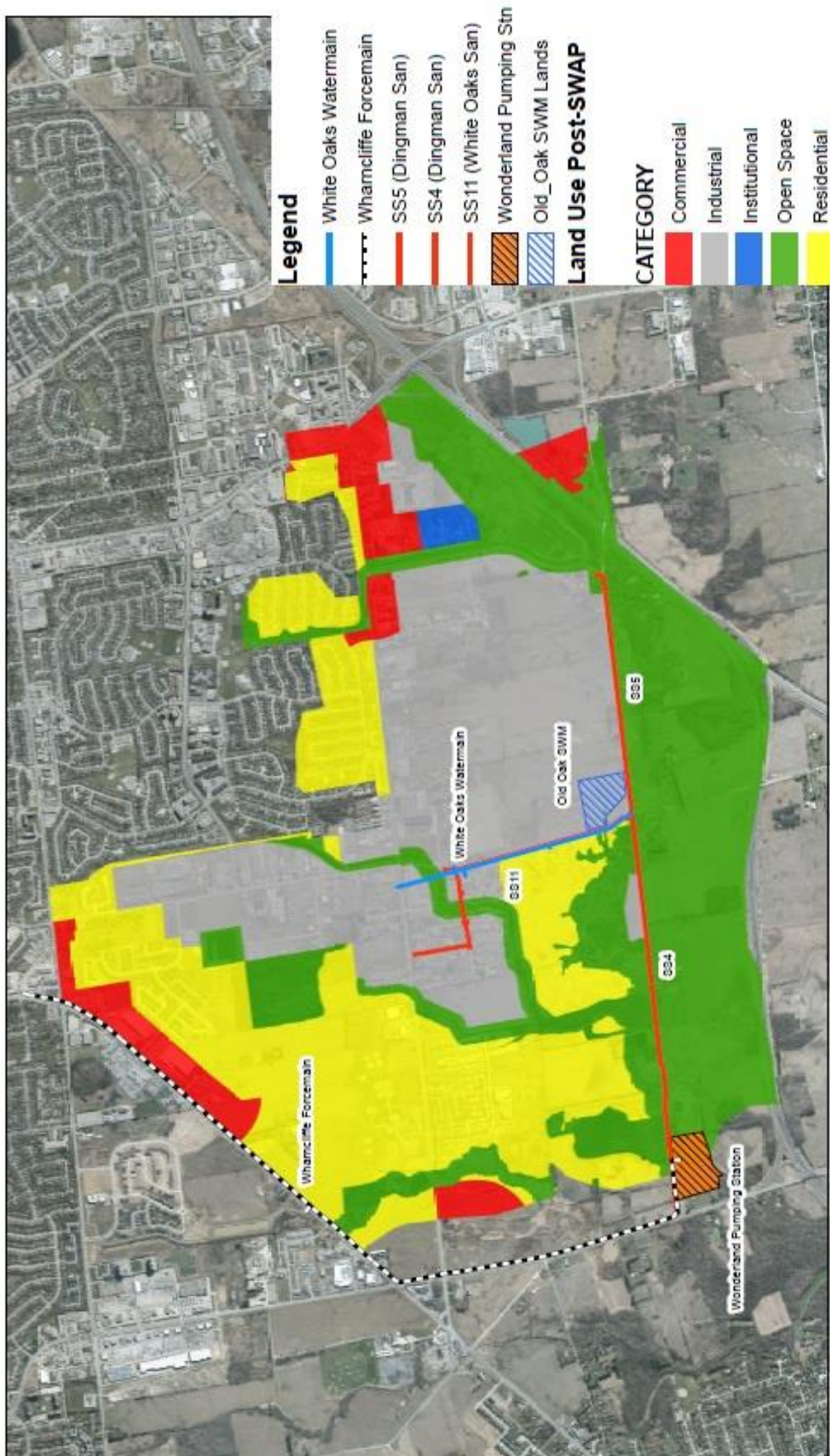
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Map 1: White Oak/Dingman-Area Land Use Prior to SWAP Re-designations



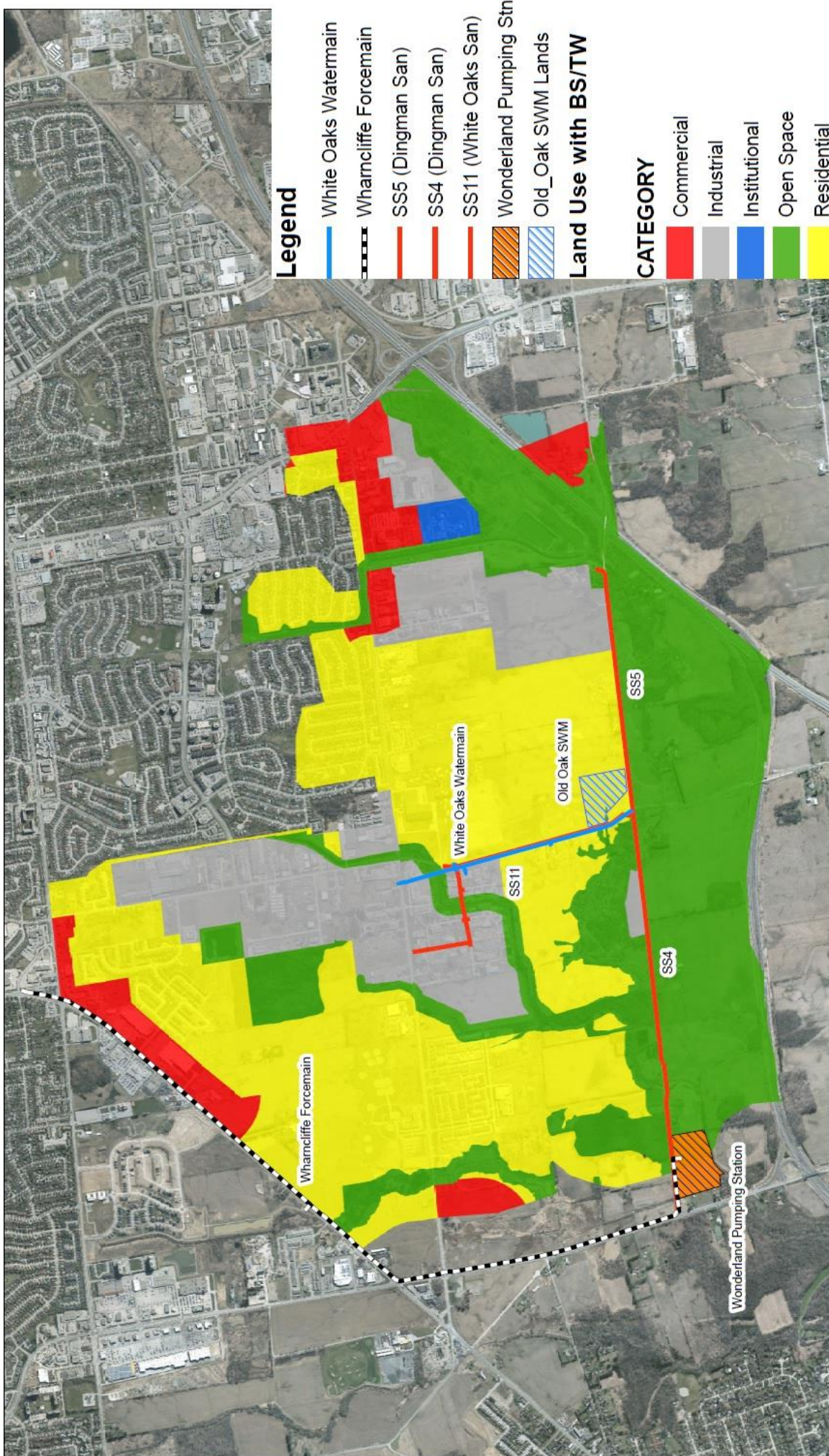
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Map 2: White Oak/Dingman-Area Land Use Post-SWAP Re-designations



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Map 3: White Oak/Dingman-Area Land Use with Bluestone/Tradewinds Re-designation



Agenda Item # Page #

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File: O-8014/O-8362

Appendix "M"

Report to Planning and Environment Committee, September 9, 2014

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File: O-8014/O-8362

TO:	CHAIR AND MEMBERS PLANNING & ENVIRONMENT COMMITTEE
FROM:	JOHN M. FLEMING MANAGING DIRECTOR, PLANNING AND CITY PLANNER
SUBJECT:	APPLICATION BY: CITY OF LONDON LANDS SOUTH OF EXETER ROAD, NORTH OF DINGMAN DRIVE, EAST OF WHITE OAK ROAD AND WEST OF THE OF THE MARR DRAIN PUBLIC PARTICIPATION MEETING ON SEPTEMBER 9, 2014

RECOMMENDATION

That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the application of City of London relating to the lands south of Exeter Road, north of Dingman Drive, east of White Oak Road and west of the Marr Drain:

- (c) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on September 16, 2014 to:
 - i) Amend Schedule A, Land Use, of the Official Plan to change the designation of the subject lands **FROM** a Light Industrial designation, and a General Industrial designation **TO** a Transitional Industrial designation, an Urban Reserve Community Growth designation, an Open Space designation and Environmental Review designation to facilitate the conversion of the lands from industrial to non-industrial uses; and
 - ii) Amend the Official Plan to **BY ADDING** a new policy Section 7.5 (Transitional Industrial) to guide the future development of the subject area.

- (d) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on September 16, 2014 to:
 - i) Amend Schedule 2, Multi-Use Pathways and Parks, Schedule 4, Southwest Area Land Use Plan, Schedule 11, South Longwoods Residential Neighbourhood Land Use Designations, Schedule 13, North Longwoods Residential Neighbourhood Land Use Designations, Schedule 15, Dingman Industrial Land Use Designations, and Schedule 16, Brockley Industrial Land Use Designations, of the Southwest Area Secondary Plan to change the designation of the subject lands **FROM** a Industrial designation **TO** a Transitional Industrial designation, an Urban Reserve Community Growth designation and an Open Space and Environmental Review designation to facilitate the conversion of the lands from industrial to non-industrial uses; and
 - ii) Amend the Southwest Area Secondary Plan **BY ADDING** new policies in Section 20.5.13 (Dingman Industrial Neighbourhood) to guide the future development of the subject area.

That as a result of the redesignation of the Industrial lands in the White Oak/Dingman Drive area and with respect to the previous financing of services to that area, staff be authorized to:

- (a) use the Development Charges Stormwater Management Reserve Fund to affect a capital budget adjustment to refinance the previous purchase of the land for the Old Oak SWM facility serving the area, it being noted that this will result in the recovery of approximately \$900,000 previously invested by the taxpayer, and transfer the funding obligation of this expenditure to the DC SWM reserve fund;
- (b) assign "Contingency Facility A" included in the 2014 Development Charges Study to provide stormwater servicing for the former Old Oak SWM Facility, with construction

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File: O-8014/O-8362

timing of the facility to be established through the 2016 Growth Management Implementation Strategy Update;

- (c) amend the capital budget to remove the previously approved unspent budget for construction of the Old Oak SWM pond (ES2485), until the construction timing is determined through GMIS process, at which time the budget for construction and design should be reestablished with DC funding; and
- (d) take no further action with respect to previous cost allocations for recent past investments in sanitary and water infrastructure serving the broader southern area of the City, including the subject lands being redesignated.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

March 5, 2012	Strategic Priorities and Policy Committee, "Status of the 2011 Industrial Land Development Strategy Update"
December 4, 2012	Strategic Priorities and Policy Committee, "O-8014: Industrial Lands Review"
December 18, 2012	Investment and Economic Prosperity Committee, "A Path to Prosperity: Community Business Ideas to Stimulate our Economy"
April 23, 2013	Planning and Environment Committee, "O-8014: Industrial Lands Review Public Participation Meeting"
March 17, 2014	Strategic Priorities and Policy Committee, "Industrial Land Development Strategy"

PURPOSE AND EFFECT OF RECOMMENDED ACTION

The purpose and effect of the requested Official Plan amendment is to change designation for the lands within the study area from "Industrial" to "Urban Reserve-Community Growth" and "Transitional Industrial" to provide the opportunity to consider alternative land designations, including residential uses, and to allow existing uses to transition to new uses. The land use review evaluated the existing industrial lands within the study area and determined it is appropriate for them to be redesignated to non-industrial uses (residential, commercial, institutional and open space). The planning framework as set out in the Provincial Policy Statement and the Official Plan have been used to undertake the evaluation and demonstrate that there is justification for the conversion of lands to non-employment uses.

RATIONALE

1. The recommended Official Plan amendment will provide for the most appropriate uses for the study area.
2. The lands are not desirable or suitable as employment lands based on their location and market demand as well as a variety of compatibility issues. It is appropriate to re-designate these lands to be used for non-employment purposes.
3. The recommended Official Plan amendment will implement the recommendations of the Industrial Lands Study.
4. The proposed Official Plan amendment is consistent with the Provincial Policy Statement.
5. The proposed Official Plan amendment conforms to the Official Plan.

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BACKGROUND

The City of London has initiated an Official Plan Amendment to conduct a review of the land uses within the White Oak Business Park area. The study area includes lands south of Exeter Road, north of Dingman Drive, east of White Oak Road and west of the Marr Drain. The land use review has been initiated as a result of two major landowners' request that the City review the Industrial designation of their lands to have them considered for alternative land use scenarios. The purpose of the review is to evaluate the existing industrial lands within the study area, which includes the landowners' requests, to determine if it is appropriate for them to be continued for industrial purposes or whether they should be re-designated to non-industrial uses (residential, commercial, institutional and open space). The possible redesignation of industrial lands will need to be consistent with the policies of the PPS and conform to the Official Plan.

The landowners' request to have their lands considered for non-industrial land uses is timely, as the City has undertaken a comprehensive review of its industrial lands, as part of the five-year review of London's Official Plan. The comprehensive review assessed future industrial land demand and supply factors to determine if the need to expand the Urban Growth Boundary (UGB) for the inclusion of new industrial lands. The findings of the study indicated that the current supply of vacant industrial land is more than adequate to accommodate the projected demand for industrial land for the 20 year period (2011 to 2031). Given the timing of the request there is an opportunity to consider it as part of the Industrial Lands Review. This request will be reviewed within the larger context of all of the lands currently designated for industrial uses within the area. Within the defined physical boundaries of the proposed study area the landowners' request accounts for approximately 45 percent of this area. This staff report will assess the industrial lands in study area and determine if there is justification for the conversion of the lands to non-industrial uses.

To consider a change in land use designation from industrial to non-industrial it has to be demonstrated that justification exists under the provisions of the Provincial Policy Statement (PPS) and the City's Official Plan. The policy framework of the PPS and the Official Plan provide direction and criteria for the conversion of lands within employment areas to non-employment uses. Summarized below are the applicable policies of the PPS and the Official Plan that will be used to guide the review of industrial lands within the White Oak Business Park.

The Employment Area policies contained Section 1.3.2 of the PPS provide the following criteria that must be met in order for a conversion of employment lands to be justified.

1. The conversion may only be permitted through a comprehensive review;
2. It has to be demonstrated that the land is not required for employment purposes over the long term; and
3. That there is a need for the conversion.

In addition to the policy framework set out in the PPS, conversion of lands within employment areas must be consistent with the Official Plan. Policy 2.7.4 of the Official Plan provides a framework consistent with the PPS to evaluate proposals to permit the conversion of lands within employment areas to non-employment uses.

HISTORY/ CONTEXT OF STUDY AREA

A large portion of these lands were added to the City as part of the annexation in 1993. The parcels fronting Exeter Road west of the industrial subdivision south of Exeter Road along Meg Drive were part of the Town of Westminster. These parcels fronting Exeter Road were designated "Fringe Perspective-Industrial" in the Westminster Plan, permitting a range of manufacturing, assembling and processing uses, however, the uses were limited to "dry industry" uses. Lands not directly fronting onto Exeter Road remained designated as "Agriculture" in the Westminster Plan. A major reason for the industrial designation for lands in this area was the proximity of the area to Highway 401. Exeter Road was also a Provincial Highway (Highway 135), meaning that was capable of carrying the anticipated traffic associated with Industrial uses. With the exception of lands at the 401/Wellington Road interchange, these

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File: O-8014/O-8362

were the only lands within close proximity to the 401 identified for industrial land uses prior or annexation.

The Dingman Drive area which includes the subject lands was annexed to the City of London from the Town of Westminster in January of 1993. Subsequently in 2001 through the review of the City Official Plan, the Dingman Drive Area was identified as a possible area to be included in the Urban Growth Area. On May 6, 2002, Council approved the addition of lands in the Dingman Drive Area for inclusion into the Urban Growth Boundary comprising approximately 166 hectares (410 acres).

On March 24, 2003, Old Oak Properties submitted the first application in the Dingman Drive study area for an Official Plan and zoning by-law amendment, for the lands located at 4112 & 4432 White Oak Road, and 3854 Dingman Drive (OZ-6461 – Old Oak Properties).

In December, 2003, a proposed concept plan for the Dingman Drive Area Plan was submitted by Stantec Consulting (on behalf of the land owners for the Dingman Area) which illustrated the preferred road pattern and land use designations. The plan showed the Dingman Drive Area as predominately Light Industrial, with a General Industrial designation located on 3544 Dingman Drive and the property to the west of that site.

Date Application Accepted: May 27, 2014
REQUESTED ACTION: Change the Official Plan land use designation from Light Industrial and General Industrial to Urban Reserve - Community Growth to permit residential, commercial, institutional and open space uses.

SIGNIFICANT DEPARTMENT/AGENCY COMMENTS

Wastewater and Drainage Engineering

No comments.

Upper Thames River Conservation Authority (UTRCA)

The Upper Thames River Conservation Authority (UTRCA) has reviewed this application the purpose of which is to evaluate the existing industrial lands and determine whether the current industrial designation is still appropriate or whether these lands should be redesignated for other uses such as open space.

As shown on the enclosed mapping, the study area includes lands that are regulated by the UTRCA in accordance with Ontario Regulation 157/06 made pursuant to Section 28 of the Conservation Authorities Act. The UTRCA has jurisdiction over lands within the regulated area and requires that landowners obtain written approval from the Authority prior to undertaking any site alteration or development within this area. There are also natural heritage features including a large woodland in the northwest quadrant as well as a series of smaller woodland patches located in the centre of the study area which we recommend be protected with an appropriate designation.

The Authority recommends that the natural hazard and natural heritage features within the study area be redesignated to Open Space.

PUBLIC LIAISON:	On June 5, 2014, Notice of Application was sent to 406 property owners in the surrounding area. Notice of Application was also published in the <i>Public Notices and Bidding Opportunities</i> section of <i>The Londoner</i> on June 5, 2014. On August 7, 2014, a revised Notice of Application was sent to property owners in the surrounding area and was also published in the <i>Public Notices and Bidding Opportunities</i> section of <i>The Londoner</i> on August 7, 2014.	Written replies were received from 14 individuals.
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Nature of Liaison: The purpose and effect of the requested Official Plan amendment is to evaluate the existing industrial lands within the study area to determine if it is appropriate for them to be continued for industrial purposes or whether they should be redesignated to non-industrial uses (residential, commercial, institutional and open space).

Change the Official Plan land use designation from Light Industrial and General Industrial to Urban Reserve-Community Growth to permit residential, commercial, institutional and open space uses. Council may also consider a Transitional Industrial designation to permit existing industrial uses to continue and provide opportunities for new light industrial uses that are located in enclosed buildings, require limited outdoor storage and are unlikely to cause noise, dust, odour or vibration impacts.

Change the Secondary Plan land use designation from Industrial to Urban Reserve Community Growth to permit residential, commercial, institutional and open space uses. Council may also consider a Transitional Industrial designation to permit existing industrial uses to continue and provide opportunities for new light industrial uses that are located in enclosed buildings, require limited outdoor storage and are unlikely to cause noise, dust, odour or vibration impacts.

Responses: 14 responses were received from individuals including: 7 in support, and 7 expressing concern about the proposed amendments (see Appendix D). These comments are attached to this report and summarized as follows.

7 Expressions of Support

- would to see the study area shift from industrial to residential and commercial uses
- supportive of redesignation of lands within the study area to residential and institutional uses
- not opposed to possible conversion of most of the lands within the study area, suggest that the lands in the northeast quadrant should remain designated for industrial as they have been recently developed
- support the initiation of the employment lands review and concur with previous studies undertaken as part of the Industrial Land Development Strategy, that this area is not ideally suited to meeting the needs of current industrial/business park users

7 Expressions of Concern

- concern about decreasing property values and potential uses of property
- concern possible redesignation of lands to Transitional Industrial would not allow their equipment to be stored outdoors and require it to be located within enclosed buildings
- oppose redesignation of the lands to non-industrial uses as they currently use the lands to operate a transportation business and intend to retain their lands to support future growth of the company
- concern lands would contain non-conforming uses if conversion of industrial lands is approved, lands within White Oak Business Park should retain industrial designations
- given the proximity to existing industrial uses, the lands are not a logical or reasonable choice for re-designation

ANALYSIS

Study Area

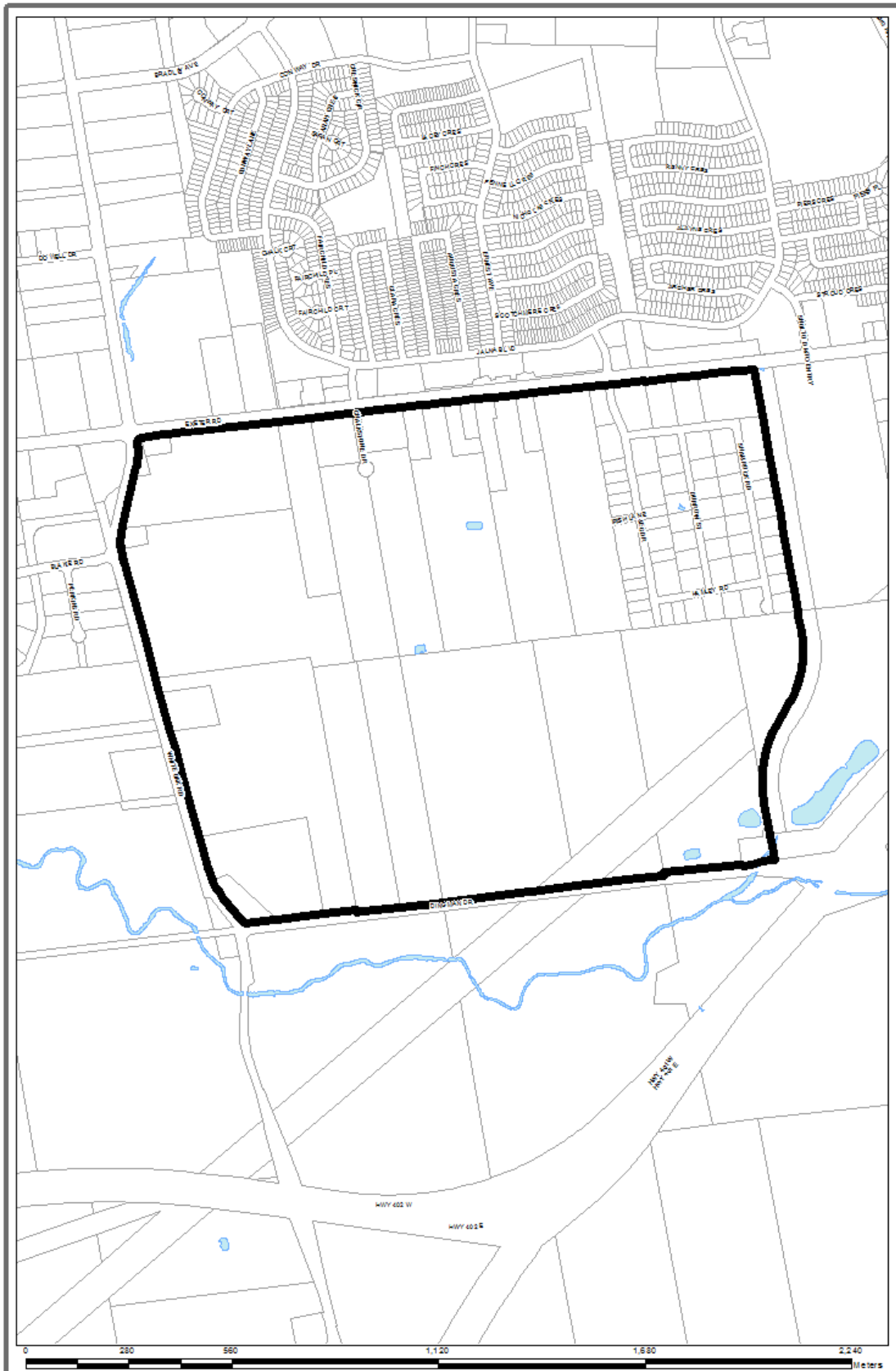
The study area includes the lands south of Exeter Road, north of Dingman Drive, east of White Oak Road and west of the Marr Drain. The study area contains a total of 224.4 hectares of land. Properties fronting onto Exeter Road and a portion of the lands within the subdivision in

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File: O-8014/O-8362

the northeast quadrant are currently developed for mix of commercial and industrial uses. A recycling facility is located along Dingman Drive in the southeast quadrant. There are a couple properties that are currently being used for residential purposes along Exeter Road and Dingman Drive. Lands adjacent to the Marr Drain and the White Oaks Drain are designated for Open Space. The balance of the lands within the study are undeveloped and currently being used for agriculture purposes. The surrounding land uses are to the north residential, industrial and commercial, to the south agriculture and open space, to the east office, institutional and open space and to the west industrial, agriculture and open space. The accompanying location map (Figure 1) shows the extent of the study area.

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**Figure 1
LOCATION MAP**

Subject Site : White Oak Business Park
File Number: O-8362
Planner : Mark Johnson
Date : 2014-06-03



Scale : 1:12,500

Legend

- Subject Site
- Property Lines

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Planning Assessment

For the City to consider the conversion of the industrial lands within the study area it has to be demonstrated that there is justification for a change in land use from an industrial land use designation to non-industrial land use. The proposal will be reviewed against the three tests outlined in the policies of the PPS and the London Official Plan to determine if it satisfies the requirements of the policies and warrants further consideration for redesignation of the industrial lands. The following section summarizes the assessment of the three tests against the industrial lands within the White Oak Business Park.

Comprehensive review

In coordination with the five-year review of London’s Official Plan, municipal Council has undertaken a comprehensive review of industrial lands. “Comprehensive review” is defined in the PPS as an Official Plan review, based on population and growth projections, that considers alternative directions for growth, opportunities to accommodate growth through intensification, the integration of land use and infrastructure planning, the avoidance of specialty crop areas and the consideration of alternatives to avoid the use of prime agricultural lands. The review of industrial lands is intended to satisfy the requirements of a comprehensive review as defined in the PPS.

Land is not required for employment purposes over the long term

The Industrial Land Study was undertaken to assess future demand and the existing supply to determine whether justification exists under the provisions of the Provincial Policy Statement (PPS) and the City’s Official Plan to expand the designated urban growth area to accommodate the forecasted industrial growth for the 20 year period of 2011 to 2031. The findings of the Study concluded that the inventory of vacant industrial lands is quantitatively sufficient to accommodate the projected demand for industrial land over the 20 year planning period. Therefore, the lands within the study area are not required to meet the needs of future industrial growth.

Need for the conversion

Since the City currently has a sufficient supply of non-industrial lands to accommodate the forecasted demand in population, housing and employment for the City of London for the 20 year planning period, as demonstrated in the Land Needs Background Study for the 2011 Official Plan Review, the need for the conversion be based on the whether it is determined that alternative land uses are more appropriate for the lands. The land use evaluation will involve a balanced approach examining the study area and assessing it against the following criteria to determine the appropriateness of the possible land use change.

- Site location and market interest
- Parcel sizes and their suitability for land assembly
- Access to Hwy 401 interchanges
- Landowner interest in development
- Land use compatibility issues
- Environmental/Natural heritage constraints

It is important to note that lands within the study area currently designated in the Official Plan for non-industrial uses will be excluded from the review. It is assumed their current land use designations would remain unchanged (AOCC and Open Space).

Site location and market interest

Site location and market interest is an important consideration in the planning of future industrial investments. As part of the 2014 Industrial Land Development Strategy six key locations were identified relating to industrial land development (International Airport, 401/VMP, South, UWO Discovery Park, 401/402 and International Water Excellence Centre). Each of these strategic areas provides specific locational attributes intended to meet the needs of existing and prospective industrial users to the area of the City.

Recent market trends provided by the London Economic Development Corporation indicate

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prospective industrial enterprises are looking for development opportunities that are adjacent to the Hwy 401 and VMP corridor due its closer proximity to the Greater Golden Horseshoe area of Ontario. Companies have shown strong interest in properties east of Highbury Avenue and shown limited interest in properties west of Highbury Avenue. Most prospects compare London’s sites to eastern locations, including Woodstock and Brantford amongst others, and LEDC notes that while London is midway between the Greater Toronto Area (GTA) and U.S.A. border, most recent inquires have compared London with the above noted eastern municipalities because of London’s and other comparator municipalities’ proximity to the GTA market and a greater “pull” towards the Toronto market. In addition, companies are finding older industrial parks less desirable and have preferred sites located within Forest City and Innovation Industrial Parks. For example, KL Products and Sciencetech are two local London firms that have chosen to move from their Exeter Road and Meg Drive locations to build new industrial facilities in Innovation Park and Forest City Industrial Park. With respect to the location of the study area, the lands are outside of the six strategic areas and are located west of Highbury Ave, where prospective industrial users have not shown significant interest in land development for industrial purposes.

Parcel sizes and their suitability for land assembly

Lands have to be appropriately sized to meet the needs of new and expanding industrial companies. Information from transactions for the sale of industrial lands for the City of London indicated that parcel sizes have averaged 4.3 hectares per property. However, recent industrial developments have been on even larger sites, such as the Samsung solar panel facility (10 to 15 hectares) and in the Innovation Park, where industrial parcel sales have averaged 10 to 20 hectares per property. This trend towards larger parcels is exacerbated by companies seeking parcels of a sufficient size that future expansions to operations may be accommodated on site. In the study area the vacant lands consist primarily of a small lot industrial subdivision and draft approved subdivision that provides for small lot sizes. The draft approved subdivision could be reconfigured to allow for larger parcels and accommodate some of the projected industrial demand large scale industrial users. Additionally, lots within small lot industrial subdivision could be assembled together to make larger lots to mitigate the parcel size limitations that currently exist.

Access to Hwy 401 interchanges

Access to Highway 401 is another consideration factored into the site selection process. Prospective industrial enterprises are currently seeking locations that have access to Highway 401 and are within a five minute drive from a Highway 401 interchange. The White Oak Business Park area does not have direct access to Hwy 401 like other industrial lands south of Commissioners Rd and west of the VMP, however, Exeter Road provides direct route to Hwy 401 through the Wellington/401 Interchange. Access to Hwy 401 is through area that contains a lot of non-truck traffic, which would present a conflict with large trucks serving industrial businesses. Alternatively, industrial users can access the Wellington/401 Interchange by travelling across Dingman Drive and up Wellington Road. Subject to traffic volumes during the day, properties within the study area can access the Wellington/401 Interchange in approximately 5 minutes.

Landowner interest in development

Interest in developing the lands for industrial purposes should be considered in the determination of whether to designate for industrial uses. In the study area a large portion of the lands have been designated industrial since prior to 1993 annexation, yet to date limited development has taken place on the lands. Development has occurred primarily along the frontage of Exeter Road, with a limited amount of development taking place within the subdivision in the Meg Drive/Shamrock Road area. Along Exeter Road the uses are a mix of industrial and commercial enterprises, with the exception of one residential dwelling, however, the uses within the subdivision and the adjacent properties along Exeter Road are primarily commercial businesses, with limited industrial and institutional uses also established within the boundaries of the subdivision. In addition, the City has received feedback from some of the landowners along Exeter Road indicating their intention is to remain in the study area and have their current industrial uses permitted to continue. While other landowners who operate commercial businesses along Exeter Road and within the noted subdivision support the possible transition to non-industrial uses.

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Land use compatibility issues

Compatibility with adjacent lands to the study has also been reviewed. To the southwest of the study area the re-designation of industrial lands through the Southwest Area Secondary Plan to non-industrial uses has increased the proximity of sensitive land uses to White Oak Business Park. Directly to the north the White Oaks neighbourhood exists and covers most of the frontage along Exeter Road, except for industrial uses adjacent to the northwest corner of the study area. In the future proximity to residential uses to the north and southwest may increase the likelihood of land use conflicts between industrial and non-industrial uses in this area. However, the remaining lands adjacent to the study area are compatible and do not present land use conflicts.

Environmental/Natural heritage constraints

Environmental features are an important consideration in determining the developable area of a prospective parcel of land. Most of the study area is not constrained by environmental features that would limit future development opportunities. However, there are landscape features centrally located in the study area that still exist. This vegetation patch (identified as patch 10099) had been identified as not significant based the findings of a Subject Land Status Report and Natural Heritage Study (prepared by Biologic, August 2004) that had been completed through the Dingman Drive Area Plan. Through the same study, another vegetation patch in the northwest quadrant (identified as patch 10098) had been also identified as not significant. As a result of the natural heritage evaluation, the City had no policy grounds to require preservation of the vegetation patch; therefore, the feature has been subsequently removed from the lands by the landowner. In addition to the landscape features that exist, the limits of the flood plain in the southwest quadrant present a constraint to the development of the lands. Future development within this area would be restricted to flood and/or erosion control structures, facilities which by their nature must locate near watercourses, ancillary facilities of an adjacent land use which are of a passive, non-structural nature and do not adversely affect the ability of the flood plains to pass floodwaters, and essential public utilities and services.

Summary

The planning assessment has shown that the industrial lands within study area contain both positive and negative qualities in justifying them being designated for industrial purposes. The lands are in close proximity to Hwy 401 and travel time to the highway meets the five minute requirement. The draft approved subdivision could be reconfigured to provide for larger parcels of land, and there could be potential to accommodate industrial users seeking larger parcels through the assembly of parcels within the existing small lot subdivision. However, the lands are not an area that has shown strong interest by prospective industrial users and are outside the six strategic areas identified in the 2014 Industrial Land Development Strategy. Interest in developing the lands for industrial purposes has proven challenging as development has largely occurred on the lands fronting Exeter Road and the adjacent lands on Meg Drive, with the balance of the lands has remained largely vacant and undeveloped, except for the recycling facility in the southeast quadrant. The possibility of land use conflicts may increase as non-industrial uses become closer in proximity from residential uses to the north and the re-designation of industrial lands to the southeast through the Southwest Area Secondary Plan. Taking into consideration all of the positive qualities associated with the lands it can't be ignored that the site location and lack of market interest are precluding the lands from being developed for industrial purposes. Given the lands are located outside areas of the City that have shown strong market demand for industrial uses, from a planning perspective, it is appropriate for the lands to be considered for conversion to non-industrial uses. The total land area that is proposed to be converted from industrial to non-industrial uses and ultimately removed from the industrial land inventory is 182.9 hectares. The lands proposed to be removed from the inventory could be used to create capacity for other lands within the City of London that are better suited for industrial purposes.

Financial Implications

Staff have conducted further review of the implications of the proposed Bluestone/Tradewinds re-designation in relation to previous investments in growth infrastructure in the White Oaks/Dingman area. Over the past decade, the City has installed major sanitary and water

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infrastructure in the area proximate to the subject lands. Costs associated with the industrial growth share of these infrastructure components have been paid for by the City taxpayer, in accordance with past practice for funding capital growth works serving industrial areas. The potential redesignation of these lands to non-Industrial uses prompted staff to review the funding of the previous investments. The findings of the analysis are provided in detail in Appendix C.

In summary, it is the opinion of Staff that costs associated with the land purchase for the Old Oak Stormwater Management facility (SWMF) should be recovered through development charge sources (provided for in the 2014 DC Study as “Contingency Facility A”). This project will also provide for the funding of the future construction of the facility. Capital Budget adjustments will be necessary to effect the funding changes. These adjustments would include cancellation of the previous budget for the pond, and re-financing the purchase of the SWMF land, while the adjustment for the SWMF construction should be made through the 2016 GMIS process. The funding associated with Contingency Facility A (a SWMF in the 2014 DC Study) will be assigned to “Old Oak Stormwater Management Facility”.

RECOMMENDED LANDS TO BE REDESIGNATED

The preceding analysis concluded that there is justification for conversion of the lands from industrial to non-industrial purposes, and as such, consideration can be given to pursuing an official plan amendment to redesignate the lands from “Industrial” to alternative land use designations. The basis for the proposed redesignation of the industrial lands includes:

- Recognizing that area is a mix of industrial and commercial businesses;
- That there has not been significant market interest in attracting industrial development;
- Providing some certainty to landowners that existing industrial uses can continue, while allowing opportunities for new light industrial uses that are located in enclosed buildings, require limited outdoor storage and are unlikely to cause noise, dust, odour or vibration impacts;
- Providing appropriate locations for industrial uses to meet needs of existing and future industrial users and to address compatibility concerns with residential or other sensitive land uses;
- That there is limited landowner interest in developing lands for industrial development;
- Minimizing future land use conflicts by allowing industrial uses to transition to alternative uses that is more compatible with sensitive lands to the north and west of study area;
- Recognizing viable commercial uses at northeast corner; and
- Recognizing and protecting for natural hazard areas.

Proposed Land use Concept

The proposed land use changes to study area are shown in Figure 2. As can be seen it is proposed that the Light Industrial designation is removed and replaced Transitional Industrial, Urban Reserve Community Growth, Environmental Review and Open Space designations. The lands fronting on Exeter Road and partially extending into the Meg Drive subdivision are proposed to be redesignated to Transitional Industrial designation to provide a level of assurance that existing industrial uses can continue, while allowing opportunities for new light industrial uses that are located in enclosed buildings, require limited outdoor storage and are unlikely to cause noise, dust, odour or vibration impacts. It is the intent these uses will transition to non-industrial uses in the long term, and that they may be included in the land use review during the preparation of the Secondary Plan. It is proposed that the vegetation patch (identified as patch 10099) be designated Environmental Review. As the landscape feature is not currently developed, and notwithstanding the current Light Industrial designation on the lands that would permit them to be developed for industrial purposes, there is an opportunity to review the landscape features on the lands to determine their significance. Therefore, it is recommended that until such time as a review is undertaken the lands are proposed to be placed in Environmental Review.

The lands immediately east of the lands currently designated General Industrial are proposed to be redesignated to Open Space to recognize their planned function as the Murray-Marr stormwater management pond. The General Industrial designation is proposed to be retained for the lands in the southwest quadrant to allow the existing industrial uses to continue and to

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allow the adjacent lands to be developed for industrial purposes. The lands currently designated for Auto-Oriented Commercial Corridor and Open Space are not proposed to be changed to recognize existing commercial development in the northeast quadrant and to protect existing natural features.

The remaining lands are proposed to be redesignated to Urban Reserve – Community Growth. The Urban Reserve – Community Growth designation establishes the intent for future urban development on the lands, with expectation that non-industrial land use designation will be applied. This designation is intended to apply to the lands until a detailed land use pattern is established through the Secondary Planning process. As part of the preparation of the Secondary Planning the potential impacts of the industrial uses in proximity to the other land uses, review of the extent of the landscape feature and its relationship to approved plans for lands adjacent to the feature, existing potential of a connection to Meg Drive are some of the matters to be addressed. As well consideration of the ultimate land uses for the lands proposed to be designated Transitional Industrial and policy changes the existing lands designated General Industrial.

Proposed Official Plan Amendments

The proposed changes to Schedule A, Land Use, of the Official Plan are shown in Appendix A. As can be seen it is proposed that the Light Industrial designation is removed and replaced Transitional Industrial, Urban Reserve Community Growth, Environmental Review and Open Space designations. The General Industrial designation is proposed to be retained for the lands in the southwest quadrant. The lands currently designated for Auto-Oriented Commercial Corridor and Open Space are not proposed to be changed to recognize existing commercial development in the northeast quadrant and to protect existing natural features. It is proposed that the vegetation patch (identified as patch 10099) be designated Environmental Review, until such time as a review is undertaken of the lands to determine the significance of the feature. The lands immediately east of the lands currently designated General Industrial are proposed to be redesignated to Open Space. The remaining industrial lands are proposed to be redesignated to Urban Reserve – Community Growth.

The proposed changes to the Schedules 2, 4, 11, 13, 15 and 16, of the Southwest Area Secondary Plan are provided in Appendix C. Aligning with the proposed changes to Schedule A of the Official Plan, it is proposed that the Industrial designation is removed from the lands fronting on Exeter Road and partially extending into the Meg Drive subdivision and replaced with the Transitional Industrial designation. The Industrial designation is proposed to be retained for the lands in the southwest quadrant. It is proposed that the vegetation patch (identified as patch 10099) be designated Open Space and Environmental Review, until such time as a review is undertaken of the lands to determine the significance of the feature. The lands immediately east of the lands currently designated General Industrial are proposed to be redesignated to Open Space and Environmental Review.

Section 7.5 – General Provisions Applicable to all Industrial Uses – of the Official Plan is proposed to be amended by renumbering it Section 7.6 and inserting it with a new policy section “7.5 Industrial Transitional”. Section 20.5.13 (Dingman Industrial Neighbourhood) of the Southwest Area Secondary Plan for the City of London is proposed to be amended by adding new policy sections for “Transitional Industrial” and “Urban Reserve Community Growth”. The Transitional Industrial designation will provide policy direction for areas of the City that have not shown significant market interest in attracting industrial land development. The designation is intended to accommodate a shift in market demand from industrial to non-industrial uses over the long term, while allowing the existing uses and properties in this area to develop and evolve for Light Industrial uses over the shorter term. This designation will provide assurance to landowners that existing industrial uses can continue, while allowing opportunities for new light industrial uses that are located in enclosed buildings, require limited outdoor storage and are unlikely to cause noise, dust, odour or vibration impacts. The longer term intent for these lands may also be considered together with lands designated Urban Reserve Community Growth at the time a Secondary Plan is prepared for the area.

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CONSULTATION WITH LANDOWNERS

Upon the initiation of the land use review for the lands within the study area, the City met with major landowners to obtain their feedback. Subsequent meetings were also held at later stages of the review to obtain additional feedback to proposed recommendations to changes to the land use designations for the subject lands.

CONCLUSION

The City has completed its evaluation of the industrial lands within the the study area to determine if it is appropriate for them to be continued for industrial purposes or whether they should be redesignated to non-industrial uses. The findings of the evaluation indicate that lands contain both positive and negative qualities in justifying them being designated for industrial purposes. However, it is apparent that site location and lack of market interest are precluding the lands from being developed for industrial purposes. The comprehensive review of industrial lands identified six target areas for future industrial development, development does not include those lands. As a result of the comprehensive review these lands are not required for employment purposes over the 20 year planning period. As such, it appropriate for the lands to be considered for conversion to non-industrial uses. The recommended amendments to the Official Plan and the Southwest Area Secondary Plan are in conformity with the Provincial Policy Statement and the Official Plan, and will facilitate the transition of the study area from industrial to non-industrial uses.

PREPARED BY:	SUBMITTED BY:
MARK JOHNSON PLANNER II LONG RANGE PLANNING AND RESEARCH	GREGG BARRETT, AICP MANAGER, LONG RANGE PLANNING AND RESEARCH
RECOMMENDED BY:	
JOHN M. FLEMING, MCIP, RPP MANAGING DIRECTOR, PLANNING AND CITY PLANNER	

July 18, 2014

MJ/

Attach.

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Responses to Public Liaison Letter and Publication in “The Londoner”

Written

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**Bibliography of Information and Materials
O-8362**

Request for Approval:

City of London Official Plan Amendment Application Form, completed by City of London, May 27, 2014.

Reference Documents:

Ontario. Ministry of Municipal Affairs and Housing. Planning Act, R.S.O. 1990, CHAPTER P.13, as amended.

Ontario. Ministry of Municipal Affairs and Housing. Provincial Policy Statement, 2014.

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City of London. 2014 Industrial Land Development Strategy: An Investment in Our Future. March 2014.

City of London. Report to Planning Committee, "39T-06504/Z-6927: Tradewind Properties & Investments Inc. Public Participation Meeting", June 17, 2008.

City of London. Report to Planning Committee, "39T-05513/OZ-6461: Bluestone Properties Inc. Public Participation Meeting", June 17, 2008.

All file correspondence

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File: O-8014/O-8362

Appendix "A"

Bill No. (number to be inserted by Clerk's Office)
2014

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

A by-law to amend the Official Plan for the City of London, 1989 relating to the lands south of Exeter Road, north of Dingman Drive, east of White Oak Road and west of the Marr Drain in the City of London.

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

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

PASSED in Open Council on September 16, 2014.

Joni Baechler
Mayor

Catharine Saunders
City Clerk

First Reading - September 16, 2014
Second Reading - September 16, 2014
Third Reading - September 16, 2014

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AMENDMENT NO.

to the

OFFICIAL PLAN FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

- 3. To change the designation of certain lands described herein from Light Industrial and General Industrial to Transitional Industrial, Open Space, Environmental Review and Urban Reserve Community Growth on Schedule "A", Land Use, to the Official Plan for the City of London.
- 4. To establish a new Section 7.5 (Transitional Industrial) of the Official Plan for the City of London to guide the future development of the subject area.

B. LOCATION OF THIS AMENDMENT

- 2. This Amendment applies to lands located south of Exeter Road, north of Dingman Drive, east of White Oak Road and west of the Marr Drain in the City of London.

C. BASIS OF THE AMENDMENT

This amendment recognizes that the long term use for these lands is not industrial, and may be better suited for other uses. A comprehensive review has demonstrated that the lands will not be required for employment purposes over the long term. There has been limited market interest in attracting industrial development to area. Existing development consists of a mix of industrial and commercial businesses. This amendment will provide some certainty to landowners that existing industrial uses can continue, while allowing opportunities for new light industrial uses that are located in enclosed buildings, require limited outdoor storage and are unlikely to cause noise, dust, odour or vibration impacts. The amendment will reduce future land use conflicts by allowing industrial uses to transition to alternative uses that are more compatible with sensitive lands to the north and west of area.

D. THE AMENDMENT

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

- 3. Schedule "A", Land Use, to the Official Plan for the City of London Planning Area is amended by designating those lands located south of Exeter Road, north of Dingman Drive, east of White Oak Road and west of the Marr Drain in the City of London, as indicated on "Schedule 1" attached hereto from Light Industrial and General Industrial to Transitional Industrial, Urban Reserve Community Growth, Open Space and Environmental Review.
- 4. Section 7.5 – General Provisions Applicable to all Industrial Uses – of the Official Plan for the City of London is amended by renumbering it Section 7.6 and inserting the following new section:

Transitional Industrial

The Transitional Industrial designation represents areas of the City that have limited ability to attract or retain industrial land development. The designation is intended to accommodate a shift in market demand from industrial to non-industrial uses over the long term, while allowing the existing uses and properties in this

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area to develop and evolve for Light Industrial uses over the shorter term. These lands are not considered to be employment lands under the Provincial Policy Statement, and are not included in the City's inventory of industrial lands.

7.5.1 Permitted Uses

In addition to existing industrial uses, the primary permitted uses in the "Light Industrial" designation of the Official Plan shall be limited to light industrial uses that are located within enclosed buildings, require no outdoor storage; and are unlikely to cause adverse effects with respect to such matters as air, odour or water pollution, dust, or excessive vibration and noise levels. These include such uses as warehousing, research and communication facilities; laboratories; printing and publishing establishments; warehouse and wholesale outlets; technical, professional and business services such as architectural, engineering, survey or business machine companies; commercial recreation establishments; private clubs; private parks; restaurants; hotels and motels; service trades; and contractor's shops that do not involve open storage.

All uses adding, emitting, or discharging a contaminant into the natural environment that are required to obtain a Certificate of Approval from the Ministry of the Environment as required by the Environmental Protection Act and associated Regulations are not permitted. Uses permitted in this category will also be required to comply with additional requirements as set out in this Section of the Plan and in the City of London's Waste Discharge By-law.

7.5.2 Operation Criteria

Permitted uses in the Transitional Industrial designation shall include those uses which are likely to have no, or minimal, adverse effect on surrounding uses in terms of noise, smoke, odour or visual appearance, and which can be located in close proximity to sensitive land uses.

Setback and mitigation measures as per the Ministry of the Environment's Compatibility Between Industrial Facilities and Sensitive Land Uses (D Series Guidelines) shall apply for new light industrial uses.

7.5.3. Area and Site Design Criteria

The development of Transitional Industrial areas will be subject to the following area and site design considerations:

Buffering

i) The Zoning and Site Plan Control By-laws may specify higher standards for setbacks, the location of parking and loading areas, signage, landscaping along major entryways to the City and adjacent to residential areas.

Traffic

ii) Industrial traffic should be directed away from, and not through, residential areas.

Compatibility

iii) Separation, buffering, and landscaping may be required to

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provide visual compatibility among adjacent land uses.
Limited Access

iv) The number of access points from Transitional Industrial sites to arterial or primary collector roads should be limited to minimize disruption to traffic flows.

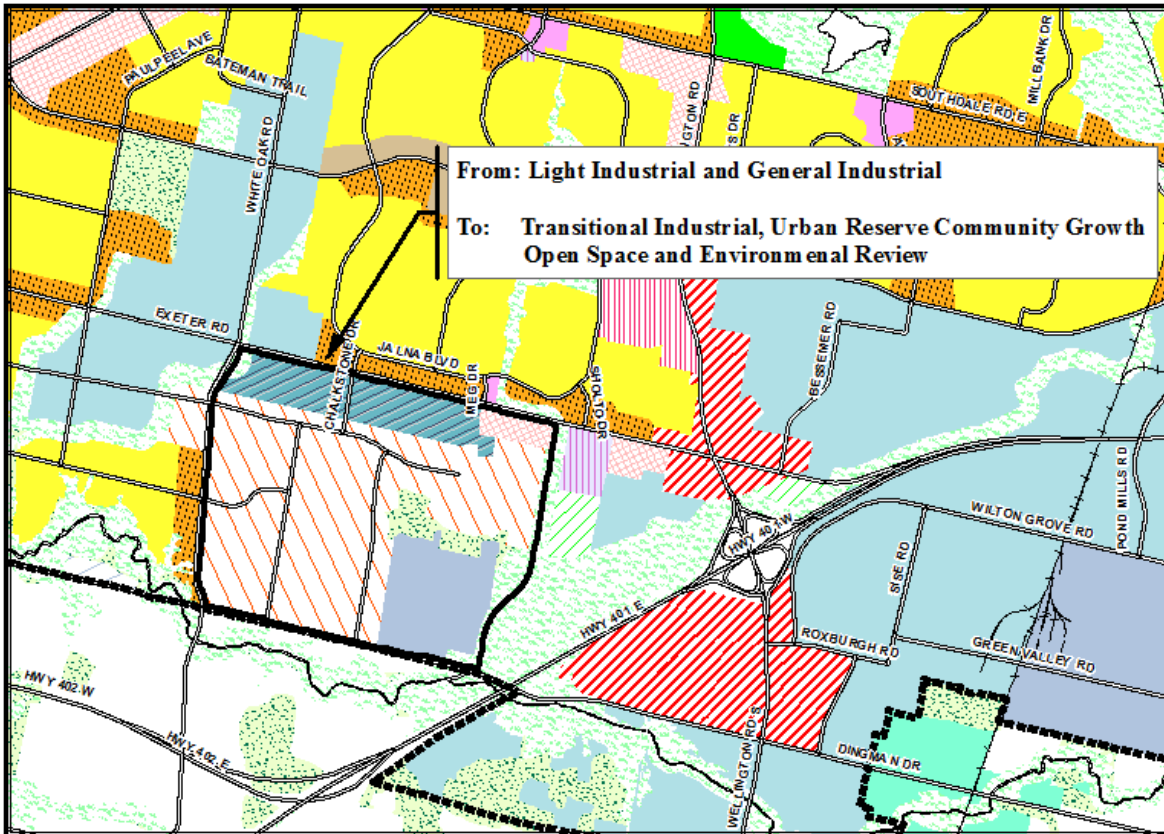
7.5.4. Scale of Development

The Zoning By-law may specify maximum building heights and site coverage so that the scale of new industrial development will have a minimal impact on any non-industrial uses in the surrounding area.

5. Section 7.6 of the Official Plan for the City of London is amended by renumbering it Section 7.7.
6. Section 7.7 of the Official Plan for the City of London is amended by renumbering it Section 7.8.

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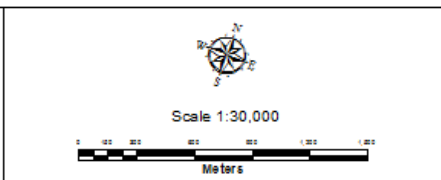
AMENDMENT NO:



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

This is an excerpt from the Planning Division's working consolidation of Schedule A to the City of London Official Plan, with added notations.

**SCHEDULE 1
TO
OFFICIAL PLAN**
AMENDMENT NO. _____
PREPARED BY: Graphics and Information Services



FILE NUMBER: O-8362
PLANNER: MJ
TECHNICIAN: MB
DATE: 2014/08/20

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File: O-8014/O-8362

Appendix "B"

Bill No. (number to be inserted by Clerk's Office)
2014

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

A by-law to amend the Official Plan for the City of London, 1989 relating to the lands south of Exeter Road, north of Dingman Drive, east of White Oak Road and west of the Marr Drain.

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

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

PASSED in Open Council on September 16, 2014.

Joni Baechler
Mayor

Catharine Saunders
City Clerk

First Reading – September 16, 2014
Second Reading - September 16, 2014
Third Reading - September 16, 2014

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AMENDMENT NO.

to the

OFFICIAL PLAN FOR THE CITY OF LONDON

B. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

3. To change the designation of certain lands described herein from Industrial to Transitional Industrial, Urban Reserve Community Growth and Open Space and Environmental Review on Schedule “2”, Multi-Use Pathways and Parks, Schedule “4”, Southwest Area Land Use Plan, Schedule “11”, South Longwoods Residential Neighbourhood Land Use Designations, Schedule “13”, North Longwoods Residential Neighbourhood Land Use Designations, Schedule “15”, Dingman Industrial Land Use Designations, and Schedule “16”, Brockley Industrial Land Use Designations, to the Southwest Area Secondary Plan for the City of London.
4. To establish new policies in Section 20.5.13 (Dingman Industrial Neighbourhood) of the Southwest Area Secondary Plan for the City of London to guide the future development of the subject area.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located south of Exeter Road, north of Dingman Drive, east of White Oak Road and west of the Marr Drain in the City of London.

C. BASIS OF THE AMENDMENT

This amendment recognizes that the long term use for these lands is not industrial, and may be better suited for other uses. A comprehensive review has demonstrated that the lands will not be required for employment purposes over the long term. There has been limited market interest in attracting industrial development to area. Existing development consists of a mix of industrial and commercial businesses. This amendment will provide some certainty to landowners that existing industrial uses can continue, while allowing opportunities for new light industrial uses that are located in enclosed buildings, require limited outdoor storage and are unlikely to cause noise, dust, odour or vibration impacts. The amendment will reduce future land use conflicts by allowing industrial uses to transition to alternative uses that are more compatible with sensitive lands to the north and west of area.

D. THE AMENDMENT

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

8. Schedule “2”, Multi-Use Pathways and Parks, to the Southwest Area Secondary Plan for the City of London Planning Area is amended by designating those lands located south of Exeter Road, north of Dingman Drive, east of White Oak Road and west of the Marr Drain in the City of London, as indicated on “Schedule 2” attached hereto from Industrial to Transitional Industrial, Urban Reserve Community Growth and Open Space and Environmental Review.
9. Schedule “4”, Southwest Area Land Use Plan, to the Southwest Area Secondary Plan for the City of London Planning Area is amended by designating those lands located south of Exeter Road, north of Dingman Drive, east of White Oak Road and west of the Marr Drain in the City of London, as indicated on “Schedule 3” attached hereto from Industrial to

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Transitional Industrial, Urban Reserve Community Growth and Open Space and Environmental Review.

10. Schedule "11", South Longwoods Residential Neighbourhood Land Use Designations, to the Southwest Area Secondary Plan for the City of London Planning Area is amended by designating those lands located south of Exeter Road, north of Dingman Drive, east of White Oak Road and west of the Marr Drain in the City of London, as indicated on "Schedule 4" attached hereto from Industrial to Transitional Industrial, Urban Reserve Community Growth and Open Space and Environmental Review.
11. Schedule "13", North Longwoods Residential Neighbourhood Land Use Designations, to the Southwest Area Secondary Plan for the City of London Planning Area is amended by designating those lands located south of Exeter Road, north of Dingman Drive, east of White Oak Road and west of the Marr Drain in the City of London, as indicated on "Schedule 5" attached hereto from Industrial to Transitional Industrial, Urban Reserve Community Growth and Open Space and Environmental Review.
12. Schedule "15", Dingman Industrial Land Use Designations, to the Southwest Area Secondary Plan for the City of London Planning Area is amended by designating those lands located south of Exeter Road, north of Dingman Drive, east of White Oak Road and west of the Marr Drain in the City of London, as indicated on "Schedule 6" attached hereto from Industrial to Transitional Industrial, Urban Reserve Community Growth and Open Space and Environmental Review.
13. Schedule "16", Brockley Industrial Land Use Designations, to the Southwest Area Secondary Plan for the City of London Planning Area is amended by designating those lands located south of Exeter Road, north of Dingman Drive, east of White Oak Road and west of the Marr Drain in the City of London, as indicated on "Schedule 7" attached hereto from Industrial to Transitional Industrial, Urban Reserve Community Growth and Open Space and Environmental Review.
14. Section 20.5.13 (Dingman Industrial Neighbourhood) of the Southwest Area Secondary Plan for the City of London is amended by adding the following:
 - 20.5.13.2 Transitional Industrial
 - iv) Intent

The Transitional Industrial designation is intended to accommodate a potential shift in market demand from industrial to non-industrial uses over the long term, while allowing the existing uses and properties in this area to develop and evolve for Light Industrial uses over the shorter term. These lands are not considered to be employment lands under the Provincial Policy Statement.

The longer term intent for these lands may be considered during the preparation of a Secondary Plan for the area.
 - v) Permitted Uses
 - d) In addition to existing industrial uses, the primary permitted uses in the "Light Industrial" designation of the Official Plan shall be limited to light industrial uses that are located within enclosed buildings, require no outdoor storage; and are unlikely to cause adverse effects with respect to such matters as air, odour or water pollution, dust, or excessive vibration and noise levels. These include such uses as warehousing, research and communication facilities; laboratories; printing

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and publishing establishments; warehouse and wholesale outlets; technical, professional and business services such as architectural, engineering, survey or business machine companies; commercial recreation establishments; private clubs; private parks; restaurants; hotels and motels; service trades; and contractor's shops that do not involve open storage.

- e) All uses adding, emitting, or discharging a contaminant into the natural environment that are required to obtain a Certificate of Approval from the Ministry of the Environment as required by the Environmental Protection Act and associated Regulations are discouraged. Uses permitted in this category will also be required to comply with additional requirements as set out in this Section of the Plan and in the City of London's Waste Discharge By-law.
- f) New industrial uses should be compatible with future non-industrial uses. Applications for new industrial development will be evaluated on the basis of the potential for an increase in any adverse impacts on adjacent and nearby sensitive land uses, and the policies of Section 7.7 - Planning Impact Analysis, of the Official Plan.

vi) Built Form and Intensity

The following policies shall apply to industrial development:

- the Urban Design Policies of Section 20.5.3.9 of this Plan shall apply; and,
- setback and mitigation measures as per the Ministry of the Environment's Compatibility Between Industrial Facilities and Sensitive Land Uses (D Series Guidelines) shall apply.

20.5.13.3 Urban Reserve Community Growth

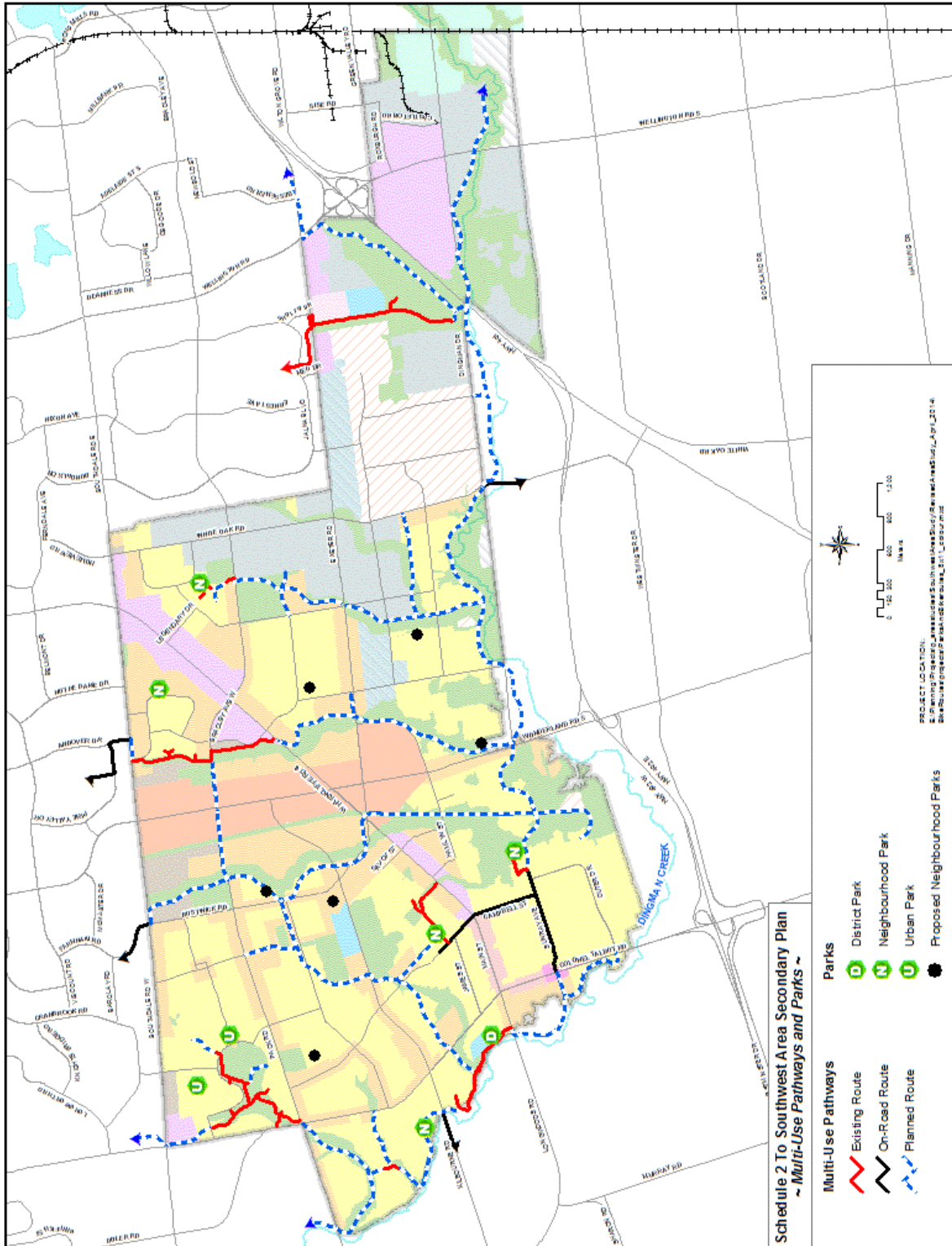
iii) Intent

The Urban Reserve Community Growth designation establishes Council's intent for future urban development on the lands to which it is applied. The Urban Reserve Community Growth designation will be applied where there is an expectation that non-industrial designations will be established. While this will likely include Residential designations, it may also support the application of many other designations such as Commercial, Office, Institutional and Open Space. The designation establishes this intent, while ensuring that development does not occur until such time as the necessary background studies are completed and a Secondary Plan is prepared to address all lands within this designation comprehensively.

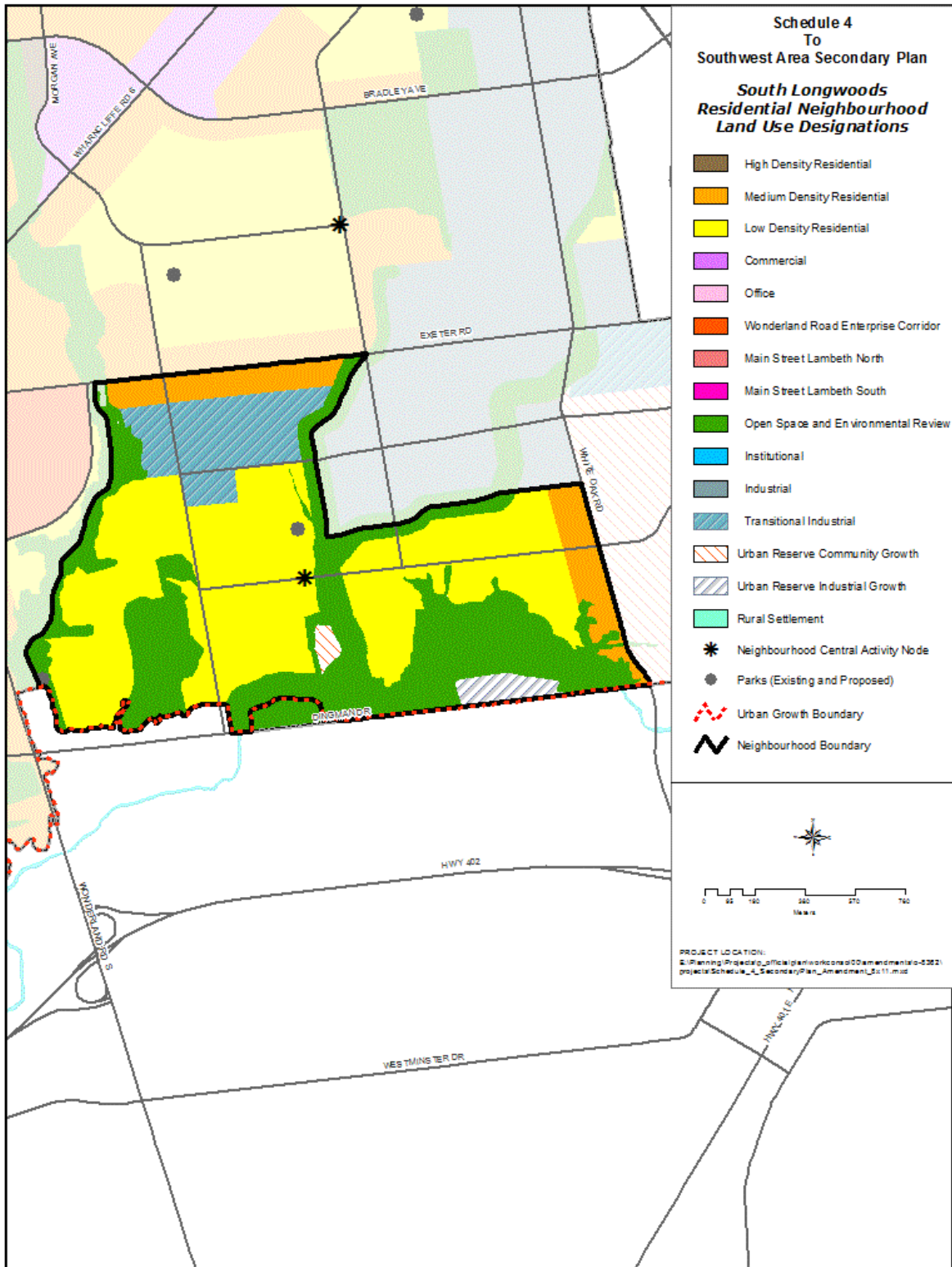
iv) Permitted Uses

Because of concerns regarding premature development, Urban Reserve Community Growth areas will be zoned to allow for a very limited range of uses. Uses that exist at the time of the adoption of this Plan may be permitted to continue. Subject to all the policies in this section, a very limited range of new uses that are similar to existing uses and would not have an impact on the future comprehensive planning and development of these lands may be permitted.

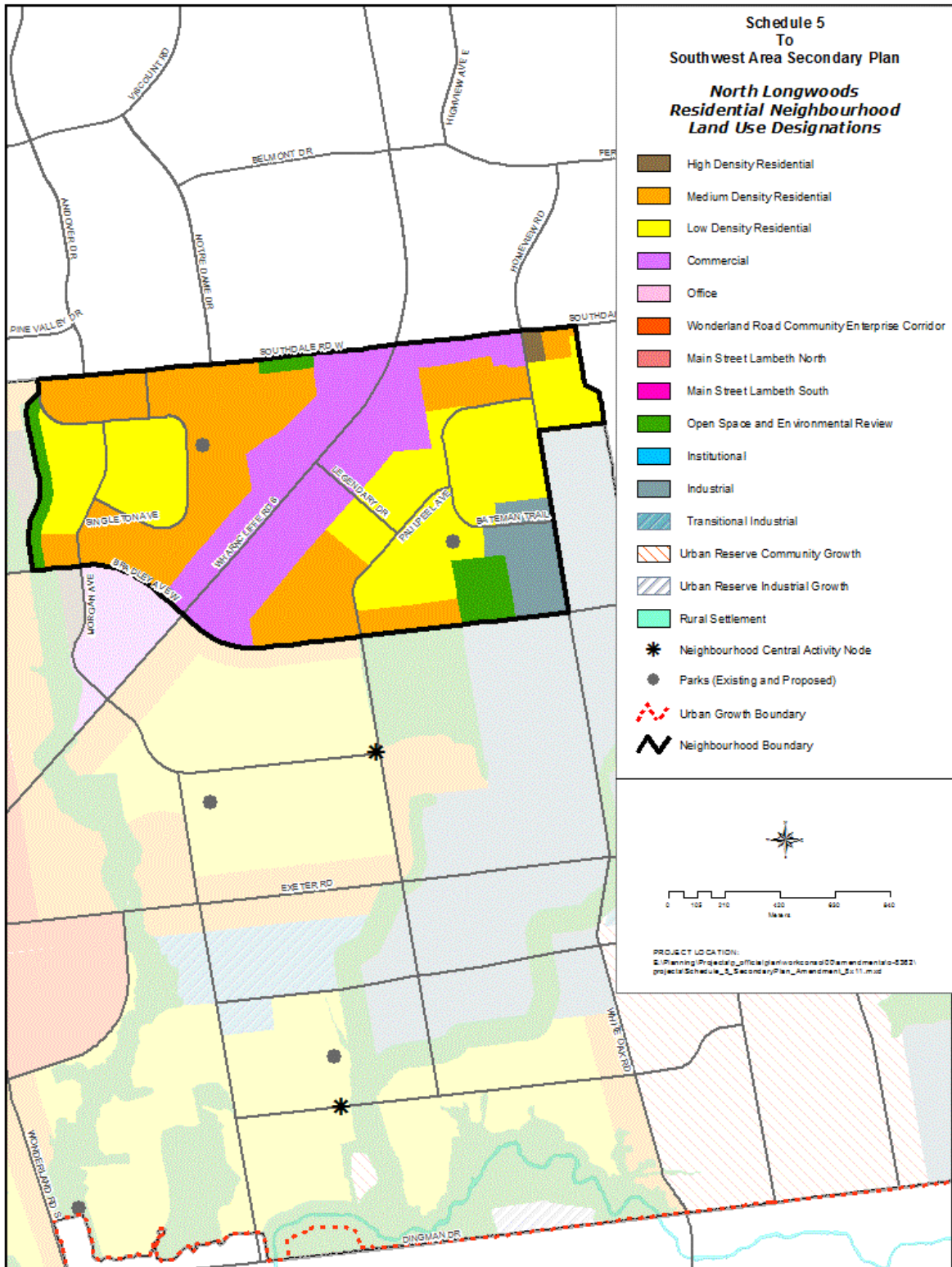
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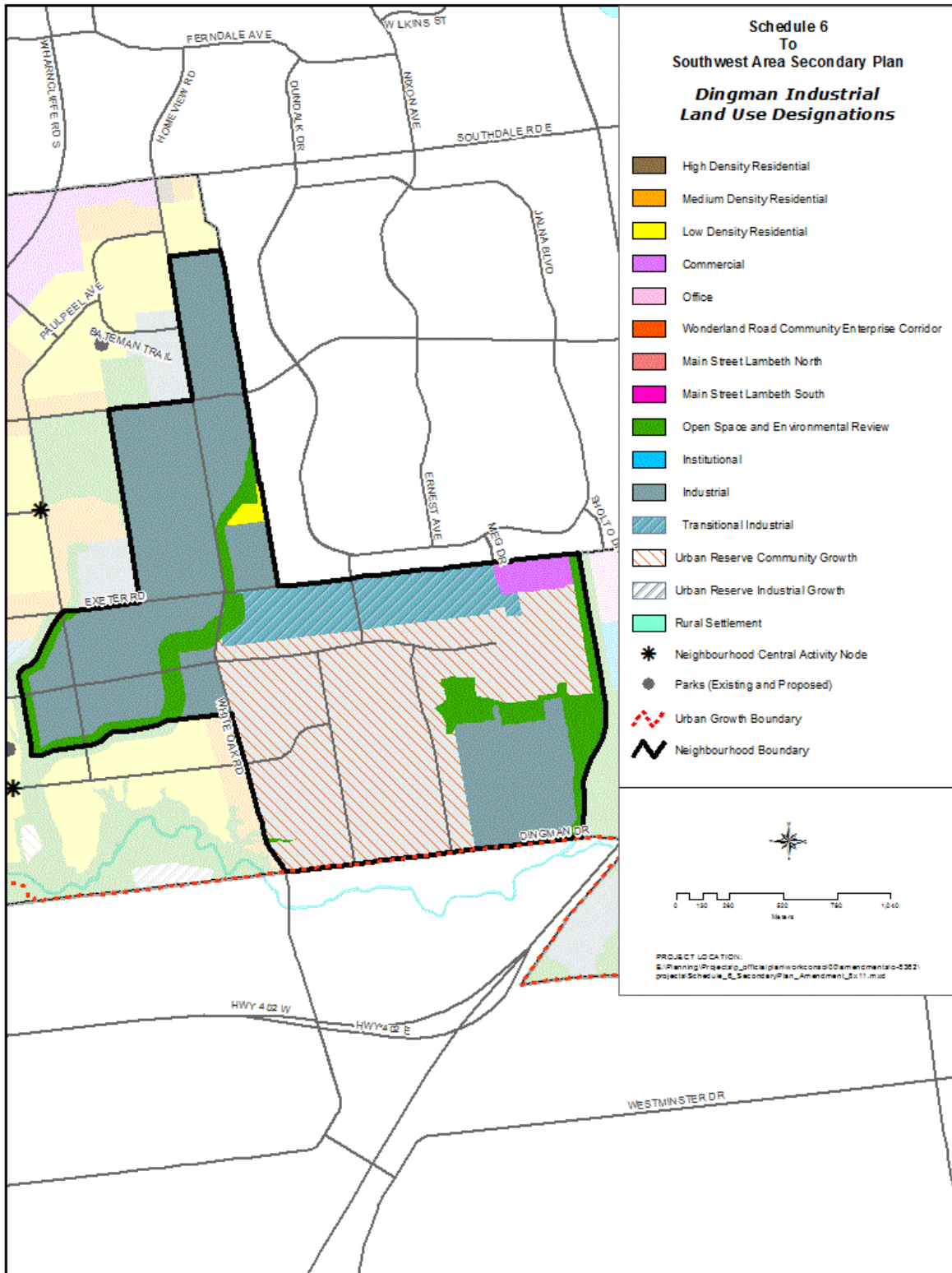
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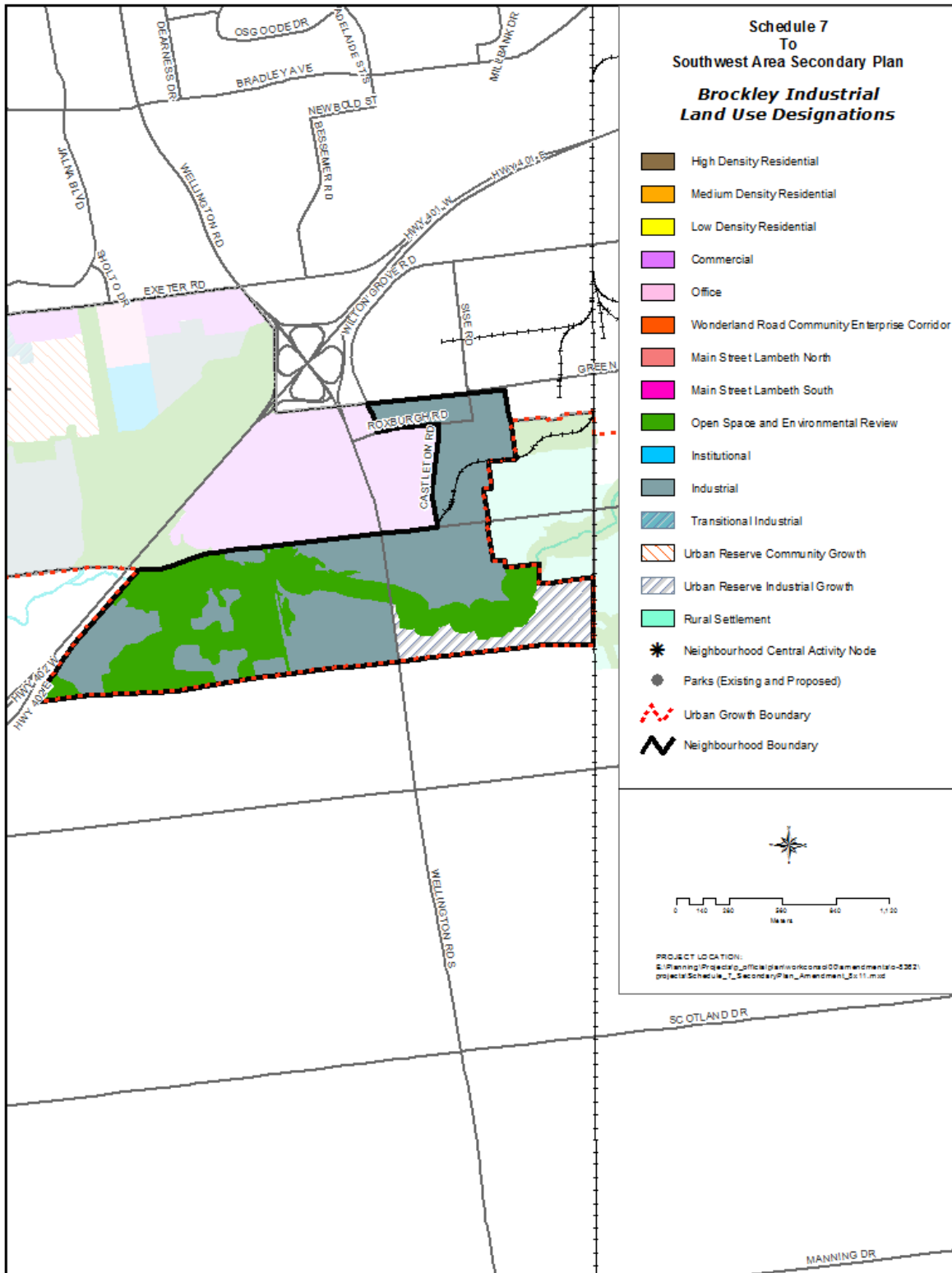
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Appendix "C"

Analysis of Infrastructure Investments in the White Oaks/Dingman Area

As noted in the June 17, 2014 industrial lands Urban Growth Boundary expansion report, the City has made significant investments in wastewater, water and stormwater infrastructure in the White Oaks Road and Dingman Road area over the past decade.

Due to the City's previous method of financing industrial development charge exemptions, taxpayer and ratepayer sources were primarily used to fund the Industrial growth share of these projects. Approximately \$9.6 million was spent on the industrial growth share of external servicing, assuming that the subject lands would develop in the future with industrial uses.

Through the Southwest Area Plan, the City re-designated approximately 250 hectares of industrial land to non-industrial uses within the catchment areas of the infrastructure servicing the White Oaks/Dingman area. The approval of the Bluestone/Tradewinds proposal would result in an additional 180 hectares of industrial land re-designated to non-industrial uses. As a result, the amount of industrial land originally planned to be serviced by the infrastructure in the broader White Oak/Dingman area has decreased by almost 70% since the infrastructure was planned and the cost allocations to land use categories was originally determined. This significant reduction in Industrial lands lead staff to further investigate the cost allocations and the appropriate sources for recovery, if any.

c) Investments in infrastructure with large benefiting areas

Staff have conducted a further review of the financial cost allocations for servicing the the broader White Oaks/Dingman area (see Maps 1 – 3 for a visual description of land use change and project locations). Since 2004, the City has constructed several major trunk sanitary sewers (Dingman Trunk Sanitary Sewers SS4 and SS5), a wastewater pumping station (Wonderland Pumping Station) and a sanitary forcemain (Wharncliffe Sanitary Forcemain) with a combined industrial growth share cost of \$8.4 million. Although this infrastructure services and benefits the lands that have been and are proposed to be re-designated to non-industrial uses, the catchment areas include large tracts of land throughout the southern part of the City and extend beyond the Urban Growth Boundary. The investments made by the City for these infrastructure projects will benefit future industrial lands in the south end of the city. All of this suggests that the original allocation of these costs to Industrial uses remains, for the most part, unchanged. As a result, it is the opinion of Staff that there is no need to identify an alternate source for cost recovery of the City's previous investments associated with these infrastructure components due to the re-designation of lands within the broader White Oak/Dingman area to non-industrial uses.

d) Investments in Infrastructure with more localized benefiting areas

In recent years, the City has also made more localized investments in infrastructure benefitting the area immediately proximate to the Bluestone and Tradewinds properties:

- **White Oaks Sanitary Sewer:** In 2010, the White Oaks Sanitary Sewer was constructed. The City's industrial growth share cost was \$188,000.
 - Given that this sewer had a sizable non-industrial growth share, the re-designation of the Bluestone/Tradewinds lands to residential uses does not suggest a significant over-investment by the City to support the former DC exemption. As this sewer has already been constructed, it is unclear as to what the legal avenue to recover costs for previous investments would be. It is the opinion of Staff that no recovery be made for the industrial growth costs associated with the White Oaks Sanitary Sewer.
- **White Oaks Watermain:** A portion of the White Oaks Watermain upsizing has been constructed, however the ultimate watermain servicing associated with the subject lands is scheduled for construction in 2019. The future White Oaks Watermain is included in the 2014 Development Charges Background Study with a 63% industrial share for the improvements. The industrial growth share associated with the previous construction was relatively minor (approximately \$45,000) and Staff do not recommend pursuing refinancing,

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given that the works have been constructed and it is unclear as to what legal avenue to recover costs for previous investments would be.

If the Bluestone/Tradewinds land use redesignation proposal is approved, Staff will investigate the possibility of adjustments to the Residential, Industrial, Commercial and Institutional (RICI) splits for the future watermain improvements to reflect the change in land use and applicable population and employment demands. However, since the watermain is part of the broader water supply network, it is possible that re-modelling may not reduce the portion of the costs allocated to the Industrial DC rate significantly.

- **Old Oak Stormwater Management Facility:** To date, the City has purchased land at the corner of White Oak Road and Dingman Road for the future construction of a stormwater management facility to service the subject lands. The Old Oak Stormwater Management Facility was planned to be funded principally by non-development charge sources since the bulk of the lands within the drainage area were anticipated for industrial uses. With the potential redesignation of the lands, the funding sources for this facility were also reviewed:

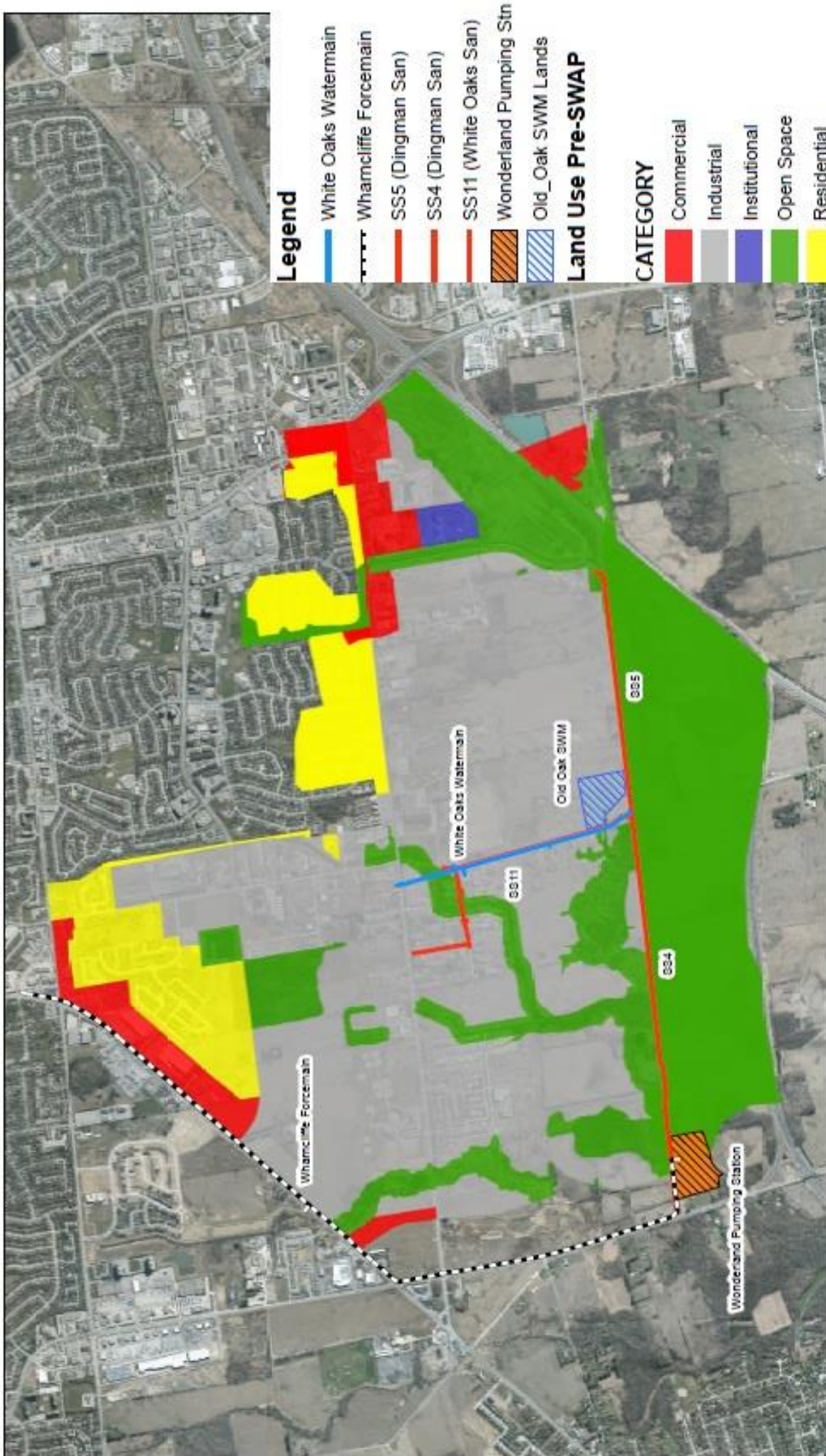
- As the Old Oak Stormwater Management Facility is not included in the 2014 Development Charges Study, it is the recommendation of Staff that “Contingency Facility A” – a listed project for a contingency stormwater management facility with an undetermined location – be used to fund the Old Oak stormwater management pond. The contingency facility will be re-named “Old Oak Stormwater Management Facility” and the timing of the facility construction will be established through the 2016 Growth Management Implementation Strategy Update process.
- It is further recommended that the City’s cost for the industrial growth share of the stormwater management land purchase (approximately \$885,000) be recovered through development charge sources. This action will result in an immediate impact on the DC SWM Reserve Fund, which is the currently the object of some financial concern as it relates to commitments already made and revenue levels being experienced. However, this action represents the most viable way of recovering taxpayer investment in what was originally expected to be an industrial land use area.

It should also be noted that Contingency Facility A is the only contingency stormwater management facility included in the 2014 Development Charges Background Study and, if utilized to fund the Old Oak Stormwater Management Facility, would no longer be available to provide stormwater servicing for future residential lands that lack an identified stormwater management facility listed in the Development Charges Background Study.

- Consistent with the above, should the Bluestone/Tradewinds re-designation proposal be approved, future funding for the construction of the Old Oak Stormwater Management Facility should also be provided from development charges as the lands will build out for non-industrial uses.
- Capital Budget adjustments will be necessary to effect the above funding changes, should the staff recommendation with respect to refinancing the SWMF be approved. The cancellation of the previous sources of financing for the pond which served this industrial area, and re-financing the SWMF land should be completed immediately following redesignation, while the adjustment for the SWMF construction should be made through the 2016 GMIS process.

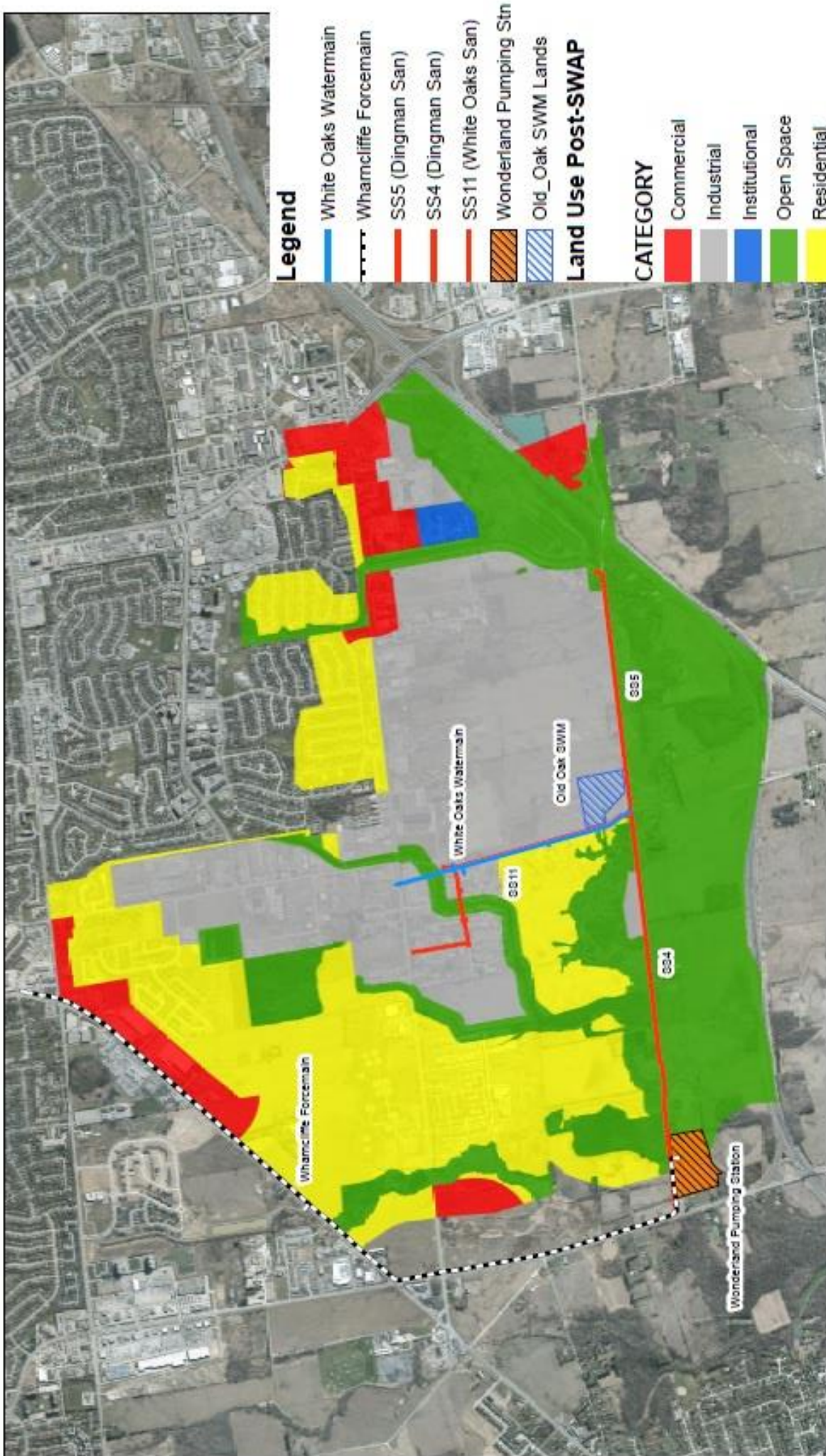
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Map 1: White Oak/Dingman-Area Land Use Prior to SWAP Re-designations



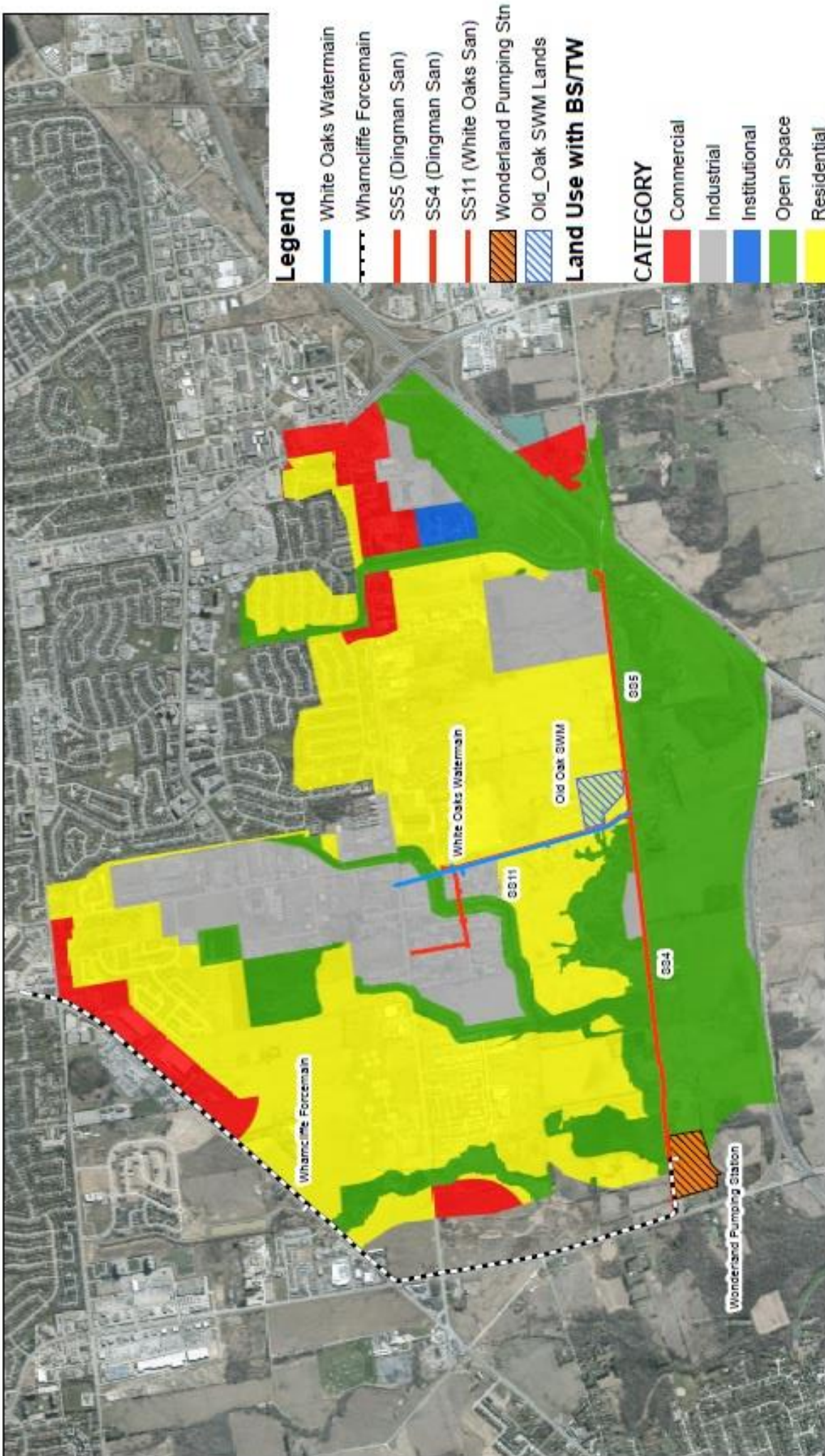
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Map 2: White Oak/Dingman-Area Land Use Post-SWAP Re-designations



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Map 3: White Oak/Dingman-Area Land Use with Bluestone/Tradewinds Re-designation



Agenda Item # Page #

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File: O-8014/O-8362

Appendix "D"

Written Comments Received from the Public

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File: O-8014/O-8362



KITCHENER
WATERLOO
LONDON
KINGSTON
BARRE

February 18, 2014

Mr. Gregg Barrett
 Manager, Planning Policy and Programs
 City of London
 206 Dundas Street
 London, Ontario N6A1G7

Dear Mr Barrett:

RE: Tradewind Properties and 1071730 Ontario Inc. – 3718, 3766 & 3812 Dingman Drive and 437 Exeter Road, File No. 39T-06504, White Oak Business Park – Assessment of Employment Lands, OUR FILE 1402A

I am writing on behalf of our clients, Tradewind Properties and 1071730 Ontario Inc. with respect to their land holdings located along Dingman Drive to the east of White Oak Road. This letter is intended to augment a similar submission made on behalf of Bluestone Properties which own the abutting lands immediately to the west.

As you may know, I met with John Fleming, Michael Tomazincic and Travis Macbeth on January 21, 2014 to discuss the research we had undertaken and to present our findings as it relates to land use considerations for both the Bluestone and Tradewinds properties. Based on our research and analysis of relevant planning policies, it was our conclusion that conversion from industrial to a broad range of residential, commercial, institutional and open space purposes was appropriate and warranted.

The following summarizes the nature of the research and planning analysis undertaken. The conversion of these employment lands, through Official Plan and Zoning Bylaw amendments, to non-employment uses addresses a number of economic, servicing and planning concerns. ***These amendments will also support the City's initiative in acquiring more appropriate and strategically located lands for employment purposes.***

Background

Tradewind Properties owns 43 hectares of land located along Dingman Drive to the east of White Oak Drive. The property extends northerly up to Exeter Road and lies immediately east of the Bluestone property. The lands are currently designated Light Industrial and are located

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within the designated Urban Growth Area. Full municipal services are available to service these lands. The property received Draft Plan Approval on May 13, 2011 and is identified as File No: 39T-06504. To date no development has taken place on the lands.

The lands are designated and planned for industrial development; however 'Tradewind' wishes to explore alternative land use development scenarios for the lands. They have concerns about the long timelines in obtaining planning approvals for the subject lands and the potential costs to develop the lands for industrial purposes. There is further concern that given the current surplus of employment lands within the urban growth area and the City of London's intention to consider an Urban Growth Area expansion to bring on more employment lands, the potential for industrial development of the subject lands is limited. Further, site servicing constraints in the short term coupled with potentially high grading costs warrant consideration of alternative land use scenarios for this property.

Purpose and Scope of Review

The purpose of our land use review was twofold. First, we undertook a review of Provincial and local planning policies and regulations to determine if there was justification for consideration of a change in land use from an industrial land use designation to other land uses such as residential and commercial. The Provincial Policy Statement (PPS) and the City of London Official Plan provide direction and criteria for conversion of employment lands. Any proposed conversion of employment lands must be consistent with the policies of the PPS and the Official Plan. **Our analysis concluded that there is justification for conversion and further consideration should be given to pursuing an official plan amendment.**

The second purpose of our review was to evaluate alternative land use scenarios that could be considered for the subject lands. The lands to the west of White Oaks Road have recently been redesignated from Urban Reserve – Industrial Growth to low and medium density residential through the South West Area Plan (SWAP) process. As you are aware, the SWAP plan has been appealed in its entirety therefore these new land use designations are not yet in full force and effect. Low and medium density residential, mixed use development including commercial and office type employment could be appropriate for the subject lands as well.

POLICY CONTEXT

Provincial Policy Statement

The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. Included in the PPS are policies related to the

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conversion of employment lands. Employment Area policies are contained in Section 1.3 of the PPS. Section 1.3.2 addresses conversion of lands within employment areas and states:

“Planning authorities may permit conversion of lands within *employment areas* to non-employment uses through a *comprehensive review*; only where it has been demonstrated that the land is not required for employment purposes over the long term and there is a need for the conversion.”

Employment Areas are defined in the PPS as “those areas designated in an Official Plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices and associated retail and ancillary facilities.”

Conversion is not a defined term in the PPS. However, the conversion of employment lands refers to the establishment of non-employment uses, such as residential uses, on lands that are designated for employment use. It is also considered to be a conversion of employment lands if land uses (such as retail uses) are proposed that would otherwise not be permitted within a designated employment area by the policies of the local official plan.

City of London Official Plan

The City of London Official Plan was amended in 2009 to incorporate Employment Land policies that are consistent with the PPS. Section 2.7.4 of the Official Plan addresses the protection of the employment lands and states:

“Council will support the protection of existing employment lands in the City, including lands that are designated for manufacturing, warehousing, offices, and their associated retail and ancillary facilities. Proposals to permit the conversion of lands within employment areas to non-employment uses may only be permitted through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes over the long term, and that there is a need for the conversion.”

The subject lands are designated “Light Industrial” in the City’s Official Plan and in the Southwest Area Plan (SWAP). The policies of the Secondary Plan state that the permitted uses are those that are permitted in the Light Industrial designation of the Official Plan, which permits a range of manufacturing, assembly, processing, fabrication and similar uses. Office and a limited range of retail uses are also permitted provided they are ancillary to the permitted uses.

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Based on the policies of the PPS and the London Official Plan a change in land use on the subject lands to residential uses or to stand alone retail uses would be considered a conversion of employment lands. Limited retail uses are permitted without conversion however 'major retail' is considered a non-employment use subject to the conversion policies outlined in the PPS and City Official Plan. While not defined in either document, the notion of 'major retail' has been determined through a number of OMB decisions to be retail clusters of a regional scale.

Rethink London

Rethink London was initiated in May 2012. The Rethink London project is a community consultation process that will lead to the development of a new Official Plan. A component of the Rethink London process is an assessment of growth and the development of a growth management strategy as part of the new Official Plan. As input into the growth management analysis, the City commissioned Altus Group Economic Consulting to undertake an assessment of future growth to 2041. The Altus report titled Employment, Population, Housing and Non-Residential Construction Projections was received by Council in June 2012.

A summary of the findings of the Altus growth projections are as follows:

- Employment growth will continue but will be slightly lower than the provincial average;
- The employment sectors anticipated to experience the most growth are transportation, trade, education, health care and other services. Employment in manufacturing will continue to grow but at a slower rate than in the past;
- Total employment growth from 2011 to 2041 is projected to be 70,000 jobs;
- Population growth is forecast to increase by approximately 114,700 people from 2011 to 2041;
- A total of 48,800 new households are forecast from 2011 to 2041. Accounting for replacement demand, there will be the need for an additional 61,050 new dwellings;
- Low density housing will account for the majority of new units (52%), medium and high density units will account for 15% and 33% of new dwelling units respectively; and
- The demand for non-residential space is estimated to be approximately 40 million square feet of space from 2011 to 2041. Approximately 18 million square feet of space will be required for industrial purposes.

The Rethink London process is continuing and the City's most recent update regarding next steps indicates that a draft Official Plan will be developed during the winter of 2013/2014 with release of the draft Plan for public consultation in early 2014.

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Southwest Area Plan (SWAP)

The Southwest Area Plan (SWAP) was adopted by the City of London in 2012; although the plan was subsequently appealed in its entirety and is not yet in effect. The purpose of the Southwest Area Plan is to guide development for the approximate 2,700 hectares of land located in the southwest portion of the City. The Southwest Area Plan was adopted as a Secondary Plan and, once it is approved, will form part of the City of London Official Plan.

A component of the Secondary Plan is the removal of designated Industrial Lands and the redesignation of Light Industrial and Urban Reserve – Industrial Growth lands to other uses.

Approximately 345 hectares of lands were designated as either existing or future Industrial lands located on the west side of White Oak Road adjacent to the subject lands. Through the SWAP process, approximately 30 hectares of these lands were redesignated from Light Industrial to Low and Medium Density Residential. A significant portion of lands designated as “Urban Reserve-Industrial Growth” was also designated for residential uses.

The City of London Staff report which recommended the Secondary Plan identified that, in general, the justification for the redesignation of Industrial lands was:

“deemed necessary and desirable in order to re-allocate the amount of land occupied by these areas to strategic locations along the Highway 401/402 corridor. In order to remain economically competitive at the local, regional, provincial, national and global levels, the City of London needs to capitalize upon opportunities to shift its supply of industrial lands to locations that provide competitive advantage and are attractive to future employers.”

In addition, the justification for the redesignation of the lands adjacent to White Oak Road adjacent to the subject lands was based on:

- several businesses operating on these lands are commercial in nature;
- low density and medium density residential are proposed for the surrounding lands;
- the redesignation will support the future South Longwoods neighbourhood to the south of these lands and will avoid future land use conflicts that could emerge if the Light Industrial designated lands were re-developed into more intensive uses.

City of London Industrial Lands Review

In 2011, the City of London initiated an Industrial Lands Study to assess future industrial land demand and supply factors to evaluate the need to expand the Urban Growth Area for the

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inclusion of new industrial lands. The Industrial Lands Study was completed by RW Panzer Planning Consultant and received by Council in December 2012.

The Industrial Lands Study took the growth projections contained in the Employment, Population, Housing and Non-Residential Construction Projections report completed by Altus Group Economic Consulting as the basis for the assessment of industrial land needs. The study assessed the future demand for industrial lands, the current supply of industrial lands and assessed a range of economic development factors that characterize the demand for industrial land including location, parcel size, servicing, cost and land use compatibility with adjacent lands. ***The report recommended expansion to the Urban Growth Area for approximately 500 hectares of new industrial lands.***

Analysis of Industrial Land Demand

Based on the employment projections by employment type and the forecast non-residential space needs to accommodate projected employment growth that were identified by Altus, the Industrial Land Study identified that a total of 348 hectares of industrial lands would be required by 2031 and 605 hectares would be required by 2041. This assessment provides for 25% of future industrial floor space to be accommodated through intensification – either through redevelopment of older industrial sites for new industrial development or the expansion of existing industrial operations on existing industrial properties that have not been fully built out.

The study also identified a number of factors that influence industrial land needs and contribute to the study’s recommendation that additional greenfield lands are required:

- Trend to acquire more land than required for immediate needs;
- Demand for large parcels;
- Locations with access to the 401 and 402 Corridors; and
- Increasing land costs due to limited land supply.

Analysis of Industrial Land Supply

The Industrial Land Study identified that there is considerable supply of designated industrial lands within the existing Urban Growth Area (see Table 1). Approximately 52% of the land supply is serviced and available for immediate development.

Table 1: Vacant Industrial Land Inventory Summary

Land Use Designation	Area (ha)	Serviced (ha)	Unserviced (ha)

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Urban Reserve	121	0	121
Industrial Growth			
General Industrial	307	218	89
Light Industrial	789	428	361
Office Business Park	59	13	46
Total	1276	659	617

Source: RW Panzer, City of London Industrial Lands Study 2012

The report also analyzed the supply of industrial land by parcel size. As shown in Table 2, approximately 50% of all parcels are less than 1.0 hectares in size, whereas only 10% of the total industrial land supply consists of parcels that are 10 hectares in size or greater. The report also notes that given that many of the small parcels are located within or adjacent to areas with existing development, the ability to consolidate smaller parcels is likely to be limited.

Table 2: Vacant Industrial Land by Parcel Size

Lot Size (ha)	Number of Parcels
<1.0	162
1.0-1.9	45
2.0-4.9	69
5.0-9.9	21
10.0-14.9	16
15.0-19.9	6
20+	10
Total	329

Source: RW Panzer, City of London Industrial Lands Study 2012

The study evaluates the five major clusters of the City's vacant industrial land supply and identifies that there are challenges associated with the development of each area. The study states that the vacant industrial lands in the **Exeter Road/White Oak Road** area (which contain the subject lands) consist primarily of privately-owned small lot industrial subdivisions. It is expected that these lands will accommodate some of the projected demand for industrial land, however the area is ***ill suited for large scale industrial users due to parcel size limitations and natural heritage constraints in the area.***

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The Industrial Land Study concludes that there is a sufficient supply of designated industrial land to accommodate forecast needs to 2031 and 2041 (see Table 3). Based on projected demand there will be 823 hectares of vacant industrial land remaining. By 2041 there will be 567 hectares remaining.

Table 3: Projected Supply of Vacant Industrial Land

Year	Projected Demand for Industrial Land (ha)	Remaining Vacant Industrial Land (ha)
2011	-	1171
2016	87	1084
2021	79	1005
2026	83	922
2031	99	823
2036	122	701
2041	134	567

Source: RW Panzer, City of London Industrial Lands Study 2012

Notwithstanding the substantial supply of designated industrial lands, the Industrial Land Study recommends that the City undertake an Urban Growth Area expansion to add up to 500 hectares of industrial lands. The rationale for increasing the industrial land supply is as follows:

1. Much of the existing land supply is not located in prime locations sought by new industries- i.e. readily accessible to the 401 or London Airport;
2. Much of the supply consists of smaller parcels and there are few large parcels greater than 10 ha available;
3. Only 165 ha of the total supply is owned by the City of London (all of it is designated Light Industrial). The expansion of the Urban Growth Area would provide opportunity for the City to acquire more industrial lands.

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Employment Land Conversion Analysis

The policies of the PPS and the London Official Plan require that in order for a conversion of employment lands to be justified, the proposed conversion must meet the 'tests' outlined in the policies. These 'tests' are:

1. The conversion may only be permitted through a comprehensive review;
2. It must be demonstrated that the lands are not required for the employment purposes over the long term; and
3. There is a need for the conversion.

1. Comprehensive Review

The Provincial Policy Statement defines a comprehensive review as:

"an official plan review which is initiated by a planning authority, or an official plan amendment which is initiated or adopted by a planning authority, which:

1. Is based on a review of population and growth projections and which reflect projections and allocation by upper-tier municipalities and provincial plans, where applicable; considers alternative directions for growth; and determines how best to accommodate this growth while protecting provincial interests;
2. Utilizes opportunities to accommodate projected growth through intensification and redevelopment;
3. Confirms that the lands to be developed do not comprise specialty crop areas in accordance with policy 2.3.2;
4. Is integrated with planning for infrastructure and public service facilities; and
5. Considers cross-jurisdictional issues."

The City of London is currently in the midst of an official plan review. The "Rethink London" initiative is a comprehensive, city-wide consultation process aimed at determining how the City should grow over the next 20 years. The outcome of the process will be a new Official Plan. A number of supporting studies have been undertaken as part of the Rethink London process including:

- Employment, population, housing and non-residential projections
- An industrial lands study; and
- A residential land needs study.

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The ongoing City of London "Rethink London" exercise meets the definition of a comprehensive review. The process is an official plan review that will result in a new official plan that includes an updated growth management strategy based on new growth projections. The growth management strategy will include accommodation future growth through intensification and redevelopment and will consider how planning for growth is aligned with infrastructure and public service plans. The subject lands are currently within the designated urban area and do not comprise specialty crop areas.

Given that the Rethink London exercise constitutes a comprehensive review, an application to redesignate the subject lands for other uses could be considered through this process. Alternatively, there may also be opportunity to have an application for redesignation of the subjects lands considered as part of the Industrial Lands Review. The staff reporting associated with the Industrial Lands Review indicates the recommendations of the Review will be implemented via a municipally initiated official plan amendment.

2. The land is not required for employment purposes over the long term.

The Industrial Land Study completed by RW Panzer Consulting in November 2012 was undertaken to review the supply of industrial land within the current Urban Growth Area and determine if there is sufficient industrial land to accommodate forecast employment growth or whether an expansion to the Urban Growth Area is warranted.

The study concluded that there are more than sufficient vacant, designated industrial lands to accommodate forecast growth. The report identifies that in 2011 there was 1,276 hectares of industrial lands. Based on projected demand approximately 823 hectares of vacant industrial lands would be remaining in 2031 and 567 hectares would be remaining in 2041; indicating that there is more than sufficient supply to accommodate forecast employment growth over the long term. Notwithstanding the substantial supply of designated industrial lands, the Industrial Land Study recommends that the City undertake an Urban Growth Area expansion to add up to 500 hectares of industrial lands. ***Given the current supply of vacant industrial lands and given that the City is considering adding to this supply, the subject lands are not required for employment purposes over the long term.***

3. There is a need for the conversion

Given the existing substantial supply of lands within the current Urban Growth Area, there is not a need to convert the subject lands in order to provide a greater supply of residential or

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commercial designated lands. Instead, the justification for conversion is based on the position that the lands cannot be feasibly developed for industrial uses and therefore a redesignation to permit a range of other uses is required in order for these lands to develop. The need for conversion is based on the following:

1. Location – the subject lands are not well located for industrial development. The Industrial Land Study identified that much of the vacant industrial land supply (including the subject lands) is located in less than ideal locations. The Southwest Area Plan has redesignated approximately 345 hectares of industrial land adjacent to the subject lands because the lands are not well located for industrial development and would be more appropriate for commercial and residential development. Further, concerns were expressed through the public consultation phase of SWAP that land use compatibility issues may arise with the existing Lambeth community.
2. Size – the subject lands consist of parcels that are 1-3 hectares in size. The Industrial Lands Study identified that there is a substantial surplus of small parcels. Approximately 84% of the total industrial land supply consists of parcels less than 5 hectares in size.
3. Cost of development – the Industrial Land Study identifies that it is an economic development priority for the City to acquire, develop and market competitively priced industrial land. The implication is that the City markets industrial lands at a low cost in order to attract economic development. This impacts the private sector industrial land sales – especially for properties such as the subject lands that are compromised by location or parcel size.

The cost of development of the subject lands is further increased due to the fact that substantial grading and fill is required in order to develop the lands. This increased cost limits the likelihood of development given the land price that can be generated from industrial designated land.

4. Land use compatibility – The redesignation of industrial lands that are directly to the west of the subject lands (through the Southwest Area Plan) adds land use compatibility issues that further detract from the ability to develop the subject lands to industrial uses.

For the reasons described above, there is a need to convert the lands from industrial uses to other uses. The lands are located within the Urban Growth Area and full municipal services are available. The lands cannot be feasibly developed for industrial uses and it would be appropriate to consider alternative land uses.

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Conclusion

Based on the research undertaken and our analysis, it would be appropriate to consider alternative land uses for the subject property and to prepare amendments to the Official Plan and Zoning Bylaw. These amendments would assist the City's initiatives to acquire additional lands for employment purposes that would be more closely aligned with the City's economic development objectives and priorities. It is noteworthy that, on December 11, 2012, Municipal Council directed staff to circulate the Industrial Lands Study for public and agency consultation and following a public consultation process to prepare an Official Plan Amendment for the expansion of the Urban Growth Boundary.

It is our opinion that a corresponding review of designated industrial lands in the White Oak/Exeter area would be beneficial and integrate into the City's larger Industrial Land Development Strategy.

As such we would request that a meeting be convened at your earliest convenience with yourself and appropriate staff to discuss how best to co-ordinate the pending Official Plan and Zoning bylaw amendments on these properties. We want to ensure that the ongoing Industrial Lands Strategy as well as the comprehensive Official Plan review takes into account the findings of our analysis.

Yours truly,
MHBC



Carol Wiebe
Partner

- cc. *Tom Weisz, The Effort Trust Company*
- Anthony Gubbels, Land Development Solutions Engineering Inc.*
- John Fleming, City of London*
- Travis Macbeth, City of London*
- Heather McNeely, City of London*
- Michael Tomazincic, City of London*

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File: O-8014/O-8362



KITCHENER
WOODBRIDGE
LONDON
BANGOR
GARRA

January 31, 2014

Mr. John Fleming
 Managing Director, Planning and
 City Planner
 City of London
 206 Dundas Street
 London, Ontario N6A1G7

Dear Mr Fleming:

**RE: Bluestone Properties Inc. - White Oak property, Industrial Lands Review
 OUR FILE 13184A**

I am writing on behalf of our clients, Bluestone Properties Inc. (Bluestone) with respect to their land holdings located in the vicinity of White Oak Road and Exeter Road. This letter is in response to our recent meeting with you and other members of the Community Planning and Design group.

At our meeting on January 21, 2014 we outlined the research we had undertaken on behalf of Bluestone and more specifically our findings as it relates to the most appropriate land use that should be considered for their property. Based on our research and analysis of relevant planning policies, it was our conclusion that conversion from industrial to a broad range of residential, commercial, institutional and open space purposes was appropriate and warranted.

The following summarizes the nature of the research and planning analysis undertaken. As discussed at our meeting on January 21, 2014, the conversion of these employment lands, through Official Plan and Zoning Bylaw amendments, to non-employment uses addresses a number of economic, servicing and planning concerns. ***These amendments will also support the City's initiative in acquiring more appropriate and strategically located lands for employment purposes.***

Background

Bluestone Properties Inc owns 58.9 hectares of land located at the southeast corner of White Oak Drive and Exeter Road within the City of London. The lands are currently designated Light Industrial and are located within the designated Urban Growth Area. Full municipal services are

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available to service these lands. The property received Draft Plan Approval on May 13, 2011 and is identified as File No: 39T-05513. To date no development has taken place on the lands.

The lands are designated and planned for industrial development; however 'Bluestone' wishes to explore alternative land use development scenarios for the lands. 'Bluestone' has concerns about the long timelines they have encountered in obtaining planning approvals for the subject lands and the potential costs to develop the lands. There is further concern that given the current surplus of employment lands within the urban growth area and the City of London's intention to consider an Urban Growth Area expansion to bring on more employment lands, the potential for industrial development of the subject lands is limited. Further, site servicing constraints in the short term coupled with potentially high grading costs warrant consideration of alternative land use scenarios for this property.

Purpose and Scope of Review

The purpose of our land use review was twofold. First, we undertook a review of Provincial and local planning policies and regulations to determine if there was justification for consideration of a change in land use from an industrial land use designation to other land uses such as residential and commercial. The Provincial Policy Statement (PPS) and the City of London Official Plan provide direction and criteria for conversion of employment lands. Any proposed conversion of employment lands must be consistent with the policies of the PPS and the Official Plan. Our analysis concluded that there is justification for conversion and further consideration should be given to pursuing an official plan amendment.

The second purpose of our review was to evaluate alternative land use scenarios that could be considered for the subject lands. The adjacent lands to the west have recently been redesignated from Urban Reserve – Industrial Growth to low and medium density residential through the South West Area Plan (SWAP) process. The SWAP plan has been appealed in its entirety therefore these new land use designations are not yet in full force and effect. Low and medium density residential, mixed use development including commercial and office type employment could be appropriate for the subject lands as well.

POLICY CONTEXT

Provincial Policy Statement

The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. Included in the PPS are policies related to the

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conversion of employment lands. Employment Area policies are contained in Section 1.3 of the PPS. Section 1.3.2 addresses conversion of lands within employment areas and states:

“Planning authorities may permit conversion of lands within *employment areas* to non-employment uses through a *comprehensive review*; only where it has been demonstrated that the land is not required for employment purposes over the long term and there is a need for the conversion.”

Employment Areas are defined in the PPS as “those areas designated in an Official Plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices and associated retail and ancillary facilities.”

Conversion is not a defined term in the PPS. However, the conversion of employment lands refers to the establishment of non-employment uses, such as residential uses, on lands that are designated for employment use. It is also considered to be a conversion of employment lands if land uses (such as retail uses) are proposed that would otherwise not be permitted within a designated employment area by the policies of the local official plan.

City of London Official Plan

The City of London Official Plan was amended in 2009 to incorporate Employment Land policies that are consistent with the PPS. Section 2.7.4 of the Official Plan addresses the protection of the employment lands and states:

“Council will support the protection of existing employment lands in the City, including lands that are designated for manufacturing, warehousing, offices, and their associated retail and ancillary facilities. Proposals to permit the conversion of lands within employment areas to non-employment uses may only be permitted through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes over the long term, and that there is a need for the conversion.”

The subject lands are designated “Light Industrial” in the City’s Official Plan and in the Southwest Area Plan (SWAP). The policies of the Secondary Plan state that the permitted uses are those that are permitted in the Light Industrial designation of the Official Plan, which permits a range of manufacturing, assembly, processing, fabrication and similar uses. Office and a limited range of retail uses are also permitted provided they are ancillary to the permitted uses.

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Based on the policies of the PPS and the London Official Plan a change in land use on the subject lands to residential uses or to stand alone retail uses would be considered a conversion of employment lands. Limited retail uses are permitted without conversion however 'major retail' is considered a non-employment use subject to the conversion policies outlined in the PPS and City Official Plan. While not defined in either document, the notion of 'major retail' has been determined through a number of OMB decisions to be retail clusters of a regional scale.

Rethink London

Rethink London was initiated in May 2012. The Rethink London project is a community consultation process that will lead to the development of a new Official Plan. A component of the Rethink London process is an assessment of growth and the development of a growth management strategy as part of the new Official Plan. As input into the growth management analysis, the City commissioned Altus Group Economic Consulting to undertake an assessment of future growth to 2041. The Altus report titled Employment, Population, Housing and Non-Residential Construction Projections was received by Council in June 2012.

A summary of the findings of the Altus growth projections are as follows:

- Employment growth will continue but will be slightly lower than the provincial average;
- The employment sectors anticipated to experience the most growth are transportation, trade, education, health care and other services. Employment in manufacturing will continue to grow but at a slower rate than in the past;
- Total employment growth from 2011 to 2041 is projected to be 70,000 jobs;
- Population growth is forecast to increase by approximately 114,700 people from 2011 to 2041;
- A total of 48,800 new households are forecast from 2011 to 2041. Accounting for replacement demand, there will be the need for an additional 61,050 new dwellings;
- Low density housing will account for the majority of new units (52%), medium and high density units will account for 15% and 33% of new dwelling units respectively; and
- The demand for non-residential space is estimated to be approximately 40 million square feet of space from 2011 to 2041. Approximately 18 million square feet of space will be required for industrial purposes.

The Rethink London process is continuing and the City's most recent update regarding next steps indicates that a draft Official Plan will be developed during the winter of 2013/2014 with release of the draft Plan for public consultation in early 2014.

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Southwest Area Plan (SWAP)

The Southwest Area Plan (SWAP) was approved by the City of London in 2012; although the plan was subsequently appealed in its entirety and is not yet in effect. The purpose of the Southwest Area Plan is to guide development for the approximate 2,700 hectares of land located in the southwest portion of the City. The Southwest Area Plan was adopted as a Secondary Plan and, once it is approved, will form part of the City of London Official Plan.

A component of the Secondary Plan is the removal of designated Industrial Lands and the redesignation of Light Industrial and Urban Reserve – Industrial Growth lands to other uses.

Approximately 345 hectares of lands were designated as either existing or future Industrial lands located on the west side of White Oak Road adjacent to the subject lands. Through the SWAP process, approximately 30 hectares of these lands were redesignated from Light Industrial to Low and Medium Density Residential.

The City of London Staff report which recommended the Secondary Plan identified that, in general, the justification for the redesignation of Industrial lands was:

“deemed necessary and desirable in order to re-allocate the amount of land occupied by these areas to strategic locations along the Highway 401/402 corridor. In order to remain economically competitive at the local, regional, provincial, national and global levels, the City of London needs to capitalize upon opportunities to shift its supply of industrial lands to locations that provide competitive advantage and are attractive to future employers.”

In addition, the justification for the redesignation of the lands adjacent to White Oak Road adjacent to the subject lands was based on:

- several businesses operating on these lands are commercial in nature;
- low density and medium density residential are proposed for the surrounding lands;
- the redesignation will support the future South Longwoods neighbourhood to the south of these lands and will avoid future land use conflicts that could emerge if the Light Industrial designated lands were re-developed into more intensive uses.

City of London Industrial Lands Review

In 2011, the City of London initiated an Industrial Lands Study to assess future industrial land demand and supply factors to evaluate the need to expand the Urban Growth Area for the inclusion of new industrial lands. The Industrial Lands Study was completed by RW Panzer Planning Consultant and received by Council in December 2012.

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The Industrial Lands Study took the growth projections contained in the Employment, Population, Housing and Non-Residential Construction Projections report completed by Altus Group Economic Consulting as the basis for the assessment of industrial land needs. The study assessed the future demand for industrial lands, the current supply of industrial lands and assessed a range of economic development factors that characterize the demand for industrial land including location, parcel size, servicing, cost and land use compatibility with adjacent lands. ***The report recommended expansion to the Urban Growth Area for approximately 500 hectares of new industrial lands.***

Analysis of Industrial Land Demand

Based on the employment projections by employment type and the forecast non-residential space needs to accommodate projected employment growth that were identified by Altus, the Industrial Land Study identified that a total of 348 hectares of industrial lands would be required by 2031 and 605 hectares would be required by 2041. This assessment provides for 25% of future industrial floor space to be accommodated through intensification – either through redevelopment of older industrial sites for new industrial development or the expansion of existing industrial operations on existing industrial properties that have not been fully built out.

The study also identified a number of factors that influence industrial land needs and contribute to the study’s recommendation that additional greenfield lands are required:

- Trend to acquire more land than required for immediate needs;
- Demand for large parcels;
- Locations with access to the 401 and 402 Corridors; and
- Increasing land costs due to limited land supply.

Analysis of Industrial Land Supply

The Industrial Land Study identified that there is considerable supply of designated industrial lands within the existing Urban Growth Area (see Table 1). Approximately 52% of the land supply is serviced and available for immediate development.

Table 1: Vacant Industrial Land Inventory Summary

Land Use Designation	Area (ha)	Serviced (ha)	Unserviced (ha)
Urban Reserve Industrial Growth	121	0	121

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General Industrial	307	218	89
Light Industrial	789	428	361
Office Business Park	59	13	46
Total	1276	659	617

Source: RW Panzer, City of London Industrial Lands Study 2012

The report also analyzed the supply of industrial land by parcel size. As shown in Table 2, approximately 50% of all parcels are less than 1.0 hectares in size, whereas only 10% of the total industrial land supply consists of parcels that are 10 hectares in size or greater. The report also notes that given that many of the small parcels are located within or adjacent to areas with existing development, the ability to consolidate smaller parcels is likely to be limited.

Table 2: Vacant Industrial Land by Parcel Size

Lot Size (ha)	Number of Parcels
<1.0	162
1.0-1.9	45
2.0-4.9	69
5.0-9.9	21
10.0-14.9	16
15.0-19.9	6
20+	10
Total	329

Source: RW Panzer, City of London Industrial Lands Study 2012

The study evaluates the five major clusters of the City's vacant industrial land supply and identifies that there are challenges associated with the development of each area. The study states that the vacant industrial lands in the **Exeter Road/White Oak Road** area (which contain the subject lands) consist primarily of privately-owned small lot industrial subdivisions. It is expected that these lands will accommodate some of the projected demand for industrial land, however the area is ***ill suited for large scale industrial users due to parcel size limitations and natural heritage constraints in the area.***

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The Industrial Land Study concludes that there is a sufficient supply of designated industrial land to accommodate forecast needs to 2031 and 2041 (see Table 3). Based on projected demand there will be 823 hectares of vacant industrial land remaining. By 2041 there will be 567 hectares remaining.

Table 3: Projected Supply of Vacant Industrial Land

Year	Projected Demand for Industrial Land (ha)	Remaining Vacant Industrial Land (ha)
2011	-	1171
2016	87	1084
2021	79	1005
2026	83	922
2031	99	823
2036	122	701
2041	134	567

Source: RW Panzer, City of London Industrial Lands Study 2012

Notwithstanding the substantial supply of designated industrial lands, the Industrial Land Study recommends that the City undertake an Urban Growth Area expansion to add up to 500 hectares of industrial lands. The rationale for increasing the industrial land supply is as follows:

1. Much of the existing land supply is not located in prime locations sought by new industries- i.e. readily accessible to the 401 or London Airport;
2. Much of the supply consists of smaller parcels and there are few large parcels greater than 10 ha available;
3. Only 165 ha of the total supply is owned by the City of London (all of it is designated Light Industrial). The expansion of the Urban Growth Area would provide opportunity for the City to acquire more industrial lands.

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Employment Land Conversion Analysis

The policies of the PPS and the London Official Plan require that in order for a conversion of employment lands to be justified, the proposed conversion must meet the 'tests' outlined in the policies. These 'tests' are:

1. The conversion may only be permitted through a comprehensive review;
2. It must be demonstrated that the lands are not required for the employment purposes over the long term; and
3. There is a need for the conversion.

1. Comprehensive Review

The Provincial Policy Statement defines a comprehensive review as:

"an official plan review which is initiated by a planning authority, or an official plan amendment which is initiated or adopted by a planning authority, which:

1. Is based on a review of population and growth projections and which reflect projections and allocation by upper-tier municipalities and provincial plans, where applicable; considers alternative directions for growth; and determines how best to accommodate this growth while protecting provincial interests;
2. Utilizes opportunities to accommodate projected growth through intensification and redevelopment;
3. Confirms that the lands to be developed do not comprise specialty crop areas in accordance with policy 2.3.2;
4. Is integrated with planning for infrastructure and public service facilities; and
5. Considers cross-jurisdictional issues."

The City of London is currently in the midst of an official plan review. The "Rethink London" initiative is a comprehensive, city-wide consultation process aimed at determining how the City should grow over the next 20 years. The outcome of the process will be a new Official Plan. A number of supporting studies have been undertaken as part of the Rethink London process including:

- Employment, population, housing and non-residential projections
- An industrial lands study; and
- A residential land needs study.

The ongoing City of London "Rethink London" exercise meets the definition of a comprehensive review. The process is an official plan review that will result in a new official plan that includes an updated growth management strategy based on new growth projections. The growth

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management strategy will include accommodation future growth through intensification and redevelopment and will consider how planning for growth is aligned with infrastructure and public service plans. The subject lands are currently within the designated urban area and do not comprise specialty crop areas.

Given that the Rethink London exercise constitutes a comprehensive review, an application to redesignate the subject lands for other uses could be considered through this process.

Alternatively, there may also be opportunity to have an application for redesignation of the subjects lands considered as part of the Industrial Lands Review. The staff reporting associated with the Industrial Lands Review indicates the recommendations of the Review will be implemented via a municipally initiated official plan amendment.

2. The land is not required for employment purposes over the long term.

The Industrial Land Study completed by RW Panzer Consulting in November 2012 was undertaken to review the supply of industrial land within the current Urban Growth Area and determine if there is sufficient industrial land to accommodate forecast employment growth or whether an expansion to the Urban Growth Area is warranted.

The study concluded that there are more than sufficient vacant, designated industrial lands to accommodate forecast growth. The report identifies that in 2011 there was 1,276 hectares of industrial lands. Based on projected demand approximately 823 hectares of vacant industrial lands would be remaining in 2031 and 567 hectares would be remaining in 2041; indicating that there is more than sufficient supply to accommodate forecast employment growth over the long term. Notwithstanding the substantial supply of designated industrial lands, the Industrial Land Study recommends that the City undertake an Urban Growth Area expansion to add up to 500 hectares of industrial lands. ***Given the current supply of vacant industrial lands and given that the City is considering adding to this supply, the subject lands are not required for employment purposes over the long term.***

3. There is a need for the conversion

Given the existing substantial supply of lands within the current Urban Growth Area, there is not a need to convert the subject lands in order to provide a greater supply of residential or commercial designated lands. Instead, the justification for conversion is based on the position that the lands cannot be feasibly developed for industrial uses and therefore a redesignation to permit a range of other uses is required in order for these lands to develop. The need for conversion is based on the following:

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1. Location – the subject lands are not well located for industrial development. The Industrial Land Study identified that much of the vacant industrial land supply (including the subject lands) is located in less than ideal locations. The Southwest Area Plan has redesignated approximately 345 hectares of industrial land adjacent to the subject lands because the lands are not well located for industrial development and would be more appropriate for commercial and residential development. Further, concerns were expressed through the public consultation phase of SWAP that land use compatibility issues may arise with the existing Lambeth community.
2. Size – the subject lands consist of parcels that are 1-3 hectares in size. The Industrial Lands Study identified that there is a substantial surplus of small parcels. Approximately 84% of the total industrial land supply consists of parcels less than 5 hectares in size.
3. Cost of development – the Industrial Land Study identifies that it is an economic development priority for the City to acquire, develop and market competitively priced industrial land. The implication is that the City markets industrial lands at a low cost in order to attract economic development. This impacts the private sector industrial land sales – especially for properties such as the subject lands that are compromised by location or parcel size.

The cost of development of the subject lands is further increased due to the fact that substantial grading and fill is required in order to develop the lands. This increased cost limits the likelihood of development given the land price that can be generated from industrial designated land.

4. Land use compatibility – The redesignation of industrial lands that are directly to the west of the subject lands (through the Southwest Area Plan) adds land use compatibility issues that further detract from the ability to develop the subject lands to industrial uses.

For the reasons described above, there is a need to convert the lands from industrial uses to other uses. The lands are located within the Urban Growth Area and full municipal services are available. The lands cannot be feasibly developed for industrial uses and it would be appropriate to consider alternative land uses.

Conclusion

Based on the research undertaken and our analysis, it would be appropriate to consider alternative land uses for the subject property and to prepare amendments to the Official Plan

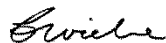
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File: O-8014/O-8362

and Zoning Bylaw. These amendments would assist the City's initiatives to acquire additional lands for employment purposes that would be more closely aligned with the City's economic development objectives and priorities. It is noteworthy that, on December 11, 2012, Municipal Council directed staff to circulate the Industrial Lands Study for public and agency consultation and following a public consultation process to prepare an Official Plan Amendment for the expansion of the Urban Growth Boundary.

It is our opinion that a corresponding review of designated industrial lands in the White Oak/Exeter area would be beneficial and integrate into the City's larger Industrial Land Development Strategy.

Yours truly,
MHBC



Carol Wiebe
Partner

cc. *Bernie Bierbaum, Bluestone Properties Inc.*
Mardi Turgeon, Bluestone Properties Inc.
Travis Macbeth, City of London
Michael Tomazincic, City of London

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File: O-8014/O-8362



RITCHIE
WOODBRIDGE
LONDON
KINGSTON
BARRE

May 23, 2014

City of London
 Planning Services
 P.O. Box 5035
 London, Ontario
 N6A 4L9

Attn: Travis Macbeth
 Planner II

Dear Travis:

RE: Possible Conversion of Lands from Industrial to Non-Industrial Uses – White Oak Business Park, OUR FILE 13184A

We act on behalf of Bluestone Properties Inc. who has extensive land holdings in the White Oak Business Park. As you are aware, our clients are interested in pursuing alternative land uses for their property that would more appropriately reflect the location, servicing and surrounding land uses. It is our opinion that the Industrial land use designation currently in place is not suitable and that the City should consider more strategically located lands elsewhere for industrial employment uses.

We have undertaken our own planning analysis and have concluded that the City currently has sufficient lands designated for employment purposes to meet their 20 year projected demand and that removal of these lands from the industrial land supply will not impair that objective. Further, we concur with previous studies (Panzer report) undertaken as part of the Industrial Land Development Strategy, that this area is not ideally suited to meeting the needs of current industrial/business park users.

As such, we wish to reiterate our clients support for the initiation of this land use review. We would like to maintain an active role in this ongoing study and would ask that MHBC be included on the circulation list for any and all matters pertaining to this issue going forward.

Yours truly,
MHBC

Carol Wiebe
 Carol Wiebe
 Partner

Cc Bernie Bierbaum, Bluestone Properties Inc.
 Mardi Turgeon, Bluestone Properties Inc.

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File: O-8014/O-8362



KITCHENER
WOODBRIDGE
LONDON
KINGSTON
BARRIE

May 23, 2014

City of London
Planning Services
P.O. Box 5035
London, Ontario
N6A 4L9

Attn: Travis Macbeth
Planner II

Dear Travis:

RE: Possible Conversion of Lands from Industrial to Non-Industrial Uses – White Oak Business Park, OUR FILE 1402A

We act on behalf of Tradewind Properties and 1071730 Ontario Inc. who have extensive land holdings in the White Oak Business Park. As you are aware, our clients are interested in pursuing alternative land uses for their property that would more appropriately reflect the location, servicing and surrounding land uses. It is our opinion that the Industrial land use designation currently in place is not suitable and that the City should consider more strategically located lands elsewhere for industrial employment uses.

We have undertaken our own planning analysis and have concluded that the City currently has sufficient lands designated for employment purposes to meet their 20 year projected demand and that removal of these lands from the industrial land supply will not impair that objective. Further, we concur with previous studies (Panzer report) undertaken as part of the Industrial Land Development Strategy, that this area is not ideally suited to meeting the needs of current industrial/business park users.

As such, we wish to reiterate our clients support for the initiation of this land use review. We would like to maintain an active role in this ongoing study and would ask that MHBC be included on the circulation list for any and all matters pertaining to this issue going forward.

Yours truly,
MHBC

Wiebe
Carol Wiebe
Partner

Cc Tom Weisz

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File: O-8014/O-8362

ROBERT B. STATTON

52 HAYDEN STREET
TORONTO, ONTARIO M4V 1V8
TELEPHONE: (416) 922-3290
FACSIMILE: (416) 922-2442
EMAIL: robert@statton.ca

May 23, 2014

Via fax 1-519-661-5397 (5 pages) and email: tmacbeth@london.ca

The Corporation of the City of London
300 Dufferin Avenue
P.O. Box 5035
London, Ontario
N6A 4L9

Attention: Mr. Travis Macbeth, Planner

Dear Sir:

RE: Possible Conversion of Lands from Industrial to Non-Industrial Uses
– White Oak Business Park

We are acting for John Seeback (Seeback Properties) who is the owner of the lands municipally known as 461 Exeter Road, London, being PIN 08204-0128 (LT) as shown outlined in hash marks on the attached location map (Seeback lands).

We enclose the proposed industrial subdivision plans and proposed roads for the White Oak Business Park which are shown in bold on the attached location map from the Bluestone Properties lands, being your file #39T-05513.

The Seeback lands are currently zoned industrial and there are existing industrial buildings on the Seeback lands.

If there is a conversion of these lands from Industrial to Non-Industrial uses, the Seeback lands would become non-conforming uses to the new zoning and official plan amendments. Any future zoning of the White Oak Business Park should include "industrial" zoning.

Over the past many years, there have been substantial background engineering and planning submissions to provide an industrial park complex with road patterns for the various owners of the properties in the White Oak Business Park.

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File: O-8014/O-8362

The Corporation of the City of London

Page 2

John Seeback has been involved in this planning process and has confirmed with the City of London its road patterns for its proposed industrial lots. The draft plans for the Seeback lands have been submitted to the engineers and to your Planning Department. A copy of which is enclosed.

Kindly advise as to any study groups or proposed meetings on this matter as we would be pleased to attend and provide our input on the conversion proposal.

We will be providing further comments and concerns once we have been able to ascertain all the issues involved on this possible conversion of zoning.

Thank you for your co-operation.

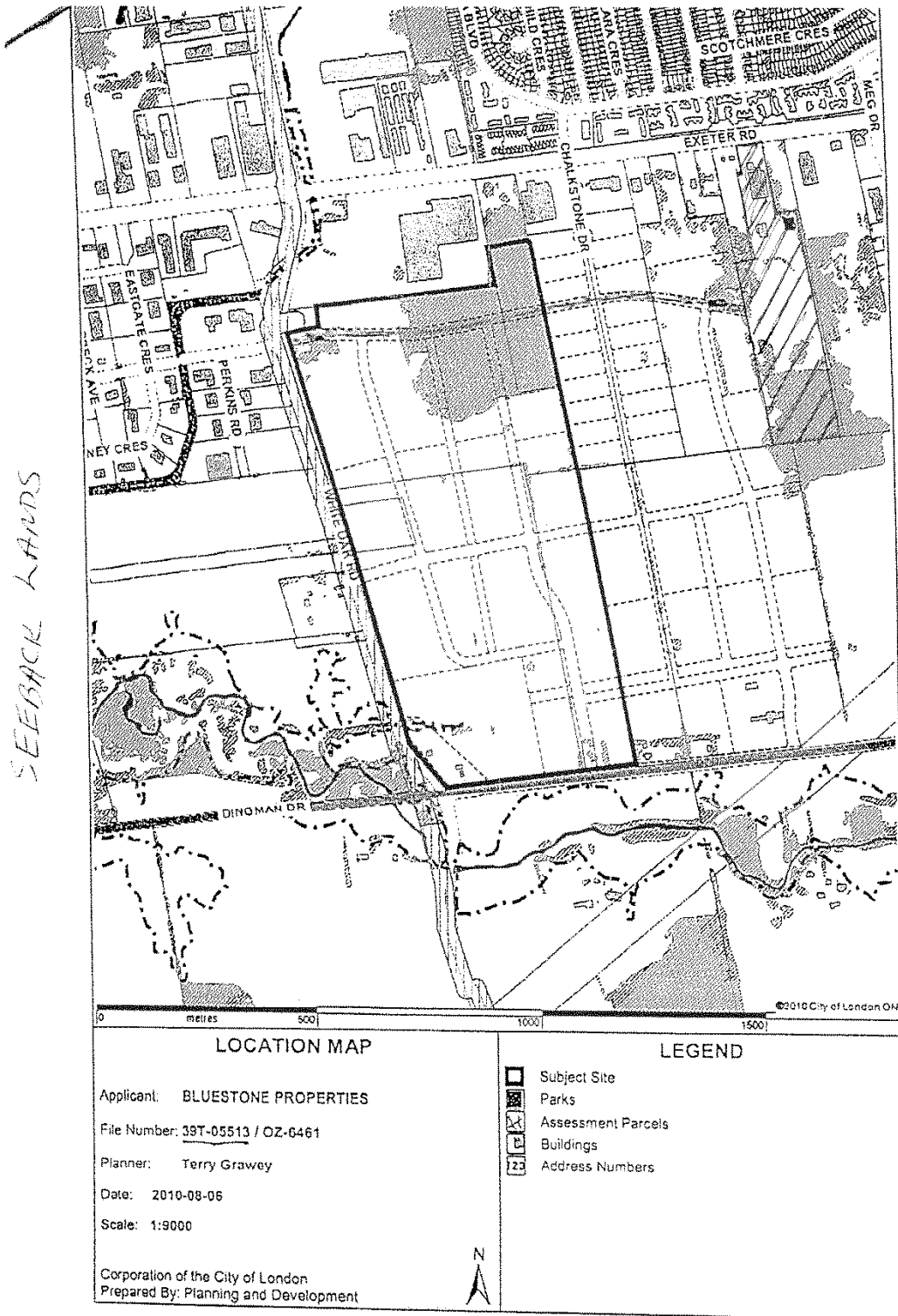
Yours truly,



Robert B. Statton
RBS:ji

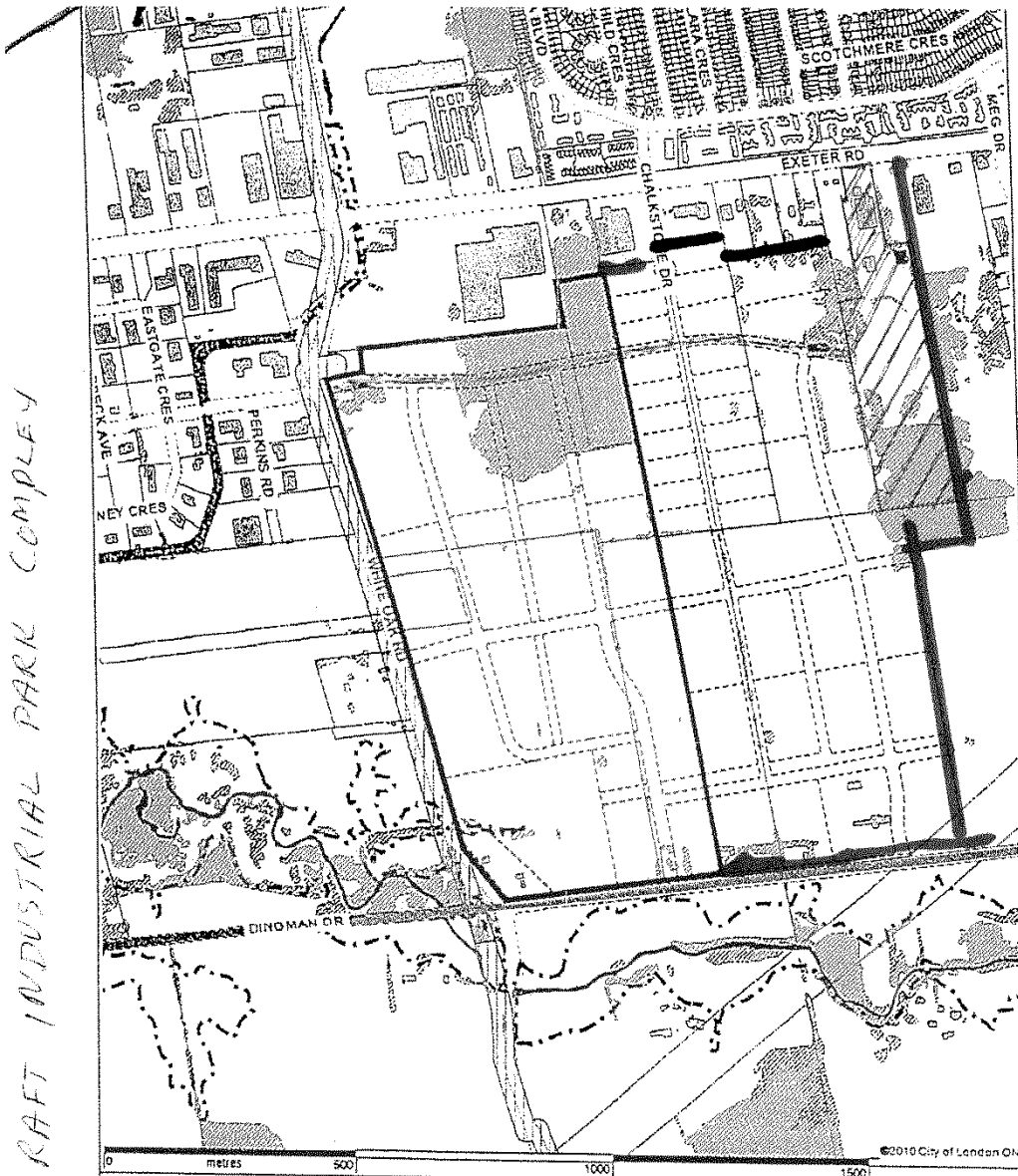
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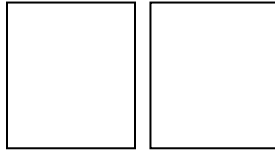


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DRAFT INDUSTRIAL PARK COMPLEX

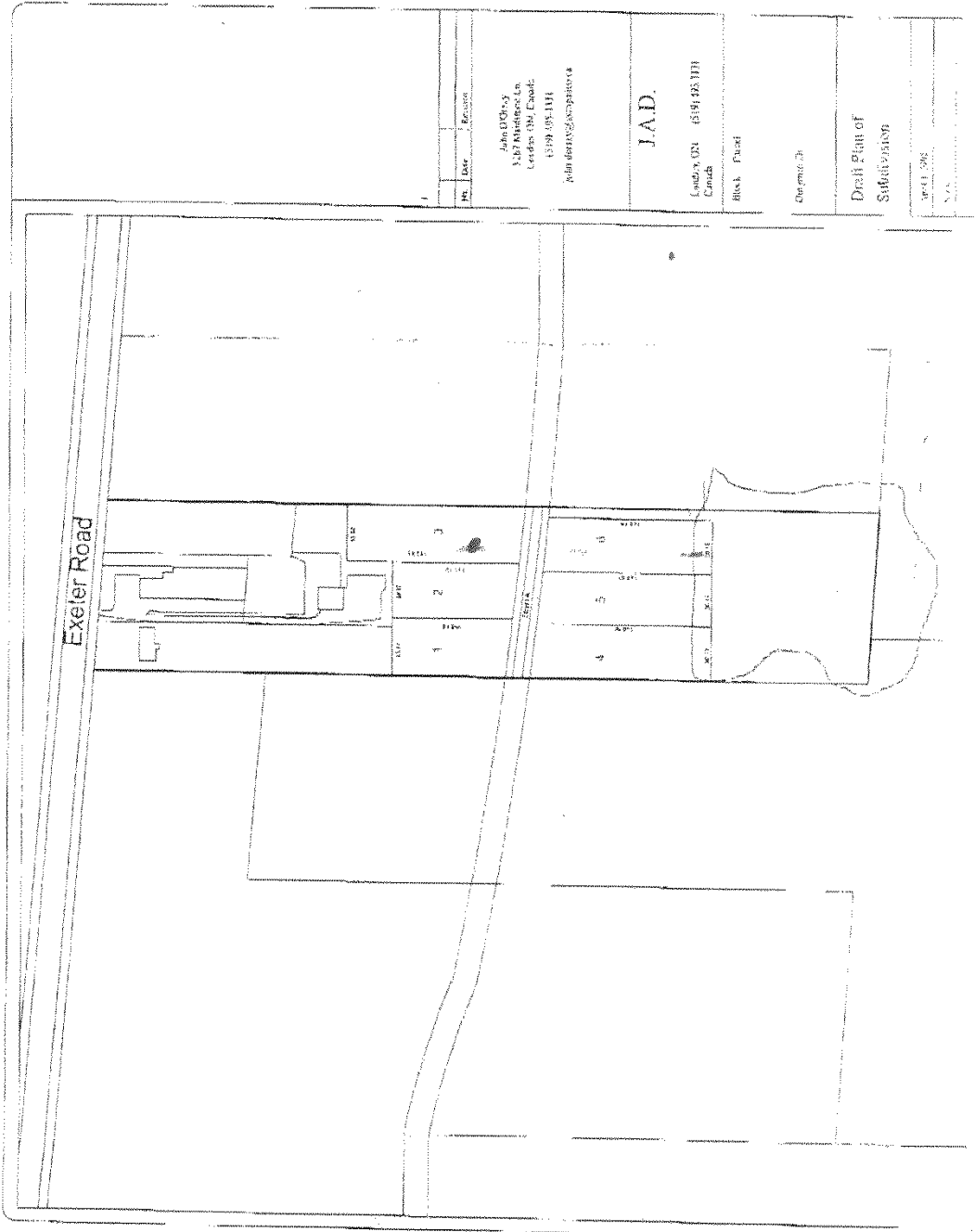


LOCATION MAP	LEGEND
<p>Applicant: BLUESTONE PROPERTIES</p> <p>File Number: 39T-05513 / OZ-6461</p> <p>Planner: Terry Grawey</p> <p>Date: 2010-08-06</p> <p>Scale: 1:9000</p> <p>Corporation of the City of London Prepared By: Planning and Development</p>	<ul style="list-style-type: none"> Subject Site Parks Assessment Parcels Buildings Address Numbers



SEEBACK PROPOSED INDUSTRIAL LOTS

Apr 05 06 01:12p Alan D'Orsay 905 331 0543 p.1



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Johnson, Mark

From: Macbeth, Travis
Sent: Wednesday, May 21, 2014 8:44 AM
To: 'Gus Rahim'
Cc: Johnson, Mark
Subject: RE: Possible conversion of lands (55 & 60 Chalkstone Drive)

Good morning Mr. Rahim,

Thank you for your email. Your comments will be included in our file.

If you have any further questions or comments, please feel free to contact us.

Best Regards,
Travis

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Travis Macbeth, MA, MES (Pl.)
Planner II
Long Range Planning and Research
City of London
206 Dundas Street, London, ON, N6A 4L9
Tel. 519-661-2500 ext. 5102
tmacbeth@london.ca

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From: Gus Rahim [<mailto:gusrahim@otds.com>]
Sent: Tuesday, May 20, 2014 7:34 PM
To: Macbeth, Travis
Subject: Possible conversion of lands (55 & 60 Chalkstone Drive)

I would like to mention that I strongly agree with the planned changes from industrial to non industrial uses for the whole area and including 55/60 Chalkstone Drive.

Thanks
Gus Rahim
President
Ontario Truck Driving School
427 Exeter Road
London, On. N6E 2Z3

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File: O-8014/O-8362

Johnson, Mark

From: Macbeth, Travis
Sent: Wednesday, May 21, 2014 3:18 PM
To: 'Joe Liberatore'
Cc: Johnson, Mark
Subject: RE: 525 Exeter Road


Good afternoon Mr. Liberatore,

Thank you for your email regarding the possible re-designation of industrial lands south of Exeter Rd. Your comments will be included in our file.

If you have any further questions or comments, please feel free to contact us.

Regards,

Travis Macbeth, MA, MES (Pl.)
Planner II
Long Range Planning and Research
City of London
206 Dundas Street, London, ON, N6A 4L9
Tel. 519-661-2500 ext. 5102
tmacbeth@london.ca

 Please consider the environment before printing this email

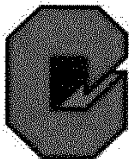
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From: Joe Liberatore [<mailto:joel@con-wall.ca>]
Sent: Wednesday, May 21, 2014 1:06 PM
To: Macbeth, Travis
Subject: 525 Exeter Road

Dear Travis:

Just received notice of proposed intent to rezone on May 16, 2014 but out of country until today. We went through great expense last time (12 years ago) that the City in its wisdom tried to rezone our property thus limiting existing uses. At that time we had Jack Davis handle the file for us and were successful in retaining our outside storage yard etc. We should not be put through this expense again strictly because of the wishes of neighbours? We will fight any attempt to restrict our present uses.

Joe Liberatore
President



Con-Wall Concrete Inc.
525 Exeter Road, London, ON N6E 2Z3
Tel: 519.681.6910, ext. 804
Fax: 519.681.0745
Cell: 519.521.6420
Email: joel@con-wall.ca

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File: O-8014/O-8362

Johnson, Mark

From: Macbeth, Travis
Sent: Monday, May 26, 2014 4:01 PM
To: [REDACTED]
Cc: Johnson, Mark
Subject: RE: Possible conversion of lands

Hello Ms. Werkmeister,


Thank you very much for your email regarding the possible conversion of land uses in the White Oak Business Park area.

Your comments will be officially recorded in our file for consideration as part of this land review. Further notices regarding this review and related meetings will be sent to you as well.

If you have any further questions or comments, please feel free to contact us by telephone or email.

Best regards,
Travis

--
Travis Macbeth
Planner II
Long Range Planning and Research
City of London
Tel. 519-661-2500 ext. 5102
tmacbeth@london.ca

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From: velma werkmeister [REDACTED]
Sent: Sunday, May 25, 2014 3:59 PM
To: Macbeth, Travis
Cc: [REDACTED]
Subject: Possible conversion of lands

Re:Possible conversion of lands from industrial to non-industrial uses-White Oak Business Park

I own an acre of land (447 Exeter Rd.) where I have lived for 43 years. It is zoned light industrial and if it were to be changed to residential or open space it would substantially decrease the value of my property. This will be the only source of money for me in the future and I could not afford this loss.

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File: O-8014/O-8362

Johnson, Mark

From: Macbeth, Travis
Sent: Monday, May 26, 2014 4:04 PM
To: 'david.bender@spaceathand.com'
Cc: Johnson, Mark
Subject: RE: Zoning Conversion- 453 Exeter Rd

Good afternoon David,


Thank you for your email regarding the possible re-designation of industrial lands south of Exeter Rd. Your comments will be included in our file. Further notice will also be sent regarding this land review and related meetings.

If you have any further questions or comments, please feel free to contact us.

Regards,
Travis

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Travis Macbeth
Planner II
Long Range Planning and Research
City of London
Tel. 519-661-2500 ext. 5102
tmacbeth@london.ca

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From: David Bender [<mailto:dcbender@sympatico.ca>]
Sent: Thursday, May 22, 2014 12:49 PM
To: Macbeth, Travis
Cc: Eugene Bender; Steve Bender
Subject: Zoning Conversion- 453 Exeter Rd

Travis, as Owners of the property known as 453 Exeter Rd, we do not have any objection to the possible zoning conversion-save and except that our recent site plan agreement (approved and signed) in not affected.

1420878 Ontario Inc.
David Bender, Pres.
519.588.0490
david.bender@spaceathand.com
www.spaceathand.com

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Johnson, Mark

From: Macbeth, Travis
Sent: Monday, May 26, 2014 4:12 PM
To: 'Larry Holmes'
Cc: Johnson, Mark
Subject: RE: White Oaks Business Park Proposal


Good afternoon Larry,

Thank you for your email regarding the possible re-designation of industrial lands at the White Oaks Business Park. Your comments will be included in our file. Further notices will also be sent regarding this land review and related meetings.

If you have any further questions or comments, please feel free to contact us.

Regards,
Travis

--
Travis Macbeth
Planner II
Long Range Planning and Research
City of London
Tel. 519-661-2500 ext. 5102
tmacbeth@london.ca

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From: Larry Holmes [<mailto:lrholmes@larlyn.com>]
Sent: Thursday, May 22, 2014 3:23 PM
To: Macbeth, Travis
Subject: White Oaks Business Park Proposal

Hi Travis,

I was a pleasure talking to you today to learn about the possible conversion of the lands in the White Oaks Business Park area.

As an owner at 109 Meg, I have no opposition to the conversion for most of the area, however the north eastern quadrant of your drawing is already zoned and populated as Industrial. I would object to making that areas current zoning into legal non conforming, as I see no future plans to tear down buildings that are relatively new and convert them to residential buildings. If changes are made, I'd suggest to adding the proposed zoning changes but leave the existing already constructed sites zoning as Industrial in that specific area.

I'd appreciate you keeping me informed as the process moves forward.

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File: O-8014/O-8362

July 3, 2014

City of London
 Planning Services – Long Range Planning and Research
 206 Dundas Street
 London, ON
 N6A 4L9
 Attn: Mr. Mark Johnson

Dear Mr. Johnson,

RE: Official Plan Amendments O-8014 & O-8362
 3640 Dingman Drive
 Our File: COX/LON/13-01

We are the agents and planning consultants for Mr. John Cox, a landowner whose lands (the "subject lands") are affected by the above noted applications. It has come to our attention that the City of London intends to re-designate our client's lands from "General Industrial" to "Urban Reserve – Community Growth" through Official Plan Amendments for the purposes of expanding the Urban Growth Boundary in other areas of the city to designate what is perceived to be more desirable lands for industrial growth. This re-designation is effectively a land-swap, trading existing industrial lands for what the City perceives as more attractive industrial lands.

The subject lands lie on the north side of Dingman Drive just west of Highway 401, adjacent to the TRY Recycling facility. The lands are currently designated "General Industrial" in the City of London Official Plan as a result of the Dingman Drive Industrial Area Plan and adopted OPA. They are designated "General Industrial" in the Southwest Area Plan (SWAP), and are proposed to be in the "Heavy Industrial" place type in the new draft London Official Plan ('The London Plan'). As the lands are currently zoned "Agricultural (AG2)", we are currently completing background reports in preparation for submission of a Zoning By-Law Amendment to place the lands in an appropriate zone within the current "General Industrial" designation. City staff are aware of our intent to re-zone the subject lands for industrial uses, as we have engaged staff in pre-consultation meetings prior to submission of a Zoning By-Law Amendment application. The proposed industrial land-swap applications by the City of London are contradictory to our client's intended development of the subject lands.

The proposed industrial land swap would place the subject lands in the "Urban Reserve – Community Growth" designation. This designation recognizes areas within the City that are intended for commercial or residential development in the future, but are not intended for immediate development. Placing the subject lands in this designation would effectively remove the current development rights that our client has on his land, and will have a significant impact on the land's market value. Furthermore, an additional Official Plan Amendment will be required to place the subject lands in a new designation that permits development, most likely through the development of a secondary plan. The estimated timeline for completion of a secondary

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plan is 5-10 years, leaving the subject lands sterile during that period. Considering our client's intent to develop his lands for industrial uses in the near future, the application by the City of London to use Mr. Cox's lands as a trade off for other industrial lands should be re-considered.

The subject lands comprise a portion of the Dingman Drive Industrial Area Plan (2008), which sets out a plan for the industrial development of the area, including servicing and internal road networks. This area has already seen significant public investment (approximately \$9.6 million) in infrastructure intended to facilitate industrial growth. If the subject lands are re-designated to the "Urban Reserve – Community Growth" designation, not only will viable and comprehensively planned industrial lands be rendered undevelopable indefinitely, but the intended dividends arising from public investment in the Dingman Industrial Area will be lost.

The subject lands lie adjacent to a general industrial operation (Try Recycling) and further to the east lie the City's waste water ponds. These two uses have significant emissions of noise, odour, and vibration, and require buffering from sensitive land uses. Considering the proximity of these uses to the subject lands, industrial uses continue to be the most appropriate use of the subject lands. Meetings with city staff indicated they are aware of TRY Recycling's operation and emissions, and are cognisant of the potential for land use conflict with the proposed industrial land swap.

In lieu of re-designating the lands "Urban Reserve – Community Growth", it remains our client's preference to leave the subject lands in the "General Industrial" land use designation. This arrangement would leave the subject lands out of the proposed industrial land swap, and would maintain the current permitted uses on lands adjacent to an existing general industrial use. This arrangement would also allow for elements the proposed industrial land swap to continue and re-designate lands to the west for non-industrial uses should the land owners agree and the City so wish. Access to the subject lands may be maintained on Dingman Drive until such time as the lands to the west develop; access may then be from new roads as a result of the draft approved plan of subdivision to the west.

Given the lands are already the subject of a draft approved plan of subdivision, designated as "General Industrial" as part of SWAP, identified as "General Industrial" in the Dingman Drive Industrial Area Plan, and are contiguous with existing industrial land uses, they are not a logical or reasonable choice for re-designation. We therefore request that the subject lands be omitted from the proposed industrial land swap. It is in neither our client's best interests, nor the best interests of the City to remove the subject lands from the "General Industrial" designation.

We thank you for the opportunity to provide the above comments on behalf of our client.

Sincerely,

ZELINKA PRIAMO LTD.

Mathew Campbell, BA, CPT
Planner
cc. John Cox

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File: O-8014/O-8362



July 9, 2014

Mr. Mark Johnson
The City of London
Planning Services
P.O. Box 5035
London, ON N6A 4L9

Re: Amendment to Southwest Area Official Plan affecting 501 Exeter Road, London, Ontario

Dear Mr. Johnson,

As per the notice sent to our office from the City of London outlining a proposed land conversion, we spoke with Gregg Barrett, City of London, Manager Long Range Planning and Research on May 5, 2014 regarding our 501 Exeter Road, London, Ontario site and the expansion lands that we hold.

We have informed Mr. Barrett that as a transportation business (Courier, Transportation and Trucking) we need this facility and its expansion lands for our business growth of our company. At this point it is our overall plan to remain on both the property and retain the expansion lands for industrial based use. It was also noted that moving our operations would be very costly and burdensome for both our company and our business units operations. As such, we would oppose the suggested amendment to the official plan regarding any conversion or zoning changes other than its current form to our site in any way.

Yours Truly, =

A handwritten signature in black ink, appearing to read "S. Bronetto", written over a horizontal line.

Stephen Bronetto, CPM
TransForce Properties Inc.
Director, Real Estate

c.c. K. O'Brien, TransForce Properties
M. Davis, TransForce Properties

5425 Dixie Road, Suite 18,
Mississauga, ON, L4W 1E8

Tel: 905-824-0859 Fax: 905-824-4058

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File: O-8014/O-8362

Johnson, Mark

From: Martin Collier [REDACTED]
Sent: Monday, June 09, 2014 11:45 AM
To: Johnson, Mark
Subject: plan for lands between exeter rd and dingman dr white oaks rd & marr drain

tPart of the area is forest and there are deer and coyotes in the area if they are forrced out or there is a housing complex we could have another problem as has occurred near sifton bog. I understand that there is a dog park going in in that area near dingman dr. I favour that idea as we don't have one in this area also I would like to see more parks as we don;t have very nice parks in this area with lots of trees. I also don't think people would want to live across or behind EMDC. Thanks Martin Collier/Sholto and Exeter Rdo

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File: O-8014/O-8362

Johnson, Mark

From: Pieter Greidanus [REDACTED]
Sent: Wednesday, June 11, 2014 8:27 AM
To: Johnson, Mark
Subject: O-8362 Amendment to Official Plan

Lands south of Exeter Road etc.

I support the proposed re designation to permit residential institutional etc uses.

Great idea! Keep up the good work.

Thanks

Pieter Greidanus
238-1330 Jalna Blvd
London.

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File: O-8014/O-8362

Johnson, Mark

From: Front Desk at Con-wall Concrete <mail@con-wall.ca>
Sent: Wednesday, June 18, 2014 12:18 PM
To: Johnson, Mark
Subject: Ammendment of Offical Plan

To: City of London
Mark Johnson – Planner
Email: mjohnson@london.ca

RE: NOTICE OF APPLICATION TO AMMEND THE OFFICAL PLAN
FILE NUMBER: 0-8362
PROPERTY AFFECTED: 525 Exeter Road

We received the above notice dated June 5, 2014 and must make the following comment:

Our associated business (Con-Wall Concrete Inc.) is the occupier of this property. We acquired and developed this location many years ago based on certain zoning designations, and had to have these confirmed twelve years ago when zoning was attempted at that time.

Our associated company is a construction company and as such requires the existing zoning, especially the outdoor storage facility (needed for our equipment) . We are particularly concerned that your possible "Transitional Industrial Designation Uses" would seem to restrict the outdoor storage to "unlikely cause noise, dust, odour or vibration impacts". Although we have never had a complaint about such issues we must insist that you not unfairly affect our business by changing our current zoning.

Property owners:

598058 Ontario Limited
Limited
664 Windermere Road
London, ON N5X 2T3
Phone: 519 434-2895
Email: hackwindermere@gmail.com
Attn: K. Hackett

653489 Ontario
525 Exeter Road
London, ON N6E 2Z3
Phone: 519 681-6910 Ext: 804
Email: joel@con-wall.ca
Attn: J. Liberatore

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File: O-8014/O-8362

Johnson, Mark

From: Xhevahire Jackie A [REDACTED]
Sent: Friday, June 27, 2014 10:19 PM
To: Johnson, Mark
Subject: Attn: Mark Johnson

I would like to input my comments referring to file "O-8362" To amend the official plan.
I think this area shouldn't be used for industrial purposes. I think it should be redesignated to non-industrial uses. It is exciting to hear that the City is finally doing something about this area of the city and developing new uses as this area looks dead and dry and lots of scrap around the fields. It is important that the City of London do something about the South as I have been living in this area since I can remember I have not seen anything change around here or have new development. It feels like the City has abandon this side of the city. I wish to see something new and exciting rather than having industrial buildings right across the street from where we live. we need to expand this side of the City for residential or commercial something that is not Industrial. We have other parts of the City that can be used for Industrial or light industrial purposes. It is important that we attract people and businesses to this side of the City.

Thank you !
Jackie Xh. Aliu

Two empty rectangular boxes for agenda item and page numbers.

File: O-8014/O-8362



SHIBLEY RIGHTON LLP
Barristers and Solicitors

Mary-Ann M. Keefner
Direct Line 1-519-561-7409
Direct Fax 1-519-969-8045
mary-ann.keefner@shibleyrighton.com

WINDSOR OFFICE:
2510 Ouellette Avenue, Suite 301, Windsor, Ontario, N8X 1L4
Main 519 969-9844 Toll free 1-866-422-7988
Facsimile 519 969-8045

TORONTO OFFICE:
250 University Avenue, Suite 700, Toronto, Ontario, M5H 3E5
Main 416 214-5200 Toll free 1-877-214-5200
Facsimile 416 214-5400
www.shibleyrighton.com

Please reply to the WINDSOR OFFICE

August 18, 2014

Corporation of the City of London
Planning Services
206 Dundas Street
London, ON N6A 1G7

Re: File 0-8362

Our client Mid-South Land Developments Corporation owns property within the lands being reviewed for an Official Plan Amendment. Our client has concerns relative to the intended amendment which would restrict further Industrial uses of their property and potentially increase realty taxes.

We wish to be notified of any public meeting or publications in regard to this application.

Yours very truly

SHIBLEY RIGHTON LLP

Mary-Ann M. Keefner

MMK/sb



Agenda Item # Page #

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File: O-8014/O-8362

Appendix "N"

Report to Planning and Environment Committee, September 23, 2014

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File: O-8014/O-8362

TO:	CHAIR AND MEMBERS PLANNING & ENVIRONMENT COMMITTEE
FROM:	JOHN M. FLEMING MANAGING DIRECTOR, PLANNING AND CITY PLANNER
SUBJECT:	INDUSTRIAL LAND REVIEW: RECOMMENDED URBAN GROWTH BOUNDARY EXPANSION FOR FUTURE INDUSTRIAL GROWTH AND OFFICIAL PLAN AMENDMENT MEETING ON SEPTEMBER 23, 2014

RECOMMENDATION

That, on the recommendation of the Managing Director, Planning & City Planner, the proposed by-law attached hereto as Appendix 'A' **BE INTRODUCED** at the Municipal Council meeting of September 30, 2014 to take the following actions with respect to the Industrial Land Review:

- a) Schedule "A" – Land Use of the Official Plan, attached as Schedule 1, **BE AMENDED** to adjust the Urban Growth Boundary to add approximately 300 hectares of additional land within the Urban Growth Boundary (UGB) for future industrial uses; and
- b) To change the designation of the subject lands identified to be included within the Urban Growth Boundary as amended by clause a) above **FROM** "Agriculture" **TO** "Urban Reserve-Industrial Growth".
- c) Staff **BE DIRECTED** to report back to Council on possible change in designation for environmental features within the subject lands identified for inclusion in the UGB as amended in clause a) above **FROM** "Environmental Review" **TO** "Open Space" and amend Zoning By-law No. Z-1, in conformity with designation of the Official Plan, to change zoning of environmental features within the subject lands **FROM** Environmental Review (ER) zone **TO** Open Space (OS5) zone.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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June 17, 2014	Planning and Environment Committee, "Industrial Land Review: Urban Growth Boundary for Future Industrial Growth"
March 17, 2014	Strategic Priorities and Policy Committee, "Industrial Land Development Strategy"
April 23, 2013	Planning and Environment Committee, "O-8014: Industrial Lands Review Public Participation Meeting"
December 4, 2012	Strategic Priorities and Policy Committee, "O-8014: Industrial Lands Review"
March 5, 2012	Strategic Priorities and Policy Committee, "Status of the 2011 Industrial Land Development Strategy Update"
November 10, 2008	Planning Committee, "Environmental Review Lands Study Final Report"

RATIONALE

1. The proposed Amendment will add lands to the Urban Growth Boundary required to meet the City's industrial land needs;
2. The proposed Amendment is consistent with strategic priorities of the City's Official Plan

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- and the Industrial and City Structure policies of the Official Plan;
3. The proposed Amendment implements the City’s Industrial Land Development Strategy;
 4. The proposed Amendment will not increase the total amount of land city-wide that has been identified for industrial development as a result of the redesignation of lands previously identified for industrial growth to non-industrial land uses.
 5. The proposed Amendment is consistent with the Provincial Policy Statement 2014, in particular, sections 1.1.1; 1.1.2; 1.1.3; 1.3.1; 1.3.2 and 1.7.1.

PURPOSE

The purpose and effect of the recommended Urban Growth Boundary expansion is to add approximately 300 hectares of additional lands to the City’s urban growth area to accommodate future industrial land uses.

BACKGROUND

At the June 17, 2014, meeting of the Planning and Environment Committee an expansion of the Urban Growth Boundary for future industrial growth and an associated Official Plan Amendment were recommended. At the subsequent Council meeting of June 24, 2014, Council’s direction was:

*That the Industrial Land Review of the Urban Growth Boundary for future industrial growth **BE REFERRED** to a future meeting of the Planning and Environment Committee for further consideration; it being noted that the Committee members expressed a desire to have additional opportunity to review the details contained in the report before deliberating on the matter.*

The June 17, 2014, recommendation report evaluated candidate sites for potential inclusion within the Urban Growth Boundary (UGB), including landowner requested sites and areas identified in accordance with the locational criteria of the Industrial Land Development Strategy (ILDS). The evaluation criteria are in alignment with the objectives of the City’s 2014 ILDS as well as the industrial marketplace’s land needs trends and demands. Evaluation criteria employed by an inter-departmental Staff team in assessment of candidate lands included:

- Alignment with economic development objectives and priorities;
- Suitability/affordability of municipal servicing;
- Proximity to the Provincial Highways or Veterans’ Memorial Parkway;
- Site topography and configuration;
- Environmental/natural heritage features;
- Existing land use and compatibility issues;
- Landowner interest in development;
- Agricultural land considerations including agricultural land capability and MDS requirements;
- Suitability for the extension of transit service;
- Compact urban form/logical extension of the urban area;
- The return on investment in previous infrastructure projects;
- Parcel sizes and their suitability for land assembly; and
- The opportunity for spin-off benefits.

RECOMMENDED UGB EXPANSION THROUGH REMOVAL OF LANDS

Removal of Industrial Lands

The current vacant industrial land supply includes lands that do not meet the requirements of targeted industrial companies’ land demands, including highway and Veterans’ Memorial Parkway proximity and suitable parcel sizes, configurations, and availability. Despite limitations of the appropriate land supply, the City of London is constrained in its ability to expand the Urban Growth Boundary (UGB) because of the amount of land in the vacant industrial land

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inventory. The maximum amount of land that may be designated “Industrial” in an Official Plan in accordance with the 2014 Provincial Policy Statement is a supply for the projected land demand over the next twenty (20) years. London’s supply is greater than the projected 20-year demand, thus the City may only address deficiencies in the quality of land supply through an expansion of the UGB to match the lands that have been re-designated from “Industrial” to other non-industrial land use designations during related and concurrent land reviews and area planning. Through this approach the city’s supply beyond the projected 20 year demand will not increase; however, land deleted from the inventory for re-designation can be replaced with lands that are more suitable and will better position the city to take advantage of potential economic development and employment opportunities.

It should be noted that recommended Official Plan amendments to re-designate land from industrial to non-industrial designations are reviewed against planning principles and objectives and determined to be appropriate on their merits. In some cases the changes come about as the result of more detailed area planning processes. In other cases the changes are warranted on the basis that the lands had a diminished viability for industrial use and are more appropriate for uses that are better suited to the changed circumstances in the area. Apart from changes to Open Space or Environmental Review to protect environmental features, none of the changes to re-designate industrial lands have occurred in the corridors that offer the best opportunity to attract and support industrial growth both now and in the future.

Southwest Area Plan

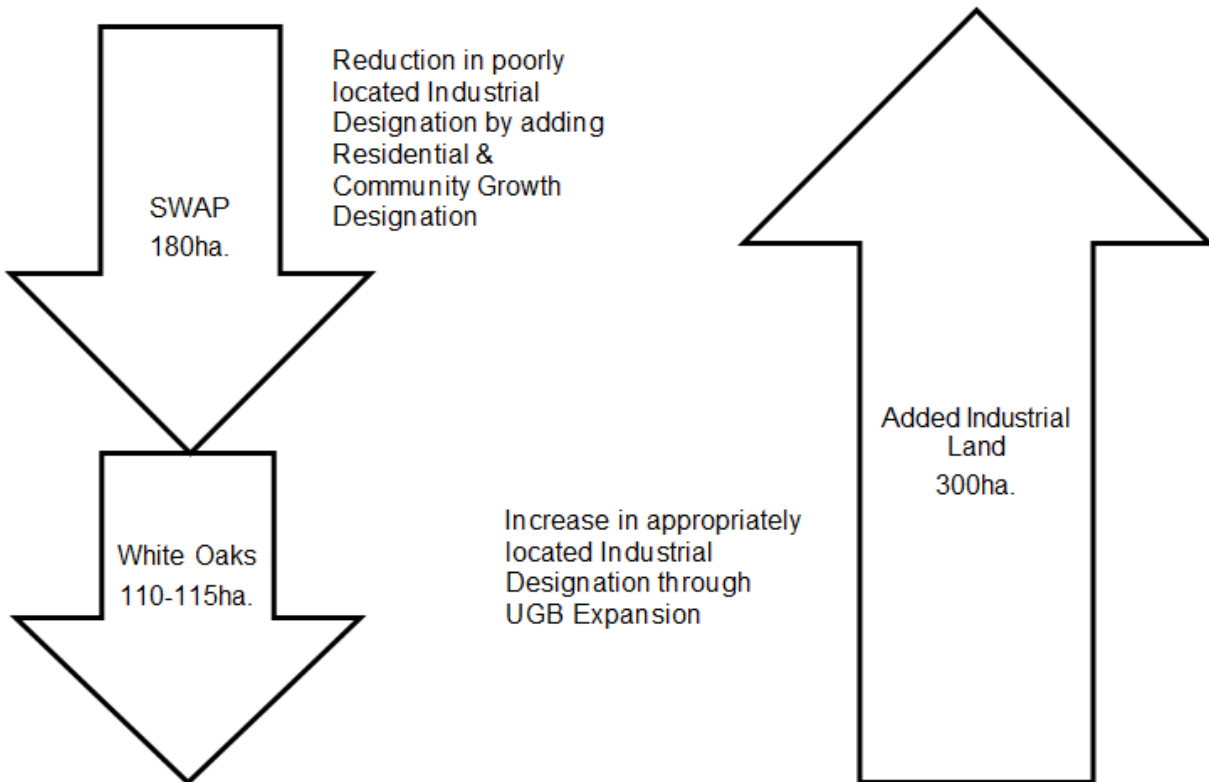
Through the Southwest Area Plan the City reviewed lands designated for industrial uses and determined that there was justification to remove 345 hectares of industrial land and re-designate them to residential, commercial and other uses. Of the 345 hectares of lands that were re-designated, 180 hectares were re-designated to Low Density Residential (LDR). The 180 hectares re-designated for LDR is identified for the purposes of the Industrial UGB expansion because LDR lands are the limiting factor for Community Growth UGB expansion. The City has a larger supply of medium and high density residential lands and the total supply of lands currently designated for both Medium Density Residential and High Density Residential development is greater than twenty (20) years. The remainder of the 345 ha re-designated in SWAP was changed to Medium Density Residential, Open Space and other designations.

White Oak Business Park

The City of London initiated an Official Plan Amendment to conduct a review of the land uses within the White Oak Business Park area. The review was initiated as a result of two major landowners’ request that the City review the Industrial designation of their lands. The review evaluated the existing industrial lands within the study area and determined appropriateness for continued use for industrial purposes or whether the lands should be re-designated to non-industrial uses (residential, commercial, institutional and open space). A future secondary planning process will determine the long term plan for these lands, including the mix of land uses. The study area includes lands south of Exeter Road, north of Dingman Drive, east of White Oak Road and west of the drainage ditch located to the west of the Provincial Ministry buildings (see attached map – Appendix ‘B’). The recommendations of this review were presented at the September 9, 2014, meeting of the Planning and Environment Committee.

Total Urban Growth Boundary Expansion for Industrial Uses through Removal of Lands

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As a result of Low Density Residential functioning as the limiting factor precluding expansion of the Urban Growth Boundary for Community Growth purposes, it is the amount of land equivalent to that re-designated to LDR that can be applied towards an expansion of the Urban Growth Boundary for future Industrial uses. Through the re-designation of Industrial lands in the Southwest Area Plan (SWAP), 180 hectares can be applied towards the UGB expansion for Industrial uses. Through the White Oaks Business Park re-designation, approximately 110 to 115 hectares is applied towards the UGB expansion. Therefore the expansion of the UGB for future industrial growth is approximately 300 ha.

CANDIDATE PROPERTY ASSESSMENT FOR EXPANSION OF UGB

As was noted in the June 17, 2014, report to the Planning and Environment Committee, in order to assess property owner interest and potential candidate sites for expansion of the Urban Growth Boundary, a public meeting was held on April 23, 2013. Submissions at the meeting have been assessed for alignment with Council-endorsed evaluation criteria, applicable provincial policy, land use planning goals and objectives, such as general policies requiring availability of industrial lands in Chapter 2 of the Official Plan, economic development objectives, servicing objectives, and goals of the Industrial Lands Development Strategy (ILDS). Requests for consideration of properties as candidate sites came from areas across the City. Landowner submissions, as well as areas identified by Staff and the London Economic Development Corporation as potential industrial sites were assessed against the evaluation criteria developed in the Industrial Lands Study and ILDS. The evaluation criteria include the following objectives:

- Alignment with economic development objectives and priorities;
- Suitability/affordability of municipal servicing;
- Proximity to the Provincial Highways or Veterans' Memorial Parkway;
- Site topography and configuration;
- Environmental/natural heritage features;
- Existing land use and compatibility issues;
- Landowner interest in development;
- Agricultural land considerations including agricultural land capability and MDS requirements;
- Suitability for the extension of transit service;
- Compact urban form/logical extension of the urban area;
- The return on investment in previous infrastructure projects;

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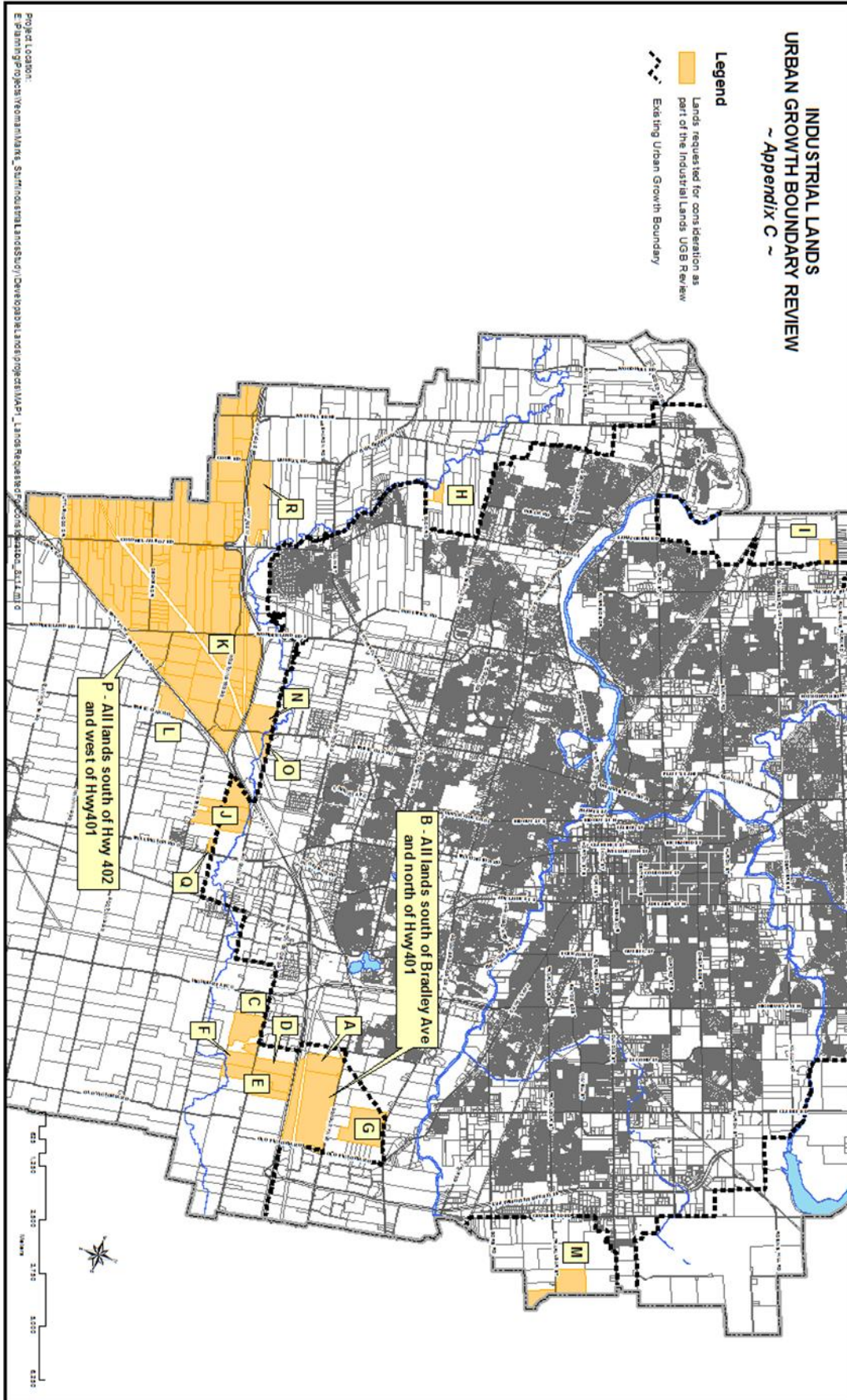
- Parcel sizes and their suitability for land assembly; and
- The opportunity for spin-off benefits.

Landowner Requested Properties

Properties requested for consideration are shown in in the map below. Properties requested for consideration through landowner submissions were evaluated against evaluation criteria, as outlined in the subsequent table. The table shows a simple unweighted points scale from one (1) to three (3), with 1 representing the least favourable condition and 3 represents the most favourable condition. Hollow circles represent 1, half full circles represent 2, and solid circles represents 3. Properties requested for consideration were from the following addresses or areas and are identified alphabetically in the table below.

- A. 1871 and 1913 Bradley Avenue;
- B. All lands south of Bradley Avenue and north of Hwy 401.
- C. 1577 and 1687 Wilton Grove Road;
- D. 1766 Wilton Grove Road;
- E. 1806, 1811 and 1874 Wilton Grove Drive;
- F. 1741 Wilton Grove Road;
- G. 2031 Commissioners Road East;
- H. 7220 Pack Road;
- I. 1802 Fanshawe Park Road West;
- J. 3226 and 3356 Westminster Drive and 3045 Dingman Drive;
- K. 4571 Westminster Drive;
- L. 4166 Scotland Drive;
- M. 3050 and 3085 Trafalgar Street;
- N. 4563 White Oak Road;
- O. 4594 White Oak Road;
- P. All lands south of Highway 402 and west of Highway 401;
- Q. 4759 Wellington Road South; and
- R. 4956 Murray Road.

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Property	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
Criteria																		

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Meets requirements identified in recent inquiries/ attractions identified by LEDC	●	●	●	●	◐	◐	○	○	○	○	○	○	○	○	○	○	○		
Located within the 6 Strategic areas of ILDS	●	●	●	●	●	●	○	○	○	●	◐	○	○	○	●	○	◐		
Proximity to Hwy 401/402 or VMP	●	●	●	●	●	◐	◐	○	○	◐	●	●	○	●	◐	●	◐	●	
Logical extension – Contiguous to existing UGB	●	●	●	●	○	○	●	●	●	○	○	○	○	●	●	○	●	○	
Contiguous to existing Industrial Park – Return on previous investments	○	●	●	●	○	○	○	○	●	◐	○	○	○	○	●	○	◐	○	
Exploits Highway interchanges	◐	●	●	●	◐	◐	◐	○	○	◐	◐	◐	○	○	○	●	◐	●	
Environmental constraints	●	●	◐	◐	◐	○	●	◐	◐	◐	◐	◐	●	●	○	◐	◐	◐	
Servicing (capacity/ constraints)	◐	◐	●	◐	◐	◐	○	○	◐	○	○	○	○	○	●	●	◐	○	○
Compatibility with existing and Planned Uses	●	●	●	●	◐	◐	●	◐	●	●	●	◐	●	◐	◐	◐	●	◐	
Trigger Bradley Avenue interchange	○	○	●	●	●	●	○	●	●	●	●	●	●	●	●	●	●	●	
Potential residential conflict	◐	○	●	●	●	●	●	●	●	●	●	●	◐	○	○	●	●	●	
Parcel sizes and suitability for assembly	●	●	●	●	●	●	○	●	●	●	●	●	●	●	●	◐	◐	◐	●
Development or Acquisition concerns	●	●	●	●	◐	●	●	◐	●	◐	◐	◐	◐	◐	◐	○	◐	◐	
Long-term Industrial potential	●	●	●	●	◐	◐	◐	○	◐	◐	◐	◐	◐	◐	◐	◐	◐	◐	
Simple Comparative Score	35	37	41	40	29	28	32	23	31	30	30	28	25	28	27	29	29	29	

Table 1: Summary of Evaluation of Landowner Requested Properties

Requested sites demonstrated a range of locations, sizes, and degrees of alignment with the requirements of the Council-approved ILDS, which is the long-term strategy for industrial land acquisition, planning, development and marketing. Certain of the requested properties are in immediate adjacency to successful Industrial Parks and provide for a logical extension of growth and servicing, help to further the return on previous investments, provide spin-off benefits and enhance the marketability of growing Industrial Parks. Some of the candidate sites are located in the six strategic locational areas of the ILDS. Certain properties have frontage onto, and proximity to, the economic and investment corridor of the NAFTA highway and Veterans’ Memorial Parkway. Other requested candidate sites demonstrate locational limitations, servicing constraints or other constraints that limit the ability to meet the industrial marketplace’s land requirements.

Comprehensive Review of Larger Study Area

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Upon completion of the assessment of landowner requests, Staff widened the study area to assess additional lands that could potentially address the ILDS criteria for industrial land development and strategic locations. The study area is identified in the map on page 10. The blocks of land identified in the study area were assessed against the same ILDS evaluation criteria as the landowner-requested properties. The findings of the study area assessment are summarized in the two tables that follow, which for reference are referred to as “VMP Blocks” for the eastern area and “Wonderland Blocks” for the western area. The same simple unweighted points scale from one (1) to three (3) is employed, with 1 representing the least favourable condition and 3 represents the most favourable condition. Hollow circles represent 1, half full circles represent 2, and solid circles represents 3.

“VMP” Blocks	1	2	3A	3B	4	5	6	7	8	9	10	11	12	13	14
Meets requirements identified in recent inquiries/attractions identified by LEDC	●	●	●	◐	●	○	●	●	●	●	●	●	◐	◐	○
Located within the 6 Strategic areas of ILDS	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Proximity to Hwy 401/402 or VMP	●	●	●	●	●	●	●	●	●	◐	●	●	◐	●	●
Logical extension – Contiguous to existing UGB	●	●	●	○	○	●	●	○	○	○	●	●	●	●	●
Contiguous to existing Industrial Park – Return on previous investments	○	●	●	○	○	●	●	○	○	○	●	●	○	●	●
Exploits Highway interchanges	◐	●	●	◐	◐	●	●	◐	◐	◐	●	●	◐	◐	●
Environmental constraints	●	●	◐	○	◐	○	◐	◐	●	○	◐	◐	●	●	◐
Servicing (capacity/constraints)	◐	◐	●	◐	◐	●	●	○	○	○	●	●	◐	◐	●
Compatibility with existing and Planned Land Uses	●	●	●	◐	◐	○	●	●	●	●	●	●	◐	◐	●
Trigger Bradley Avenue interchange	○	○	●	●	●	●	●	●	●	●	●	●	○	○	●
Potential residential conflict	◐	●	●	●	●	●	●	●	●	●	●	●	◐	◐	●
Parcel sizes and suitability for assembly	●	●	●	●	●	●	●	●	●	●	●	●	●	●	◐
Development or Acquisition concerns	●	●	●	◐	○	○	●	●	●	●	●	●	◐	◐	●
Long-term Industrial potential	●	●	●	◐	◐	○	●	◐	◐	◐	●	●	○	◐	●
Simple Comparative Score (Rank)	35 (4)	39 (2)	41 (1)	28 (10)	31 (8)	32 (7)	41 (1)	33 (6)	34 (5)	31 (8)	41 (1)	41 (1)	29 (9)	33 (6)	38 (3)

Table 2: Summary of Evaluation of the Eastern Portion of the Study Area (“VMP Blocks”)

“Wonderland” Blocks	1	2	3	4	5	6	7A	7B
Meets requirements identified in recent inquiries/attractions identified by LEDC	○	○	○	○	○	○	○	○

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Located within the 6 Strategic areas of ILDS								
Proximity to Hwy 401/402 or VMP								
Logical extension – Contiguous to existing UGB								
Contiguous to existing Industrial Park – Return on previous investments								
Exploits Highway interchanges								
Environmental constraints								
Servicing (capacity/constraints)								
Compatibility with existing and Planned Land Uses								
Trigger Bradley Avenue interchange								
Potential residential conflict								
Parcel sizes and suitability for assembly								
Development or Acquisition concerns								
Long-term Industrial potential								
Simple Comparative Score (Rank)	32 (7)	32 (7)	29 (9)	29 (9)	29 (9)	29 (9)	32 (7)	32 (7)

Table 3: Summary of Evaluation of the Western Portion of the Study Area (“Wonderland Blocks”)

Further considerations for all candidate blocks of land include: environmental features; other City initiatives and potential impacts on those initiatives; potential for conflict with existing and planned uses including “Agriculture” or “Community Growth” areas; and the potential long-term viability of industrial uses in areas where significant requests for changes in land use have been addressed, including but not limited to the areas surrounding the Southwest Area Plan and White Oak Business Park study area.

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PUBLIC LIAISON:	On March 21, 2013, Notice of Application was sent to over 2,700 property owners using lists compiled as part of the ReThink London process. Notice of Public Meetings on June 17, 2014, and September 23, 2014 were published in <i>The Londoner</i> on May 29 and September 4, 2014, respectively.	57 replies were received
<p>Nature of Liaison: The purpose and effect of the requested Official Plan amendment is to expand the Urban Growth Boundary to add approximately 300 hectares of land for future industrial development. Possible amendment to the Official Plan to change lands north and south of Highway 401 near the Veterans' Memorial Parkway and lands south and east of the "Forest City Industrial Park", including lands south of Wilton Grove Road and east of Cheese Factory Road FROM "Agriculture" TO "Urban Reserve – Industrial Growth". Planner: T. Macbeth File: O-8014 (Dundas)</p>		
<p>Responses: Responses included requests for properties to be considered for inclusion within the Urban Growth Boundary, as identified on page 6, concerns with impacts on rural lands, and impacts on "Urban Reserve" lands within the existing Urban Growth Boundary. Additional comments received since June 17, 2014 meeting of Planning and Environment Committee are summarized in the table below.</p>		

COMMENTS RECEIVED SINCE JUNE 17 PLANNING AND ENVIRONMENT COMMITTEE

Since the June 17, 2014, meeting of Planning and Environment Committee, several comments have been received regarding the recommended Urban Growth Boundary expansion for future Industrial uses. The Ward Councilor also hosted a neighbourhood meeting for interested members of the public on July 30, 2014. Ten members of the public attended. Certain comments received related to properties previously evaluated in the "Landowner Requested Properties" section of the June 17 recommendation report. The table below provides an overview of comments received:

Comments received	Staff Response
Site selection process for UGB did not reflect criteria presented in previous reports to Council.	Site selection is based on the evaluation criteria, developed in the 2012 "Industrial Lands Study" background report and the criteria and locational strategy of the 2014 ILDS.
Some previous reports identified an expansion of the UGB by 500 ha, whereas the recommended expansion is 300 hectares. Expansion of 500 ha should be considered.	Expansion is based on the requirements of the Provincial Policy Statement. The rationale proposed for the expansion of 500 ha has been refined through discussion with Provincial Ministries. As a result, the expansion is permitted through re-designation of other Industrial lands to non-industrial uses, which totals approximately 300 ha.
The June 17 Report does not give sufficient consideration to size of parcels or location of parcels.	Size and location, corroborated by market information, were significant considerations in the evaluation of candidate blocks of land and landowner requests.
The City should consider economic development policy of the Provincial Policy Statement (PPS), including section 1.3.2.4.	PPS section 1.3.2.4 states that the City may plan beyond 20 years for long-term protection of employment lands provided lands are not designated in the Official Plan beyond 20 years' supply. The ILDS identifies 6 strategic locations in accordance with this PPS policy; however, each review and expansion of the UGB must be based on the 20 year supply identified in PPS s. 1.1.2.
The Wonderland Road area should not be excluded from the 20 to 30 year industrial development plan.	In accordance with PPS s. 1.1.2, land needs reviews and potential UGB expansions may occur at least every five years, based on absorption. The proposed expansion is not the same as the City's long-term ILDS. There are 6 strategic locations identified in the ILDS. "Wonderland/401" is one of these six strategic locations.
Concerned that the proposed land use changes in proximity to London Dairy Farm are incompatible with agriculture and are not in conformity the Provincial	Minimum distance separation (MDS) was calculated using conservative estimates by Staff and figures provided by land owners. MDS was calculated to respect compatibility and provide separation. PPS policy 1.1.3.8 notes that expansions of "settlement areas" (i.e.

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Comments received	Staff Response
Policy Statement.	the UGB) may only be permitted on prime agricultural areas where there are no reasonable alternatives that avoid prime agricultural land or are on lower priority lands. No alternatives are available for expansion of the UGB on lands of lower priority than prime agricultural area because the Urban Growth Boundary is surrounded by Canada Land Inventory Class 1, 2, and 3 soils. All of which are soil classes defined as "prime agricultural area".
Concerned that the proposed changes do not balance competing interests of urban and agricultural uses and does not assess the impact on agriculture or the agricultural component of the economy.	Balance between competing land uses and impacts on agricultural operations were part of the site evaluation criteria. For this reason Blocks VMP 4 and VMP 5 ranked lower on the evaluation and are not recommended for inclusion. Block VMP 6 is recommended for inclusion, but the westernmost portion of the Block is affected by the Minimum Distance Separation requirements. An extension of Veterans' Memorial Parkway south to Wilton Grove Road will include a road widening on this westernmost portion of Block VMP 6. As a result, it is anticipated that a prospective industrial developer would assemble lands on Block VMP 6 to incorporate lands outside of the MDS.
The recommended expansion appears to be scattered rather than one area. It also appears to make the area north of Bradley Avenue more disconnected by further introduction of future industrial uses.	The proposed UGB expansion is based upon the evaluation, including lot size/locations, contiguous expansion, and constraints like MDS, environmental features, and other current and projected land uses or conflict. The recommended UGB expansion (see Schedule 1) has been modified to respond to concerns regarding Bradley Avenue.
Suggested that Environmental Review (ER) designated lands brought into UGB be changed to Open Space (OS).	In accordance with Council resolution regarding the Environmental Review Lands Study, it is recommended that Staff report back regarding possible re-designation and rezoning of ER lands to OS.

RECOMMENDED UGB EXPANSION AND NEXT STEPS

In order to strategically capitalize on potential economic development opportunities, meet market land demands and trends, fulfil the land development goals of the ILDS, create spin-offs and further the return on previous investments in successful Industrial Parks, and logically and contiguously expand the Urban Growth Boundary, infrastructure and services, the UGB expansion identified in Schedule 1, attached, is recommended. This expansion also incorporates landowner requested areas with the highest scores on the evaluation, and therefore represents the most strategic locations to take advantage of potential economic development and employment opportunities over the next five (5) years.

Feedback received since the June 17, 2014 meeting of the Planning and Environment Committee also indicated concern regarding the agricultural area north of Bradley Avenue that was not recommended for inclusion in the expanded Urban Growth Boundary. The area north of Bradley Avenue is projected for future Community Growth over the long-term, however the land needs assessment, which was completed in December 2013, could not support an Urban Growth Boundary expansion for Community Growth uses. In response to these concerns, the recommended expansion of Block VMP 2 has been reduced in size. This will lessen the impact on adjacent agricultural operations to the west and to the north of Bradley and south of the highway. The reduced size of Block VMP 2 permits the third highest ranking Block in the evaluation, VMP 14, to be included within the approximately 300 ha (net developable) expansion of the UGB.

Potential areas were reviewed against market information provided by the London Economic Development Corporation regarding recent market interest and trends, as seen through recent inquiries about the City and attractions to the City. The market has demonstrated significant interest in large sites, in greenfield locations and in areas adjacent to Highway 401. Most companies recently inquiring are comparing London to municipalities further east towards the GTA and "Greater Golden Horseshoe". As such, companies have shown strong interest in properties from the Highbury Avenue interchange eastward to the municipal limits.

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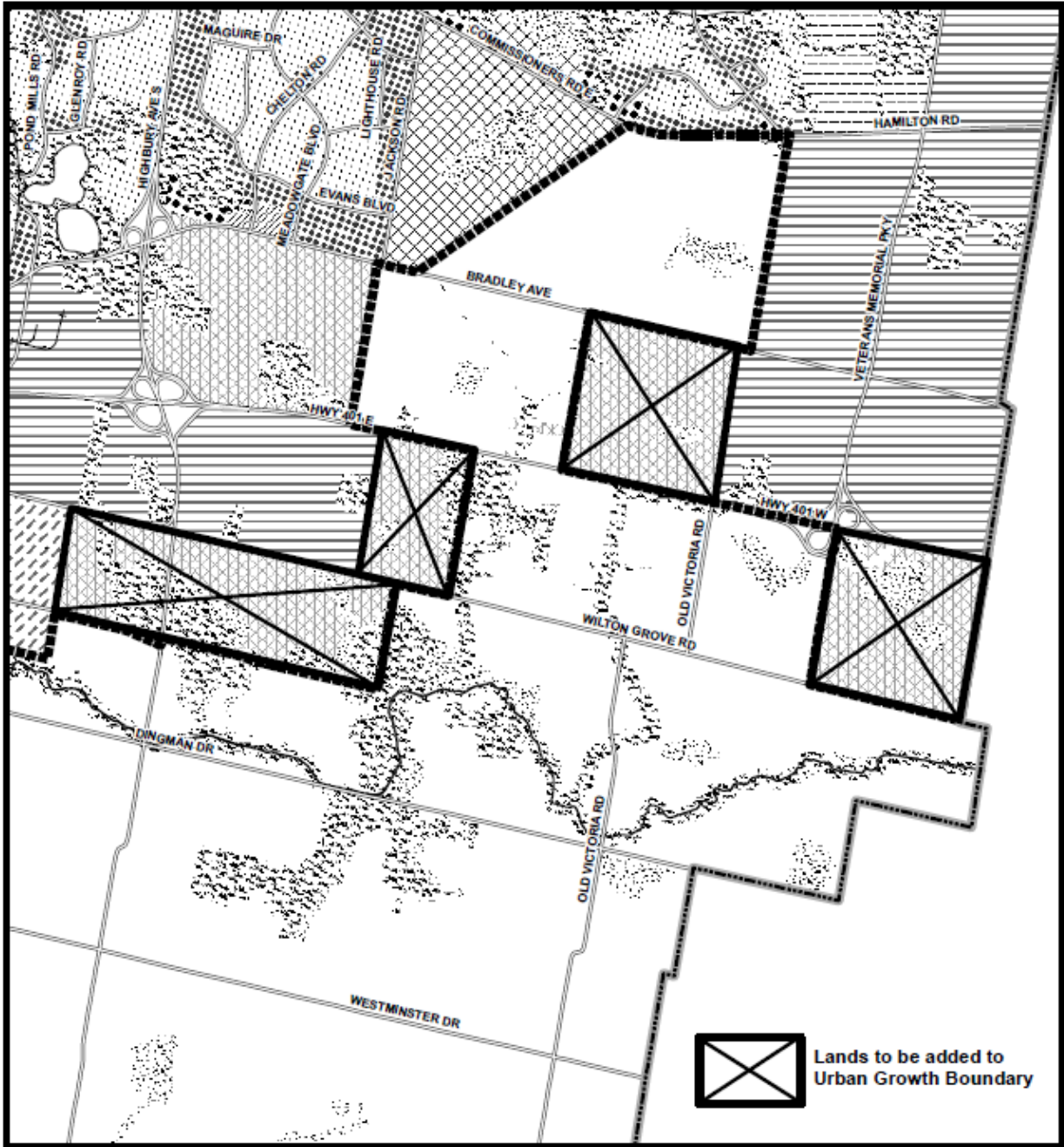
File: O-8014/O-8362

Furthermore, the City of London also has a supply of vacant industrial land that is larger than the projected land demand for the next twenty (20) years. Under the 2014 Provincial Policy Statement, the maximum amount of land that may be designated for “Industrial” land use is a twenty (20) years’ supply. As such, the Urban Growth Boundary expansion is permitted based on the re-designation of Industrial lands to non-Industrial land uses through related area planning and land needs reviews. This redesignation of lands may also negate the need to amend the Urban Growth Boundary to add residential lands in the future. Through such re-designations, the total land area designated for Industrial uses stays the same as it was prior to the re-designations of the related planning studies. The total expansion permitted is therefore approximately 300 hectares.

This expansion maximizes Highway 401 frontage and exposure, extends and builds upon the Industrial Parks displaying sought-after attributes of the ILDS-targeted industrial sectors, including advanced manufacturing, Research, Development and Commercialization (R, D & C), agri-food processing, logistics and others. The proposed expansion of the UGB extends westward and southward from Innovation Park and southward and eastward from Forest City Industrial Park.

The City may review land needs, including vacant supply and projected demands, every five (5) years as part of an Official Plan update. The recommended expansion meets the land development needs of the ILDS, and will be reviewed at a future date for the potential for further expansions for future industrial development.

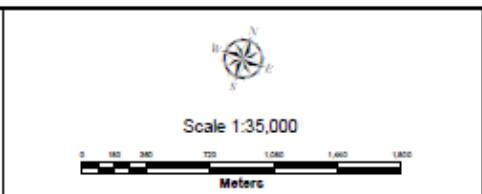
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Legend	
	Downtown
	Wonderland Road Community Enterprise Corridor
	Enclosed Regional Commercial Node
	New Format Regional Commercial Node
	Community Commercial Node
	Neighbourhood Commercial Node
	Main Street Commercial Corridor
	Auto-Oriented Commercial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

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

PREPARED BY: Graphics and Information Services



FILE NUMBER: O-8014
 PLANNER: TM
 TECHNICIAN: MB
 DATE: 2014/09/08

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File: O-8014/O-8362

The proposed change in land use designation, identified in Schedule 1, is a change to Schedule 'A' – Land Use of the Official Plan. The change is to expand the Urban Growth Boundary and to re-designate lands within the expanded boundary in Schedule 1 from "Agriculture" designation to "Urban Reserve – Industrial Growth" designation. Only the "Agriculture" designated lands are proposed for a change in land use. Environmental features, including those in "Open Space" and "Environmental Review" designations have been discounted from calculations for developable land areas and are not proposed for a change in land use. Appropriate studies will be required to determine buffers from environmental features. In order to ensure protection of the natural heritage system, ensure compatibility, and align with the Council adoption of the Environmental Review Lands Study on November 17, 2008, it is recommended that staff be directed to report back to Council regarding the potential re-designation of "Environmental Review" (ER) designated lands to "Open Space" (OS) designation and rezoning to the associated implementing zoning, for "ER"-designated lands included within the expanded Urban Growth Boundary.

Required minimum distance separation (MDS) from existing livestock operations will also be adhered to because the city's livestock agriculture operations are a vital employer and economic sector of rural London and the surrounding agricultural region of Southwest Ontario. The recommended lands to be added are not constrained by current agricultural operations. Staff have confirmed the MDS calculations. The map showing the MDS calculations is appended for reference.

The proposed expansion is consistent with the Provincial Policy Statement 2014 and the City's Official Plan. The proposed Amendment will implement the Council-approved Industrial Land Development Strategy (ILDS) and ensure that the City has an adequate supply of industrial land at the appropriate size and in the appropriate locations to meet its industrial land demand requirements.

PREPARED BY:	SUBMITTED BY:
TRAVIS MACBETH, MCIP, RPP PLANNER II, LONG RANGE PLANNING AND RESEARCH	GREGG BARRETT, AICP MANAGER, LONG RANGE PLANNING AND RESEARCH
RECOMMENDED BY:	
JOHN M. FLEMING, MCIP, RPP MANAGING DIRECTOR, PLANNING AND CITY PLANNER	

September 5, 2014
TM/tm

Y:\Shared\policy\CITY INITIATED FILES\8014O - UGB Industrial\September 23 PEC\PEC September 23, 2014 – Industrial UGB and OPA Staff Report – File O-8014.docx

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File: O-8014/O-8362

Bill No.
2014

By-law No. C.P.1284(____) - _____

A by-law to amend the Official Plan for the City of London, 1989, relating to Schedule 'A' – Land Use for the inclusion of lands within the Urban Growth Boundary and the change in use FROM "Agriculture" TO "Urban Reserve – Industrial Growth".

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

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

PASSED in Open Council on September 30, 2014.

J. Baechler
Mayor

Catharine Saunders
City Clerk

First Reading – September 30, 2014
Second Reading – September 30, 2014
Third Reading – September 30, 2014

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AMENDMENT NO.

to the

OFFICIAL PLAN FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

1. To amend Schedule “A” – Land Use of the Official Plan, attached as Schedule 1, to amend the Urban Growth Boundary to add approximately 300 hectares of additional land within the Urban Growth Boundary (UGB) for future industrial uses; and
2. To amend Schedule “A” – Land Use of the Official Plan, to change the designation of the subject lands identified for inclusion in the UGB as amended by clause 1) above **FROM** “Agriculture” designation **TO** “Urban Reserve-Industrial Growth” designation, as identified in Schedule 1.

B. LOCATION OF THIS AMENDMENT

1. This Amendment applies to land located north and south of Highway 401 near the Veterans’ Memorial Parkway and lands south and east of the “Forest City Industrial Park”, including lands south of Wilton Grove Road and east of the Highbury Avenue interchange and south of Highway 401 east of Cheese Factory Road, as identified in Schedule 1.

C. BASIS OF THE AMENDMENT

Based on a comprehensive review, including an assessment of industrial land supply, projected land need, and Official Plan amendments that have re-designated industrial lands to other land uses, an expansion of the Urban Growth Boundary (UGB) by approximately 300 hectares to accommodate future industrial growth is warranted. Proposed locations for expansion of the UGB to accommodate future industrial development are based on an evaluation of criteria that includes, but is not limited to, parcel sizes, locations, servicing, environmental and other constraints as well as market demands from target industrial sectors.

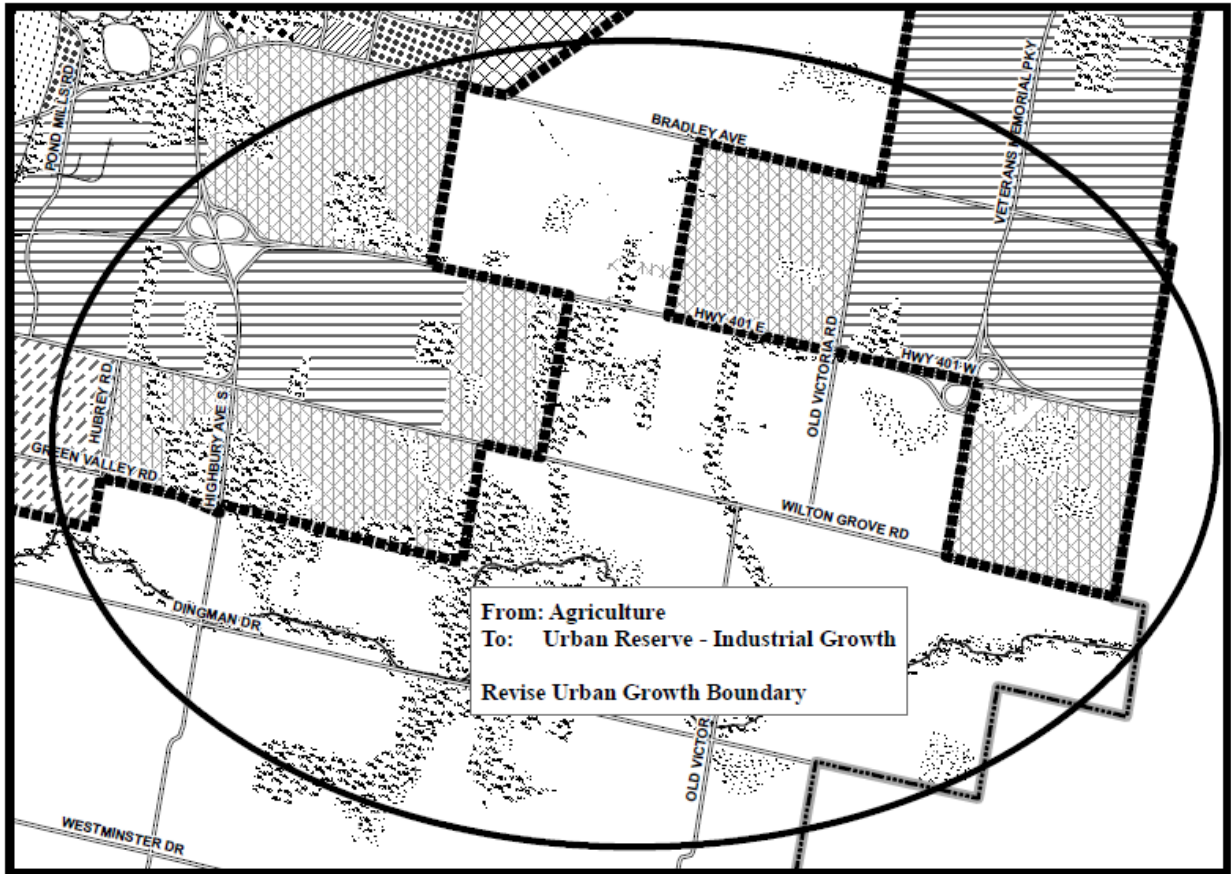
D. THE AMENDMENT

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

1. Schedule “A” - Land Use, to the Official Plan for the City of London Planning Area is amended by adding approximately 300 hectares of additional lands within the Urban Growth Boundary (UGB) for future industrial uses, as identified in attached Schedule 1; and
2. Schedule “A” - Land Use, to the Official Plan for the City of London Planning Area is amended by designating those lands identified for inclusion in the Urban Growth Boundary in clause 1), above, located north and south of Highway 401 near the Veterans’ Memorial Parkway and lands south and east of the “Forest City Industrial Park”, including lands south of Wilton Grove Road and east of the Highbury Avenue interchange and south of Highway 401 east of Cheese Factory Road in the City of London, as indicated on “Schedule 1” attached hereto, from “Agriculture” designation to “Urban Reserve – Industrial Growth” designation.

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AMENDMENT NO: _____



Legend

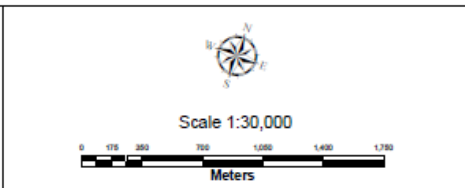
<ul style="list-style-type: none"> Downtown Enclosed Regional Commercial Node New Format Regional Commercial Node Community Commercial Node Neighbourhood Commercial Node Main Street Commercial Corridor Auto-Oriented Commercial Corridor Multi-Family, High Density Residential Multi-Family, Medium Density Residential Low Density Residential Office Area Office/Residential 	<ul style="list-style-type: none"> Office Business Park General Industrial Light Industrial Regional Facility Community Facility Open Space Urban Reserve - Community Growth Urban Reserve - Industrial Growth Rural Settlement Environmental Review Agriculture Urban Growth Boundary
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This is an excerpt from the Planning Division's working consolidation of Schedule A to the City of London Official Plan, with added notations.

**SCHEDULE 1
TO
OFFICIAL PLAN**

AMENDMENT NO. _____

PREPARED BY: Graphics and Information Services



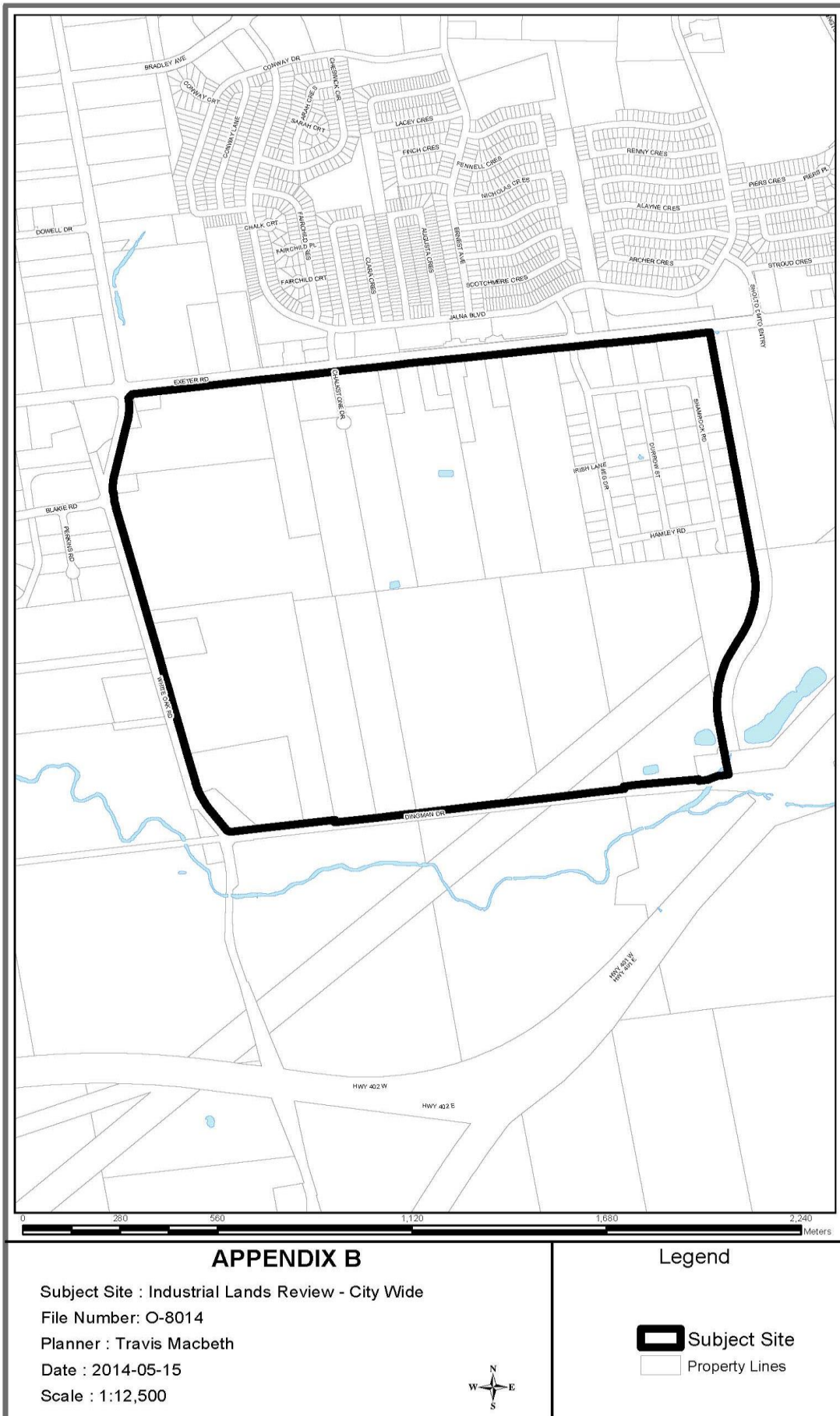
FILE NUMBER: O-8014

PLANNER: TM

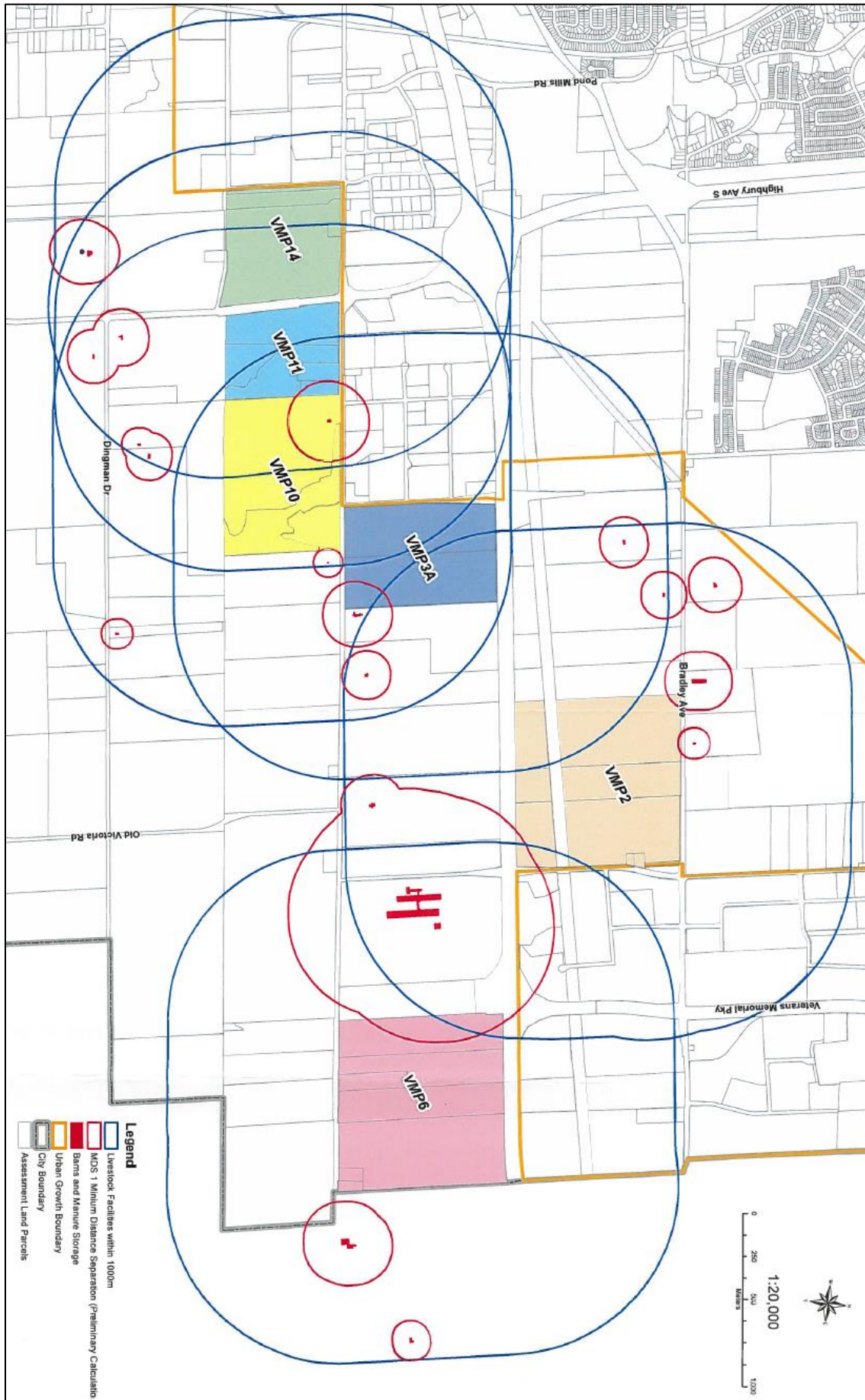
TECHNICIAN: MB

DATE: 2014/08/18

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Appendix 'D': Bibliography

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Reference Documents:

Ontario. Ministry of Municipal Affairs and Housing. *Planning Act, R.S.O. 1990, CHAPTER P.13*, as amended.

Ontario. Ministry of Municipal Affairs and Housing. *Provincial Policy Statement*, 2014.

Ontario. Ministry of Agriculture, Food and Rural Affairs. *Minimum Distance Separation (MDS) Formulae – Publication 707*.

City of London. *Official Plan*, June 19, 1989, as amended.

City of London. *Zoning By-law No. Z.-1*, May 21, 1991, as amended.

City of London. *Industrial Lands Study*. November, 2012.

City of London. *2014 Industrial Land Development Strategy: An Investment in our Future*. March, 2014.

Agency Correspondence (Other correspondents identified in Appendix ‘E’)

Dalrymple, D. London Hydro. Letter to T. Macbeth, March 22, 2013.

McClure, K. MMAH. Letter to T. Macbeth. April 22, 2013.

Vanderwerff, D. County of Middlesex, various emails March 2013 to present.

Appendix ‘E’: Responses to Public Liaisons and Public Meetings

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<u>Name</u>	<u>Address</u>
William Hill	2168 Bradley Ave London ON N6M 1E6
John Hewitt	1857 Fanshawe Park Road West London, ON N6H 5L3
M.I.T. Group Inc. c/o George Gilvesy	145143 Potters Road Tillsonburg ON N4G 4G7
David Mihlik Spriet Associates	155 York Street London ON N6A 1A8
W. Scott McLaren	3050 Trafalgar St London ON N6M 1G9
Suzanne McLaren & Betty Jean O'Reilly	416-279 Horton St London ON N6B 1L3
Sandy Levin	59 Longbow Road London ON N6G 1Y5
Shmuel Farhi	484 Richmond St, Suite 200 London ON N6A 3E6
Bob & Sandra Neubauer	250 Crumlin Side Road London ON N6M 1H5
Corlon Properties Inc. Attention: David Schmidt	379 Sunningdale Road West London ON N6G 5B9
<i>Paul Hinde</i>	<i>598 Upper Queen Street London ON N6C 3T9</i>
Karen Baker	1577 Wilton Grove Road, London Ontario N6N 1M3
Betty Jean O'Reilly	66 Rollingwood Circle London ON N6G 1P7
Suzanne McLaren	18 Farm Manor Court London ON N6H 4J3
Patton Cormier Associates	1512-140 Fullarton St London ON N6A 5P2
Sean P. Ford Dancor Construction Development	15825 Robin's Hill Road, Unit 1 London ON N5V 0A5
Ali Jomaa	329 Cornelius Court London ON N6G 0E5
Walt Spivak	3334 Wonderland Road South London ON N6L 1A6
Jug Manocha, Simran Manocha and Ken Patpatia c/o Jug Manocha	6-971 Commissioners Rd. E. London ON N5Z 3H9
Alex E. Sumner Revel Development Corporation	170 Victoria St. S. Kitchener ON N2G 2B9
Sandra and Bob Neubauer	250 Crumlin Sideroad London ON N6M 1H5
Betty Jean O'Reilly	66 Rollingwood Circle London ON N6G 1P7
William Scott McLaren and Linda McLaren	3050 Trafalgar Street London ON N6M 1G9
Rod Morely	1291 Rideau Gate London ON N5X 1W8
Suzanne McLaren	18 Farm Manor Court London ON N6H 4J3
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Jaymie Crook	1766 Wilton Grove Road London ON N6N 1M8
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