

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee

From: Scott Mathers, MPA, P.Eng.
Deputy City Manager, Planning and Economic Development

Subject: Official Plan Review of The London Plan and Land Needs
Assessment Update
File Number: O-9595
Public Participation Meeting

Date: March 19, 2024

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the Official Plan Review with Land Needs Assessment:

- (a) That Civic Administration **BE DIRECTED** to reinitiate the Official Plan Review which is consistent with Section 26 of the *Planning Act*, noting the review will be phased to prioritize a Land Needs Assessment in support of the City's housing supply initiatives;
- (b) That Civic Administration **BE DIRECTED** to incorporate the industrial conversions into the City's land supply of the Land Needs Assessment;
- (c) That Civic Administration **BE DIRECTED** to apply the 25-year planning horizon to the Land Needs Assessment;
- (d) That Civic Administration **BE DIRECTED** to bring forward associated recommended amendments to The London Plan Amendment on clauses (b) and (c), above, to a future public meeting of the Planning and Environment Committee;
- (e) That this report **BE RECEIVED** for information.

Executive Summary

The purpose of this report is to seek Council direction on several matters regarding the Review of The London Plan and related Land Needs Assessment. First, it is recommended that the Section 26 Official Plan Review under the *Planning Act* be reinitiated as a phased review. The initial phase is to prioritize the ongoing Land Needs Assessment, which evaluates projected demand and existing land supply to support that projected growth. There is uncertainty related to the timing of the Province's approval of a new Provincial Planning Statement (PPS) therefore a second phase of the Section 26 Review would include conformity with provincial policy and would be scheduled following Provincial approval of the new policy framework. Following approval of the new PPS, a special public meeting before the Planning and Environment Committee will be held to scope the Section 26 Review relative to the Terms of Reference presented to Council in April 2023 and address the new PPS changes, accordingly.

Second, this report also seeks direction to incorporate a 25-year planning horizon as the basis for the Land Needs Assessment. The revised planning horizon would be consistent with existing and draft new provincial policy. Associated amendments would be forthcoming in a future report based on Council direction.

Third, this report recommends Industrial land conversions of identified Industrial Place Type areas to non-Industrial Place Types. Council direction is sought to incorporate the identified conversions into the Land Needs Assessment and based on Council direction,

Civic Administration will bring forward amendments to a subsequent meeting of Council.

Lastly, this report also notes several related City of London initiatives, such as the ongoing work of the Housing Supply Reference Group and policy reviews related to the Federal Housing Accelerator Fund (HAF). These related initiatives will work in parallel with the Land Needs Assessment and will inform future recommendations to Council regarding the Section 26 Official Plan Review.

Linkage to the Corporate Strategic Plan

The Official Plan Review under Section 26 of the *Planning Act* will contribute to the advancement of Municipal Council's 2023-2027 Strategic Plan in the following ways:

- **Strategic Plan Area of Focus: Housing and Homelessness**, by ensuring London's growth and development is well-planned and consider use, intensity, and form.
- **Strategic Plan Area of Focus: Climate Action and Sustainable Growth**, by ensuring infrastructure is built, maintained, and secured to support future growth and protect the environment.

Background

1.0 Background Information

In Spring 2022, the City of London began preparation of growth projections for employment, population, and housing units for the 2021-2051 time period. Growth forecasts are required for several City initiatives including a municipal comprehensive review of The London Plan and the associated land needs assessment, which may result in a review of the Urban Growth Boundary. The growth projections are an informed estimation of future conditions based on past and present economic, demographic, and construction trends. Forecast assumptions are based on research, technical knowledge, and established projection methods in alignment with Provincial guidelines. On December 13, 2022, the 2021-2051 Growth Projections study was approved by Council. The projections identified considerably higher growth rates than the historical data used in the Land Needs Study (2012) which formed the basis of The London Plan's growth management approach. In response to the significant shift in growth trends it was deemed appropriate to undertake an official plan review. The Ministry of Municipal Affairs and Housing (MMAH) was engaged on February 1, 2023 to discuss next steps.

Section 26 of the *Planning Act* outlines the statutory requirement for municipal councils to undertake an official plan review 10 years after a new plan is in effect, and every 5 years thereafter. Under this requirement, a review of The London Plan would not be required until 2027. Given the current housing supply issues and implications related to heightened growth projections, a Comprehensive Review was recommended to be undertaken earlier than 2027. Section 6 of the *Provincial Policy Statement, 2020* (PPS) defines a Comprehensive Review as follows:

- An official plan review that is initiated by a municipality.
- Based on a review of population and employment projections.
- Considers alternative directions for growth or development; and determines how best to accommodate that development while protecting provincial interests.
- Accommodates projected growth and development through intensification and development; and considers physical constraints to accommodate proposed development within the existing urban growth boundary (UGB).
- Is integrated with planning for infrastructure, public service facilities, water resource planning, and water/wastewater services; and
- Considers cross-jurisdictional issues.

On March 7, 2023, Council received the preliminary approach and timeline for a Comprehensive Review of The London Plan. The report defined the initial project scope to include: a PPS conformity exercise, land needs assessment, employment area review, alternative directions for growth, and possible amendments to The London Plan. A Community Meeting was also held to solicit initial feedback related to the Comprehensive Review process on March 9, 2023.

On April 6, 2023 the Province released a new draft *Provincial Planning Statement* on the Environmental Registry of Ontario, with an initial 60 days commenting period. The new policy would replace both the PPS, 2020 and the *Growth Plan for the Greater Golden Horseshoe* – noting that the City of London is not subject to the latter. The draft policy proposed fundamental changes to the growth management policy framework. Terms of Reference for the Section 26 review of The London Plan were presented at a special meeting of Council held before the Planning and Environment Committee on April 11, 2023.

On April 25, 2023, Council approved the initiation of the Comprehensive Review based on the Terms of Reference. The Comprehensive Review was limited to a Land Needs Assessment (LNA) to identify capacity of existing urban area, update the vacant land inventory, and review the Urban Growth Boundary if required based on the results of the LNA. The policy review was scoped to include ‘Planning Horizon’ and ‘Intensification Target’ to ensure The London Plan growth management policies conformed to current provincial policy.

On July 25, 2023, Council approved the closure of the Section 26 Official Plan Review until the approval of the *Provincial Planning Statement*. The resolution would allow for the continuation of the review of land needs over the planning horizon. This is noteworthy given the importance of LNA exercise in relation to supporting the City of London’s Housing Target of 47,000 new units. The resolution provided direction for the LNA process to continue while recognizing that a subsequent review of the Urban Growth Boundary may be required.

Following Council decision, the Industrial Land Needs component of the LNA was initiated. Interested parties were circulated and provided opportunity to request industrial properties to be evaluated and considered for potential redesignation to a non-Industrial Urban Place Type in The London Plan. The deadline for requests was set for September 8, 2023. Staff have evaluated the submissions based on the Industrial Land Conversion Evaluation Criteria and identified lands recommended for conversion.

2.0 Discussion

2.1 Draft PPS Update

Following the April 2023 release of the draft Provincial Planning Statement, on May 30, 2023, the Province extended the 60-day public commenting period to August 4, 2023. The draft PPS includes significant changes to the Provincial approach to growth management that would require changes to the Comprehensive Review process if enacted. The proposed changes related to the Comprehensive Review include:

- The reference to “Comprehensive Review” is no longer a defined term or process guiding municipal land need assessments for municipal management of growth and infrastructure.
- The Planning horizon for settlement boundaries and designated lands in municipal official plans has been increased from a 25-year maximum to “at least 25 years” (draft 2023 PPS policy 2.1.1).
- Settlement area expansions are permitted subject to criteria that municipalities “should consider” (draft 2023 PPS policy 2.3.4).
- Employment land conversions to non-industrial land use designations are not required to occur during a Comprehensive Review of employment land and the

long-term need for employment lands to meet projected growth (draft 2023 PPS policy 2.8.2.4).

- Built Area Boundaries are not defined, and intensification targets are not required for redevelopment across the entire existing built area. Under the new draft 2023 PPS, intensification targets are only required for the Projected Major Transit Station Area portion of the existing built area (i.e. the Downtown, Rapid Transit Corridor, and Transit Village Place Types in The London Plan). Minimum densities are recommended for new lands added to the Urban Growth Boundary (minimum 50 residents and jobs per gross hectare).

Additionally, the new draft PPS has changed the definition of “Employment Area” to mean:

“those areas designated in an official plan for clusters of business and economic activities including manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities.”

This change restricts the definition of Employment Area so that stand-alone institutional, commercial, retail and office uses are not considered part of the “Employment Area”. The Industrial Place Types of The London Plan currently permit many of the uses that would be excluded from the definition of “Employment Areas”.

Since the final closure of the commenting period, there has been no update with respect to the draft 2023 PPS. At the time writing this report, there is uncertainty on a timing of new PPS as well as the extent of its implications on The London Plan conformity review.

2.2 Section 26 Official Plan Review

An official plan update under Section 26 of the *Planning Act* requires that all policies of the plan be reviewed to ensure they have regard to matters of provincial interest and are consistent with all legislation and policy statements issued by the Province. The *Planning Act* requires that The London Plan be reviewed under Section 26 within 10 years after the approval of the plan. Given that portions of the plan first came into effect in 2017 the Section 26 update is not required until 2027. However, given the continued uncertainty about matters to be considered in reviews under Section 26 of the *Planning Act* it is recommended that the Official Plan Review be re-opened as a phased project with at least two phases. The revised approach would not have implications to the timing of the review currently underway.

- i) The first phase includes a LNA and associated amendments to The London Plan, including housekeeping changes that reference the Planning Horizon and redesignations of industrial sites to non-industrial Place Types. The first phase is intended to prioritize and advance the evaluation of the City’s land supply against the projected demand based on growth in employment and population over the recommended planning horizon. The LNA will include potential conversion of industrial lands towards the inventory of land supply.
- ii) A subsequent phase will include a conformity review of other city-wide policies to be initiated after there is greater certainty around policy framework of a new PPS. Through the review, staff may determine additional policy matters to be considered, reviewed, and amended.

Civic administration consulted with the Ministry of Municipal Affairs and Housing (MMAH) on January 19, 2024, with regards to undertaking a phased approach to the Official Plan Review. MMAH was supportive of the City’s phased approach. However, if amendments are required to the April 2023 Terms of Reference regarding the matters to be considered as part of the Section 26 Review, such as changes resulting from the new PPS, then a future special meeting of City Council will be held to discuss the identified changes.

This approach is consistent with a modified approach taken on the ReThink Zoning project to advance phases related to the City's Housing Supply Pledge and federal Housing Accelerator Fund (HAF). The ReThink Zoning bylaw will be implemented in a series of phases intended to reduce the time required to roll-out the zoning bylaw amendments. The first phase includes the zoning changes with the highest impact on accelerating new housing as proposed in the City's HAF application.

The phased approach for the Official Plan Review will create flexibility to meet the statutory requirement for the review by 2027 and expedite the LNA process to determine the land required to accommodate the forecasted growth and support the creation of 47,000 new units.

2.3 Planning Horizon

The London Plan horizon was approved based on the 2020 PPS with a planning horizon of 2035. The Our City chapter of The London Plan contains the City's population, housing and employment growth forecasts over the 20-year planning horizon (2015 to 2035) based on 2011 growth projections. The London Plan is consistent with the 2020 PPS because the planning horizon permitted under that policy statement is "up to 25 years". However, based on the new draft PPS, the planning horizon for a municipal official plan is likely to be at least 25 years.

The London Plan, 2020 PPS and the draft 2023 PPS all require that sufficient land shall be available to accommodate an appropriate range and mix of employment opportunities, housing and other land uses to meet projected needs over an identified planning horizon. All state that an appropriate range and mix of housing options and densities shall be provided to meet projected needs of current and future residents. While The London Plan requires the City to maintain a minimum supply of land adequate to accommodate 10 years of residential growth, which is consistent with the 2014 PPS, the 2020 PPS and the new draft PPS require the minimum residential land supply of 15 years.

The London Plan places an emphasis on a compact pattern of growth within the existing built-up areas of the City. The growth policies of the plan are intended to support a compact form of development over the planning horizon by encouraging and directing growth to strategic locations and plan for infrastructure designed to serve and support growth in a way that is sustainable from a financial, environmental and social perspective. These policies are consistent with the 2020 PPS and the draft PPS which both encourage compact form of development and allow municipalities to identify appropriate areas for growth over the planning horizon.

The London Plan requires that prime agricultural areas shall be designated and protected for long-term use as agriculture and any impact of an expansion of urban areas on agricultural lands and operations shall be mitigated to the extent feasible, consistent with the 2020 PPS and the draft 2023 PPS. Similarly, the Growth Management and Urban Growth Boundary policies of The London Plan state that scattered or "leap-frog" development patterns are to be avoided and that the build-out of existing planned communities in a logical, phased manner that optimizes the utilization of any new infrastructure is supported.

Consistent with the 2020 PPS, The London Plan provides policy direction for staging growth and financing to ensure the orderly progression of development within the built-up areas and the timely provision of infrastructure required to support fully serviced and functional communities and employment areas on a financially sustainable basis. The new draft PPS maintains the direction that expansions of urban areas must be as phased progression of urban development.

It is recommended that the 25-year planning horizon be endorsed for the basis of The London Plan and the LNA, consistent with the 2020 PPS and draft 2023 PPS. A subsequent amendment to The London Plan will be brought forward to a future public meeting of the Planning and Environment Committee to amend the planning horizon, as

well as projections figures, related references to calendar years, and minimum years of supply.

2.4 Intensification Target

Intensification is a very important means of accommodating new units and supporting other city initiatives, such as transit-oriented development and inward and upward growth. The 2016 Built Area Boundary is the lands that are substantively built out as of the time of approval of The London Plan. New development within the 2016 Built Area Boundary generally takes the form of infill, intensification, or redevelopment on lots within existing urban areas.

The London Plan identifies an intensification target of 45% of all new residential units are to be achieved within the Built Area Boundary. Ongoing monitoring of intensification, as reported in the City's Annual Development Reports, has demonstrated the target is generally consistent with actual constructed units. It is anticipated that the trend toward increased intensification will continue.

From 2017 to 2021, the City averaged 42% of new housing unit growth in the BAB (an average of 1,285 units per year) while 2018 and 2021 levels exceeded the 45% intensification target. The intensification rates were largely driven by high levels of apartment units located within the BAB. The intensification rate in 2023 was 43.5%, after a very low 2022 level (16.4%) due to fewer apartment unit permits being located within the BAB than is typically experienced.

Civic administration have also identified that certain priority areas for intensification require upgrades to infrastructure and servicing in order to support enhanced infill and intensification. The Federal Housing Accelerator Fund (HAF) awarded to the City includes monies for projects to review heights and density permissions, as well as increases to servicing capacity and treatment in priority areas in support of building new housing.

At this time, Civic Administration do not recommend any change to the 45% intensification target because results of the HAF policy and infrastructure projects are not yet known. The intensification rate and results of the HAF projects will continue to be monitored and a review of the intensification target is anticipated to follow in future.

3.0 Industrial Conversions

As part of the Official Plan Review, Industrial designated lands can be evaluated for potential conversion to non-Industrial Place Types, if the lands are not required for long-term employment uses. Sites and areas evaluated included ones requested by landowners as well as sites identified by Staff. Staff conducted an evaluation of potential industrial conversions to non-Industrial Place Types based on the criteria received in the July 17, 2023 Planning and Environment Committee report. A total of seven (7) areas were evaluated for conversion potential, Appendix A contains the completed evaluation criteria matrix and Appendix B contains detailed maps defining the candidate conversion areas. Four (4) requests were received from private landowners and three (3) sites were identified by staff for evaluation.

3.1. Sites Requested by Landowners

3.1.1. 2496 Dundas Street East

Landowner has requested conversion from Light Industrial Place Type to an urban residential place type. The property is approximately 4.09 hectares and its lands are comprised of farmland and deciduous wetland. The property is located within the 30 Noise Exposure Forecast (NEF) contour lines for London International Airport. The NEF was developed by Transport Canada and models long-term exposure to aircraft noise in adjacency to airports. Transport Canada recommends against new residential development in areas exceeding 30 NEF. Furthermore, the site does not have access to municipal servicing and infrastructure works east of Crumlin Side Road are not planned based on the current DC Background Study. Partial servicing is not consistent with the Growth Management Implementation Strategy, nor is it permitted in accordance with

Civic Infrastructure policies of The London Plan. Staff also note site limitations related to existing wetlands and proximity to Canadian Pacific Rail line, the latter would require noise and vibration study prior to development.

Recommendation: Based on the industrial land conversion evaluation criteria, conversion is **not recommended**.

3.1.2. 2251, 2253 and 2257 Trafalgar Street

Landowner has requested conversion from Light Industrial Place Type to an urban residential place type. The lands are approximately 0.43 hectares and are comprised of a vacant parcel and two residential properties. The lands are within one of the key strategic areas identified within the Industrial Lands Development Strategy (ILDS) located along the Veterans Memorial Highway corridor. The lands are abutting Light Industrial place types to the west, east, and south. Development of the sizable vacant lands to the south would be limited if a sensitive use (i.e. residential) were to be established mid-block.

Recommendation: Based on the industrial land conversion evaluation criteria and ILDS, conversion is **not recommended**.

3.1.3. Former Kellogg Factory Lands, north of Florence Street and Kellogg Lane to east of Eleanor Street

Landowner has requested conversion from Light Industrial Place Type to Rapid Transit Corridor Place Type. The lands are approximately 7.89 hectares and are comprised of existing commercial industrial areas, non-conforming residential properties, and an ongoing redevelopment project. The former Kellogg's factory lands are now a mixed-use commercial and entertainment district with further redevelopment planned. The proposed conversion would recognize the change planned function and use. Furthermore, conversion would align with strategic housing objectives and the lands are well situated given its location on the East London Link BRT corridor.

Recommendation: Based on the industrial land conversion evaluation criteria, conversion is **recommended**.

3.1.4. Hyde Park Commercial Industrial Area, south of Fanshawe Park Road West and west of Hyde Park Road

Landowner has requested conversion from Commercial Industrial Place Type to Neighbourhoods Place Type. The lands are approximately 29.15 hectares and are comprised of vacant and unbuilt lands as well as established commercial plazas. Lands are adjacent to developing mixed-use Shopping Area Place Type and Main Street Place Type areas on Hyde Park Road, as well as established mixed-use and commercial smart centres to the northeast. The conversion to Neighbourhoods place type, with recognition of the existing commercial plazas, would support the creation of a complete community as defined in The London Plan. Natural heritage features to the west, and the existing green space corridor and stormwater management pond bisecting a portion of the area would require evaluation and incorporation into any subsequent development proposals.

Recommendation: Based on the industrial land conversion evaluation criteria, conversion is **recommended**.

3.2. Additional Areas Identified by Staff

3.2.1. 1525, 1557, 1579 and 1635 Fanshawe Park Road West

Staff are recommending conversion from Commercial Industrial Place Type to Neighbourhoods Place Type. The lands are approximately 6.71 hectares and are comprised of under-utilized parcels with existing Commercial Industrial uses. Staff note that existing lands to the north are designated Neighbourhoods Place Type but are isolated by the Urban Growth Boundary and with street frontage that is in the Commercial Industrial Place Type along Fanshawe Park Road West. The properties do not have any significant limitations related to future residential development and conversion would apply a consistent place type for the area.

Recommendation: Based on the industrial land conversion evaluation criteria, conversion **is recommended**.

3.2.2. York Street Commercial Industrial Corridor between Maitland Street and Rectory Street (485 to 799 York Street, 564 to 654 York Street and 700 to 800 York Street)

Staff are recommending conversion from Commercial Industrial Place Type to Urban Corridor Place Type. The lands are approximately 10.94 hectares and are comprised of existing businesses with 95% of the properties used for commercial use. The corridor is not a key strategic area identified within the Industrial Lands Development Strategy and staff have not identified any constraints that would limit conversion to another land use. Based on the centralized location, Staff are recommending a conversion to Urban Corridor Place Type to encourage future mixed-use development. The Urban Corridor Place Type permits commercial use and would not create a significant number of non-conforming land uses following the proposed conversion.

Recommendation: Based on the industrial land conversion evaluation criteria, conversion **is recommended**.

3.2.3. Light Industrial Area South of CN Rail, Maitland Street to Rectory Street

Staff are recommending conversion from Light Industrial Place Type to Commercial Industrial Place Type. The lands are approximately 20.74 hectares and are comprised of commercial, commercial industrial, light industrial, non-conforming residential homes, and vacant properties. The lands are not a key strategic area identified within the Industrial Lands Development Strategy and are currently underutilized. Staff are recommending a conversion to permit a broader range of commercial uses while continuing to permit the existing industrial use.

Recommendation: Based on the industrial land conversion evaluation criteria, conversion **is recommended**.

Staff are seeking Council endorsement for the inclusion of the above noted industrial land conversion recommendations in the Land Needs Assessment.

4.0 Consultation

Consultations on the Land Needs Assessment have to date focused on the methodology applied in the City's Vacant Land Inventory (VLI). The VLI includes various categories with density assumptions for vacant lands as well as the tracking of development applications as they move through the development applications process (or "development pipeline"). The VLI includes a category for lands designated for residential development where no application has yet been received. An update of the VLI is currently being updated to align with The London Plan.

Consultation with the development industry regarding the LNA and greenfield density assumptions has taken place through the Housing Supply Reference Group. The Reference Group has met approximately monthly for the past year.

Density assumptions are required to determine land area to accommodate the projected growth (i.e. the demand) as well as to determine the potential yield of existing vacant lands (i.e. the supply). Density assumptions in greenfield areas will continue to be reviewed in consultation with the development industry prior to the next report to Council. This subsequent report will include land demand and supply calculations.

Comments from the development industry received through the Housing Supply Reference Group have included: that additional opportunities for High Density Residential apartment developments should be identified in the greenfield areas in The London Plan; and, that the City should consider a land area contingency factor in calculating land requirements to meet the demand of projected population growth. Noting that a contingency factor would provide flexibility to address potential changes in greenfield lands' housing unit yields.

5.0 Conclusion and Next Steps

This report recommends reinitiating the Section 26 Official Plan Review using a phased approach. The Provincial Ministry of Municipal Affairs and Housing has indicated support for the City's phased approach. The first phase, which is currently underway, is a Land Needs Assessment to determine projected growth, land required to accommodate projected growth, and an evaluation of existing supply of land relative to land demands. The LNA will include Industrial, Commercial, Institutional and Residential land needs. The first phase of the Section 26 Review will also include related amendments associated with the Planning Horizon, Industrial Land Conversions, and related housekeeping amendments. The LNA supports the goals and policies of The London Plan as well as the City's Housing Target of 47,000 new units and other housing supply initiatives.

The following is a summary of next steps that will be taken related to the Official Plan Review and Land Needs Assessment:

- The Land Needs Assessment and evaluation of land supply against projected growth may result in a subsequent review of the Urban Growth Boundary.
- A second phase of the Official Plan Review will include conformity with other provincial policies and legislation. The subsequent phases are anticipated to take place following provincial approval of a new Provincial Planning Statement policy framework. If the matters to be considered through the Section 26 Official Plan Review change as a result of new provincial policies, then a special public meeting will be held before Council to discuss the scope.
- The Intensification Target will continue to be monitored and future changes may be recommended based on the outcome of these policy reviews and servicing and infrastructure projects.
- Upon Council direction on the accepted industrial land conversions for the City's land supply, bring forward to a future public meeting of the Planning and Environment Committee the associated amendments to The London Plan. The amendment will include changes related redesignation of industrial lands to applicable non-industrial Place Types.

Future reports to be brought forward for the consideration of the Planning and Environment Committee as part of the first phase of the Section 26 Review will include:

- Analysis of the City's existing land supply, including the Council-directed industrial land conversion areas, and an evaluation of land supply against the projected land demand.
- Any updates to land supply or demand based on ongoing consultations and updates to the City mapping or development tracking.
- Amendment to The London Plan related to the confirmed planning horizon.
- Recommendations regarding alternative directions for growth and possible initiation of an Urban Growth Boundary Review.

Land use permission, policy and servicing reviews associated with the Housing Accelerator Fund (HAF) are also being undertaken in parallel to the Land Needs Assessment. HAF projects that are anticipated to inform the Land Needs Assessment and land supply analysis include: a review of the Transit Village Place Type and a Heights Framework Review of The London Plan. Both projects are targeted for completion in Q2 of 2024. These HAF projects are also anticipated to contribute towards addressing concerns related to High Density Residential development opportunities, which were heard in consultations with the development industry at the Housing Supply Reference Group.

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Appendix A: Industrial Land Conversion Evaluation
Appendix B: Industrial Conversion Areas Map

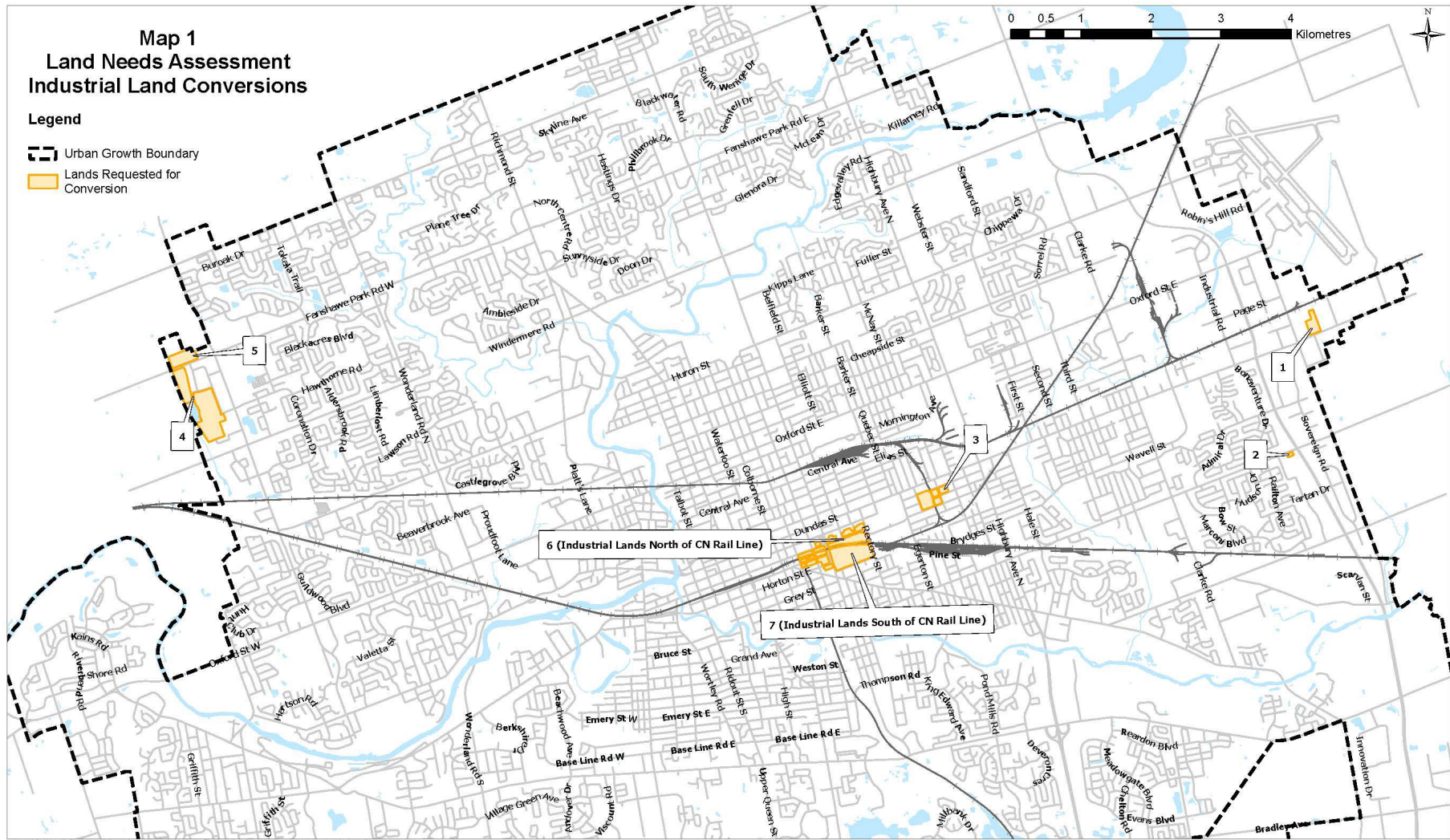
Appendix A – Industrial Land Conversion Evaluation

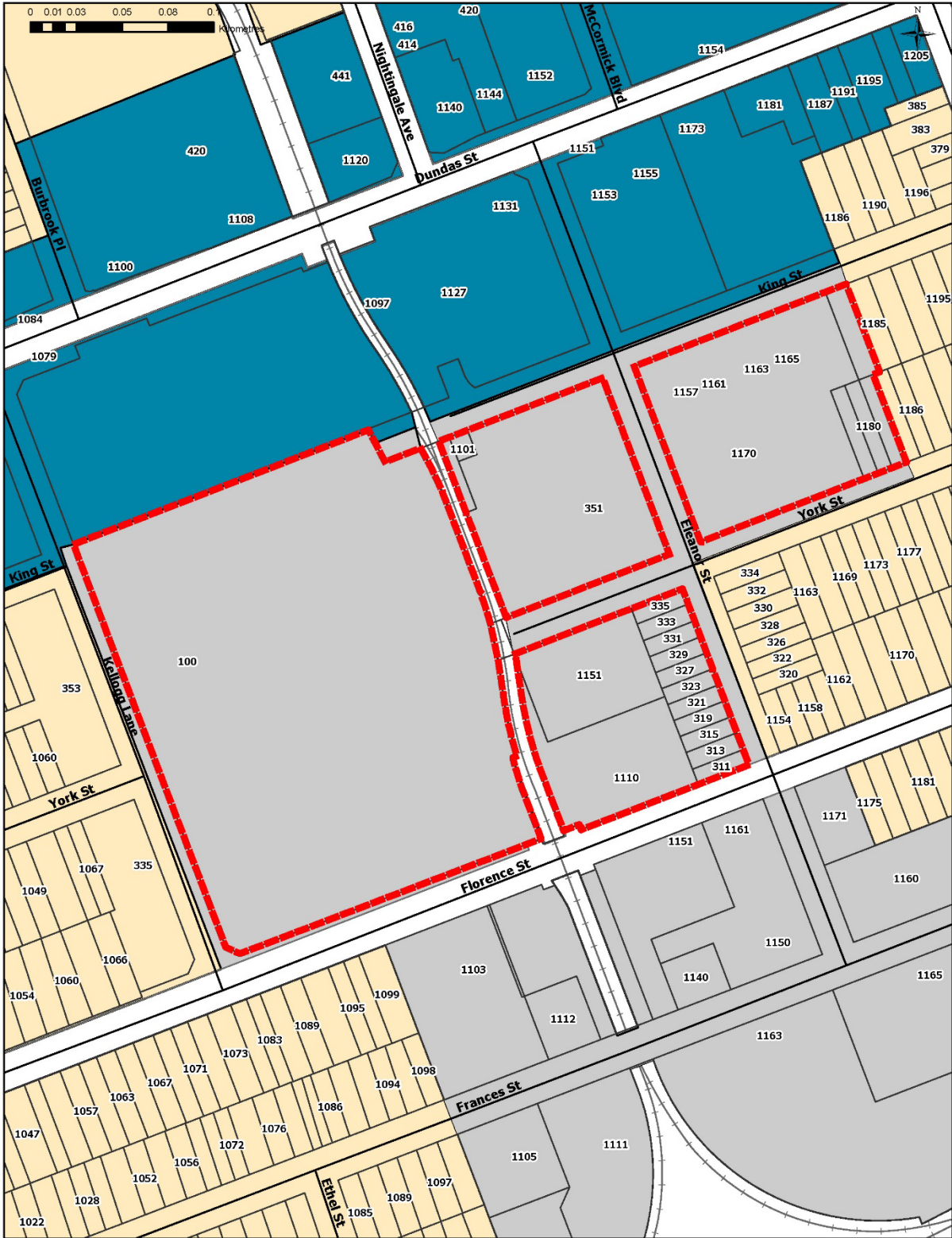
Evaluated Sites

- 1) 2496 Dundas Street East
- 2) 2251, 2253 and 2257 Trafalgar Street
- 3) Former Kellogg's Factory Lands
- 4) Hyde Park Commercial Industrial Area
- 5) 1525, 1557, 1579 and 1635 Fanshawe Park Road West
- 6) York Street Commercial Industrial Corridor between Maitland Street and Rectory Street
- 7) Light Industrial Area South of CN Rail, Maitland Street to Rectory Street

Criteria	1	2	3	4	5	6	7
Property not within Prime Industrial Land locations, as referenced in the ILDS, or other municipal/economic development initiatives	✓	X	✓	✓	✓	✓	✓
Property not required for long-term use as Industrial Lands	✓	X	✓	✓	✓	✓	✓
Would not preclude continued operation of existing industrial uses	✓	X	✓	✓	✓	✓	✓
Minimum Separation Distances are to be evaluated and no concerns identified	✓	✓	✓	✓	✓	✓	✓
Suitability/affordability of municipal servicing without significant constraints	X	✓	✓	✓	✓	✓	✓
Parcel size and/or potential suitability for land assembly	✓	✓	✓	✓	✓	✓	✓
Property does not demonstrate significant environmental constraint for reuse as another land use/Place Type (i.e. natural heritage system features, natural hazards, or significant brownfield contamination)	X	✓	✓	✓	✓	✓	X
Adequate street frontage for non-industrial use	✓	✓	✓	✓	✓	✓	✓
No major easements/corridors impeding development for non-industrial use	✓	✓	X	✓	✓	✓	✓
Property has sufficient depth/area to meet guidelines for development of sensitive uses in adjacency to railway operations (i.e. 2013 Federation of Canadian Municipalities/Railway Association of Canada guidelines)	✓	✓	✓	✓	✓	✓	✓
Sufficient setback from pipelines to ensure safety for non-industrial use	✓	✓	✓	✓	✓	✓	✓
Sufficient setback from airport operations to address airport noise exposure forecast (NEF) for non-industrial use	X	✓	✓	✓	✓	✓	✓
Presence of other non-Industrial uses adjacent to the property or within the same area of the Industrial Place Type	X	X	✓	✓	✓	✓	✓
Property demonstrates potential for long-term use as a non-Industrial Place Type	X	X	✓	✓	✓	✓	✓
Landowner interest in conversion to an alternative Place Type	✓	✓	✓	✓	X	X	X

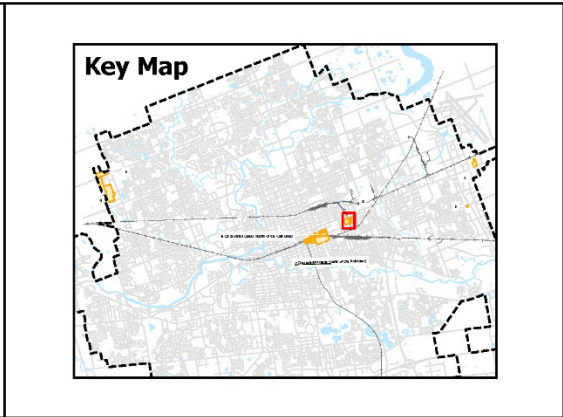
Appendix B - Industrial Conversion Areas Maps

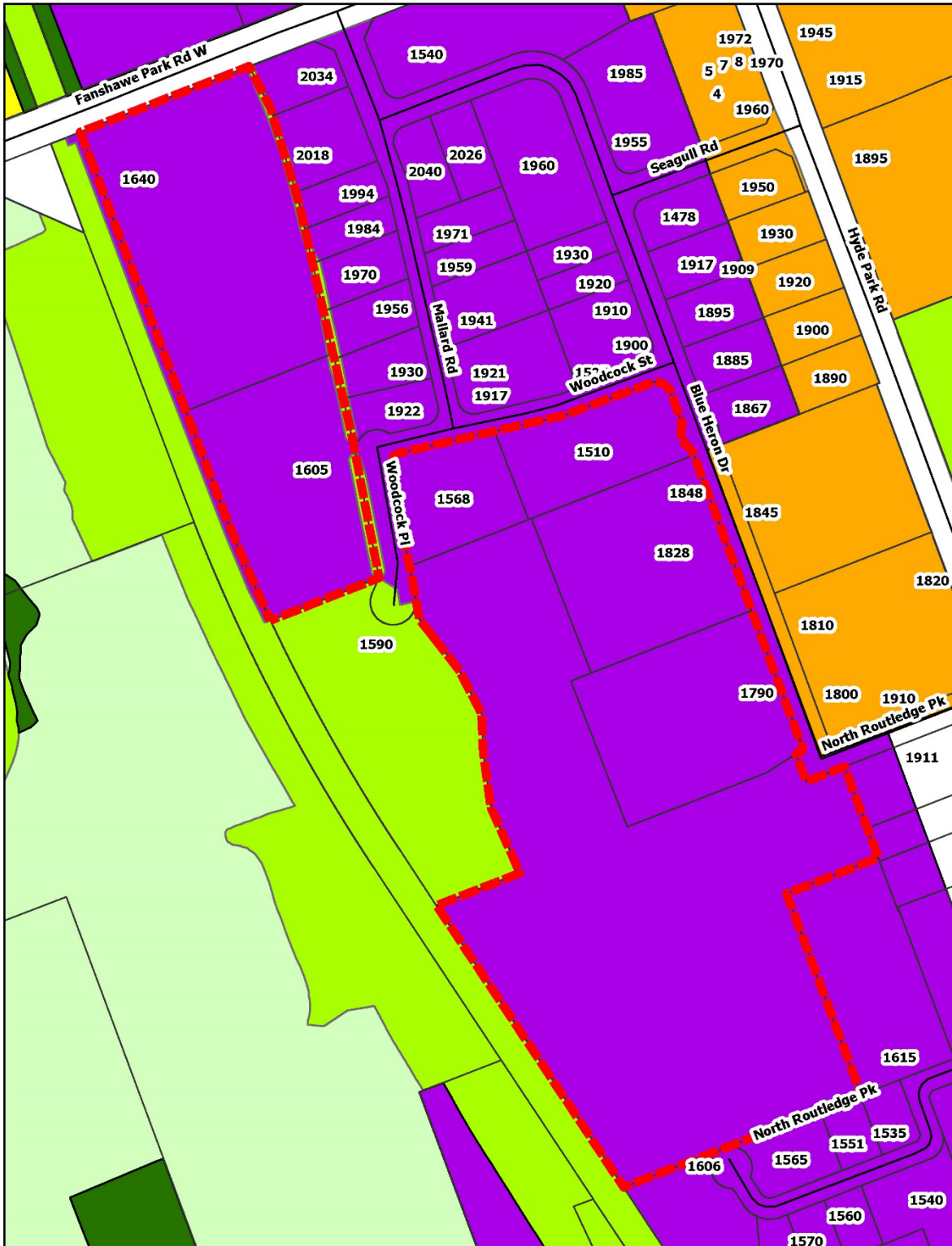




Map 2 Requested Lands Meeting Criteria Kellogg's Factory Legend

<p>Place Types</p> <ul style="list-style-type: none"> Light Industrial Neighbourhoods Railway Corridor Rapid Transit Corridors Street Class Corridor 	<ul style="list-style-type: none"> Lands Requested for Conversion Railways
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**Map 3
Requested Lands Meeting Criteria
Hyde Park**

Legend

Place Types

-  Commercial Industrial
-  Environmental Review
-  Farmland
-  Green Space
-  Neighbourhoods
-  Rural Neighbourhoods
-  Shopping Area
-  Street Class Corridor



Lands Requested for Conversion

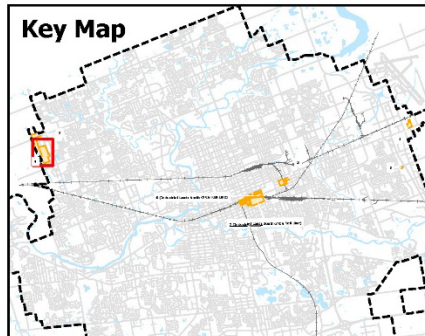


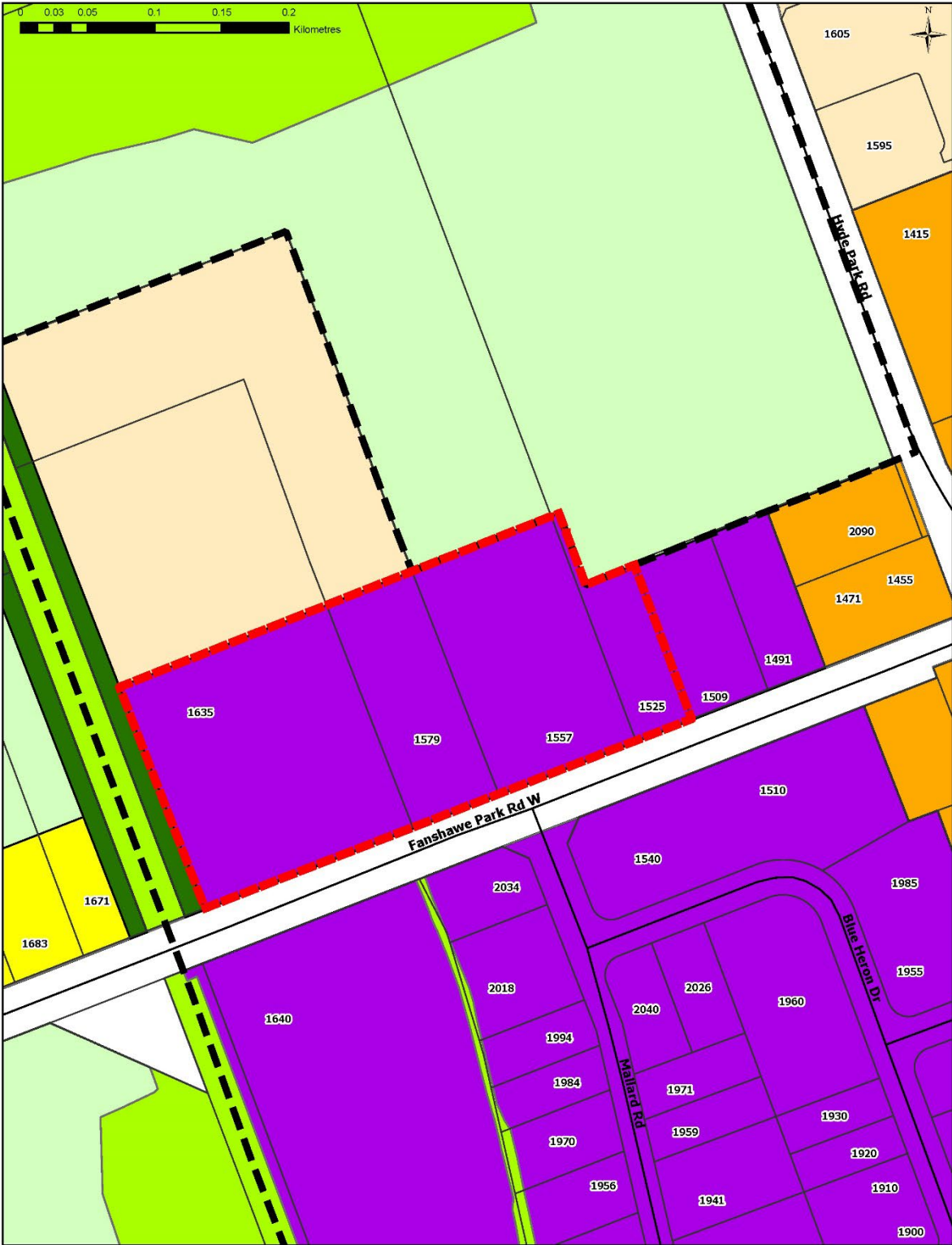
Railways



Urban Growth Boundary

Key Map

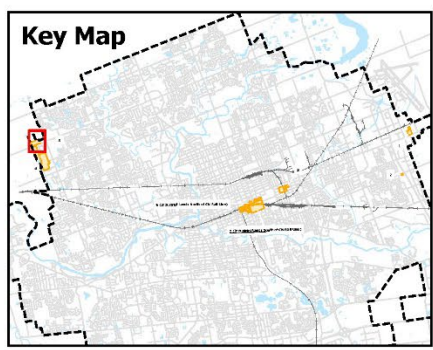


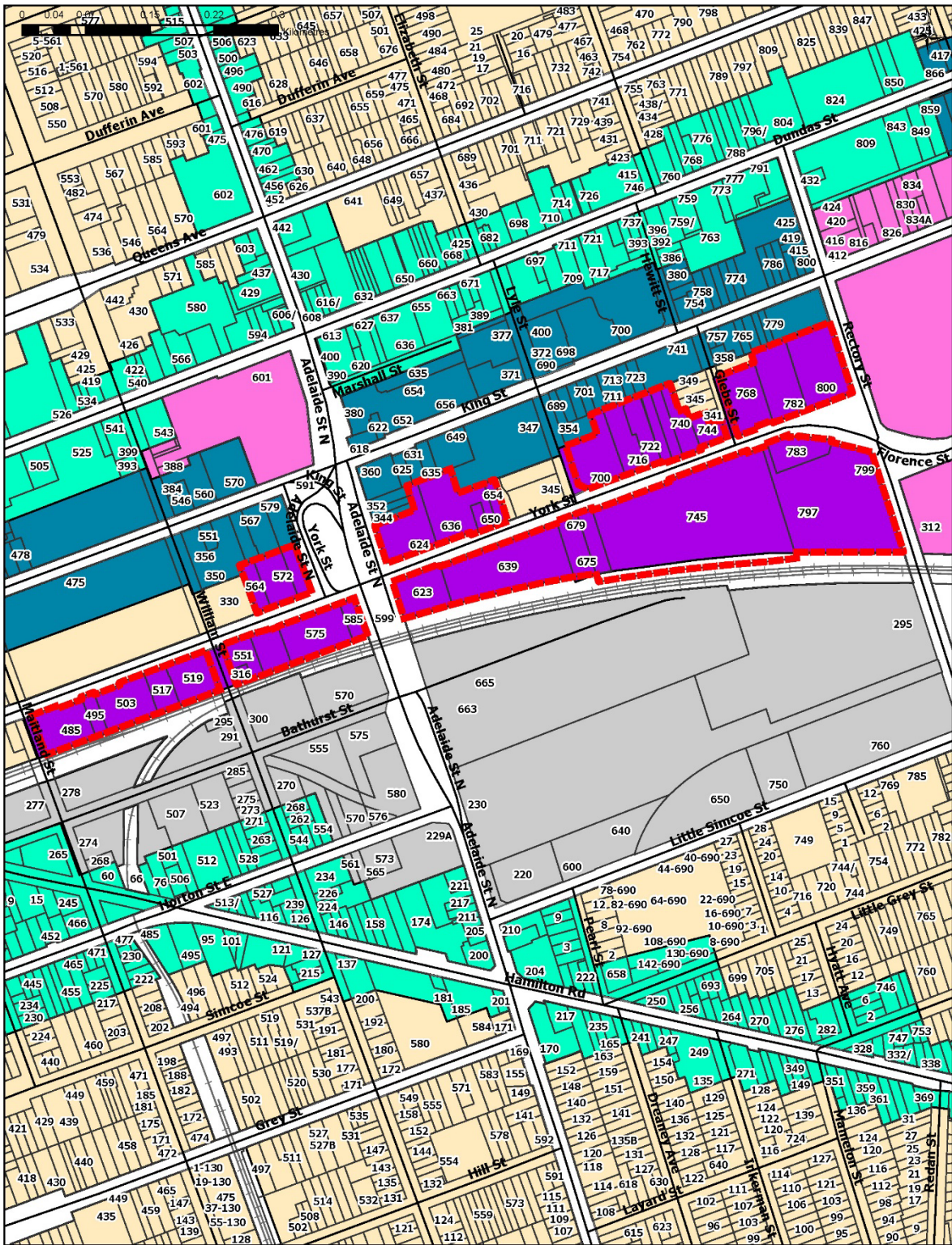


Map 4
Requested Lands Meeting Criteria
Fanshawe Park West

Legend

- | | |
|-----------------------|--------------------------------|
| Place Types | Lands Requested for Conversion |
| Commercial Industrial | Railways |
| Environmental Review | Urban Growth Boundary |
| Farmland | |
| Green Space | |
| Neighbourhoods | |
| Rural Neighbourhoods | |
| Shopping Area | |
| Street Class Corridor | |





Map 5 Requested Lands Meeting Criteria York Street

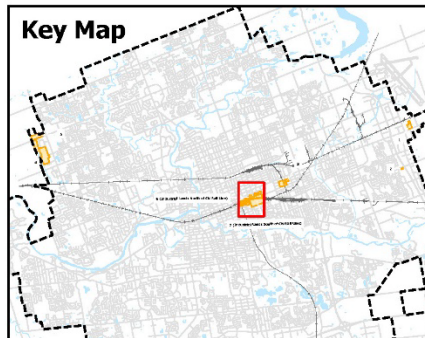
Legend

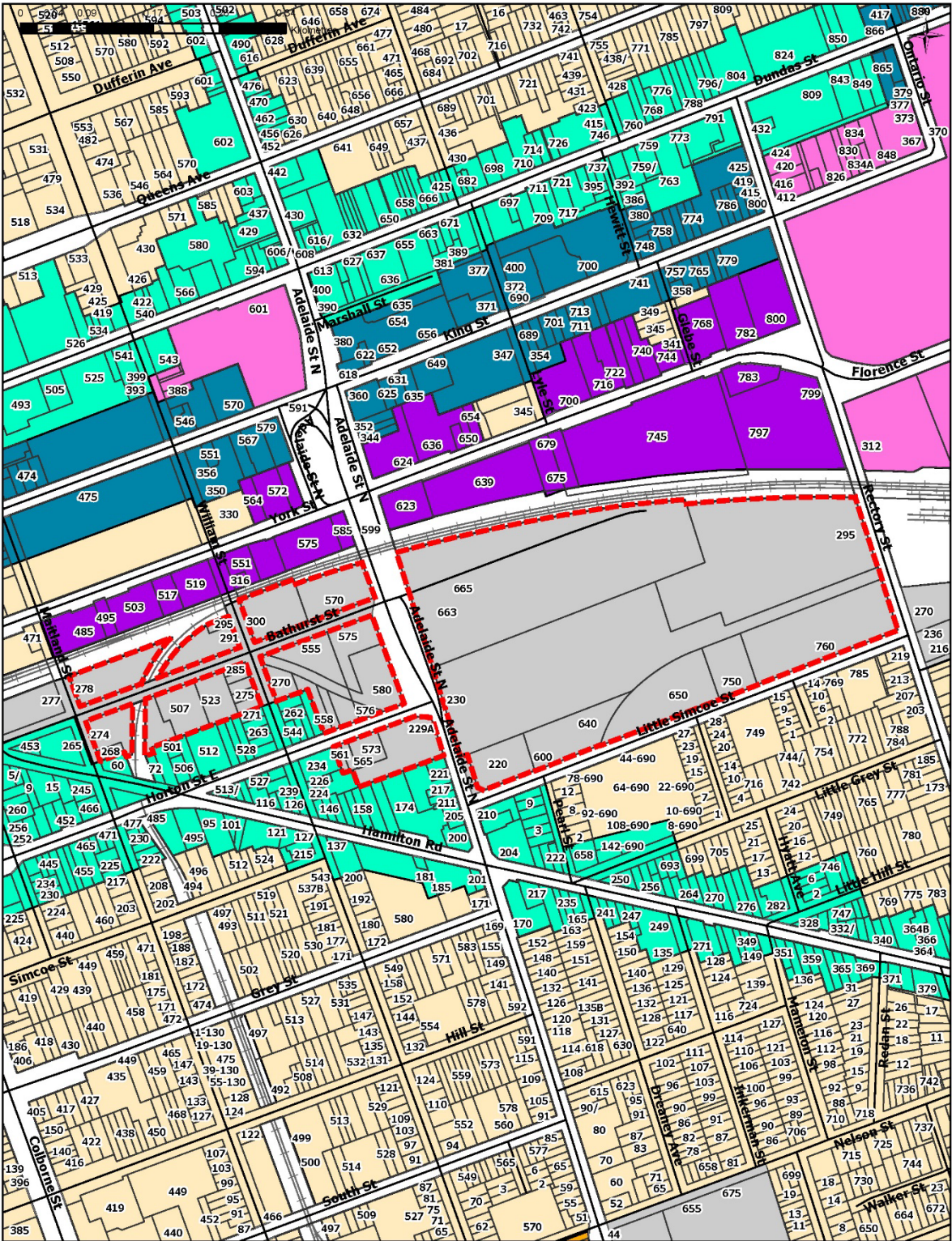
Place Types

- Commercial Industrial
- Institutional
- Light Industrial
- Neighbourhoods
- Railway Corridor
- Rapid Transit Corridors
- Street Class Corridor
- Urban Corridors

- Lands Requested for Conversion
- Railways












Key Map

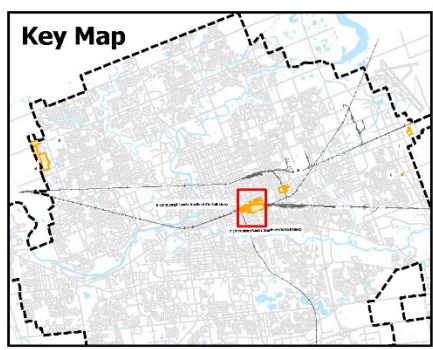




Map 6 Requested Lands Meeting Criteria South of CN Rails

Legend

 Commercial Industrial	 Lands Requested for Conversion
 Institutional	 Railways
 Light Industrial	
 Neighbourhoods	
 Railway Corridor	
 Rapid Transit Corridors	
 Shopping Area	
 Street Class Corridor	
 Urban Corridors	



Map 7 Land Conversion Requests Not Meeting Evaluation Criteria

Legend

-  Urban Growth Boundary
-  Lands Requested for Conversion

