

**2011 Official Plan Review
Land Needs Background Study
Draft Terms of Reference**

July 23, 2013 Public Meeting

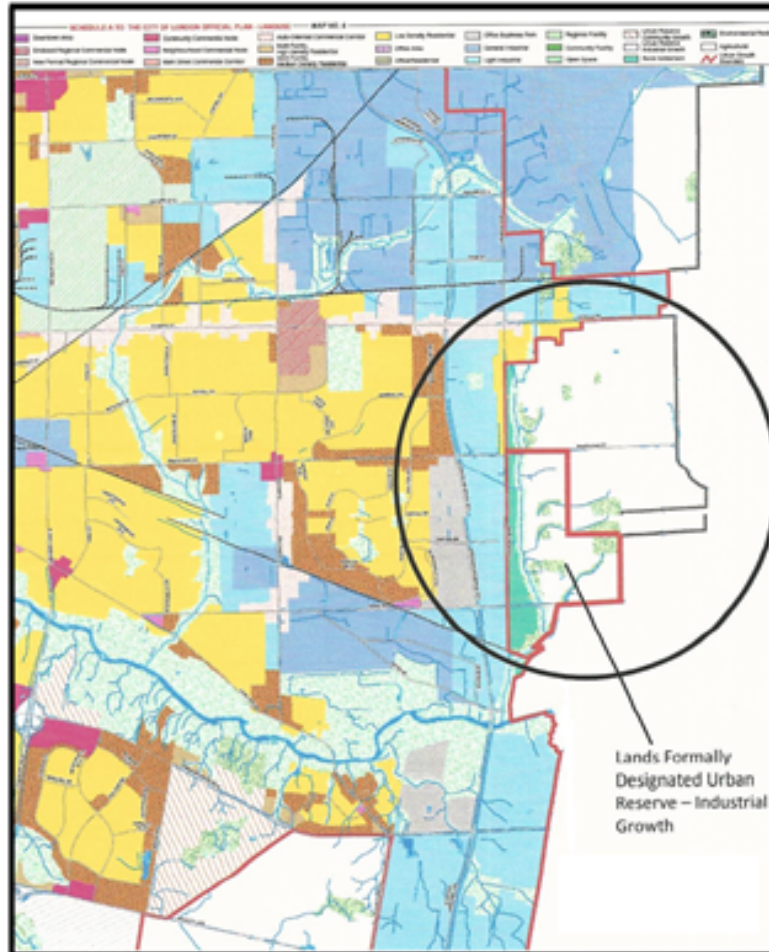
Introduction

- My firm is representing Lou and Marjorie Flannigan and speaking on behalf of other land owners within the general area south of Dundas Street to the CNR tracks and east of Crumlin Road to the Municipal Boundary

Background Information to Support UGB Inclusion

- During the 2005 period, request was made by the Crumlin Road Homeowners Association, other individual property owners and my firm (through the representation of a former client) to replace the then-existing:
 - Urban Reserve – Industrial Growth designation to Urban Reserve – Community Growth
 - Planning staff recommended and Council approved:
 - Westerly shift of the UGB line to Crumlin Road
 - Removal of the Urban Reserve – Industrial Growth designation for lands south of Trafalgar Street, east of Crumlin Road and north of the CNR tracks
 - Re-designation of this area to Agricultural

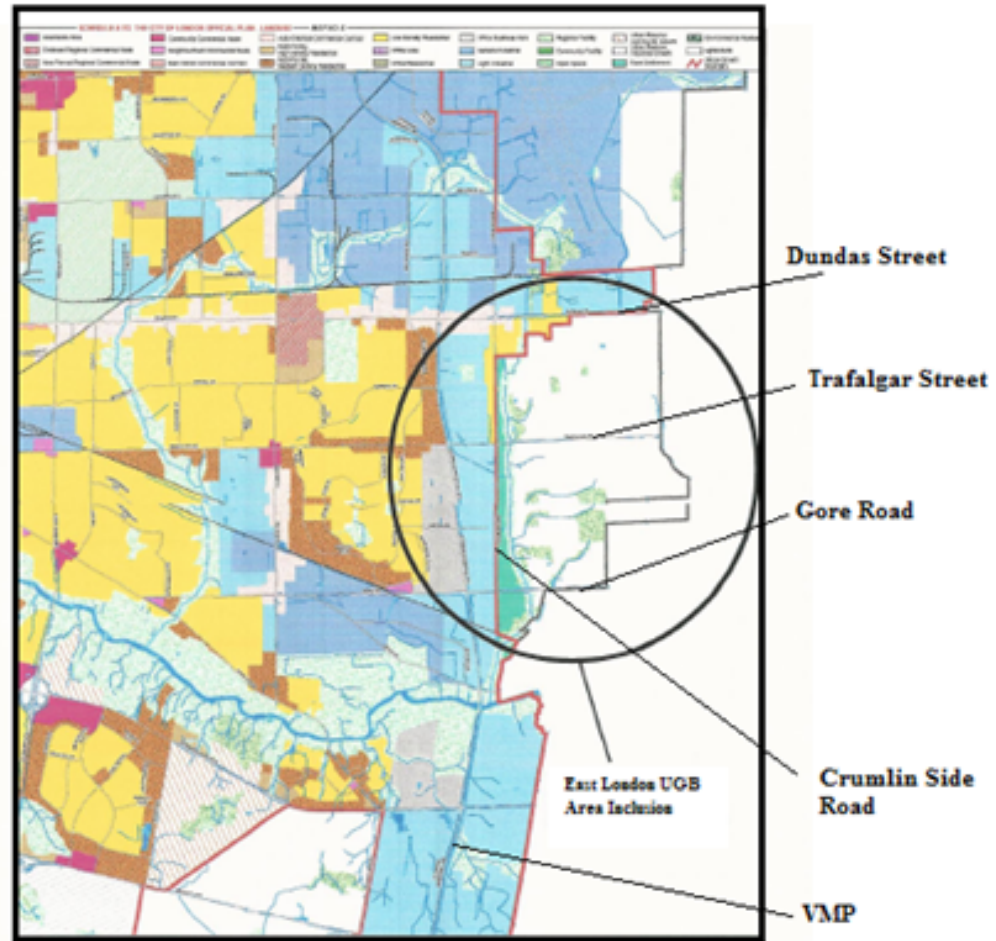
Previous 2004 Official Plan - Schedule A Land Use Map



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Existing Official Plan - Schedule A Land Use Map



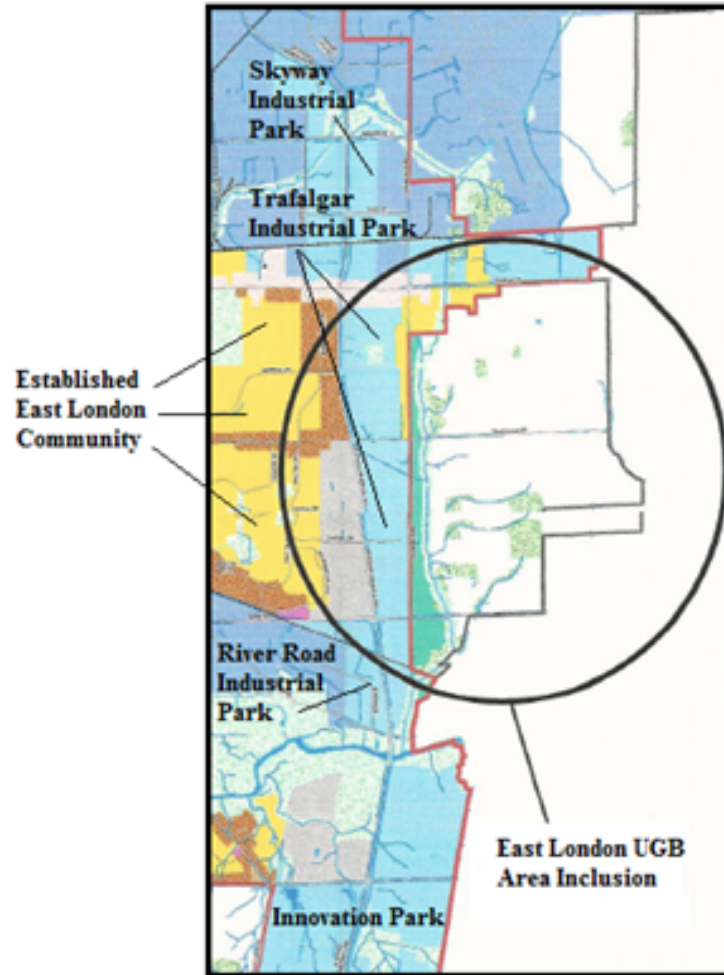
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Justification for a UGB Expansion and Establish an Urban Reserve - Community Growth Designation


- My firm initially appeared before this Committee on behalf of 24 land owners and represented an area of 750 acres on January 30, 2012 requesting the expansion of the UGB, in terms of the 2011 OP Review Draft Terms of Reference. In addition there was a signed petition that was submitted to this Committee and staff
- The VMP employment corridor that extends from Huron Street to Highway 401 is largely developed:
 - Skyway Industrial Park
 - Trafalgar Industrial Park
 - River Road Industrial Park
 - Innovation Park

East London Industrial Parks



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- Demand exists for Community Growth lands within the UGB
 - Where you have new homeowners living in close proximity to their places of employment
 - This action protects and is a logical extension of the existing residential community south of the intersection of Dundas Street and east of Crumlin Road, along the aforementioned ribbon development on both sides of Crumlin Road
 - Moreover, there has been longstanding pent-up demand for community growth lands in East London

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- Future homeowners in East London can better access the VMP and Highway 401 for rapid in-city and regional connections to both employment and commerce
 - Existing arterial and collector roads are in place
 - Will not create a precedent

- This Committee and Planning staff have an opportunity to rectify a misstep that occurred during the 2005 period
- There was a removal/reduction of the UGB for approximately 40% of this area that is now being requested to be in the UGB
 - Where staff did not recommend the East London Community's desired amendment of the then-existing Urban Reserve – Industrial Growth designated lands within the UGB to Urban Reserve - Community Growth
 - Subject area was down designated from future industrial growth to agricultural use

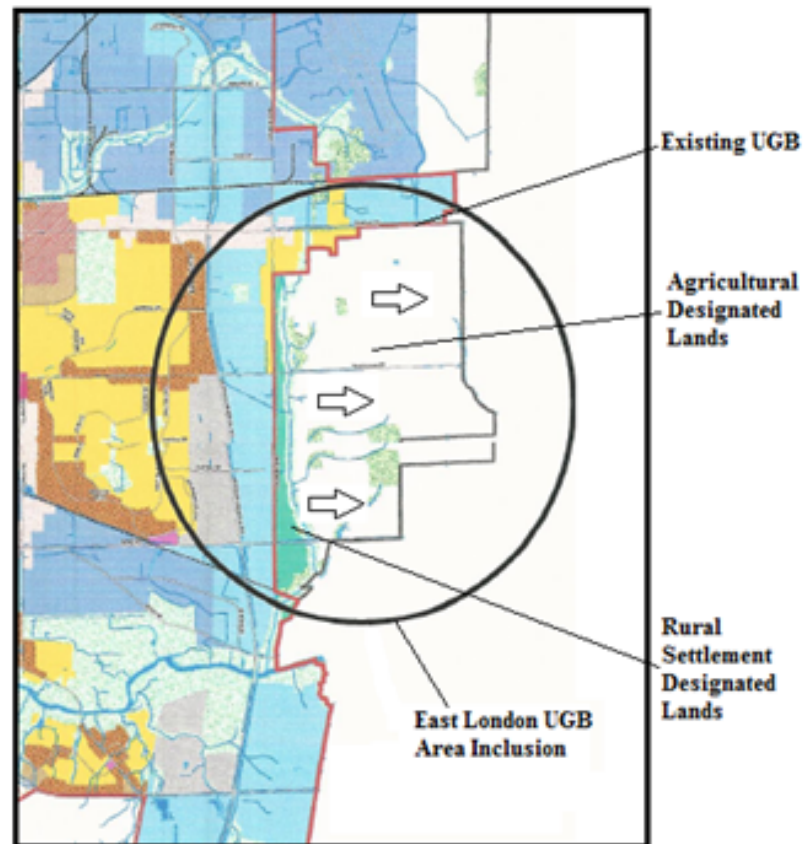
- Shortage of residential lands has caused unnecessary increases in land costs, and as a result, housing prices are unaffordable for people in East London
- Existing industry features low rates of pollution
- Londoners are against infill and intensification when it is in their backyard (NIMBY approach)
 - Even though it is recognized as the accepted primary new form of urbanization
- Municipal leaders should not only be addressing future community growth issues for constituents in North, Northwest, West and Southwest London, but also East London
- There has been a documented historical record for additional Community Growth lands with East London Ward Councillors and presentations before previous Committees and Councils

- Future infrastructural costs (i.e. sewers, roads, SWM facilities) would be largely left to a developer(s)
 - The developer(s) significantly contributes for the servicing
 - There is municipal servicing on Trafalgar St., Admiral Dr. and Dundas St. beyond the VMP and on Dundas St. to Crumlin Rd.
 - Water services extend the full length on Crumlin Rd. from Dundas St., south to the CNR tracks
- Without undertaking a review of the existing UGB, the new City limits is the UGB
- UGB expansion for East London within the subject area can be viewed as infill and intensification, when you consider that the existing City limits represent the easterly limits of containment

MMAH's Position

- Municipalities can relocate/redistribute areas that the present UGB include by the adoption of phasing policies for development, based on serviceability
- If there is an oversupply of UGB-included Community Growth Lands (up to and above 20-year supply), no additional lands will be included in the UGB. Rather there is a redistribution of lands, both within and outside of the UGB, based on serviceability
- This process will not increase the current supply of lands within the UGB
 - Municipality of Middlesex Centre has undertaken such action and Municipality of Thames Centre is currently proceeding as such
- 20 to 25 year OP Reviews present unique opportunity for comprehensive amendments vs. 5 year Reviews

East London Community - Expanded UGB Area



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Requested Action by the Committee

- Include the lands generally south of Dundas Street to the CNR tracks and east of Crumlin Road to the City boundary within the UGB:
 - Terms of Reference for the 2011 Official Plan Review should be amended to reflect this request
 - Ultimately achieve a redesignation from Agricultural to Urban Reserve –Community Growth