

Dear Council Members,

City Council delayed heritage designation of the Kent Brewery and the homes of its brewmasters, John and Joseph Hamilton, as recommended by the London Advisory Committee on Heritage, because they wanted to see what 'bonus offerings' York Development would bring to the table in exchange for demolishing a distinguished Heritage Site.

Is this development worth the demolition of the Kent Brewery and the homes of John and Joseph Hamilton?

With the demolition of the Kent Brewery, a larger area of London's industrial history will also be lost as the Kent Brewery is part of a cluster of repurposed heritage buildings along Richmond St and the CP Rail Tracks. This area was a 19th century industrial hub along Carling Creek and the railroad. Please see attached photo.

The number of active Ontario Land Tribunal Appeals alone should signal to Council that people are disapproving of Council decisions that ignore London's heritage.

The Kent Brewery and the homes of its brewmasters, John Hamilton and his son Joseph Hamilton, are a perfect example of 19th century craft brewery where the owners lived along side the brewery itself. The Kent Brewery is only one of two examples left in Canada, the other being Alexander Keiths in Halifax, and yet we have a Council that is willing to '*horse trade*' this history for a bus shelter and giant Xs and Os on the street that mean nothing to nobody.

Bike racks and electric vehicle charging stations are just practical and planning ahead and all new development should have these additions. Planting drought tolerant plants instead of native plants on a small strip along a new building is not a climate action item.

Are these 'bonusable' offerings enough to justify the demolition of our heritage?

Kent Brewery and the Hamilton Family homes deserve to be protected because they are special and they are the last ones standing. All three buildings tell the story – not just one. And as an ensemble tell an even larger story of the village.

But history doesn't matter if it is up against a large tax base. That's the bottom line. And these buildings suffer from deep rooted aesthetics bias. These buildings are beautiful – inside and out - in good condition (Laura Dent research) and currently are homes to many people and the homes on St. George St are homes to families with children.

This Council could raise the bar and uphold the intend of the London Plan as Londoners requested when they were asked to 'help shape' London's direction for the next 20 years. Council could reject this proposal and ask that new development maintain the integrity of the buildings and design a new development that **'shows off'** the history as the London Plan intended when it went through extensive public engagement.

Attached are before and after photos of *heritage designated 93-95 Dufferin St.* Council sacrificed Camden Terrace and the history of Talbot St. Banker's Row in exchange for high density towers. In return they designated 93-95 Dufferin St.

The fate of 93-95 Dufferin St. can no longer be the standard for heritage home trading. As you can see from the photos, 93-95 Dufferin St. has been butchered and there is little left of these once grand homes by architect Samuel L. Peters.

Is this acceptable to you? If not, ask for more. If you ask for more, will you get more.

Near Campus Neighbourhood Policy

This development is an over intensification of the land. This specific site was chosen for marketing purposes because it will be marketed as temporary student housing and the North Talbot Neighbourhood is already over-intensified with this sort of housing.

Near Campus Neighbourhood Policy recognizes saturation of student housing and aims to balance a diversity in housing so to invite a diversity of people. Therefore this development cannot be reviewed in isolation of the whole North Talbot neighbourhood.

The London Plan pages 263 - 265 and 273 – 275

This neighbourhood is losing housing diversity at an alarming rate primarily because intensification has focused exclusively on temporary housing. It is important to understand how these decisions contribute to the growing problem of exclusionary housing and unintentionally 'people zoning'. Recently, city staff recommended refusal of a Minor Variance in the same neighbourhood to increase density beyond the allowable zoning limit citing the neighbourhood had been over-intensified and offended provisions in the Near Campus Neighbourhood Policy. While this development likely argues that it is part of a transit corridor, ALL traffic will move through the neighbourhood because it has no direct access to a transit corridor, therefore the impacts on the neighbourhood are real.

The neighbourhood cannot be ignored because the neighbourhood will carry the brunt of what is being proposed. Local city traffic studies show that the North Talbot neighbourhood experiences greater through traffic than local traffic because of its proximity to Richmond Street and the CP rail tracks. Traffic from this new development can only move through the neighbourhood and therefore cannot be said to be on a main transit corridor for traffic flow.

Also, The Near Campus Neighbourhood Policies are dominant over all overlaying policies in the London Plan.

In the London Plan, under Place Type Policies, section Near Campus Neighbourhood:

It states in Section 965 pg. 262.

3) Do not allow for incremental changes in use, density, intensity, and lot size through zoning amendments, minor variances and consents to sever that cumulatively lead to undesirable changes in the character and amenity of streetscapes and neighbourhoods.

5) In pursuit of balanced neighbourhoods, recognize areas that have already absorbed a significant amount of residential intensification and residential intensity and direct proposals for additional intensification away from such areas.

13) Ensure intensification is located and designed to respect the residential amenity of nearby properties.

It states in Section 969 pg. 265

969_ For lands in the Neighbourhoods Place Type that are located within Near-Campus Neighbourhoods, the following forms of intensity and increased residential intensity will not be permitted:

- Development within neighbourhoods that have already absorbed significant amounts of residential intensification and/or residential intensity and are experiencing cumulative impacts that undermine the vision and planning goals for Near-Campus Neighbourhoods.

This neighbourhood has already experienced negative cumulative impacts from exclusionary housing intensification and wishes to seek relief. For example:

- For approximately 4-6 months, many of the rental units are empty because the tenants have moved back to their permanent residences. This has created dead zones of the neighbourhood – empty houses and streets that make permanent residents vulnerable to crime and reduces a sense of place and neighbourhood for those residents. The guidelines for Near Campus Neighbourhoods are intended to balance diversity in housing to invite a diversity of people. This neighbourhood is no longer balanced. It is now a dead zone which is a symptom of over-intensification of one housing type.
- Intensification has resulted in the denuding of trees and backyards to accommodate increased parking. The vast majority of new rentals are rooms within units but unlike a 'rooming house' whose occupants may not have cars, students – the primary market for rentals in this neighbourhood - arrive with their own personal vehicle as they travel between residences. Despite limits on parking space, investors tend to remove Landscape Open Space to accommodate tenant parking.
- This new development is reducing- not enhancing – Landscape Open Space

This neighbourhood needs housing for families to balance the intended policy direction of the Near Campus Neighbourhood.

The development will remove several ***existing family affordable*** units and they will not be replaced because the formula used by the City to calculate affordability is out of touch with the reality of people that cannot find housing and the percentage of units being offered applies only on the bonus areas being requested. The Unity Project has Appealed the City's approach on affordable unit swapping for bonusing. They appealed so a hard look can be had on whether the city 'swapping' isn't driven by a dense tax base rather than affordable housing that actually helps people in need.

And the converted single family homes in North Talbot are desirable by students that like to entertain because they often have an entire house with a lot of parking and an absentee landlord. Therefore this new highrise will NOT free up older family homes that are now student housing. Single family homes are preferred by students.

Trees

Boulevard Trees cannot grow into shade trees because they do not have the soil or moisture to support them and are susceptible to road pollution. Unless the boulevard is setback enough to allow for full root

expansion, shade trees cannot be realized and will not contribute to the overall tree canopy goals of the Urban Forest Strategy in the London Plan.

The City of London is struggling to meet its obligation under the Urban Forest Strategy and Climate Emergency Action Plan because of competing policies within the London Plan specific to intensification and planning designs. Intensification is removing private land for tree planting through reduced setbacks and open space requirements and the City Forestry Staff has concluded that there is no more public land for tree planting. These spaces have been exhausted and competing policies prevent or reduce private land to meet its tree canopy goals. Therefore, it is becoming increasingly important that interior blocks contribute to the city's canopy goals.

9th Meeting of the Trees and Forests Advisory Committee

November 24, 2021, 12:15 PM

- 1. On-going Loss of Street Tree Planting Spaces** The city is running out of vacant sites for trees on existing streets. Street trees are very important as they define community character. In addition to all their environmental benefits, street trees provide shade to pedestrians and can extend the lifespan of the asphalt roads. The city has planted most of the planting spaces identified through a recently completed tree inventory. In the process of creating annual planting plans, the city notifies residents via letter of the upcoming tree planting. Residents have the option to "opt out" and reject a street tree outside their home, even if one was there before. Over the past few years, this trend is increasing to as much as a 20% of the total tree planting numbers annually and has a cumulative impact. Private Land Approximately, 90% of tree planting opportunities are located on private lands. Encouraging tree planting on private land has the greatest impact to affect tree canopy cover goals.

Terraces

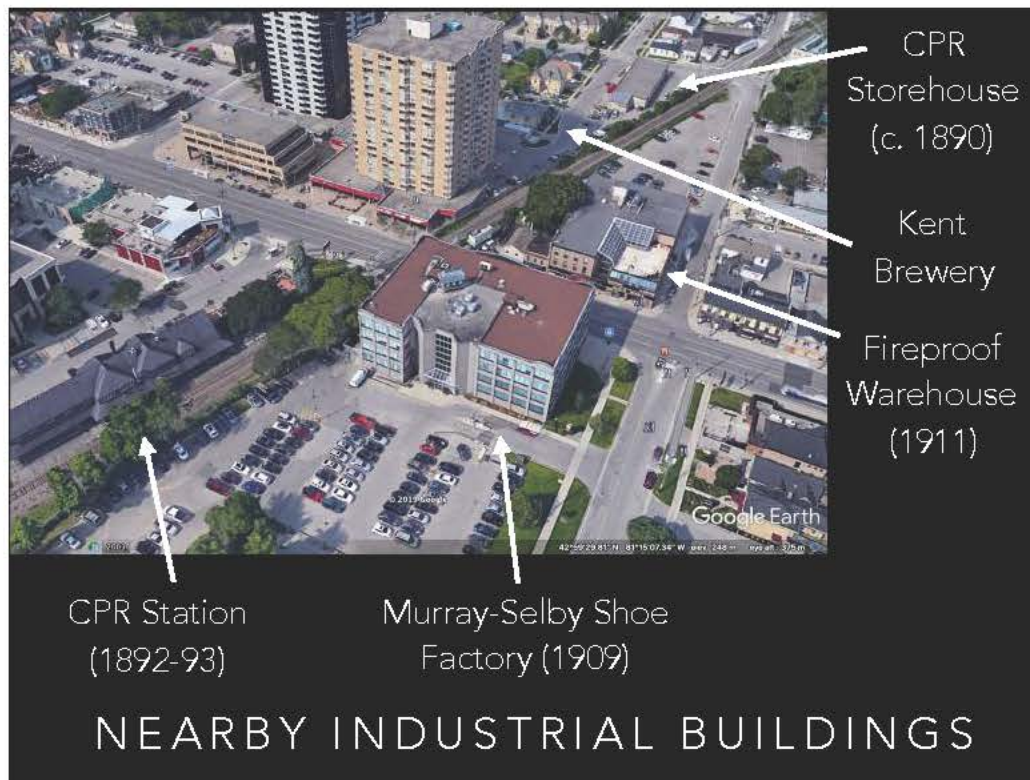
Large open terraces do not contribute to the Landscaped Open Space By-law but will increase noise in a neighbourhood that already has a noise issue. This building is brazen and is designed with no consideration of the neighbourhood – ***at all***. It completely ignores the fact that the neighbourhood already has an abundance of highrises, its traffic patterns will move through the small residential streets to get to a main streets, and ignores the impacts of a 'late night' commercial strip encroaching on a residential neighbourhood.

York Development already challenged the site zoning for this parcel of land in the London Plan which was zoned Neighbourhood Type Place in an effort to protect 'neighbourhoods'. The City then settled in 2018 and it reverted back to the 1989 Official Plan. York Development is back again, pushing harder still with zoning amendments that break all rules. Either the London Plan matters or it is irrelevant.

Sincerely,

AnnaMaria Valastro

North Talbot Community - resident



Three late 19th and early 20th century industrial buildings remain in near proximity, and are visible from the front door of the brewery building: the CPR instruction office/CPR storehouse (c. 1890), the Fireproof Warehouse building (1911), and the Murray-Selby Shoe Factory building (1909).

The presence of the 1892-1893 CPR train station is also notable, as a symbol of the railroad that enhanced the industrial potential of the area.



The brewers, John Hamilton, and his son, Joseph Hamilton, lived next to the brewery. The Labatts and the Carlings had once lived next to their breweries, however those houses are long gone. The brewery and the two residences associated with it are an example of how built assets can be contextually related. Additional research is needed to determine how unusual it is within Canada to have an intact brewers house next to a 19th century brewery building.

This property can be thought of as a small brewery district within the Carling's Creek industrial district, within the larger prospective Talbot North Heritage Conservation District.

