Agenda Including Addeds
Planning and Environment Committee

The 8th Meeting of the Planning and Environment Committee

April 29, 2019, 4:00 PM

Council Chambers

Members

Councillors A. Hopkins (Chair), J. Helmer, M. Cassidy, P. Squire, S. Turner, Mayor E. Holder

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The Committee will recess at approximately 6:30 PM for dinner, as required.

5. Deferred Matters/Additional Business

6. Adjournment

Environmental and Ecological Planning Advisory Committee Report

The 5th Meeting of the Environmental and Ecological Planning Advisory Committee
April 11, 2019
Committee Rooms #1 and #2

Attendance

PRESENT: S. Levin (Chair), E. Arellano, C. Dyck, P. Ferguson, S. Hall, B. Krichker, I. Mohamed, S. Sivakumar, R. Trudeau and I. Whiteside and H. Lysynski (Secretary)

ABSENT: A. Boyer, R. Doyle, A. Duarte and K. Moser

ALSO PRESENT: G. Barrett, C. Creighton, P. Lupton, J. MacKay, A. Macpherson, L. McDougall, L. Pompilii, A. Rosentals and S. Stafford

The meeting was called to order at 5:02 PM

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Scheduled Items

2.1 Parks and Recreation Master Plan

That the following actions be taken with respect to the Parks and Recreation Master Plan:

a) a Working Group BE ESTABLISHED consisting of S. Hall, S. Levin and R. Trudeau, to review and provide comments to the Civic Administration prior to April 23, 2019; and,

b) the Environmental and Ecological Planning Advisory Committee (EEPAC) BE GRANTED delegation status when the Parks and Recreation Master Plan is presented to the Community and Protective Services Committee;

it being noted that the EEPAC reviewed and received the following with respect to this matter:

- the attached presentation from A. Macpherson, Division Manager, Parks Planning and Operations and S. Stafford, Managing Director, Parks and Recreation;
- the attached Children & Nature Facts from A. Macpherson, Division Manager, Parks Planning and Operations; and,
- a communication from A. Macpherson with respect to responses to the EEPAC comments on this matter.

2.2 (ADDED) City of London Long Term Water Storage Municipal Class Environmental Assessment

That it BE NOTED that the Environmental and Ecological Planning Advisory Committee heard the attached presentation from A. Rozentals, Division Manager, Environmental and Engineering Services, P. Lupton, Environmental Services Engineer and B. Holden, Ecologist, AECOM, with respect to the City of London Long Term Water Storage.

3. Consent

3.1 4th Report of the Environmental and Ecological Planning Advisory Committee

That it BE NOTED that the 4th Report of the Environmental and Ecological Planning Advisory Committee, from its meeting held on March 21, 2019, was received.

3.2 3rd Report of the Trees and Forests Advisory Committee

That it BE NOTED that the 3rd Report of the Trees and Forests Advisory Committee, from its meeting held on March 27, 2019, was received.

3.3 Municipal Council Resolution - 2nd Report of the Environmental and Ecological Planning Advisory Committee

That it BE NOTED that the Municipal Council resolution adopted at its meeting held on March 26, 2019, with respect to the 2nd Report of the Environmental and Ecological Planning Advisory Committee, was received.

3.4 Proposed 2019 City Funded ESA Capital Projects

That it BE NOTED that the proposed 2019 City Funded Environmentally Significant Areas Capital Projects list, was received.

3.5 ESA Management Committee Meeting Minutes

That it BE NOTED that the ESA Management Committee Meeting minutes from its meeting held on October 24, 2018, were received.

3.6 Notice of Study Commencement - Dingman Drive East of Wellington Road to Highway 401 and Area Intersections - Municipal Class Environmental Assessment

That the Project Managers BE REQUESTED to advise the Environmental and Ecological Planning Advisory Committee (EEPAC) of the correlation between the Dingman Creek Subwatershed Study and the Municipal Class Environmental Assessment currently being undertaken; it being noted that the EEPAC reviewed and received the Notice of Study Commencement for Dingman Drive East of Wellington Road to Highway 401 and area intersections Municipal Class Environmental Assessment, from M. Elmadhoon, Project Manager, The Corporation of the City of London and P. McAllister, Project Manager, AECOM Canada Ltd.

3.7 Notice of Planning Application - Official Plan and Zoning By-law Amendments - 146 Exeter Road

That it BE NOTED that the Notice of Planning Application relating to the property located at 146 Exeter Road, from N. Pasato, Senior Planner, was received.

4. Sub-Committees and Working Groups

4.1 Draft Plan Subdivision and Zoning By-law Amendment - 1938 and 1964 Commissioners Road East and Portion of 1645 Hamilton Road

That the following actions be taken with respect to the Draft Plan of Subdivision and Zoning By-law Amendment for the properties located at 1938 and 1964 Commissioners Road East and 1645 Hamilton Road:

a) B. Krichker BE INCLUDED in the Environmental and Ecological Planning Advisory Committee (EEPAC) existing Working Group; and,

b) the Working Group comments relating to the Draft Plan of Subdivision and Zoning By-law Amendment for the properties located at 1938 and 1964 Commissioners Road East and 1645 Hamilton Road BE POSTPONED to the next EEPAC meeting to allow the EEPAC to meet with staff.

5. Items for Discussion

5.1 Notice of Proposed Changes to the Site Plan Control By-law - Bird Friendly Development - Site Plan Control By-law Proposed Changes

That it BE NOTED that the Environmental and Ecological Planning Advisory Committee held a general discussion and reviewed and received a Notice of proposed changes to the Site Plan Control By-law relating to Bird Friendly Development.

5.2 Strategic Plan

That it BE NOTED that the Environmental and Ecological Planning Advisory Committee held a general discussion and reviewed relevant pages of the Strategic Plan.

6. Deferred Matters/Additional Business

6.1 (ADDED) London Invasive Plant Strategy

That, the following actions be taken with respect to the communication dated April 8, 2019, from T. Cooke, Executive Director, Invasive Species Centre, congratulating the City of London on their excellent work on the London Invasive Plant Management Strategy:

a) the Civic Administration BE CONGRATULATED on their achievement; and,

b) the above-noted communication BE RECEIVED.

6.2 (ADDED) Notice of Planning Application - Draft Plan Subdivision and Zoning By-law Amendment - 1176, 1200 and 1230 Hyde Park Road and a Portion of 1150 Gainsborough Road

That a Working Group BE ESTABLISHED consisting of S. Hall, S. Levin and S. Sivakumar, to review the Notice of Planning Application relating to the properties located at 1176, 1200 and 1230 Hyde Park Road and a portion of 1150 Gainsborough Road, from C. Smith, Senior Planner and to report back at the next Environmental and Ecological Planning Advisory Committee meeting.

7. Adjournment

The meeting adjourned at 7:09 PM.

City of London
Parks and Recreation Master Plan

April 2019

Environmental & Ecological Advisory Committee

About the Master Plan

Creating a "Game Plan" for Parks, Recreation Programs, Sport Services and Facilities

- The Master Plan provides an overall vision and direction for making decisions.
- It is based on public input, participation trends and usage, best practices, demographic changes and growth forecasts.
- The Plan will be used by the City to guide investment in parks, recreation programs, sport services, and facilities over the next ten years and beyond.

Project Scope

- **Recreation Programming**, such as aquatic, sport, wellness, arts/crafts, dance/music, and general interest programs provided by the City and other sectors
- **Recreation and Sport Facilities**, such as community centres, pools, sports fields, playgrounds and more
- **Parks & Civic Spaces**, such as major parks, neighbourhood parks, gardens and civic squares
- **Investment in the Community**, such as neighbourhood opportunities, public engagement, sport tourism and more

Project Scope

Items out of Scope:

- **Parkland Dedication Policies** (guided by the London Plan and Parkland Conveyance & Levy By-Law)
- **Cycling and Bike Lanes** (addressed in the London Plan and Cycling Master Plan)
- **Environmentally Significant Areas** (guided by the London Plan policies and technical recommendations within individual Conservation Master Plans)
- **Arts, Culture and Heritage** (guided by the Cultural Prosperity Plan and related reports)

Although these items are addressed in other studies, the Master Plan will ensure alignment

Project Overview

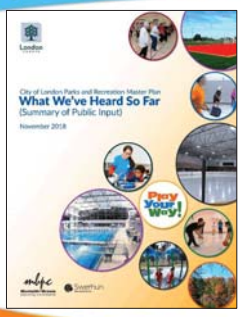
Phase One
Research and Consultation

Phase Two
Development of Recommendations and Strategies

Phase Three
Testing the Master Plan and Project Finalization

What We've Heard So Far (Background report)

What We've Heard So Far (Background report)



PARTICIPATION IN PARKS, RECREATION AND SPORT ACTIVITIES – TOP 3:

1 - Walking for leisure - 72%
2 – Hiking on Nature trails – 54%
3 – Cycling – 50%

Our Discussion May 2018

Purpose of That Session

To **learn** about your challenges and priorities.

To **share** your experiences with us.

To **discuss** ideas and opportunities to be considered within the Master Plan.

We shared our notes back with you to ensure we had recorded the information correctly.

What the EEPAC said..

- ….EEPAC would like guidance as to how to assist staff to achieve the objective to, "improve awareness and understanding about the importance of the City's natural heritage system, the city's urban forest and their broader role within Carolinian Canada"

…further comments on 2009 Plan provided by EEPAC

- Recommend the Master Plan exclude ESAs and other components of the Natural Heritage System
- Define Accountability (guiding principle of 2009 Plan)– what does it mean in this context and how does it relate to any of this Plan?
- Unwise to include the Natural Heritage System in this plan

- Artificial turf – question why we would invest in this if it causes more injuries?
- Supporting volunteers – what is the role of the expert volunteer?
- Role of AODA and the impact of these regulations on trail development in ESAs
- Gaps in Thames Valley Parkway – should only be addressed outside the Natural Heritage System
- Use of term Natural Heritage – needs its own guiding principle if being kept in the plan

- Use of term parks
- Use of term environment – it has a number of common meanings
- Cats in ESAs – only dogs were addressed
- Awareness of natural heritage system – no work done on private land just for public land; encourage awareness of environmental sensitivity
- State the Bicycle Master Plan avoids the Natural Heritage system
- Guidelines for the use of Significant Woodlands is needed
- Natural Heritage System – not recreation over protection and enhancement

- City is not required to follow the advice of any advisory committees
- Define passive recreation – use increase in Natural Heritage System is in conflict with protection
- Completion of pathway and trails network is in conflict with protecting the Natural Heritage System
- Thames Valley Corridor Plan is more about recreation than preservation

KEY ISSUES:

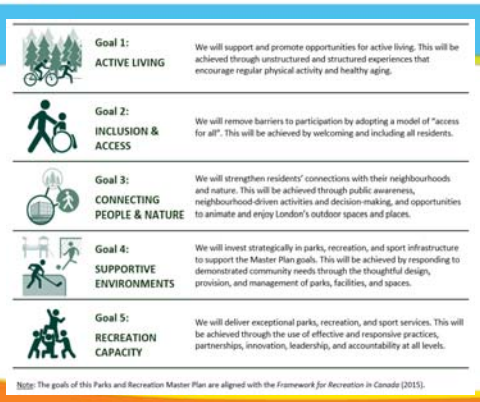
- **Exclude the whole Natural Heritage System from the Plan**
- **Pathways and trails can be in conflict with the NHS**
- **The Thames Valley Corridor Plan is only about recreation**
- **Clarify terminology / definitions**
- **Additional comments – many covered in the Staff submission**

What the Draft Parks and Recreation Master Plan says….

- Did we hear you and respond appropriately?
- Did we miss anything?
- Anything else you would like to add?

VISION

- *In London, all residents – regardless of age, ability, culture, gender, income, or where they live – have opportunity to participate and share in meaningful and accessible parks, recreation and sport experiences.*



Goal 1: ACTIVE LIVING	We will support and promote opportunities for active living. This will be achieved through unstructured and structured experiences that encourage regular physical activity and healthy aging.
Goal 2: INCLUSION & ACCESS	We will remove barriers to participation by adopting a model of "access for all". This will be achieved by welcoming and including all residents.
Goal 3: CONNECTING PEOPLE & NATURE	We will strengthen residents' connections with their neighbourhoods and nature. This will be achieved through public awareness, neighbourhood-driven activities and decision-making, and opportunities to animate and enjoy London's outdoor spaces and places.
Goal 4: SUPPORTIVE ENVIRONMENTS	We will invest strategically in parks, recreation, and sport infrastructure to support the Master Plan goals. This will be achieved by responding to demonstrated community needs through the thoughtful design, provision, and management of parks, facilities, and spaces.
Goal 5: RECREATION CAPACITY	We will deliver exceptional parks, recreation, and sport services. This will be achieved through the use of effective and responsive practices, partnerships, innovation, leadership, and accountability at all levels.

Note: The goals of this Parks and Recreation Master Plan are aligned with the *Framework for Recreation in Canada* (2015).

Issue Response

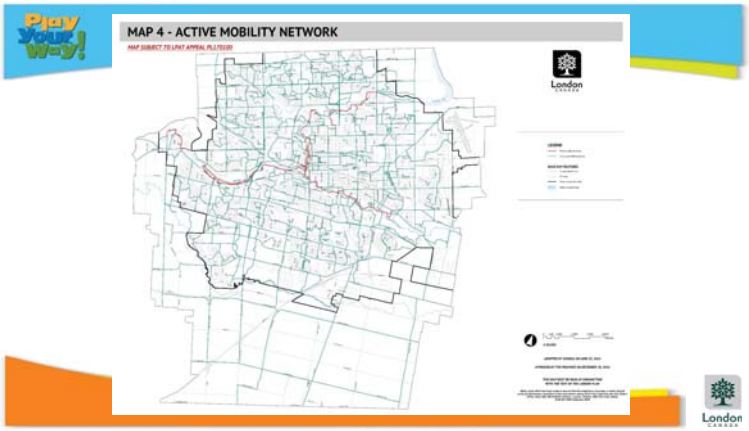
KEY ISSUE:

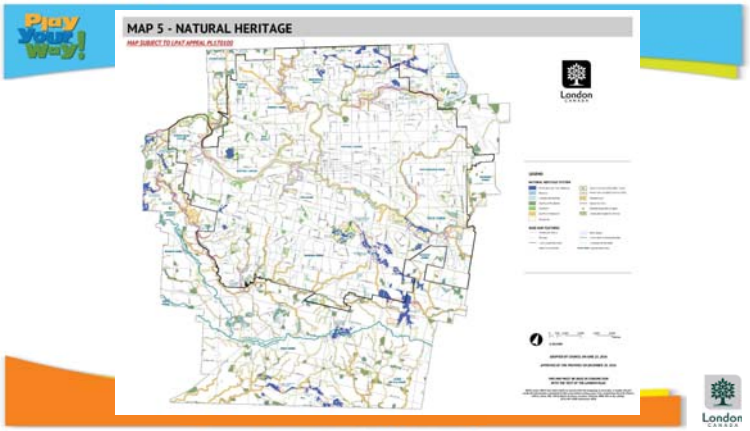
Exclude the whole Natural Heritage System from the Plan

- PPS has policies to identify and protect significant features and functions, and has polices to provide recreational opportunities in nature and at shorelines while "minimizing impacts on those areas"
- OP has dozens of polices about the identification, protection and management of significant features and functions and for the provision of an interconnected park system and pathway system
- Studies say that humans need more interaction with nature for their physical and mental health, especially kids

Issue Response

- ESAs are excluded from the Plan, other than to note that Londoners clearly value hiking in nature as their #2 recreational activity
- The NHS overlaps with much of the parks system. In our urban context, the natural environment and recreation have co-existed for decades
- In an urban setting, river and stream corridors can provide cultural, aesthetic, recreational and environmental benefits
- Criteria used for determining woodland significance include cultural and recreational use
- The City has enhanced the NHS by naturalization of over 15% of its parkland in the last 20 years.


MAP 4 - ACTIVE MOBILITY NETWORK


MAP 5 - NATURAL HERITAGE

Issue Response

KEY ISSUE:

Pathways and trails can be in conflict with the NHS

- Agreed, if no trail planning is done
- If done well, trails and pathways help protect the NHS from user impacts by directing use away from sensitive features/functions
- Properly planned trails and pathways can allow all Londoners access to enhance their appreciation of nature
- Pathways and trails can be 4 season, free recreational opportunities
- Pathways and trails are relatively inexpensive to construct and maintain

Issue Response

- Increased positive trail use can deter inappropriate/illegal uses
- Various levels of trail planning / design are carried out
- All new and rebuilt recreational trails must meet AODA requirements, unless exempted due to "significant impacts" on the environment
- Appropriate ecological studies are done
- Required regulatory approvals are sought and received – MNFR / UTRCA / DFO / MOE / OBC
- Projects include environmental enhancements, such as invasive species removal

Issue Response

KEY ISSUE:

The Thames Valley Corridor Plan is only about recreation

- *TVCP Vision:*

The Thames Corridor is London's most important natural, cultural, recreational and aesthetic resource. The City and community partners will preserve and enhance the natural environment, Thames River health, vistas, beauty and cultural heritage while accommodating compatible infrastructure, accessibility and recreation.

Issue Response

1. Establish a continuous corridor with a minimum width and identify linkages to tributary sub-watersheds.
2. Preserve and enhance natural heritage features including vegetation, wildlife habitat, water quality, improved erosion control (storm/sewage impacts).
3. Preserve and enhance cultural heritage through educational signage, building preservation and identification of historical significance.
4. Develop guidelines and policies to ensure development along the corridor is compatible with the goals and objectives of the Plan.
5. Preserve and enhance the aesthetic beauty of the corridor.

Issue Response

6. Determine what infrastructure is compatible for inclusion in the corridor (such as utilities and buildings).

7. Determine and map compatible recreation uses. Identify suitable points of access, pathway and trail systems, lookout points and linkages to communities and Thames Valley Parkway.

8. Engage citizens in plans for the corridor through education, sharing of information and consultation. Create signage and promote stewardship and riverside clean-ups.

9. Determine what measures are necessary to ensure safe use of the Thames Valley Corridor (such as safe trails and access points).

10. Determine appropriate policies, regulations and enforcement through integration with the Official Plan.

Issue Response

KEY ISSUE:

Clarify terminology / definitions

• Can edit Plan to include definitions for:

Natural Heritage System – OP term

Open Space – traditional term for lands that were not maintained parks

Green Space – new OP term for all lands

Park – unique to London / park classifications

Passive Recreation – new term

Trail – Unique to London

Recommendations

- Recreational Trails and Pathways – opportunities for immersion in, experience, respect and value nature, where ecologically appropriate – ensure new trails are AODA compliant, address gaps in recreational trail and pathway network (site specific analysis, including application of applicable policies and guidelines)
- Make parks and facilities walkable and accessible by residents
- Use recreation to help people connect with nature and be stewards of the natural environment.

Recommendations

- Connecting People with Nature/Thames River – through program design, between centres and their outdoor spaces, shoreline access (in keeping with best environmental practices), education and nature appreciation
- Environmental Health and Stewardship – enhanced management of municipal woodlands, stakeholder and resident stewardship of parks, awareness and understanding of Natural Heritage System, naturalization, greening efforts, management of urban wildlife and invasive species
- Outdoor Play – develop strategy for more challenging play

Recommendations

- Apply effective designs and management strategies that support healthy and sustainable environments, such as natural landscapes, native plants, and natural heritage education opportunities.

Other recommendations cover the main Goals of the Plan in the Areas of:

Active Living

Inclusion and Access

Supportive Environments

Recreation Capacity

Stay Involved!

You may still provide input by April 23:

1. Any questions or comments to:
   dbaxter@london.ca
2. You are encouraged to read through all of the recommendations online and provide comments online:
   getinvolved.london.ca/playyourway

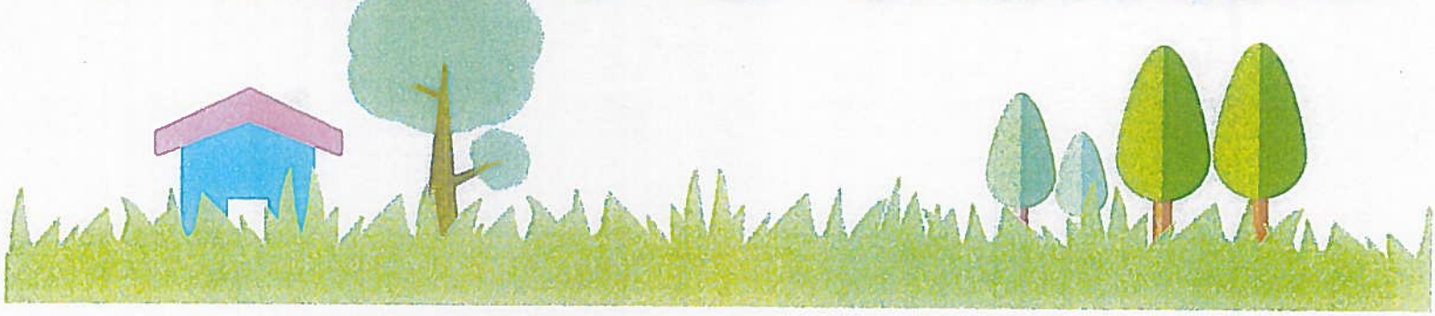
AODA Regulations

Obligated organizations shall ensure that any recreational trails that they construct or redevelop, and that they intend to maintain, meet the following technical requirements:
1. A recreational trail must have a minimum clear width of 1,000 mm.
2. A recreational trail must have a clear height that provides a minimum head room clearance of 2,100 mm above the trail.
3. The surface of a recreational trail must be firm and stable.
4. Where a recreational trail has openings in its surface,
i. the openings must not allow passage of an object that has a diameter of more than 20 mm, and 32
ii. any elongated openings must be orientated approximately perpendicular to the direction of travel.

1 of 5 Exceptions

There is a significant risk that the requirements, or some of them, would adversely affect water, fish, wildlife, plants, invertebrates, species at risk, ecological integrity or natural heritage values, whether the adverse effects are direct or indirect

FACTS CHILDREN & NATURE



PHYSICAL HEALTH & DEVELOPMENT

PHYSICAL ACTIVITY

Children who have greater access to nature are more physically active

FOOD

Children who have access to school and community gardens eat more fruits and vegetables

OBESITY

Children are less likely to be overweight or obese when living within walking distance to a park or playground in their neighbourhood

MENTAL HEALTH & EMOTIONAL WELL-BEING

ADHD

Spending more time in green space and proximity to green space is associated with milder ADHD symptoms

MENTAL HEALTH & WELL-BEING

Proximity to green space or parks is associated with better mental health and well being

Neighbourhood green space has the potential to help children from low income families have better emotional health early in life

SOCIAL & COGNITIVE DEVELOPMENT

SCHOOL

Direct and indirect contact with natural environments surrounding schools has a positive affect on academic success

Learning outdoors in nature can benefit self-esteem, confidence, and cognitive functioning

BEHAVIOUR

Adolescents that have greater access to nature in their environments have fewer behavioural and conduct problems

LAWSON FOUNDATION

HEAL
HUMAN ENVIRONMENTS ANALYSIS LABORATORY

CONNECTING CHILDREN WITH NATURE

Connecting children with nature has benefits for their physical health, mental and emotional well-being, and social and cognitive development. We recommend encouraging children's contact with nature at home, in school, and in community settings by increasing their access to greenspace, parks, and natural landscapes, and by developing opportunities for hands-on outdoor learning.

BACKGROUND

In recent decades, children's overall exposure to nature has steadily declined,[1] while childhood obesity rates and mental health issues have continued to rise.[2] In an age of electronic gadgets and video screens, children are spending less time outdoors engaging with nature. Meanwhile, growing evidence indicates that connecting children to nature can improve their physical and psychological health.[3]

To learn more, we conducted three systematic reviews to investigate the impact of nature exposure on children's physical health and development, mental health and emotional well-being, and social and cognitive development. This fact sheet illustrates actions for researchers, policy-makers, practitioners, and parents.

EVIDENCE

How does nature benefit physical health and development?

Children who are exposed to gardens in school or community settings are more likely to eat fruits and vegetables, try new ones, choose them over unhealthy snacks, and to find them tastier if they helped grow them![4] School gardening and nutrition programs have had positive effects in preventing obesity.[5]

Children who live in "walkable" neighbourhoods with greenspace, parks, and many trees tend to have lower rates of obesity and asthma, and higher rates of physical activity and health-related quality of life.[6] Children are more likely to walk to school if their route is well treed.[7]

Children with access to parks, playgrounds, and outdoor amenities are more likely to be physically active, play with higher intensity, and are less likely to be overweight and obese. This is especially true if the parks are within walking or biking distance and have facilities that encourage physical play.[8]

How does nature benefit mental health and emotional well-being?

Nature has a positive impact on children's mental health and emotional well-being, particularly for vulnerable populations. Children generally report positive feelings while in nature, and green, natural environments have been shown to increase concentration and decrease symptoms of ADHD.[9]

Children who live further away from parks are more likely to have poorer mental health. Having more neighbourhood greenspace is associated with better emotional resilience in poor children, and has been shown to buffer stressful life events.[10]

Children's participation in outdoor adventure and wilderness therapy programs has led to improvements in clinical symptoms, resiliency, self-esteem, and behaviour disorders.[11]

How does nature benefit social and cognitive development?

Greenery surrounding schools is associated with enhancements in memory and focus, reductions in inattentiveness, and improvements in academic success.[12]

School garden programs have been shown to improve academic success, reduce dropout rates, and to have positive effects on interpersonal relationships.[13]

Children who engaged in outdoor education programs or "forest schools" improved their math skills, social skills, self-esteem, confidence, communication, and cognitive function.[14]

Wilderness therapies have been shown to decrease behavioural problems in adolescents and to effect positive changes in identity, sense of purpose, and self-worth.[15]

Access to parks and greenspace has been associated with increased pro-social behaviour, and fewer conduct problems and difficulties with peers.[16]

RECOMMENDATIONS

For Researchers

Conduct more research into the design of home environments, schoolyards, parks and other neighbourhood settings in relation to how best to promote physical activity.

Investigate the impact of nature during different seasons, locations, and quality/types of vegetation (e.g. winter, rural).

Develop new methods and study designs that include natural experiments, longitudinal, qualitative, and mixed-method designs, and more precise measures of location.

Examine the impact of nature exposure on other critical aspects of children's health, including sleep, anxiety, and depression.

Conduct more research to measure the duration of the effects, types and "doses" of exposure to nature, and of structured vs. everyday contact.

For Policymakers

Enact and reform municipal policies to add more green space, parks, and trees in more neighbourhoods.

Support school-based policies that encourage physical activity in natural environments, outdoor learning, school gardens, and nature exposure in curricula.

Develop strategies and programs to foster positive attitudes towards outdoor recreation among parents.

Develop policies at all levels of government to support greener environments for children, particularly vulnerable populations.

For Practitioners

Urban planners: build and renew/renovate parks to foster physical activity in a safe and accessible environment, increase trees and grass in public housing developments, allocate green space within urban settings, and include community garden sites in parks and recreation areas.

Incorporate more greenery, trees, gardens, and large windows for green views into the design and renovation of schools.

Recognize green school grounds and outdoor environments as an effective intervention for promoting children's health and well-being. Emphasize the effects nature has on health.

Foster multidisciplinary strategies to incorporate urban nature and ecological planning considerations into decision-making processes.

For Parents

Engage in gardening activities with children around home and in the community.

Encourage children to spend more time playing in parks and natural areas.

Take nature walks with children and plan walking routes to school to maximize nature exposure.

Lobby school boards and municipal policymakers to incorporate more greenspace and maximize nature exposure in children's environments.

For References & Full Report:
www.theheal.ca/projects

NATURE CAN IMPROVE HEALTH AND WELLBEING

Spending time in nature provides children with a wide range of health benefits.

HEALTHY BABIES

Nature exposure for mothers can promote:

- BETTER FETAL GROWTH[3]
- HEALTHIER BIRTH WEIGHTS [1,2,3]

NATURE CONTACT IS especially beneficial for mothers of lower education and socio-economic levels[2,3,4]

HEALTHY EYES AND VITAMIN D LEVELS

Time spent in bright sunlight can:

- REDUCE NEARSIGHTEDNESS [5,6,7]
- INCREASE VITAMIN D LEVELS [8]

INCREASED PHYSICAL ACTIVITY

Access to parks and greenspace can foster:

- INCREASED PHYSICAL ACTIVITY [11,12]
- REDUCED RISK OF OBESITY [13]

OUTDOOR PLAY increases the likelihood that girls will remain active into adolescence [9]

Children are better able to cope with stress when they live near trees and other greenery. [15,16]

SOCIAL-EMOTIONAL WELLBEING

Learning in nature can support:

- IMPROVED RELATIONSHIP SKILLS [17,20]
- REDUCED STRESS [17] ANGER [18,19] AND AGGRESSION [18,19]

children & nature NETWORK | NLC NATIONAL LEAGUE OF CITIES | THE JPB FOUNDATION

ADDITIONAL RESEARCH ON THE BENEFITS OF NATURE AVAILABLE AT childrenandnature.org/research

SUPPORTING RESEARCH

[1] Dzhambov et al. (2014). Association between residential greenness and birth weight: Systematic review and meta-analysis. *Urban For Urban Gree*, 13(4), 621-629. [2] Markevych et al. (2014). Surrounding greenness and birth weight: Results from the GINIplus and LISAplus birth cohorts in Munich. *Health Place*, 26, 39-46. [3] Dadvand et al. (2014). Inequality, green spaces, and pregnant women: Roles of ethnicity and individual and neighbourhood socioeconomic status. *Environ Inter*, 71, 101-108. [4] Agay-Shay et al. (2014). Green spaces and adverse pregnancy outcomes. *Occup Environ Med*, 71(8), 562-9. [5] French et al. (2013). Time outdoors and the prevention of myopia. *Exp Eye Res*, 114, 58-68. [6] He et al. (2015). Effect of time spent outdoors at school on the development of myopia among children in China. *JAMA*, 314(11),1142-1148. [7] Dolgin (2015). The myopia boom: Short-sidedness is reaching epidemic proportions. Some scientists think they have found a reason why. *Nature*, 519, 276 - 278. [8] McCurdy et al. (2010). Using nature and outdoor activity to improve children's health. *Curr Prob Pediatr Adolesc Health Care*, 40(5), 102-117. [9] Pagels et al. (2014). A repeated measurement study investigating the impact of school outdoor environment upon physical activity across ages and seasons in Swedish second, fifth and eighth graders. *BMC Public Health*, 14(1), 803. [10] Almanza et al. (2012). A study of community design, greenness, and physical activity in children using satellite, GPS and accelerometer data. *Health Place*, 18(1), 46-54. [11] Hartig et al. (2014). Nature and health. *Annul Rev Publ Health*, 35, 207-28. [12] Christian et al. (2015). The influence of the neighborhood physical environment on early child health and development: A review and call for research. *Health Place*, 33, 25-36. [13] Wolch et al. (2011). Childhood obesity and proximity to urban parks and recreational resources: A longitudinal cohort study. *Health Place*, 17(1), 207-214. [14] Duncan et al. (2014). The effect of green exercise on blood pressure, heart rate and mood state in primary school children. *Int J Environ Res Public Health*, 11(4), 3678-3688. [15] Wells & Evans (2003). Nearby nature: A buffer of life stress among rural children. *Environ Behav*, 35(3), 311-330. [16] Corraliza et al. (2012). Nature as a moderator of stress in urban children. *Procedia - Soc Behav Sci*, 38, 253-263. [17] Chawla et al. (2014). Green schoolyards as havens from stress and resources for resilience in childhood and adolescence. *Health Place*, 28, 1-13. [18] Roe & Aspinall (2011). The restorative outcomes of forest school and conventional school in young people with good and poor behavior. *Urban For Urban Gree*, 10, 205-212. [19] Younan et al. (2016). Environmental determinants of aggression in adolescents: Role of neighborhood green space. *J Am Acad Child Adolesc Psychiatry*, 55(7), 591-601. [20] Chawla (2015). Benefits of nature contact for children. *J Plan Lit*, 30(4), 433-452.

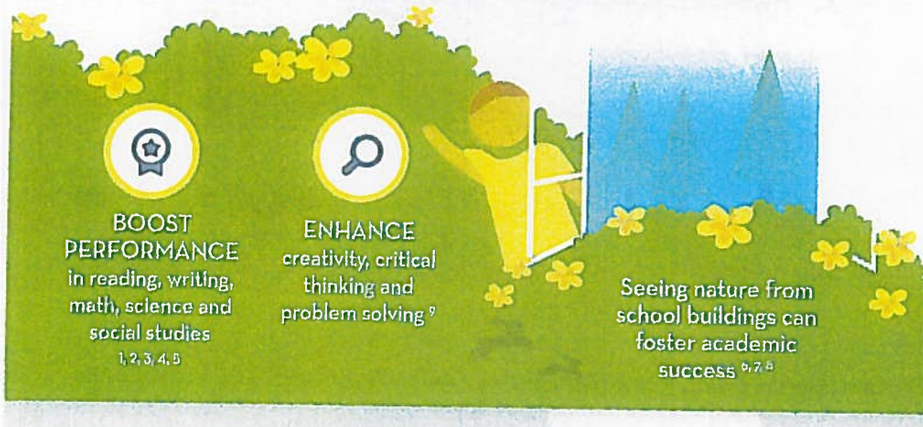
C&NN recognizes that not all studies support causal statements.

NATURE CAN IMPROVE ACADEMIC OUTCOMES

Spending time in nature enhances educational outcomes by improving children's academic performance, focus, behavior and love of learning.

BETTER ACADEMIC PERFORMANCE

Learning in natural environments can:

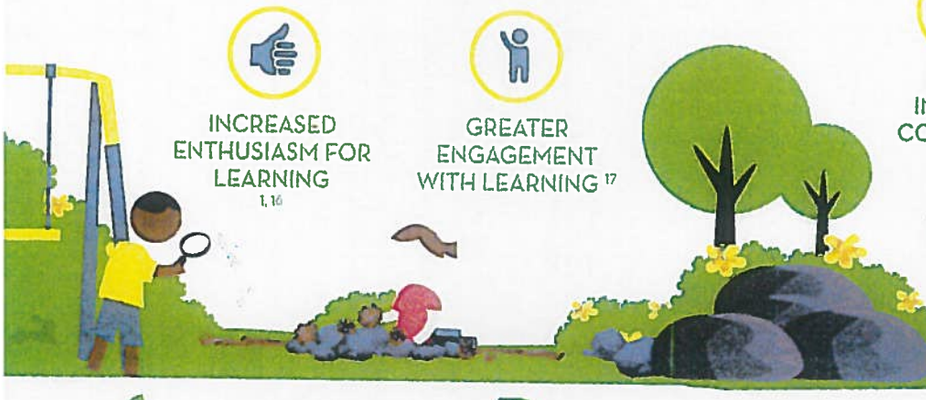


ENHANCED ATTENTION

Spending time in nature can help children focus their attention:

INCREASED ENGAGEMENT & ENTHUSIASM

Exploration and discovery through outdoor experiences can promote motivation to learn:



IMPROVED BEHAVIOR

Nature-based learning is associated with reduced aggression and fewer discipline problems: [18, 19]

children & nature NETWORK | NLC NATIONAL LEAGUE OF CITIES | THE JPB FOUNDATION

ADDITIONAL RESEARCH ON THE BENEFITS OF NATURE AVAILABLE AT childrenandnature.org/research

SUPPORTING RESEARCH

[1]Lieberman & Hoody (1998). Closing the achievement gap: Using the environment as an integrating context for learning. Results of a Nationwide Study. *San Diego: SEER.* [2] Chawla (2015). Benefits of nature contact for children. *J Plan Lit,* 30(4), 433-452. [3] Berezowitz et al. (2015). School gardens enhance academic performance and dietary outcomes in children. *J School Health,* 85(8), 508-518. [4] Williams & Dixon (2012). Impact of garden-based learning on academic outcomes in schools: Synthesis of research between 1990 and 2010. *Rev Educ Res,* 83(2), 211-235. [5] Wells et al. (2015). The effects of school gardens on children's science knowledge: A randomized controlled trial of low-income elementary schools. *Int J Sci Edu,* 37(17), 2858-2878. [6] Li & Sullivan (2016). Impact of views to school landscapes on recovery from stress and mental fatigue. *Landscape Urban Plan,* 148, 149-158. [7] Wu et al. (2014) Linking student performance in Massachusetts elementary schools with the "greenness" of school surroundings using remote sensing. *PLoS ONE* 9(10): e108548. [8] Matsuoka, R. H. 2010. Student performance and high school landscapes. *Landscape and Urban Planning* 97 (4), 273-282. [9] Moore & Wong (1997). Natural Learning: Rediscovering Nature's Way of Teaching. *Berkeley, CA: MIG Communications.* [10] Faber Taylor et al. (2002). Views of nature and self-discipline: Evidence from inner-city children. *J Environ Psy,* 22, 49-63. [11] Mårtensson et al. (2009). Outdoor environmental assessment of attention promoting settings for preschool children. *Health Place,* 15(4), 1149-1157. [12] Wells (2000). At home with nature effects of "greenness" on children's cognitive functioning. *Environ Behav,* 32(6), 775-795. [13] Berto et al. (2015). How does psychological restoration work in children? An exploratory study. *J Child Adolesc Behav* 3(3). [14] Faber Taylor et al. (2001). Coping with ADD: The surprising connection to green play settings. *Environ Behav,* 33(1), 54-77. [15] Amoly et al. (2014). Green and blue spaces and behavioral development in Barcelona schoolchildren: The BREATHE Project. *Environ Health Perspect,* 122,1351–1358. [16] Blair (2009) The child in the garden: An evaluative review of the benefits of school gardening. *J Environ Educ,* 40(2), 15-38. [17] Rios & Brewer (2014). Outdoor education and science achievement. *Appl Environ Educ Commun,* 13(4), 234-240. [18] Bell & Dyment (2008). Grounds for health: The intersection of green school grounds and health-promoting schools. *Environ Educ Res,* 14(1), 77-90. [19] Nedovic & Morrissey (2013). Calm, active and focused: Children's responses to an organic outdoor learning environment. *Learn Environ Res,* 16(2), 281-295. [20] Ruiz-Gallardo & Valdés (2013). Garden-based learning: An experience with "at risk" secondary education students. *J Environ Educ,* 44(4), 252-270.

C&NN recognizes that not all studies support causal statements.

Welcome
City of London
Long Term Water Storage

Municipal Class Environmental Assessment
Public Information Centre #2

November 28, 2018

The purpose of this Public Information Centre (PIC) is to:

- Present an overview of the results from PIC #1 (June 2018);
- Summarize the work undertaken since June;
- Present the evaluation of reservoir locations;
- Present the preferred alternatives; and,
- Meet the project team and get your feedback.

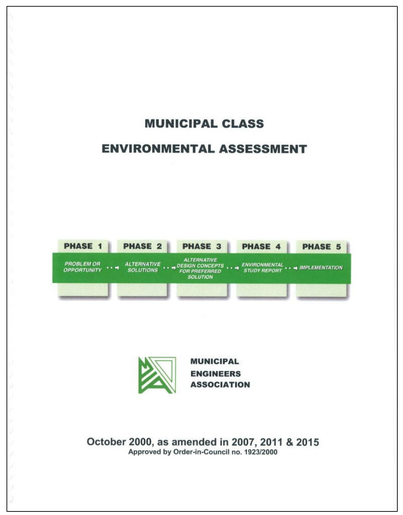
Please take a comment form and a pen. As you review the information presented today, we encourage you to ask questions and provide feedback.

London CANADA

Municipal Class Environmental Assessment

What is a Municipal Class Environmental Assessment?

- A Municipal Class Environmental Assessment (EA) is a process approved under Ontario's ***Environmental Assessment Act.***
- It enables municipal infrastructure projects to be planned with a proven process for protecting the environment.
- This project is following the Municipal Class EA process for **Schedule 'B'** projects.
- Schedule 'B' projects must follow **Phases 1 and 2** of the Class EA process.
- At the end of the EA process, a Project File report will be prepared for public review and comment.



What is the Purpose of this Class EA?

To select a preferred storage location through a comprehensive, environmentally sound planning process that is open to public participation.

Municipal Class Environmental Assessment Process

Phase 1
Identify the Problem and Opportunity Statement

See Board 3

Phase 2
Identify Alternative Solutions to address the Problem and Opportunity Statement

See Boards 4-12

WE ARE HERE

Phase 3
Identify Alternative Design Concepts

Phase 4
Prepare Environmental Study Report

Schedule 'C' Projects Only

Phase 5
Implement the Solution

See Board 13

Problems and Opportunities

- The City of London's water system provides safe drinking water to residents, businesses and industries within the City limits.

- Springbank Reservoir #2 requires continued maintenance and repair and is reaching the end of its service life. The City would like to consider retiring the facility when it reaches the end of its life expectancy anticipated in 2022. As a result, comparable reservoir capacity (45ML) will need to be replaced or better located within the City's water system.

- The Arva Reservoir and Pumping Station can provide water via the Lake Huron Water Supply System to the entire City during a power outage. However, the water supply rate and pressure is reduced compared to normal operating conditions and emergency needs. The City needs to have adequate standby power to operate the Arva distribution pumps to the City and be able to utilize the volume of water in storage at the Arva Reservoir.

- Additional water storage is necessary to meet future growth demands to 2054 and beyond.

- The City must also consider the potential of a disruption or reduction in water supply during emergency situations in planning for the storage needs of the City's water system, as well as Ministry of Environment and Climate Change fire balancing and daily peak demand needs.

Problem and Opportunity Statement

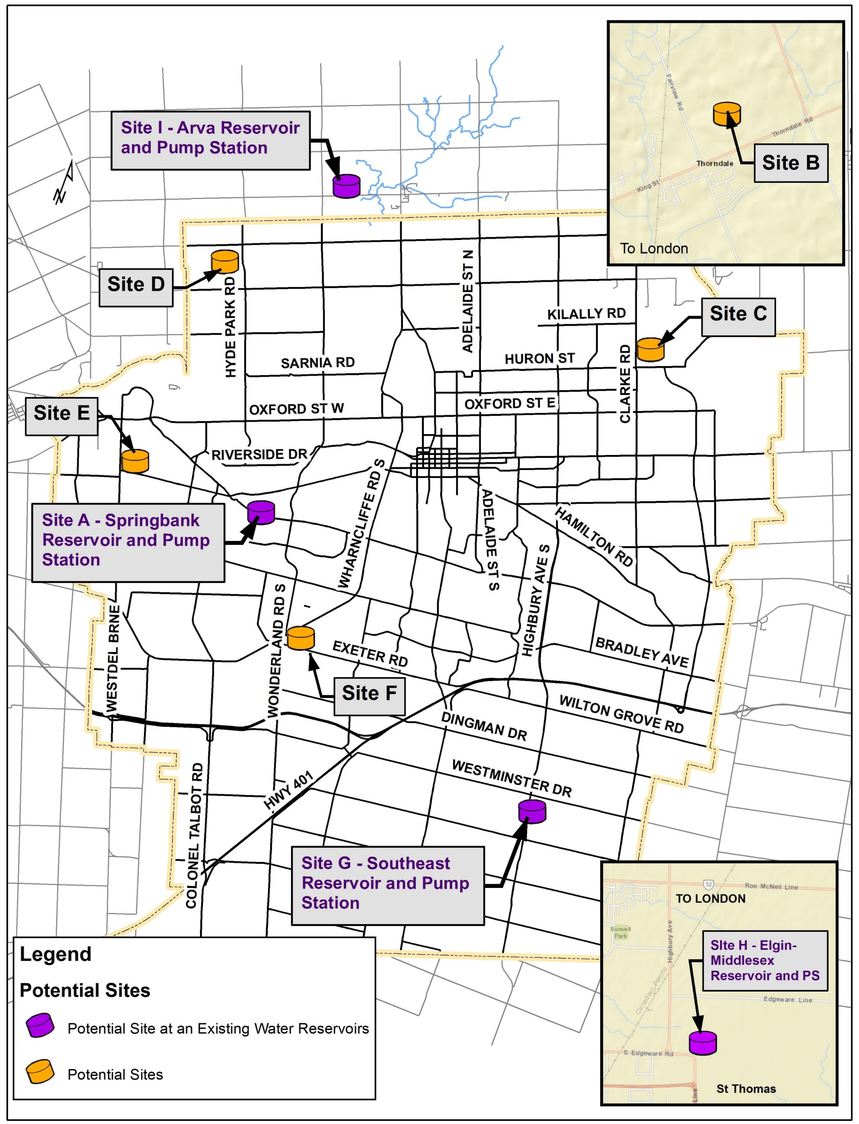
The City of London provides water storage and distribution from the Arva, Elgin-Middlesex, Southeast and Springbank reservoirs. From these sources, water is provided for drinking water, daily household use, business and industrial needs and fire protection. Water can also be provided during water disruptions or if pressures within the City's water system are reduced. However, the existing water system is not able to provide flows at a supply rate and pressure necessary to meet peak demand, fire and/or emergency needs based on future growth. Additionally, Reservoir #2 at Springbank is subject to ongoing maintenance associated with this aging facility and is nearing the end of its service life.

This Class EA study will examine opportunities to address these issues and determine a preferred solution for future water storage that will contribute to the overall City water system to meet daily operation and emergency needs, to meet future growth.

PIC #1 Summary

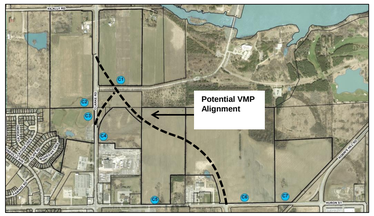
The Long List of Candidate Reservoir Locations (9) were evaluated and reduced to a Short List of Candidate Reservoir Locations (4).

Within 2 of these locations (Site A and Site C), multiple sites were identified.



Site A: Option 1 – Reservoir on top of and adjacent to the Reservoir #2 footprint

Site A: Option 2 - Reservoir adjacent to the Reservoir #2 footprint



Site C: City Northeast (7 potential sites)

Site G: Southeast Reservoir (1 potential site)

Site I: Arva Reservoir (1 potential site)

Natural Heritage, Archaeology and Cultural Heritage

Natural Heritage

- A preliminary background review was conducted to identify existing natural heritage features at the four candidate sites. Species at Risk (SAR), Species of Conservation Concern (SOCC) and relevant Official Plan Schedules outlining natural heritage land use designations were utilized to inform the review. (See boards 8-9 for results and rankings)

- Previous reports undertaken by AECOM within the study area were also used and include:
    - *North Huron Subject Land Status Report (AECOM, 2015)*
    - *Southeast Reservoir Subject Lands Status Report (Earth Tech Canada Inc., 2004)*
    - *Southeast Reservoir & Pumping Station Environmental Impact Study (Earth Tech Canada Inc, 2005)*

Archeology

- A preliminary background review was conducted to document the archaeological and land use history as well as the existing conditions at the four candidate sites. Data sources included recent historical maps, previous archaeological assessments, The Ministry of Tourism Culture and Sport's and Ontario Heritage Trust Databases and the City of London's heritage register mapping. (See board 8 for results and rankings)

Cultural Heritage

- A preliminary background review was conducted to determine whether the four candidate sites have the potential to impact cultural heritage resources. Data sources included the City of London's Inventory of Heritage Properties, Ontario Heritage Trust's online inventory, the Canadian Register of Historic Places and the Directory of Federal Heritage Designations. (See board 8 for results and rankings)

Geotechnical and the Evaluation of Long Term Storage Requirements

Geotechnical

- A background review was conducted to document the historical geotechnical and hydrogeological data obtained during various field investigations completed. Reports completed in the vicinity of the proposed locations were referenced to establish location suitability. (See boards 9 for results and rankings)

Evaluation of Long Term Storage Requirements

- A preliminary background review was conducted to review and confirm system design criteria, such as minimum pressures under emergency supply conditions as well as storage sizing criteria, in general and for future growth. Available storage, estimates for storage capacity requirements for each design year and potential storage locations and configurations were also identified. An analysis of the results for each alternative storage site was completed. (Boards 10-11 outline the results and rankings)

- Previous reports reviewed by AECOM within the study area were also used and include:
  - *2002 Water Supply Reliability Assessment, Final Report (Dillon, 2002)*
  - *2008 City of London Water Master Plan Update (City of London, 2008)*
  - *2014 City of London Water Master Plan Update (City of London, 2014)*
  - *Elgin Area Primary Water Supply System – 2008 Water Master Plan Update (Delcan, 2010)*
  - *Lake Huron Primary Water Supply System – 2008 Water Master Plan Update (Delcan, 2010)*
  - *City of London InfoWater hydraulic model (AECOM, 2014)*

Evaluation Framework and Criteria

A qualitative evaluation was undertaken for the evaluation of alternatives based on the reports presented on Boards 5 and 6. Table 1 summarizes the criteria and measures including environmental components that address the broad definition of the environment as described in the Environmental Assessment Act, used for evaluation purposes, to assist in determining the best possible solution.

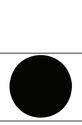
Evaluation of Long Term Storage Requirements

- A detailed assessment of each short listed alternative solution was completed based on the previously described evaluation components and criteria. The evaluation approach used to consider the suitability and feasibility of alternative solutions for the study was a qualitative assessment. In this evaluation approach, trade-offs consider the advantages and disadvantages of each alternative to address the problem and opportunity statement with the least environmental effects and the most technical benefits for relative comparison between alternatives. This formed the rationale for identification of the preferred alternative.

- A comprehensive evaluation in a matrix format was prepared and used to present the evaluation of alternative solutions as shown in Boards 8 - 12.

Table 1 – Evaluation Framework

Category	Criteria	Indicator
Public Health	Long/short Term Impacts	• Noise quality • Air quality
Social and Cultural Evaluation	Property Impacts and Acquisition	• Need for Land Purchase in part or in whole
	Residential Land Use	• Potential long or short-term impacts to surrounding neighbourhoods/land use - due to project and/or construction
	Built and Cultural Heritage Resources	• Potential impacts to built and cultural heritage resources
Natural Environment	Terrestrial	• Potential Effects on flora, fauna and associated habitat. • Potential Effects to Species at Risk (SAR).
	Aquatic	• Number and nature of water crossings, including upgrade requirements. • Potential Effects on aquatic species and associated habitat. • Potential Effects to Aquatic SAR.
	Ground and Surface Water	• Impacts to water quality
Engineering	Hydraulics	• Ability to service northeast London
	Energy Optimization	• Optimizes Energy use and transient protection • Need for booster pumping and backup power
	Operations Improvement	• Ease of normal system operation, water turnover and quality.
	Infrastructure	• Use of existing infrastructure • Distribution routing/ New Water System infrastructure
	Climate	• Water supply source and system/ climate resilience
Economic and Financial	Operating Costs	• Total project costs (design and construction) • Operating and Maintenance Costs • Land Costs

Impact Criteria	Indicators	Reservoir Location				
		Site A Vicinity of Existing Springbank Reservoir and PS		Site C North East System: Clarke Road and Huron Road Area	Site G Existing Southeast Reservoir and PS	Site I Existing Arva Reservoir and PS
		A1	A2			
Public Health and Safety	**Long/Short Term Impacts due to air and noise quality**	-Little to no change from existing for long term. Some impacts due to construction given residential proximity	-Some change from existing for long term with impacts due to construction in closer proximity to residents.	-Some change from existing in long term and due to construction subject to which of 7 sites is chosen. -More significant for those options closer to existing residences.	-No change from existing in long term or due to construction in short term due to remote location.	-No change from existing in long term. -Some impacts due to construction in short term given proximity to some nearby residences.
						
Public Health and Safety Evaluation Summary						
Social and Cultural	**Need for Land Purchase in part or in whole**	-City owned land for purpose, currently used as open space.	-City owned land for purpose, but currently used as open space.	-Some City owned land with some sites having to be purchased. -Land Intended for industrial or residential development.	-City owned land ready for purpose.	-Outside of City boundary but is owned by the Regional Water System with London being the major user. (Potential to provide land at no low cost if the decision is to have storage here to optimize the City's water supply). -Currently used as open space.
						
	Potential long or short term impacts to surrounding neighbourhoods/land use – due to project and/or construction.	-Impact to existing due to: loss of open space that can be replaced in part; reservoir closer to residences and higher slopes; Infrastructure work across Commissioners Road impacts roadway and the work onsite is closer to existing residences.	-Impact to existing due to: loss of open space; reservoir much closer to residences; and even higher slopes; Infrastructure work across Commissioners Road impacts roadway and the work onsite is much closer to existing residences.	-Impact to existing residents/businesses and land use (now and/or future), which could be mitigated to some extent based on which of 7 locations chosen. -Impacts to City's industrial land strategy by reducing available land. - New site requires extensive work on Clarke road for inlet/outlet, watermains, construction and permanent access.	-No impacts to surrounding land uses. -No impacts to existing residences/businesses. -Minimal construction impact given all works are setup for the site and it is well away from existing residents.	-Minor impacts to existing area and/or land use with nearest residence being greater than 300m away from a potential expansion, which is a more than adequate buffer. -Minimal impact due to construction to nearby residences. Available site with no road works other than increased construction traffic.
						

Low Impact is considered preferred compared to moderate or high impact.

Legend	Low Impact	Low to Moderate Impact	Moderate Impact	Moderate to High Impact	High Impact	Most Preferred
						

Impact Criteria	Indicators	Reservoir Location				
		Site A Vicinity of Existing Springbank Reservoir and PS		Site C North East System: Clarke Road and Huron Road Area	Site G Existing Southeast Reservoir and PS	Site I Existing Arva Reservoir and PS
		A1	A2			
	Potential impact to archaeological / heritage resources. (2)	-Moderate impact – Stage 1 archaeological work completed, requires Stage 2 study. -CHER or HIA may be required to fully evaluate cultural heritage impacts.	-Moderate impact – Stage 1 archaeological work completed, requires Stage 2 study. -CHER or HIA may be required to fully evaluate cultural heritage impacts.	-Slight impact – Stage 1 archaeological work completed for the most part except for 2 sites. -Depending on the site chosen, CHER or HIA may be required to fully evaluate cultural heritage impacts.	-No impact. Stage1 /2 archaeological work completed. -CHER or HIA may be required to fully evaluate cultural heritage impacts.	-Low to Moderate impact, archaeological potential with Stage 1/2 required. -No Cultural Heritage impacts.
Social and Cultural Evaluation Summary						
Natural Environment (3)	**Terrestrial – ecological impacts resulting from removal or damage to vegetation and trees (Species at Risk).**	- Woodland is a total of 9.77 hectares of which ~0.70 ha will be potential affected by proposed works. - Approximately 35 trees may be affected to extend the reservoir to the east into existing open space area.	- Woodland is a total of 9.77 hectares of which ~1.25 ha will be potential affected by proposed works. - Approximately 80 trees may be affected to extend the reservoir to the east into existing open space area. - More green space and natural areas impacted.	- Candidate sites primarily agricultural, however, unevaluated wetlands and woodlands are present. Any proposed facility should be kept away from wetlands/woodlots of significant value. If not, additional assessment and mitigation work is required. - Park impacts for 1 potential site.	- Natural Feature is approximately 15 hectares in size, with approximately 1.56 ha falling within the study area. Low amount of impact based on Natural Heritage review and that proposed works can be implemented without impacts to the wooded area already allowed for by previous assessments and work.	- Natural Feature is approximately 14 ha with 1.29 ha falling within the study area. Least amount of impact based on Natural Heritage review and that proposed work can be implemented without impacts to woodland areas; however, the boundary of the existing woodland would need to be confirmed through field investigations.
	Impacts to Wildlife (Species at Risk)	- Potential impacts to 18 SAR Of these, 15 (10 Endangered (END), 5 Threatened (THR)) are protected under the *Endangered Species Act* (2007). The other 3 species are listed as Species of Conservation Concern (SCC) and do not have any permitting implications.	- Potential impacts to 18 SAR Of these, 15 (10 END, 5 THR) are protected under the *Endangered Species Act* (2007). The other 3 species are listed as SCC and do not have any permitting implications.	- Potential impacts to 20 SAR Of these, 11 (5 END, 6 THR) are protected under the *Endangered Species Act* (2007); The other 9 species are considered SCC and do not have any permitting implications.	- Potential impacts to 13 SAR Of these, 8 (5 END, 3 THR) are protected under the *Endangered Species Act* (2007). The other 5 species are considered SCC and do not have any permitting implications. - Potential impacts are limited to 3 SAR cultural meadow species (3 THR) based on the proposed reservoir footprint. - Some impacts for 9 SAR were pre-assessed and mitigated during the Subject Land Status Report (Earth Tec, 2004).	- Potential impacts to 11 SAR Of these, 10 (5 END, 5 THR) are protected under the *Endangered Species Act* (2007). The other 1 species is considered SCC and does not have any permitting implications. - Potential impacts are limited to 5 SAR cultural meadow species (4 THR and 1 SCC) based on the proposed reservoir footprint.

Low Impact is considered preferred compared to moderate or high impact.

Legend	Low Impact	Low to Moderate Impact	Moderate Impact	Moderate to High Impact	High Impact	Most Preferred

Impact Criteria	Indicators	Reservoir Location				
		Site A Vicinity of Existing Springbank Reservoir and PS		Site C North East System: Clarke Road and Huron Road Area	Site G Existing Southeast Reservoir and PS	Site I Existing Arva Reservoir and PS
		A1	A2			
	Aquatic – ecological impacts resulting from construction in or near water with potential to harm aquatic species (watermain crossings, Species at Risk).	- No watercourses were observed within 100 m of the proposed reservoir. There are no anticipated impacts to SAR; however, potential impacts cannot be determined without further study.	- No watercourses were observed within 100 m of the proposed reservoir. There are no anticipated impacts to SAR; however, potential impacts cannot be determined without further study.	- 1 SAR species (THR) was flagged by NHIC during the background review; however, suitable aquatic habitat was not identified during aquatic surveys in within the Site C study area (AECOM, 2015). The Thames River is located approximately 100 metres north of the study area and contains SAR. - Impacts cannot be determined without further study. A moderate impact will be assumed until proposed reservoir footprints are established.	- A small portion of Perl Drain was identified in the southwest corner of the study area and therefore also falls within the KCCA's Regulation Limit. Aquatic SAR were not identified in the 2004 report (Earth Tec, 2004). There are no anticipated impacts to SAR. - Impacts cannot be determined without further study, however they are less likely given the proposed location of the reservoir.	- 1 SAR species was identified during the NHIC background review; however DFO mapping did not flag any aquatic SAR species. There are no anticipated impacts to SAR species. - Impacts cannot be determined without further study; however, they are less likely given the proposed location of the reservoir.
						
	Impacts to ground/surface water quality (1)	- Minimal ground or surface water impacts but should be confirmed given soil type / groundwater conditions in the area.	- Minimal ground or surface water impacts but should be confirmed given soil type / groundwater conditions in the area.	-Higher ground and/or surface water impacts subject to the preferred site location of the 7 options.	-No groundwater/surface water quality impacts. Already addressed as part of initial facility construction and allowance for expansion.	-Minimal ground or surface water impacts anticipated. Subject to onsite confirmation at later project stages. -Water ponds onsite/adjacent to site due to poor drainage currently being addressed by adjacent landowners.
						
Natural Environment Summary						
Technical Considerations (4)	**Ability to service northeast London (Hydraulics)**	-Does not improve operation and pressure under peak/emergency response in NE London, but maintains water supply above minimum MOEC pressures.	-Does not improve operation and pressure under peak/emergency response in NE London, but maintains water supply above minimum MOEC pressures.	-Best addresses systemic operation and peak/emergency response and hydraulic issues in NE London.	-Does not improve operation and peak/emergency response in NE London.	-Addresses system operation and peak/emergency response hydraulics issues in NE London for the most part.
						

Low Impact is considered preferred compared to moderate or high impact.

Legend	Low Impact	Low to Moderate Impact	Moderate Impact	Moderate to High Impact	High Impact	Most Preferred
						

Impact Criteria	Indicators	Reservoir Location				
		Site A Vicinity of Existing Springbank Reservoir and PS		Site C North East System: Clarke Road and Huron Road Area	Site G Existing Southeast Reservoir and PS	Site I Existing Arva Reservoir and PS
		A1	A2			
	Optimizes Energy use and transient protection	-No improvement or detriment to transient protection under peak/emergency conditions. Much reduced energy costs due to gravity feed and somewhat improved operations with the Arva PS.	-No improvement or detriment to transient protection under peak/emergency conditions. Much reduced energy costs due to gravity feed and somewhat improved operations with the Arva PS.	-Decreased transient protection with increased energy needs (highest of all the alternatives)	-No improvement or detriment to transient protection or increase in energy costs but pumping intensive.	-No improvements or detriment to transient protection but pumping intensive. Energy costs can be optimized at PS with storage in place.
	Operational Improvement (ease of normal system operation, water turnover and quality)	-No significant improvement or detriment to existing operations. Longer water residence time necessitating operational changes at the Arva PS. Gravity based operation.	-No significant improvement or detriment to existing operations. Longer water residence time necessitating operational changes at the Arva PS. Gravity based operation.	-Water system operation more complex with a 4th major reservoir and PS. Maintains water quality but increases water turnover necessitating Arva PS operational changes.	-No significant improvement or detriment to existing operations. New storage not fully utilized and reliant on Elgin water supply expansion. Additional pumping capacity required.	-No significant improvement or detriment to existing City water operations, with improved potential for Regional Water Supply for filling. Maximizes new reservoir volume use with pumping capacity optimized.
	Use of existing infrastructure	-Replaces existing 50ML being retired. An additional 50ML can be constructed on available land and connected to the existing reservoir with some height and slope issues.	-Replaces existing 50ML being retired. An additional 50ML can be constructed on available land and connected to the existing reservoir with greater height, proximity and slope issues.	-New greenfield, land to be purchased and revised land use for City owned. -Does not maximize use of existing infrastructure.	-Existing infrastructure already in place as facility is designed for 113 ML expansion. Additional pumping capacity required.	-Connecting to existing reservoir on existing land for purpose.
	Need for booster pumping and backup power.	-No PS or backup power required (gravity system).	-No PS or backup power required (gravity system).	-Yes, a new PS and backup power is required.	-No new PS or backup power is required but additional pumping capacity is needed.	-No new PS or pumping capacity is required, but emergency backup power is needed to access full reservoir capacity.
	Distribution routing / New Water System infrastructure	-Interconnection to existing PS and Reservoirs only.	-Interconnection to existing PS and Reservoirs only.	-New infrastructure and connections required to the Clarke Road watermain.	-No new infrastructure required.	-Interconnection to existing PS and Reservoir only.

Low Impact is considered preferred compared to moderate or high impact.

Legend	Low Impact	Low to Moderate Impact	Moderate Impact	Moderate to High Impact	High Impact	Most Preferred

Impact Criteria	Indicators	Reservoir Location				
		Site A Vicinity of Existing Springbank Reservoir and PS		Site C North East System: Clarke Road and Huron Road Area	Site G Existing Southeast Reservoir and PS	Site I Existing Arva Reservoir and PS
		A1	A2			
	Water Supply Source and System/Climate Resilience	Lake Huron supply, gravity based servicing to all of London under all conditions. Lowest climate impacts.	Lake Huron supply, gravity based servicing to all of London under all conditions. Lowest climate impacts.	Lake Huron supply for NE London only. New infrastructure and pumping required with backup power for emergency operations. Increased climate impacts.	Lake Erie supply for SE London, with infrastructure and backup power in place for pumped operations. Current storage necessitates additional supply from Lake Erie. Greatest impact to climate.	Lake Huron supply with pump based operations to the entire City. Backup power required for improved emergency operations to that currently available, with some climate impacts.
						
Technical Considerations Evaluation Summary						
Economic and Financial	**Capital and Land Costs**	- Lowest capital cost with no land cost.	- 3rd Lowest capital cost but with no land cost.	-2nd Highest capital and land costs of all alternatives.	-Lowest capital cost of all alternatives with no land costs. -However necessitates Elgin Water system expansion at highest cost.	-2nd lowest capital cost with no land cost and some potential capital cost that could be mitigated with Regional Water Supply.
						
	Operating Costs	-Lowest operating cost.	-Lowest operating cost.	-Highest operating cost.	-3rd lowest operating cost.	-2nd lowest operating.
						
Economic and Financial Evaluation Summary						
Overall Summary / Recommendation						

Notes:

(1) Geotechnical and Hydrogeotechnical Summary (October 2018)
(2) Water Storage Options EA – Draft Preliminary Background Review – Archaeology /Cultural Heritage (October 2018)
(3) Water Storage Options EA – Draft Preliminary Background Review – Natural Heritage Background Review (October 2018)
(4) Evaluation of Long Term Storage Requirements (October 2017)

Low Impact is considered preferred compared to moderate or high impact.

Legend	Low Impact	Low to Moderate Impact	Moderate Impact	Moderate to High Impact	High Impact	Most Preferred
						

Evaluation of Candidate Sites: Recommendations

Springbank Reservoir: Site A1

- 100ML of additional storage capacity be implemented at the existing Springbank Reservoir Site (Option A1) by 2024 to replace the existing 45 ML of storage to be retired, and meet storage deficit/growth projections to that point in time as per table 4.1 from the Evaluation of Long Term Storage Requirements Study.

Evaluation of Long Term Storage Requirements
Table 4.1 – Required Storage Capacity – 48 hour Emergency

Year		Demands (ML/d) (1)		Emergency - MDD / ADD (2 days)					
		ADDw	MDD	Required Storage (ML)	Elgin Supply Volume (ML)	Total Supply (ML)	Net Required Storage (ML)	Available Storage (ML)	Storage Surplus (defecit) (ML)
	Existing	133.2	267.3	482.7	80.0	80.0	403	312	-91
0	**2014**	134.4	269.8	486.9	115.0	115.0	372	312	-60
5	**2019**	140.1	281.5	507.1	115.0	115.0	392	312	-80
10	**2024**	145.9	293.3	527.4	115.0	115.0	412	283	-130
15	**2029**	151.6	304.9	547.4	170.0	170.0	377	283	-95
20	**2034**	157.4	316.9	568.0	170.0	170.0	398	283	-115
25	**2039**	163.3	328.9	588.7	170.0	170.0	419	283	-136
30	**2044**	169.4	341.4	610.2	170.0	170.0	440	283	-157
35	**2049**	175.8	354.4	632.5	170.0	170.0	462	283	-180
40	**2054**	182.4	367.8	655.7	170.0	170.0	486	283	-203

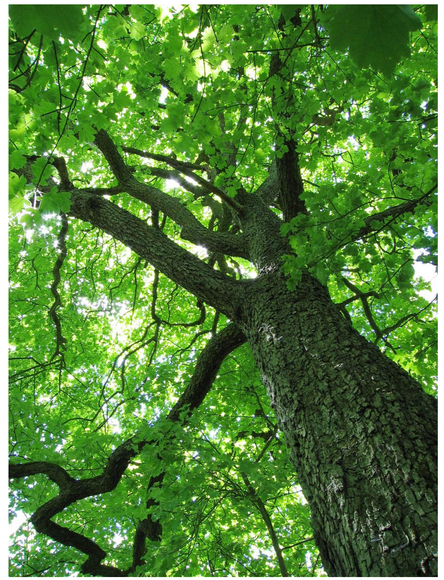
Future Storage

- A further 100ML of additional storage capacity to be implemented at the existing Arva Reservoir Site (Option I) by 2044 to meet storage deficit/growth projections to that point in time as per Table 4.1 from the Evaluation of Long Term Storage Requirements Study dated October 2017.
- Additional Storage capacity to be implemented at the existing Southeast Reservoir Site (Option G) once the Elgin Water Supply System treatment and supply capacity is expanded to meet future growth needs in addition to or as part of the further 100ML of additional storage capacity recommended at the Arva Reservoir Site (Option I).

Mitigation

Natural Environment

- Work with the UTRCA/MNRF/DFO/City of London to address potential impacts to natural features.
- Ensure all regulatory requirements to protect the environment are followed.
- Ensure construction occurs outside of the nesting bird window.
- Ensure opportunities to provide a net benefit to ecosystem function be explored.
- Consideration of the London Invasive Plant Management Strategy (Clean Equipment Protocol).



Social Environment

- Access to existing park amenities, businesses, institutions and commercial areas are maintained (where possible) during and after construction.
- Meet with affected property owners during detailed design to explain how and when construction is expected to take place.
- Comply with City of London noise by-law (day time works)
- Provide advanced notification to affected property owners prior to construction, including estimated timing/durations and project contact information for asking questions and requesting information.

Archeological

- A Stage 2 archaeological assessment must be conducted for all lands determined to retain archaeological potential that will be used for construction or that will be subject to ground disturbance.

Economic

- Ensure UTRCA and City resources are allocated effectively.

Restoration

- All disturbed areas will be restored to equal or greater than existing condition.

Monitoring

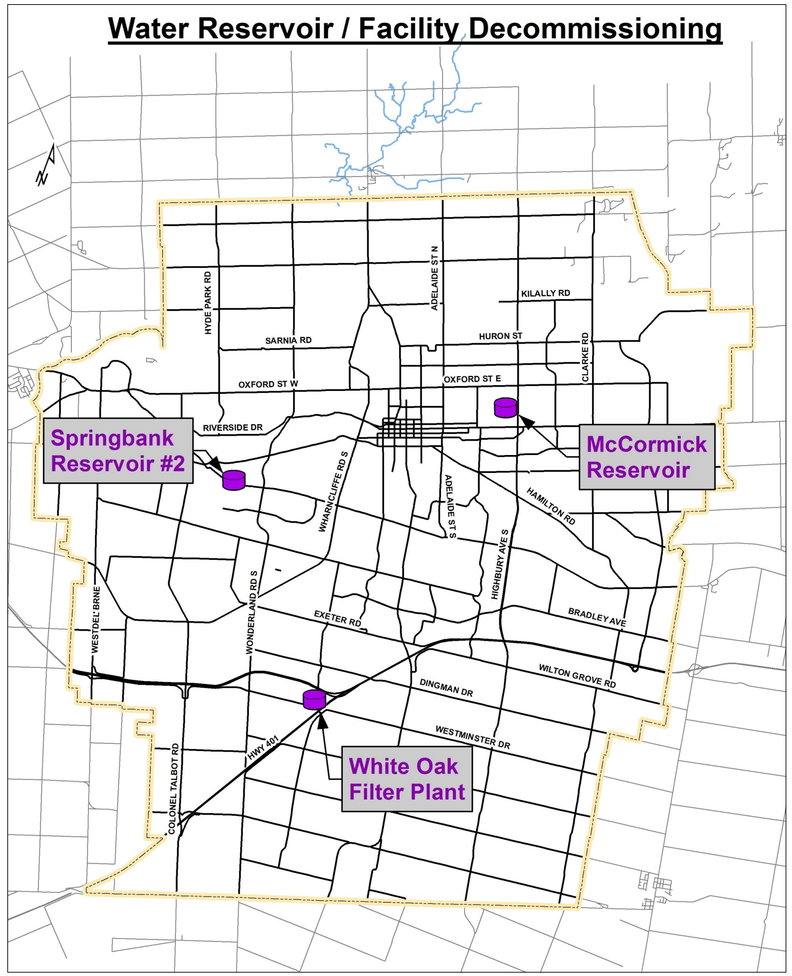
- Monitor post construction performance to ensure effectiveness.
- Take corrective actions as required.

Water Reservoir/Facility Decommissioning

Water reservoir or facility **decommissioning** occurs when a facility is taken out of service or when an 'offline' facility is being physically removed.

As part of this study, the City is considering decommissioning three water facilities to better optimize the overall water system for the City. Each of these facilities have been or will be considered no longer necessary for operational purposes.

Location	Date of Construction	Anticipated End of Service Life	Replacement
Springbank Reservoir #2	1920	2022	Replace capacity at new reservoir (TBD)
McCormick Reservoir	1959	Not in service	No replacement necessary
White Oak Filter Plant	1959	Not in service	No replacement of treatment or reservoir capacities is proposed. Future bulk water facility and chamber for the new Pressure Zone.



The Municipal Engineers Association Municipal Class EA document defines decommissioning as:

> *'taking out of operation, abandonment, removal, demolition or disposal of a road, sewage, stormwater management or water facility for which approval under the Environmental Assessment Act would have been necessary for its establishment and includes, sale, lease, or other transfer of the facility for purposes of taking out of operation, abandonment, removal, demolition or disposal'.*

Each of the above facilities were constructed prior to the initiation of the *Environmental Assessment Act***,** however, the implementation of each of these projects would have required approval under the Act. As such, it is determined that the decommissioning of each of these facilities is considered an Schedule A+ Class EA undertaking.

Schedule A+ projects require that the public be notified of the work prior to construction or decommissioning occurring.

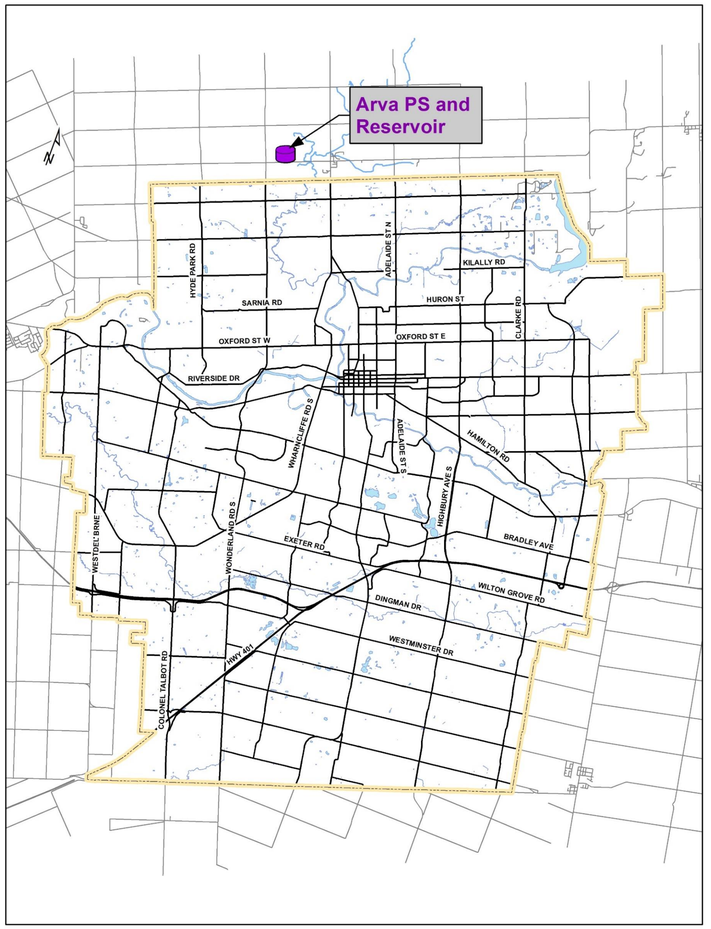
Backup Power – Standby Power Systems

Backup Power or **<u>standby power systems</u>** are needed to ensure pumping can maintain service in the event that primary power supplies fail.

Currently, no backup power supply exists for the Arva PS. In the event of an emergency and/or to service under day to day or peak water need conditions, water supply and minimal pressure would be provided by the Lake Huron Water Supply System to the City of London water system by opening by pass valves at the Arva PS. As part of this study AECOM assessed:

- Dual power supplies from London Hydro and/or Hydro One from separate feeds, complete with the required transmission and/or switchgear infrastructure needed to provide backup power to the Arva PS.
- The provision of a standby generator set in a new or existing structure to provide backup power to the Arva PS.

Both alternatives would allow the Arva PS to meet the City's day to day, peak or emergency needs.



O.Reg. 524/98 Environmental Compliance Approvals defines standby power systems as:

> *"standby power system" means any apparatus, mechanism, equipment or other thing, and any related fuel tanks and piping, that includes one or more generator units and that is intended to be used only for the provision of electrical power during power outages or involuntary power reductions;*

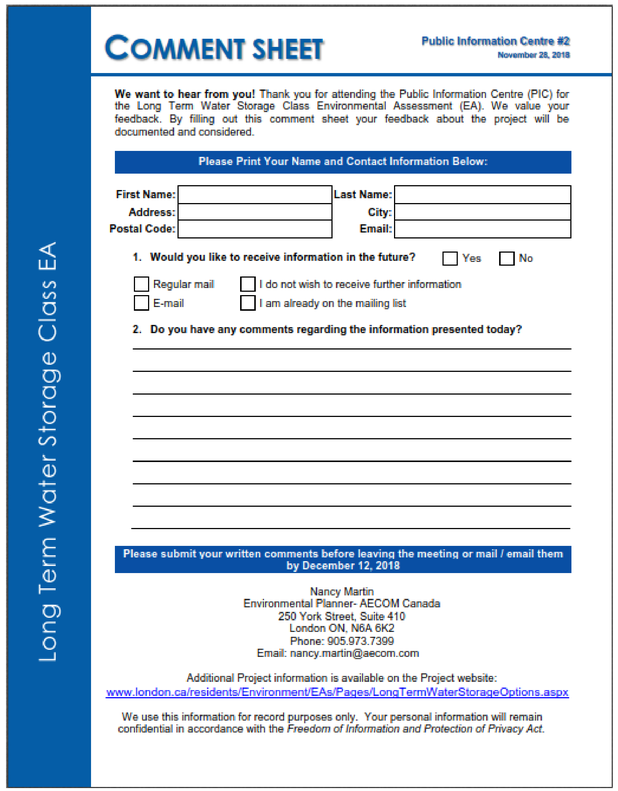
The Arva PS was constructed prior to the initiation of the *Environmental Assessment Act***,** however, the implementation of this project would have required approval under the Act. As such, it is determined that the installation of standby power equipment located in a new building or structure is considered an <u>Schedule A</u> Class EA undertaking. Should the standby power equipment be installed in an existing building the undertaking would be considered a <u>Schedule A+ Class EA</u>.

Schedule A+ projects require that the public be notified of the work prior to construction or decommissioning occurring.

Schedule A projects are preapproved activities whereby the proponent may proceed without following the procedures set out in this Class EA.

Next Steps

- Comments received from the general public, stakeholders, the City and Approval Agencies will be considered.
- The preferred servicing strategy will be confirmed.
- A report will be prepared and made available for public review for 30 days.
- If no issues are raised within the 30 days review period, the City can proceed to detailed design, approvals and construction.



COMMENT SHEET

Public Information Centre #2
November 28, 2018

We want to hear from you! Thank you for attending the Public Information Centre (PIC) for the Long Term Water Storage Class Environmental Assessment (EA). We value your feedback. By filling out this comment sheet your feedback about the project will be documented and considered.

Please Print Your Name and Contact Information Below:

First Name: Last Name:
Address: City:
Postal Code: Email:

1. **Would you like to receive information in the future?** ☐ Yes ☐ No

☐ Regular mail ☐ I do not wish to receive further information
☐ E-mail ☐ I am already on the mailing list

2. **Do you have any comments regarding the information presented today?**

Please submit your written comments before leaving the meeting or mail / email them by December 12, 2018

Nancy Martin
Environmental Planner- AECOM Canada
250 York Street, Suite 410
London ON, N6A 6K2
Phone: 905.973.7399
Email: nancy.martin@aecom.com

Additional Project information is available on the Project website:
www.london.ca/residents/Environment/EAs/Pages/LongTermWaterStorageOptions.aspx

We use this information for record purposes only. Your personal information will remain confidential in accordance with the *Freedom of Information and Protection of Privacy Act.*

Long Term Water Storage Class EA

Please remember to drop off your completed comment form before you leave or send it to us before **December 12 2018**.

Thank You for Attending

- We appreciate the time you have taken to learn more about the Project.
- We value your input to this study and encourage you to stay connected.
- Please visit the City's website: http://www.london.ca/residents/Environment/EAs/Pages/LongTermWaterStorageOptions.aspx
- Join our mailing list: leave us an email or mailing address so we can keep you up-to-date as the project progresses.
- Contact us with additional comments or questions at any time.

Pat Lupton, P.Eng.,
Project Manager - City of London
300 Dufferin Avenue
London ON, N6A 4L9
Tel: 519-661-CITY (2489) x 5613
Email: plupton@london.ca

Nancy Martin
Environmental Planner - AECOM Canada
250 York Street, Suite 410
London ON, N6A 6K2
Phone: 905-973-7399
Email: nancy.martin@aecom.com

Report to Planning and Environment Committee

To: **Chair and Members**
Planning & Environment Committee
From: **John M. Fleming, MCIP, RPP**
Managing Director, Planning and City Planner
George Kotsifas, P.Eng.
Managing Director, Development and Compliance Services and Chief Building Official
Subject: **Local Planning Appeal Tribunal Process Update Report**
Meeting on: **April 29, 2019**

Recommendation

That, on the recommendation of the Managing Director, Planning and City Planner, and the Managing Director, Development and Compliance Services and Chief Building Official, the following actions be taken:

a) The report, entitled “Local Planning Appeal Tribunal Process Update Report” **BE RECEIVED**:

b) The Civic Administration **BE DIRECTED** to implement the processes outlined in the report noted in a) above.

Executive Summary

This report provides an update regarding the recommended changes to municipal processes and procedures as a response to Bill 139, and the transition from the Ontario Municipal Board (OMB) to the Local Planning Appeal Tribunal (LPAT) system.

Background

1.0 Previous Reports Pertinent to this Matter

August 13, 2018: Planning and Environment Committee, “Local Planning Appeal Tribunal Process Update”

June 18, 2018: Planning and Environment Committee, “Local Planning Appeal Tribunal Transition Report”

January 8, 2018: Planning and Environment Committee, “Ontario Municipal Board (OMB) Reform”

November 28, 2016: Planning and Environment Committee, “Ontario Municipal Board (OMB) Review, 2016.”

August 22, 2016: Planning and Environment Committee, “Ontario Municipal Board Review.”

2.0 Planning Background

The Local Planning Appeal Tribunal (LPAT) replaced the former Ontario Municipal Board (OMB) on April 3, 2018 in an effort to improve operations within the broader land use planning appeals system. The LPAT is an adjudicative tribunal that hears appeals in relation to a range of municipal planning, financial and land use matters.

An internal staff LPAT “Transition & Implementation Working Group” was established to review and prepare the City of London for process updates and changes. This group is

comprised of staff members from the City Clerk's Office, City Planning, Development and Compliance Services and Legal Services, which have all participated and provided input into this report. This report builds on the LPAT Transition and Process Reports received by the Planning and Environment Committee (PEC) in June and August of 2018.

3.0 What Has Occurred So Far?

Notices and Website

The replacement of the Ontario Municipal Board (OMB) with the Local Planning Appeals Tribunal (LPAT) required that references contained in all municipal notices for planning applications be updated. Notices of Application, Notices of Public Meeting and Notices of Decision now reflect the LPAT and associated requirements to ensure that applicants, organizations and the public are properly advised of their appeal and participation rights. The LPAT website is also included on the City's notices as a resource for more information. A webpage has been created on the City of London website to provide information about the role of the LPAT and provide a link to the LPAT website.

Changes to Report Templates

The Transition Report from June 2018 outlined a number of changes and updates required to the staff reports. Reports now contain specific reference to the consistency or inconsistency with the Provincial Policy Statement, 2014, and conformity or non-conformity with the Official Plan policies, which addresses the dual compliance and validity screening tests required for appeals to the LPAT. Staff reports also now reference the qualifications of the author and those that provided input into the report as being qualified to provide expert opinions.

Initiation of the Two-Step Planning Report Process

A two-step planning process was initiated to address the new format for Part 2 non-decision appeals including Official Plan Amendments, Zoning By-law Amendments and Non-decision for Plans of Subdivision. These appeals are to be argued based on the record that existed at the time of appeal, and differ from the former OMB appeal process, where it was previously still possible to seek Municipal Council's direction and the public's input prior to the appeal hearing. The absence of the two-step process could result in the public not having the opportunity to provide input on a planning application, or Municipal Council not having its direction form part of the record.

The two-step process includes two planning reports being presented to the Planning and Environment Committee (PEC) and Municipal Council, and ensures that a Public Participation Meeting (PPM) is held to facilitate an opportunity for the public to provide input on an application within the statutory review period before staff bring forward a recommendation. This process is intended to continue for planning applications such as Official Plan Amendments, Zoning By-law Amendments, and Subdivisions that are at risk of non-decision appeals, because they are nearing the end of their review period, but require more information or time to resolve issues or address community concerns.

The first planning report known as the "Public Meeting Report" occurs before the end of the statutory review period and provides:

- A detailed description of the proposed amendment;
- The policy framework that applies;
- A summary of the public comments and feedback received up until the time the report is prepared; and
- A summary of any issues that have been identified and/or need to be addressed.

The report is provided for information purposes, and contains limited analysis, no planning opinion/recommendation, nor a proposed by-law. Comments received at the

PPM will be considered by City Planning/Development Services staff and the applicant. Additionally, the meeting will establish public comments and Council consideration in "the record" for the purposes of a potential LPAT appeal for non-decision.

Once the application review is complete, a subsequent planning report will be prepared known as the "Recommendation Report", which may or may not include an additional Public Participation Meeting (depending on the application), and will provide:

- A complete analysis, evaluation and opinion of the relevant policies;
- A response to how the public comments have been addressed or incorporated
- How Standing Committee or Municipal Council direction from the first meeting has been addressed or incorporated; and,
- A recommendation and implementing by-law.

Summary of Two-Step Planning Process for Non-Decisions

The two-step process will be implemented for applications that are reaching the end of the statutory review period, but are still under review and require further information or analysis prior to making a recommendation or decision.

4.0 What is Proposed to Change?

Standard Process

For most applications, the review and processing of the file will result in a Public Participation Meeting and recommendation report before the end of the statutory planning review timeframe. For these applications, it is proposed that an informal Community Information Meeting be held in the relevant local community (where required), in place of having an early Public Participation Meeting (PPM) at the Planning and Environment Committee without a staff recommendation. This will have numerous benefits for the public, including:

- Ability to receive public comments earlier in the application review process than previous approaches;
- Meeting location providing convenient and easy access for local residents/interested members of the public in proximity to the proposal, and within their neighbourhood;
- Set times with a predictable beginning and ending for meeting consultation;
- Focused and scoped discussion on the specific application and details;
- More in depth, detailed and longer discussion possible to ensure thorough and complete understanding of the project;
- Interactive and two-way dialogue with planner and proponent, including periods of question and answer as well as better opportunities for description, elaboration and clarification of proposal and/or issues;
- Ability to tailor the needs of the meeting though special invitation to relevant experts (transportation, heritage, urban design etc.) as well as any unique community characteristics, ie- translator for areas with a high proportion of non-English first language speakers;
- Ability to offer multiple forms of engagement to provide for a wide variety of options for those wishing to participate, including: presentation(s), comment cards, large group discussions, one on one discussions, mapping exercises, drop-in sessions, red-lining plans etc.;
- More informal setting as an alternative to Council Chambers which could enhance residents' comfort to participate and attend; and,
- Opportunity to provide detailed information about the planning process, including the LPAT process and public's appeal rights.

The above described Community Information Meetings will replace the former "public meeting report" step that was introduced in 2018. A two report approach will only be employed for limited circumstances where applications are approaching the end of the statutory review period and further review is required.

Community Information Meeting Procedures

A formalized set of guidelines for holding Community Information Meetings is proposed to ensure a reliable and consistent meeting structure that will result in meaningful public input. Upon Council approval, staff will prepare guidelines to create general standards for venues, timing, notification, duration and protocols for Community Information Meetings, and will serve as a resource for the development industry, neighbourhood groups and the public for holding and attending these meetings.

5.0 What is Happening Next?

Education and Communication

The LPAT changes initiated updates to municipal processes, as well as changes for how the overall planning and development industry operates, and how the public are consulted and provide input. City Planning and Development Services are committed to ensuring all who are involved or participate in a planning process have a solid understanding of the various requirements.

Education and Communication Program

A Community Engagement Program is proposed to engage the Internal Service Areas, External Agency Partners and the Public on the following topic areas:

1. Provide an overview of the LPAT.
2. Describe the transition to the LPAT.
3. Describe the public process for 1 or 2-step *Planning Act* applications.
4. Provide information for Community Information Meetings
5. Describe and explain the process for appeals.

Objectives of Engagement:

- Ensure that there are a variety of opportunities for Internal Service Areas, External Agency Partners and the Public to become engaged in the LPAT transition process;
- Educate the community about the importance of planning, the impact on city building, and the best ways and times to provide input;
- Engage those stakeholders who are active in planning processes and make tools (literature) available for those who do not regularly submit or participate in planning applications;
- Ensure industry professionals are aware of changes to complete application and report requirements; and,
- Ensure Municipal Council and Standing Committees are briefed on the upcoming changes and their implications.

Implementation tools for Communication Education Program

Website – a communication resource for consistent messaging, which will include the following key components:

  - Information resources provided in an efficient, visually compelling way;
  - News posts, events, and documents;
  - Links to interactive maps and online engagement elements; and,
  - Links to provincial LPAT resources such as the rules and legislation and status of individual cases.

Information Presentations – LPAT “roadshow” (initially internal to the City and ultimately to external audience, as requested)

  - Service Areas – Section/staff Meetings and/or workshops

        - Appearances at team or Division meetings.
        - Explain LPAT basics and transition.
        - Describe 1 and 2 step processes.
        - Describe the role of Community Information Meetings
        - Work through scenarios.
    - External groups (London Development Industry, London Homebuilders Association, Community Associations, Business Improvement Associations etc).
        - Presentation of LPAT and City of London process, workshop, Q&A.
        - Tailor presentation topic areas to the group interests.
        - Work through scenarios.
- **Workbooks**
    - Executive Summary Booklet of LPAT or user guide

Planning and Design Reports

As part of any complete application, the Civic Administration typically require a Planning and Design Report (formerly known as Planning Justification Reports) to be submitted with the application. The Planning and Design Report contains the policy, background, rationale and justification for the requested land use change. The LPAT process places greater emphasis than the previous OMB process on more detailed material being provided up front and available for Municipal Council's and the community's review. The proponent is required to provide the appropriate information and analysis as part of a complete application, which could constitute the proponent's justification and position should the application be appealed. It is therefore in the proponent's best interest to ensure that appropriate information and sufficient detail is provided with every planning application.

In order to ensure that applicants provide the necessary evaluation as required by The London Plan policy and the LPAT, staff are developing a Planning and Design report template in order to assist all applicants in providing the necessary information. Templates will be provided on the City website to assist proponents in their submissions for various aspects of the planning process.

Changes to the Record of Consultation provided to the Applicant

Under the LPAT rules, there is a chance that appellants may not be able to provide further documentation (e.g. witness statement) to the Tribunal beyond what was provided to the Municipality (including both as part of the complete application, and as part of the public meeting submission). As such, there is a possibility that the materials provided in support of the application may be the only opportunity for the applicant to form the basis for a Planning argument if the application was appealed to the LPAT. To ensure that the proponents are made aware of this, a disclaimer is recommended to be added to the Record of Pre-application Consultation and to the minutes of an Initial Proposal Report. This will ensure that applicants are made aware of the possibility that their submission may form the basis of the planning position at the LPAT in-lieu of the previous OMB approach of having witness statements. Wording will be developed in consultation with the City's Legal Department.

Conclusion

This report provides information and an update regarding the municipal transition from the Ontario Municipal Board (OMB) to the Local Planning Appeal Tribunal (LPAT). Initial changes to municipal processes required to accommodate the new system were identified through the LPAT Transition and Implementation Reports in June and August of 2018. This accompanying LPAT Process Update Report includes the latest administrative and procedural changes that are required to comprehensively address the LPAT transition.

Prepared by:	**Sonia Wise, MCIP RPP** **Senior Planner, Development Services**
Concurred in by:	**Aynsley Anderson** **Solicitor II, Legal and Corporate Services**
Concurred in by:	**Paul Yeoman, RPP, PLE** **Director, Development Services**
Recommended by:	**George Kotsifas, P.Eng.** **Managing Director, Development and Compliance Services and Chief Building Official**
Recommended by:	**John M. Fleming, MCIP RPP** **Managing Director, Planning and City Planner**
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from City Planning, Development and Compliance Services, and Legal and Corporate Services	

April 18, 2019
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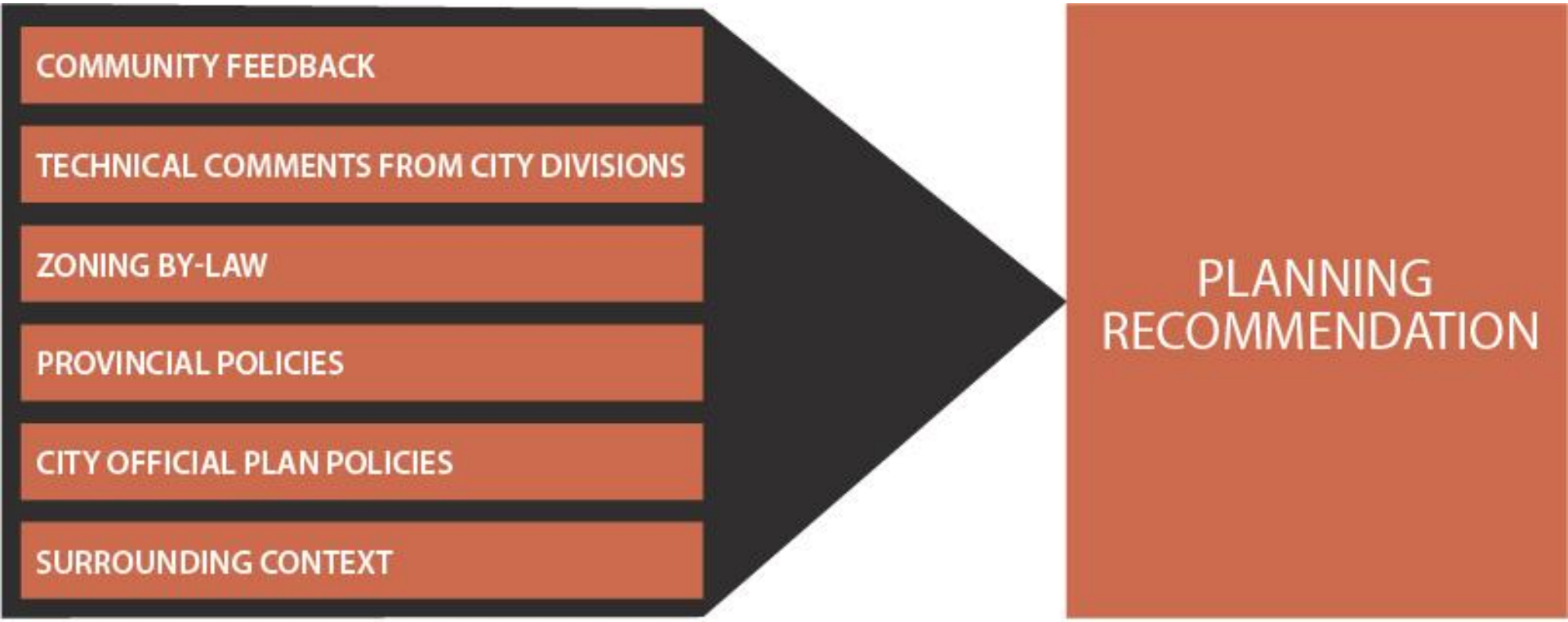
How Planning Recommendations are Formed



File: 39T-09502
Planner: L. Mottram

Report to Planning and Environment Committee

To: **Chair and Members**
Planning & Environment Committee
From: **George Kotsifas, P. Eng.**
Managing Director, Development & Compliance Services and Chief Building Official
Subject: **Application By: Sifton Properties Limited**
Victoria on the River Draft Plan of Subdivision
Request for Extension of Draft Plan Approval
Meeting on: **April 29, 2019**

Recommendation

That, on the recommendation of the Director, Development Services, with respect to the application of Sifton Properties Limited relating to lands located south of the south branch of the Thames River, west of Hamilton Road, and north of Commissioners Road East; legally described as Part of Lots 8, 9, 10 Concession 1 and Part of Lots 8 and 9 Broken Front Concession "B" and Part of the Road Allowance between Concession 1 and Broken Front Concession "B" (Geographic Township of Westminster) in the City of London, the Approval Authority **BE REQUESTED** to approve a two (2) year extension to Draft Plan Approval for the residential plan of subdivision File No. 39T-09502, **SUBJECT TO** the revised conditions contained in the attached Schedule "A" 39T-09502.

Executive Summary

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended action is to consider a two (2) year extension to Draft Approval for the remaining phases within the Victoria on the River draft plan of subdivision.

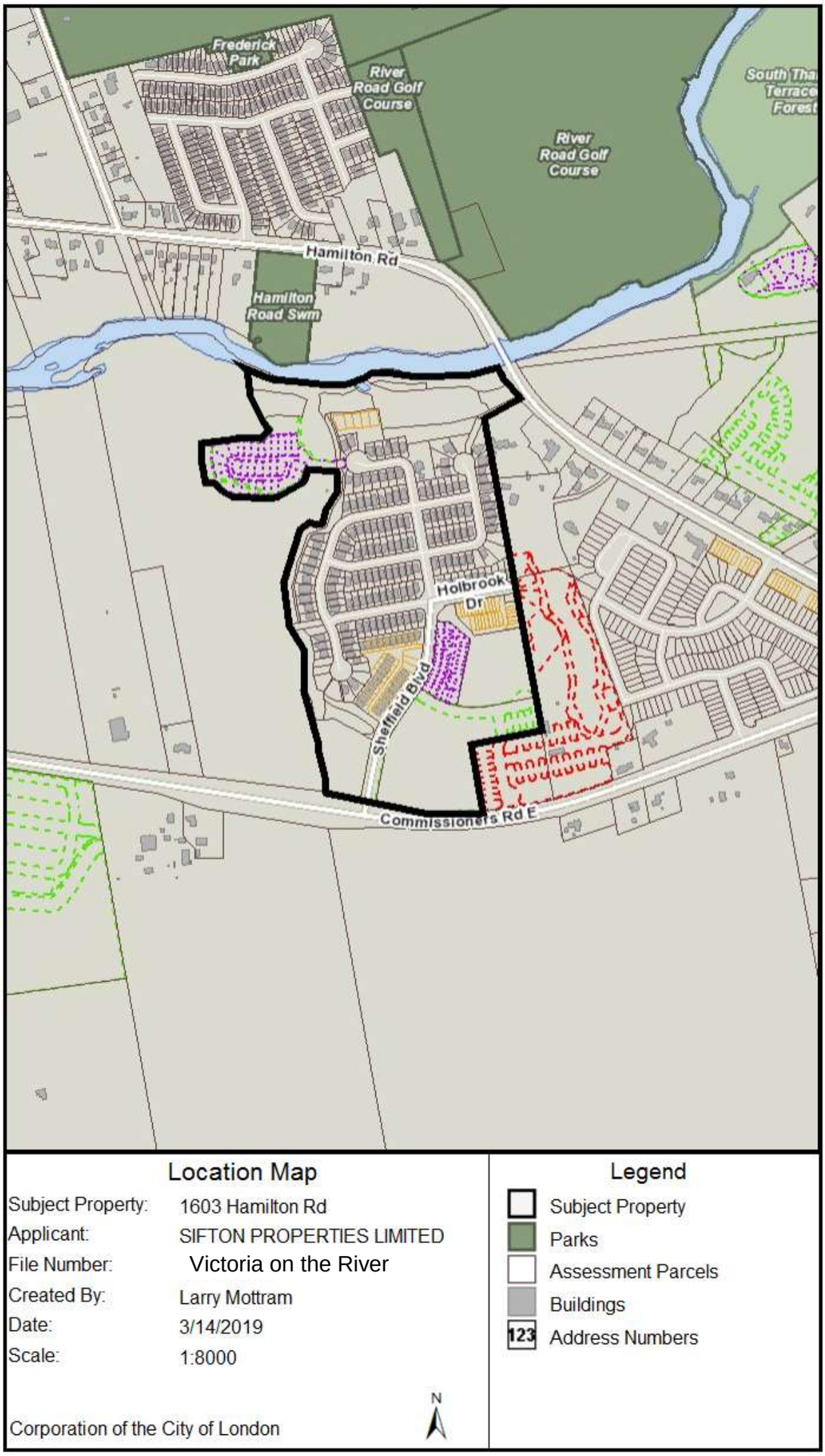
Rationale of Recommended Action

1. The requested two (2) year extension of Draft Plan Approval is reasonable, and should allow the applicant sufficient time to satisfy the attached revised conditions of draft approval towards the registration of this plan (Appendix A).

2. The land use pattern and road alignments in this subdivision comprise an integral part of the overall subdivision, and support connectivity with adjacent future development lands. Therefore, an extension is appropriate provided the conditions of Draft Approval are updated to reflect current City Standards and regulatory requirements.

File: 39T-09502
Planner: L. Mottram

Location Map



File: 39T-09502
Planner: L. Mottram

Victoria on the River - Draft Plan of Subdivision

1.0 Background

1.1 Planning History

On January 19, 2012, the Approval Authority granted draft approval to the residential plan of subdivision submitted by Sifton Properties Limited known as “Victoria on the River”; located on the north side of Commissioners Road East, west of Hamilton Road, and south of the Thames River. There have been a number of red-line revisions to the draft plan since that time. Recently, Municipal Council approved an application request by Sifton Properties Limited for minor adjustments to the configuration and zoning of a low density cluster housing block within the draft plan (Block 153) which consists of a future 30 unit condominium development.

The subdivision is being built-out in phases over time and is making steady progress. Phase 1 was registered as Plan 33M-672 on July 31, 2014 consisting of 59 single detached residential lots, one (1) multi-family block and several park/open space blocks; Phase 2 was registered as Plan 33M-688 on November 19, 2015 consisting of 60 single detached residential lots and a neighbourhood park block; and Phase 3 was registered as Plan 33M-707 on November 16, 2016 consisting of 48 single detached residential lots and three (3) multi-family blocks. The fourth phase of the subdivision draft plan incorporating lands along the Commissioners Road East frontage is expected to be submitted for final approval shortly. To date, there have been three (3) vacant land condominium registrations for multi-family residential blocks within the development. The current draft plan approval lapses on May 19, 2019.

1.2 Request

The applicant has applied for a two (2) year extension in order to have more time to receive Final Approval and register the final phase of the draft plan. The applicant has not proposed any changes to the lotting configuration, road pattern or zoning that applies to the remaining lands. An extension period of two (2) years is being recommended in accordance with standard City practice. If Final Approval has not been provided within the two year period and the applicant requests a further extension, there will be another opportunity to formally review the conditions and ensure that they are relevant to current planning policies and municipal servicing requirements.

1.3 Community Engagement

Notice was not circulated to the community regarding the request for an extension of draft approval given that no significant changes are being proposed to the zoning, lotting pattern or roadway alignments in the Draft Approved Plan (39T-09502). In accordance with Section 51(45) of the *Planning Act*, if the Approval Authority changes conditions to the approval of a plan of subdivision, then a Notice of Decision will be provided to the applicant, as well as any persons or public bodies who are prescribed under the Act, and anyone who previously requested to be notified of changes to the conditions.

1.4 Policy Context

Provincial Policy Statement, 2014

Land development proposals must be consistent with the Provincial Policy Statement (PPS) policies and objectives aimed at:

1. Building Strong Healthy Communities;
2. Wise Use and Management of Resources; and,
3. Protecting Public Health and Safety.

These lands are located within the City’s Urban Growth Boundary where adequate servicing capacity exists. A comprehensive land use plan to guide future development in this area was previously prepared and adopted by Municipal Council, and referred to as the “Old Victoria Area Plan”. The draft-approved plan of subdivision is in keeping with the Area Plan and meets the objectives of Section 1.1.1 of the PPS by creating healthy, liveable, safe, and sustainable communities by promoting efficient and resilient

development patterns; accommodating an appropriate range and mix of housing; is in close proximity to employment areas, recreational and public open space uses; and, makes efficient use of land and municipal services, including water, sanitary sewers, and stormwater management facilities (Section 1.1.3.6).

Environmental Impact Studies were prepared as part of the initial planning and approval process for this subdivision. Recommendations for protecting natural heritage features have been implemented including specific measures to enhance significant natural heritage resources through re-naturalization and restoration/compensation programs. There were no identified concerns for protection of agricultural, mineral aggregates, or cultural heritage and archaeological resources. There were also no concerns raised with respect to public health and safety, and there are no known human-made hazards. Therefore, the draft plan is consistent with the Provincial Policy Statement.

The London Plan
The London Plan is the new Official Plan for the City of London (Council adopted, approved by the Ministry with modifications, and the majority or which is in force and effect). *The London Plan* policies under appeal to the *Local Planning Appeals Tribunal* (Appeal PL170100) and not in force and effect are indicated with an asterix throughout this section of the report. *The London Plan* policies under appeal are included in this report for informative purposes indicating the intent of City Council, but are not determinative for the purposes of this planning application.

These lands are located within the Neighbourhoods and Green Space Place Types in *The London Plan*. The Neighbourhoods Place Type (Table 10)* permits such uses as single detached, semi-detached, duplex, townhouses, secondary suites, home occupations, and group homes. The Green Space Place Type permits such uses as district, city-wide, and regional parks; private green spaces such as cemeteries and golf courses; agriculture; woodlot management; conservation; essential public utilities and municipal services; stormwater management; recreational and community facilities. The draft-approved plan is consistent with The Neighbourhoods Place Type (Policy 916)* vision and key elements, including building strong neighbourhoods, providing a diversity of housing choices, and residential development that is within close proximty to employment, parks, and recreational opportunities. The subdivison draft plan is also in keeping with the Old Victoria Community specific-area polices (Policy 1000) which were carried over to *The London Plan* from the 1989 Official Plan.

1989 Official Plan
These lands are designated “Low Density Residential” “Multi-family, Medium Density Residential” and “Open Space” on Schedule ‘A’ of the 1989 Official Plan. The draft plan conforms with the policies of the 1989 Official Plan.

1.5 Conditions of Draft Approval

The Draft Approval conditions have been re-circulated and reviewed with municipal departments and agencies to determine their relevance within the context of current regulatory requirements. As a result, there are minor wording modifications and revisions, as well as a number of new clauses added reflecting current municipal standards and requirements.

The proposed modifications and new conditions are briefly highlighted below:

1. Conditions 3, 9, 16, 18, 28, 30, 31, 36, 40, and 62 are substantively the same as those of the previous draft approval with some minor tweaking and wording modifications.

2. Condition 11 can be deleted at this time as sanitary sewage treatment and conveyance capacity is available for the remainder of the subdivision.

3. Condition 21 can be updated to remove reference to completion of the Old Victoria SWM Facility #2 as this facility is now constructed and operational.

4. Condition 23 has been replaced with an updated condition confirming the requirements for a hydrogeological investigation and report to be submitted in conjunction with an updated Design Studies submission, if deemed necessary.

5. Condition 25 can be deleted as the required SWM Facilities have been constructed to serve this plan of subdivision.

6. Condition 26 has been replaced with updated clauses reflecting current municipal standards for water servicing, engineering design criteria, and information requirements to be prepared and submitted in conjunction with the consolidated engineering drawing review.

7. Condition 29 has been replaced with an updated condition with respect to the installation of water quality measures required to maintain water quality within the water distribution system during subdivision build-out.

8. Conditions 33 and 38 address technical design and geometry of roads within the subdivision plan. The conditions are no longer applicable to the remaining phase and can now be deleted.

9. Conditions 41, 42, 47 and 48 applied to previous registered phases of the subdivision plan and can now be deleted.

10. Condition 51 can be deleted as requirements for temporary turning facilities are no longer required. Provisions have been made for full cul-de-sacs at the east ends of Holbrook Drive and Kettering Place.

11. Condition 64 has been replaced with an updated condition relating to the owner's responsibilities should any site contamination be encountered within this plan during development.

12. Condition 72 can be deleted as the requirement for removal of temporary works and restoration of affected areas is covered under Condition 82.

13. Condition 80 is no longer required as a public road is being proposed to provide access and servicing to adjacent lands to the south.

14. Condition 81 requiring a geotechnical report, or an updated geotechnical report, is now covered off under updated Condition 18 and can be deleted.

15. Condition 83 requires submission of a conceptual design for a future public square together with pedestrian linkages and access over Block 160. A holding provision in the zoning for this block is already in place which satisfies this requirement and the draft plan condition is not necessary. The holding (h-128) provision is intended to ensure that urban design objectives for the town centre and public square are addressed, and that a site plan will be approved and development agreement entered into which, to the satisfaction of the City, incorporates the community design guidelines for the Old Victoria Area Plan. A requirement of the site plan submission will include an overall design concept plan, a design brief, and building elevations which details how the ultimate development will be designed and built in accordance with the community design guidelines. Sifton Properties, as the Owner, are preparing to register this next phase of the subdivision, but do not yet have any potential tenants or site plan concepts for the block, and request if this requirement for a conceptual design could be deferred to the Site Plan Approval stage.

16. Conditions 97 through 100 have been added to the General Conditions and reflect updated municipal standards, including updated standards for implementing water quality measures, staging and phasing plans, procedures for removal of private servicing easements, and installation of sewage sampling manholes on the future mixed-use development block (Block 160).

5.0 Conclusion

Staff are recommending a two (2) year extension to the Draft Approval for this plan of subdivision, subject to the revised conditions as attached. The proposed plan and recommended conditions of Draft Approval will ensure that development proceeds in accordance with Provincial Policy Statement, The London Plan and 1989 Official Plan. A two (2) year extension is recommended to allow sufficient time for registration of the remaining lands within this Draft Plan. The recommended conditions of draft approval are attached to this report as Schedule "A" 39T-09502.

Prepared by:	**Larry Mottram, MCIP, RPP** **Senior Planner, Development Planning**
Recommended by:	**Paul Yeoman, RPP, PLE** **Director, Development Services**
Submitted by:	**George Kotsifas, P. Eng.** **Managing Director, Development and Compliance Services and Chief Building Official**
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services.	

CC: Matt Feldberg, Manager, Development Services (Subdivisions)
Lou Pompilii, Manager, Development Services - Planning
Ismail Abushehada, Manager, Development Services - Engineering

April 18, 2019
GK/PY/LM/lm

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Appendix A

THE CORPORATION OF THE CITY OF LONDON'S CONDITIONS AND AMENDMENTS TO FINAL APPROVAL FOR THE REGISTRATION OF THIS SUBDIVISION, FILE NUMBER 39T-09502 ARE AS FOLLOWS:

*** Denotes ~~Deleted~~, Revised, or New Condition**

NO.	CONDITIONS

Standard

1. This draft approval applies to the draft plan, **as red line amended**, submitted by Sifton Properties Limited, prepared by Development Engineering (London) Limited and certified by Jason Wilband, Ontario Land Surveyor (Drawing No. D4099-DP.dwg, dated March 13, 2018) File No. 39T-09502 which shows 172 single family lots, one (1) multi-family, high density residential block, three (3) multi-family, medium density residential blocks, two (2) multi-family, low density residential blocks, one (1) commercial/office/mixed use block, seven (7) park blocks, nine (9) buffer/ open space/ restoration blocks, two (2) stormwater pond blocks, and seven (7) reserve, easement and road widening blocks, served by a primary collector road extending north from Commissioners Road East, and five (5) internal local streets.

2. This draft approval and these conditions replace the conditions of draft approval granted on December 10, 2013 for plan 39T-09502 as it applies to lands located south of the south branch of the Thames River, west of Hamilton Road, and north of Commissioners Road East; legally described as Part of Lots 8, 9, 10 Concession 1 and Part of Lots 8 and 9 Broken Front Concession "B" and Part of the Road Allowance between Concession 1 and Broken Front Concession "B" (Geographic Township of Westminster) in the City of London, and as described in Condition No. 1.

3.***** This draft plan approval applies until ~~May 19, 2019~~ May 19, 2021, and if final approval is not given by that date, the draft approval shall lapse, except in the case where an extension has been granted by the Approval Authority.

4. The road allowances included in this draft plan shall be shown on the face of the plan and dedicated as public highways.

5. The Owner shall request that streets be named to the satisfaction of the City.

6. The Owner shall request that the municipal addresses be assigned to the satisfaction of the City.

7. Prior to final approval, the Owner shall submit to the Approval Authority a digital file of the plan to be registered in a format compiled to the satisfaction of the City of London and referenced to NAD83UTM horizon control network for the City of London mapping program.

8. Prior to final approval, the Owner shall take all necessary steps to ensure that the zoning is in effect for this proposed subdivision.

9.***** The Owner shall enter into the City's standard subdivision agreement (including any added special provisions) which shall be registered against the lands to which it applies. ~~The subdivision agreement between the Owner and the City shall be registered against the lands to which it applies.~~ Prior to final approval, the Owner shall pay in full all municipal financial obligations/encumbrances on the said lands,

including property taxes and local improvement charges.

10. Phasing of this subdivision (if any) shall be to the satisfaction of the City.

11.***** ~~Prior to the submission of engineering drawings, the City shall be satisfied that sufficient sewage treatment and conveyance capacity is available to service the subdivision.~~

12. Prior to final approval, for the purposes of satisfying any of the conditions of draft approval herein contained, the Owner shall file with the City a complete submission consisting of all required clearances, fees, and final plans, and to advise in writing how each of the conditions of draft approval has been, or will be, satisfied. The Owner acknowledges that, in the event that the final approval package does not include the complete information required by the City, such submission will be returned to the Owner without detailed review by the City.

13. For the purpose of satisfying any of the conditions of draft approval herein contained, the Owner shall file, with the City, complete submissions consisting of all required studies, reports, data, information or detailed engineering drawings, all to the satisfaction of the City. The Owner acknowledges that, in the event that a submission does not include the complete information required by the City, such submission will be returned to the Owner without detailed review by the City.

SEWERS & WATERMAINS

Sanitary:

14. If deemed necessary by the City, in conjunction with an updated Design Studies submission, the Owner shall have his professional engineer prepare and submit the following sanitary servicing design information:
    i) Provide a sanitary drainage area plan, including the sanitary sewer routing and the external areas to be serviced, to the satisfaction of the City;
    ii) Propose a suitable routing for the sanitary sewer to be constructed through this plan. Further to this, the consulting engineer shall be required to provide an opinion for the need for an Environmental Assessment under the Class EA requirements for this sanitary trunk sewer;
    iii) Provide a hydrogeological report which includes an analysis of the water table of the lands within the subdivision with respect to the depth of the local sanitary sewers and an evaluation of additional measures, if any, which need to be undertaken in order to meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407.

15. In accordance with City standards or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of sanitary services for this draft plan of subdivision:
    i) Construct sanitary sewers to serve this Plan and connect them to the existing municipal sewer system, namely, the 200 mm diameter sanitary sewer stub on the west side of Sheffield Boulevard where Sheffield Boulevard in Plan 33M-672 joins with Holbrook Drive in this plan, the 200 mm diameter sanitary sewer stub on the west side of Sheffield Boulevard where Sheffield Boulevard in Plan 33M-672 joins with Leeds Crossing in this plan and the 200 mm diameter sanitary sewer on Sevens Oaks Ridge;
    ii) Construct a maintenance access road and provide a standard municipal easement for any section of the sewer not located within the road allowance, to the satisfaction of the City;
    iii) Make provisions for oversizing of the internal sanitary sewers in this draft plan to accommodate flows from the upstream lands external to this plan, all to the satisfaction of the City. This sewer must be extended to the limits

of this plan and/or property line to service the upstream external lands; and

iv) Where sewers are greater than 8 metres in depth and are located within the municipal roadway, the Owner shall construct a local sanitary sewer to provide servicing outlets for private drain connections, to the satisfaction of the City. The local sanitary sewer will be at the sole cost of the Owner. Any exception will require the approval of the City Engineer.

16.***** In order to prevent any inflow and infiltration from being introduced to the sanitary sewer system, the Owner shall, throughout the duration of construction within this plan, undertake measures within this draft plan to control and prevent any inflow and infiltration and silt from being introduced to the sanitary sewer system during and after construction, satisfactory to the City, at no cost to the City, including but not limited to the following:

i) Not allowing any weeping tile connections into the sanitary sewers within this Plan;

ii) Permitting the City to undertake smoke testing or other testing of connections to the sanitary sewer to ensure that there are no connections which would permit inflow and infiltration into the sanitary sewer;

iii) Installing Parson Manhole Inserts (or approved alternative satisfactory to the City Engineer) in all sanitary sewer maintenance holes at the time the maintenance hole(s) are installed within the proposed draft plan of subdivision. The Owner shall not remove the inserts until sodding of the boulevard and the top lift of asphalt is complete, all to the satisfaction of the City Engineer;

iv) Having its consulting engineer confirm that the sanitary sewers meet allowable inflow and infiltration levels as per OPSS 410 and OPSS 407; and

v) Implementing any additional measures recommended through the Design Studies stage.

17. Prior to registration of this Plan, the Owner shall obtain consent from the City Engineer to reserve capacity at the Pottersburg Pollution Control Plant for this subdivision. This treatment capacity shall be reserved by the City Engineer subject to capacity being available, on the condition that registration of the subdivision agreement and the plan of subdivision occur within one (1) year of the date specified in the subdivision agreement.

Failure to register the Plan within the specified time may result in the Owner forfeiting the allotted treatment capacity and, also, the loss of his right to connect into the outlet sanitary sewer, as determined by the City Engineer. In the event of the capacity being forfeited, the Owner must reapply to the City to have reserved sewage treatment capacity reassigned to the subdivision.

Storm and Stormwater Management (SWM):

18.***** If deemed necessary by the City, in conjunction with an updated Design Studies submission, the Owner shall have his professional engineer prepare and submit a Storm/Drainage and SWM Servicing Functional Report or a SWM Servicing Letter/Report of Confirmation to address the following:

i) Identifying the storm/drainage and SWM servicing works for the subject and external lands and how the interim drainage from external lands will be handled, all to the satisfaction of the City;

ii) Identifying major and minor storm flow routes for the subject and external lands and ensuring that all existing upstream flows traversing this plan are accommodated within the overall minor and major storm conveyance servicing system(s) design, all to the specifications and to the satisfaction of the City;

iii) Ensuring retained lands outside of this plan of subdivision are included in any Design Studies with respect to drainage areas and servicing;

iv) Developing an erosion/sediment control plan that will identify all erosion and

sediment control measures for the subject lands in accordance with City of London and Ministry of the Environment standards and requirements, all to the satisfaction of the City. This plan is to include measures to be used during all phases on construction, to the satisfaction of City Engineer;

v) Implementing SWM soft measure Best Management Practices (BMP's) within the Plan, where possible, to the satisfaction of the City. The acceptance of these measures by the City will be subject to the presence of adequate geotechnical conditions within this Plan and the approval of the City Engineer; and

vi) Providing to the City for review and acceptance, a geotechnical report or update the existing geotechnical report recommendations to address all geotechnical issues with respect to the development of this plan, including, but not limited to, the following:

i) servicing, grading and drainage of this subdivision;
ii) road pavement structure;
iii) dewatering;
iv) foundation design;
v) removal of existing fill (including but not limited to organic and deleterious materials);
vi) the placement of new engineering fill;
vii) any necessary setbacks related to slope stability for lands within this plan;
viii) identifying all required mitigation measures including Low Impact Development (LIDs) solutions;
ix) Addressing all issues with respect to construction and any necessary setbacks related to erosion, maintenance and structural setbacks related to slope stability for lands within this plan, if necessary, to the satisfaction and specifications of the City. The Owner shall provide written acceptance from the Upper Thames River Conservation Authority for the final setback.

~~Providing a geotechnical report or update the existing geotechnical report recommendations to address all geotechnical issues with respect to construction, grading and drainage of this subdivision and any necessary setbacks related to erosion, maintenance and structural setbacks related to slope stability associated with open watercourses that services an upstream catchment are adequately addressed for lands within this plan, if necessary, to the satisfaction and specifications of the City. The Owner shall provide written acceptance from the Upper Thames River Conservation Authority for the final setback, if necessary.~~

19. The above-noted Storm/Drainage and SWM Servicing Functional Report or a SWM Servicing Letter/Report of Confirmation, prepared by the Owner's consulting professional engineer, shall be in accordance with the recommendations and requirements of the following:

i) The SWM criteria and environmental targets for the South Thames Subwatershed Study and any addendums/amendments;
ii) The Old Victoria Area Plan Storm Drainage and Stormwater Management Servicing Works Municipal Class EA (2009) and with the agreed 25% reduction of the SWM block.
iii) The approved Functional STM Servicing and SWM plans for the subject lands or any updated Functional Stormwater Management Plan;
iv) The City's Design Requirements for Permanent Private Stormwater Systems approved by City Council and effective as of January 1, 2012. The stormwater requirements for PPS for all medium/high density residential, institutional, commercial and industrial development sites are contained in this document, which may include but not be limited to quantity/quality control, erosion, stream morphology, etc.
v) The City of London Environmental and Engineering Services Department Design Specifications and Requirements, as revised;

vi) The City's Waste Discharge and Drainage By-laws, lot grading standards, Policies, requirements and practices;
vii) The Ministry of the Environment SWM Practices Planning and Design Manual, as revised; and
viii) Applicable Acts, Policies, Guidelines, Standards and Requirements of all required approval agencies.

20. In accordance with City standards or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of stormwater management (SWM) and stormwater services for this draft plan of subdivision:
i) Construct storm sewers to serve this plan, located within the South Thames Subwatershed, and connect them to the existing 300 mm diameter storm sewer stub on the west side of Sheffield Boulevard where Sheffield Boulevard in Plan 33M-672 joins with Leeds Crossing in this plan, the existing 300 mm diameter storm sewer stub on the west side of Sheffield Boulevard where Sheffield Boulevard in Plan 33M-672 joins with Holbrook Drive in this plan and the existing 600 mm diameter storm sewer on Seven Oaks Ridge;
ii) Make provisions to oversize and deepen the internal storm sewers in this plan to accommodate flows from upstream lands external to this plan;
iii) Construct and implement erosion and sediment control measures as accepted in the Storm/Drainage and SWM Servicing Functional Report or a SWM Servicing Letter/Report of Confirmation for these lands and the Owner shall correct any deficiencies of the erosion and sediment control measures forthwith; and
iv) Address forthwith any deficiencies of the stormwater works and/or monitoring program.

21.***** Prior to the issuance of any Certificates of Conditional Approval for any lot in this plan, the Owner shall complete the following:
i) For lots and blocks in this plan or as otherwise approved by the City Engineer, all storm/drainage and SWM related works to serve this plan must be constructed and operational in accordance with the approved design criteria and accepted drawings, all to the satisfaction of the City;
ii) ~~The Old Victoria SWM Facility # 2, to be built by the City, to serve this plan must be constructed and operational;~~
iii) Construct and have operational the major and minor storm flow routes for the subject lands, to the satisfaction of the City; and
iv) Implement all geotechnical/slope stability recommendations made by the geotechnical report accepted by the City.

22. Prior to the acceptance of engineering drawings, the Owner's professional engineer shall certify the subdivision has been designed such that increased and accelerated stormwater runoff from this subdivision will not cause damage to downstream lands, properties or structures beyond the limits of this subdivision. Notwithstanding any requirements of, or any approval given by the City, the Owner shall indemnify the City against any damage or claim for damages arising out of or alleged to have arisen out of such increased or accelerated stormwater runoff from this subdivision.

23.***** <u>If deemed necessary by the City, in conjunction with an updated Design Studies submission, the Owner shall have a report prepared by a qualified consultant, and if necessary, a detailed hydro geological investigation carried out by a qualified consultant, to determine, including but not limited to, the following:
i) the effects of the construction associated with this subdivision on the existing ground water elevations and domestic or farm wells in the area;
ii) identify any abandoned wells in this plan;
iii) assess the impact on water balance in the plan;
iv) any fill required in the plan;</u>

v) provide recommendations for foundation design should high groundwater be encountered;
vi) identify all required mitigation measures including Low Impact Development (LIDs) solutions;
vii) address any contamination impacts that may be anticipated or experienced as a result of the said construction;
viii) provide recommendations regarding soil conditions and fill needs in the location of any existing watercourses or bodies of water on the site;
ix) To meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407, include an analysis to establish the water table level of lands within the subdivision with respect to the depth of the sanitary sewers and recommend additional measures, if any, which need to be undertaken,

all to the satisfaction of the City.

~~If deemed necessary by the City, in conjunction with an updated Design Studies submission, the Owner shall have a report prepared by a qualified consultant, and if necessary, a detailed hydro geological investigation carried out by a qualified consultant, to determine the effects of the construction associated with this subdivision on the existing ground water elevations and domestic or farm wells in the area and identify any abandoned wells in this plan, assess the impact on water balance and any fill required in the plan, to the satisfaction of the City. If necessary, the report is to also address any contamination impacts that may be anticipated or experienced as a result of the said construction as well as provide recommendations regarding soil conditions and fill needs in the location of any existing watercourses or bodies of water on the site.~~

Prior to the issuance of any Certificate of Conditional Approval, the Owner's professional engineer shall certify that any remedial or other works as recommended in the above accepted hydro geological report are implemented by the Owner, to the satisfaction of the City, at no cost to the City.

24. The Owner shall ensure the post-development discharge flow from the subject site must not exceed the capacity of the stormwater conveyance system. In an event where the above condition cannot be met, the Owner shall provide on-site SWM controls that comply to the accepted Design Requirement for Permanent Private Stormwater Systems.

25.***** ~~The Owner shall develop the proposed plan of subdivision in accordance with the Design and Construction of Storm Water Management Facilities policies and processes identified in Appendix 'B-1' and 'B-2' Stormwater management Facility "Just in Time" Design and Construction Process adopted by Council on July 30, 2013 as part of the Development Charges Policy Review: Major Policies Covering Report.~~

Watermains

26.***** If deemed necessary by the City, in conjunction with consolidated engineering drawing review ~~an updated Design Studies submission~~, the Owner shall have his professional engineer prepare and submit the following water servicing design information, all to the satisfaction of the City Engineer:

~~i) A water servicing report which addresses the following:~~

~~a) Identify external water servicing requirements;~~
~~b) Confirm capacity requirements are met;~~
~~c) Identify need to the construction of external works;~~
~~d) Identify the effect of development on existing water infrastructure – identify potential conflicts;~~

~~e) Water system area plan(s)~~
~~f) Water network analysis/hydraulic calculations for subdivision report;~~
~~g) Phasing report;~~
~~h) Oversizing of watermain, if necessary and any cost sharing agreements.~~
~~i) Water quality~~
~~j) Identify location of valves and hydrants~~

a) Water distribution system analysis & modeling and hydraulic calculations for the Plan of Subdivision confirming system design requirements are being met;

b) Identify domestic and fire flows for the potential ICI/medium/high density Blocks from the low-level (high-level) water distribution system;

c) Address water quality and identify measures to maintain water quality from zero build-out through full build-out of the subdivision;

d) Identify fire flows available from each proposed hydrant to be constructed and determine the appropriate colour hydrant markers (identifying hydrant rated capacity);

e) Include a phasing report as applicable which addresses the requirement to maintain interim water quality;

f) Develop a looping strategy when development is proposed to proceed beyond 80 units;

g) Identify any water servicing requirements necessary to provide water servicing to external lands, incorporating existing area plans as applicable;

h) Identify any need for the construction of or improvement to external works necessary to provide water servicing to this Plan of Subdivision;

i) Identify any required watermain oversizing, if necessary, and any cost sharing agreements;

j) Identify the effect of development on existing water infrastructure – identify potential conflicts;

k) Include full-sized water distribution and area plan(s);

l) Identify on the water distribution plan the location of valves, hydrants, and the type and location of water quality measures to be implemented (including automatic flushing devices);

m) Have its professional consulting engineer identify which areas of the plan are to be serviced by the southeast hydraulic grade line zone and which areas are to be served by the low level zone.

27. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall implement the accepted recommendations of the water servicing report to address the water quality requirements for the watermain system, to the satisfaction of the City Engineer, at no cost to the City.

28.***** In accordance with City standards or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of water services for this draft plan of subdivision:

i) Construct watermains to serve this Plan and connect them to the existing municipal system, namely, the existing 250 mm diameter watermain on the west side of Sheffield Boulevard where Sheffield Boulevard in Plan 33M-672 joins Holbrook Drive in this plan, the 200 mm diameter watermain on the west side of Sheffield Boulevard where Sheffield Boulevard in Plan 33M-672 joins Leeds Crossing in this plan and the 200 mm diameter watermain on Seven Oaks Ridge;
ii) Deliver confirmation that the watermain system has been looped, to the satisfaction of the City Engineer when development is proposed to proceed

beyond 80 units;

iii) Available fire flows and appropriate hydrant rated capacity colour code markers are to be shown on the engineering drawings; the coloured fire hydrant markers will be installed by the City of London at the time of Conditional Approval.

29.***** ~~The Owner shall install temporary automatic flushing devices at all dead ends to ensure that water quality is maintained during build out of the subdivision. These devices are to remain in place until there is sufficient occupancy use to maintain water quality without their use. The location of the temporary automatic flushing devices as well as their flow settings are to be shown on the engineering drawings. The auto flushing devices and meters are to be installed and commissioned prior to the issuance of a Certificate of Conditional Approval. The Owner is responsible to meter and pay billed cost of the discharged water from the time of their installation until their removal. Any incidental and/or ongoing maintenance of the auto flushing devices is/are the responsibility of the Owner.~~

Prior to the issuance of any Certificates of Conditional Approval the Owner shall install and commission the accepted water quality measures required to maintain water quality within the water distribution system during build-out, all to the satisfaction of the City Engineer, at no cost to the City. The measures which are necessary to meet water quality requirements, including their respective flow settings, etc. shall be shown clearly on the engineering drawings.

30.***** ~~Should any blocks in this plan develop as Vacant Land Condominiums, the Owner shall advise the purchasers that if the private watermains serving a vacant land condominium is deemed a "regulated drinking water system" under the Safe Drinking Water Act and O.Reg. 170/03, the City of London could be ordered to operate this system in which case the system shall be required to be constructed to applicable City standards, to the satisfaction of the City Engineer.~~

Should any blocks in this plan develop as Vacant Land Condominiums, the Owner shall include in all agreements of purchase and sale, and/or lease of Blocks in this plan, a warning clause advising the purchaser/transferee that should these develop as a Vacant Land Condominium or in a form that may create a regulated drinking water system under O.Reg. 170/03, the Owner shall be responsible for meeting the requirements of the legislation.

If deemed a regulated system, there is potential the City of London could be ordered to operate this system in the future. As such, the system would be required to be constructed to City standards and requirements.

STREETS, TRANSPORATION & SURVEYS

Roadworks

31.***** The Owner shall construct cul-de-sacs on ~~Seven Oaks Ridge,~~ Holbrook Drive and Kettering Street in accordance with City of London Standard DWG. SR-5.0. The Owner shall provide a raised circular centre island (R=8.25 m) within the cul-de-sacs or as otherwise directed by the City Engineer.

32. In conjunction with the engineering drawings submission, the Owner shall ensure the layout of the roads and rights-of-way in this plan are in accordance with City standards, unless otherwise accepted by the City with respect to road geometries, including but not limited to, right-of-way widths, tapers, bends, intersection layout, daylighting triangles, etc., and include any associated adjustments to the abutting lots.

33.***** ~~In conjunction with the submission of detailed design drawings, the Owner shall have his consulting engineer provide a proposed layout of the tapers for streets in~~

~~this plan that change right-of-way widths with minimum 30 metre tapers (eg. from 20.0 metre to 19.0 metre road width), all to the satisfaction of the City Engineer. The roads shall be tapered equally aligned based on the alignment of the road centrelines.~~

34. The Owner shall provide a minimum of 5.5 metres (18') along the curb line between the projected property lines of irregular shaped lots around the bends and/or around the cul-de-sacs on Seven Oaks Ridge.

35. In conjunction with the engineering drawings submission, the Owner shall have its professional consulting engineer confirm that all streets in the subdivision have centreline radii which conforms to the City of London Standard "Minimum Centreline Radii of Curvature of Roads in Subdivisions:"

36.***** The Owner shall have it's professional engineer design and construct the roadworks in accordance with the following road widths:

i) Holbrook Drive (from Sheffield Boulevard to east limit of plan) are to have a minimum road pavement with (excluding gutters) of 9.5 metres (31.2') with a minimum road allowance of 21.5 metres (70');

ii) Kettering Street and New Street (south of Kettering Drive) are to have a minimum road pavement width (excluding gutters) of 8.0 metres (26.2') with a minimum road allowance of 20 metres (66');

iii) ~~Seven Oaks Ridge and Leeds Crossing are to have a minimum road pavement width (excluding gutters) of 6.0 metres (19.7') with a minimum road allowance of 18 metres (60').~~

37. The Owner shall construct Holbrook Drive to secondary collector road standards.

38.***** ~~All through intersections and connections with existing streets and internal to this subdivision shall align with the opposing streets based on the centrelines of the street aligning through their intersections thereby having these streets centres with each other, unless otherwise approved by the City Engineer.~~

<u>Sidewalks/Bikeways</u>

39. The Owner shall construct a 1.5 metre (5') sidewalk on both sides of the following streets:
    i) Holbrook Drive– east of Sheffield Boulevard to east limit of plan

40.***** The Owner shall construct a 1.5 metre (5') sidewalk on one side of the following streets:
    i) Kettering Street (from Sheffield Boulevard to New Street) - south boulevard
    ii) ~~Seven Oaks Ridge – west boulevard~~
    iii) ~~Leeds Crossing – south and east boulevard from Sheffield Boulevard to cul-de-sac bulb~~
    iv) New Street – west boulevard

41.***** ~~The Owner shall construct a walkway between Lots 64 and 65 in accordance with City standards, to the satisfaction of the City, at no cost to the City.~~

42.***** ~~Should the Owner direct any servicing within the walkway between Lots 64 and 65 or if the walkway is to be used as a maintenance access, the Owner shall provide a 4.6 metre wide walkway designed to the maintenance access standard, to the specifications of the City.~~

Street Lights

43. Within one year of registration, the Owner shall install street lighting on all streets in this plan to the satisfaction of the City, at no cost to the City. Where the Owner is required to install street lights in accordance with this draft plan of subdivision and where a street from an abutting developed or developing area is being extended, the Owner shall install street light poles and luminaires, along the street being extended which match the style of street lighting already existing or approved along the developed portion of the street, to the satisfaction of London Hydro for the City of London.

Boundary Road Works

44. The Owner shall be required to make minor boulevard improvements on Commissioners Road East adjacent to this Plan, to the specifications of the City and at no cost to the City, consisting of clean-up, grading and sodding as necessary.

Road Widening

45. The Owner shall be required to dedicate sufficient land to widen Commissioners Road East to 18.0 metres (59.06') from the centreline of the original road allowance.

Vehicular Access

46. The Owner shall ensure that no vehicular access will be permitted to Block 160 from Commissioners Road East unless a Transportation Impact Study is completed and accepted by the City at site plan submission stage. All vehicular access is to be via the internal subdivision streets.

Traffic Calming

47.***** ~~In conjunction with the engineering drawings submission, the Owner shall have it's professional engineer design the proposed traffic calming measures along Holbrook Drive and at the intersection of Sheffield Boulevard and Holbrook Drive, including traffic calming circle, parking bays, curb extensions and other measures, to the satisfaction of the City.~~

48.***** ~~The Owner shall install curb extensions along Holbrook Drive from Sheffield Boulevard to the easterly limit of the plan of subdivision, to the satisfaction of the City with the parking bay removed for utilities (fire hydrants), for transit stop locations as defined by the London Transit Commission and for future development block accesses.~~

Construction Access/Temporary/Emergency/Maintenance Access Roads

49. The Owner shall direct all construction traffic associated with this draft plan of subdivision to utilize Commissioners Road East or other routes as designated by the City.

50. In the event any work is undertaken on an existing street, the Owner shall establish and maintain a Traffic Management Plan (TMP) in conformance with City guidelines and to the satisfaction of the City for any construction activity that will occur on existing public roadways. The Owner shall have it's contractor(s) undertake the work within the prescribed operational constraints of the TMP. The TMP will be submitted in conjunction with the subdivision servicing drawings for this plan of subdivision.

51.***** ~~The Owner shall construct a temporary turning facility for vehicles at the following location(s), to the specifications of the City:~~

~~i) Holbrook Drive– east limit~~
~~ii) Kettering Street – east limit~~

~~Temporary turning circles for vehicles shall be provided to the City as required by the City, complete with any associated easements. When the temporary turning circles(s) are no longer needed, the City will quit claim the easements which are no longer required, at no cost to the City.~~

52. The Owner shall reconstruct Sheffield Boulevard in Plan 33M-672 to remove the temporary emergency access and pavement marking and restore, including but not limited to, the boulevard, pathway, trees, street lights, parking bay, associated roadworks, etc., to the satisfaction of the City, when a second public access is provided to the subdivision at the direction and satisfaction of the City Engineer, at no cost to the City.

GENERAL CONDITIONS

53. The Owner shall comply with all City of London standards, guidelines and requirements in the design of this draft plan and all required engineering drawings, to the satisfaction of the City. Any deviations from the City's standards, guidelines or requirements shall be satisfactory to the City.

54. Prior to the issuance of a Certificate of Conditional Approval for each construction stage of this subdivision, all servicing works for the stage and downstream works must be completed and operational, in accordance with the approved design criteria and accepted drawings, all to the specification and satisfaction of the City.

55. Prior to final approval, the Owner shall make arrangements with the affected property owner(s) for the construction of any portions of services or grading situated on private lands outside this plan, and shall provide satisfactory easements over these works, as necessary, all to the specifications and satisfaction of the City, at no cost to the City.

56. In the event that relotting of the Plan is undertaken, the Owner shall relocate and construct services to standard location, all to the specifications and satisfaction of the City.

57. The Owner shall connect to all existing services and extend all services to the limits of the draft plan of subdivision, at no cost to the City, all to the specifications and satisfaction of the City Engineer.

58. In the event the draft plan develops in phases, upon registration of any phase of this subdivision, the Owner shall provide land and/or easements along the routing of services which are necessary to service upstream lands outside of this draft plan to the limit of the Plan.

59. The Owner shall have the common property line of Commissioners Road East graded in accordance with the City of London Standard "Subdivision Grading Along Arterial Roads", at no cost to the City.

Further, the grades to be taken as the centreline line grades on Commissioners Road East are the existing centreline of road elevations as determined by the Owner's professional engineer, satisfactory to the City. From these, the Owner's professional engineer is to determine the ultimate elevations along the common

property line which will blend with the existing road grades, all to the satisfaction of the City.

60. The Owner shall advise the City in writing at least two weeks prior to connecting, either directly or indirectly, into any unassumed services constructed by a third party, and to save the City harmless from any damages that may be caused as a result of the connection of the services from this subdivision into any unassumed services.

Prior to connection being made to an unassumed service, the following will apply:

i) In the event discharge is to unassumed services, the unassumed services must be completed and conditionally accepted by the City; and,

ii) The Owner must provide a video inspection on all affected unassumed sewers.

Any damages caused by the connection to unassumed services shall be the responsibility of the Owner.

61. The Owner shall pay a proportional share of the operational, maintenance and/or monitoring costs of any affected unassumed sewers or SWM facilities (if applicable) to third parties that have constructed the services and/or facilities to which the Owner is connecting. The above-noted proportional share of the cost shall be based on design flows, to the satisfaction of the City, for sewers or on storage volume in the case of a SWM facility. The Owner's payments to third parties shall:

i) commence upon completion of the Owner's service work, connections to the existing unassumed services; and,

ii) continue until the time of assumption of the affected services by the City.

62.***** With respect to any services and/or facilities constructed in conjunction with this Plan, the Owner shall permit the connection into and use of the subject services and/or facilities by outside owners whose lands are served by the said services and/or facilities, prior to the said services and/or facilities being assumed by the City.

The connection into and use of the subject services by an outside Owner will be conditional upon the outside Owner satisfying any requirements set out by the City, and agreement by the outside Owner to pay a proportional share of the operational maintenance and/or monitoring costs of any affected unassumed services and/or facilities.

63. Should any deposits of organic materials or refuse be encountered, the Owner shall report these deposits to the City Engineer and Chief Building Official immediately, and if required by the City Engineer and Chief Building Official, the Owner shall, at his own expense, retain a professional engineer competent in the field of methane gas to investigate these deposits and submit a full report on them to the City Engineer and Chief Building Official. Should the report indicate the presence of methane gas then all of the recommendations of the engineer contained in any such report submitted to the City Engineer and Chief Building Official shall be implemented and carried out under the supervision of the professional engineer, to the satisfaction of the City Engineer and Chief Building Official and at the expense of the Owner, before any construction progresses in such an instance. The report shall include provision for an ongoing methane gas monitoring program, if required, subject to the approval of the City engineer and review for the duration of the approval program.

If a permanent venting system or facility is recommended in the report, the Owner shall register a covenant on the title of each affected lot and block to the effect that the Owner of the subject lots and blocks must have the required system or facility designed, constructed and monitored to the specifications of the City Engineer, and that the Owners must maintain the installed system or facilities in perpetuity at no cost to the City. The report shall also include measures to control the migration of any methane gas to abutting lands outside the Plan.

64.***** ~~Should any contamination or anything suspected as such be encountered during construction, the Owner shall report the matter to the City Engineer and the Owner shall hire a geotechnical engineer to provide, in accordance with the Ministry of the Environment "Guidelines for Use at Contaminated Sites in Ontario", "Schedule A – Record of Site Condition", as amended, including "Affidavit of Consultant" which summarizes the site assessment and restoration activities carried out at a contaminated site. The City may require a copy of the report should there be City property adjacent to the contamination. Should the site be free of contamination, the geotechnical engineer shall provide certification to this effect to the City.~~

Should any contamination or anything suspected as such, be encountered during construction, the Owner shall report the matter to the City Engineer and the Owner shall hire a geotechnical engineer to provide, in accordance with the Ministry of the Environment "Guidelines for Use at Contaminated Sites in Ontario", "Schedule A – Record of Site Condition", as amended, including "Affidavit of Consultant" which summarizes the site assessment and restoration activities carried out at a contaminated site, in accordance with the requirements of latest Ministry of Environment and Climate Change "Guidelines for Use at Contaminated Sites in Ontario" and file appropriate documents to the Ministry in this regard with copies provided to the City. The City may require a copy of the report should there be City property adjacent to the contamination.

Should any contaminants be encountered within this Plan, the Owner shall implement the recommendations of the geotechnical engineer to remediate, remove and/or dispose of any contaminates within the proposed Streets, Lot and Blocks in this Plan forthwith under the supervision of the geotechnical engineer to the satisfaction of the City at no cost to the City.

In the event no evidence of contamination is encountered on the site, the geotechnical engineer shall provide certification to this effect to the City.

65. The Owner's professional engineer shall provide inspection services during construction for all work to be assumed by the City, and shall supply the City with a Certification of Completion of Works upon completion, in accordance with the plans accepted by the City Engineer.

66. If deemed necessary by the City, in conjunction with an updated Design Studies submission, the Owner shall have it's professional engineer provide an opinion for the need for an Environmental Assessment under the Class EA requirements for the provision of any services related to this Plan. All class EA's must be completed prior to the submission of engineering drawings.

67. The Owner shall have it's professional engineer notify existing property owners in writing, regarding the sewer and/or road works proposed to be constructed on existing City streets in conjunction with this subdivision, all in accordance with Council policy for "Guidelines for Notification to Public for Major Construction Projects".

68. The Owner shall not commence construction or installations of any services (eg. clearing or servicing of land) involved with this Plan prior to obtaining all necessary

permits, approvals and/or certificates that need to be issued in conjunction with the development of the subdivision, unless otherwise approved by the City in writing (eg. Ministry of the Environment Certificates, City/Ministry/Government permits: Approved Works, water connection, water-taking, crown land, navigable waterways, approvals: Upper Thames River Conservation Authority, Ministry of Natural Resources, Ministry of the Environment, City, etc.)

69. Prior to any work on the site, the Owner shall decommission and permanently cap any abandoned wells located in this Plan, in accordance with current provincial legislation, regulations and standards. In the event that an existing well in this Plan is to be kept in service, the Owner shall protect the well and the underlying aquifer from any development activity.

70. If deemed necessary by the City, in conjunction with an updated Design Studies submission, in the event the Owner wishes to phase this plan of subdivision, the Owner shall submit a phasing plan identifying all required temporary measures, and identify land and/or easements required for the routing of services which are necessary to service upstream lands outside this draft plan to the limit of the plan to be provided at the time of registration of each phase, all to the specifications and satisfaction of the City.

71. If any temporary measures are required to support the interim conditions in conjunction with the phasing, the Owner shall construct temporary measures and provide all necessary land and/or easements, to the specifications and satisfaction of the City Engineer, at no cost to the City.

72.***** ~~The Owner shall remove any temporary works when no longer required and restore the land, at no cost to the City, to the specifications and satisfaction of the City.~~

73. In conjunction with registration of the plan, the Owner shall provide to the appropriate authorities such easements as may be required for all municipal works and services associated with the development of the subject lands, such as road, utility, drainage or stormwater management (SWM) purposes, to the satisfaction of the City, at no cost to the City.

74. The Owner shall decommission any abandoned infrastructure, at no cost to the City, including cutting the water service and capping it at the watermain, all to the specifications and satisfaction of the City.

75. The Owner shall remove all existing accesses and restore all affected areas, all to the satisfaction of the City, at no cost to the City.

76. All costs related to the plan of subdivision shall be at the expense of the Owner, unless specifically stated otherwise in this approval.

77. The Owner shall submit confirmation that they have complied with any requirements of Hydro One Networks Inc.

78. The Owner shall make all necessary arrangements with the abutting property owners to regrade on the abutting properties, where necessary, to accommodate the grading and servicing of this plan to City standards, to the satisfaction of the City.

79. The Owner shall hold Block 153 out of development until such time as the completion of an Environmental Impact Study, to the satisfaction of the City and the Upper Thames River Conservation Authority.

80.***** ~~The Owner shall hold Block 182 out of development for future access and servicing~~

~~of lands to the south, to the satisfaction of the City, at no cost to the City.~~

81.***** ~~If deemed necessary by the City, in conjunction with an updated Design Studies submission, the Owner shall provide to the City for review and acceptance, a geotechnical report or update the existing geotechnical report or update the existing geotechnical report recommendations to address all geotechnical issues with respect to the development of this plan, including, but not limited to, servicing, grading and drainage of this subdivision, road pavement structure, dewatering, any necessary setbacks related to slope stability for lands within this plan and any other requirements as needed by the City.~~

82. The Owner shall remove any temporary works, including easements, associated with this plan, when no longer required and restore all affected areas, at no cost to the City, to the specifications and satisfaction of the City.

PLANNING

83.* ~~In conjunction with any Design Studies submission which includes Block 160, the Owner shall submit a conceptual design of a future public square together with pedestrian linkages to get access to the public square to the satisfaction of the City. The accepted conceptual plan will be incorporated into any site plan application for Block 160.~~

84. In conjunction with the Design Studies submission, the Owner shall provide a tree preservation report for the entire subdivision. The tree preservation report will focus on the preservation of specimen trees of good quality and will be completed to the satisfaction of City as part of the Design Study Review process. The recommendations of the approved tree preservation report shall be included in the engineering drawings submission and conditions in the subdivision agreement.

85. Within one year of registration of the plan, the Owner shall construct 1.5 metre high chain link fencing without gates in accordance with current City park standards (SPO 4.8), or approved alternate, along the property limit interface of all private lots and blocks adjacent to existing and/or future Park and Open Space Blocks, and SWM Facilities, to the satisfaction of the City.

86. The Owner shall make a cash-in-lieu payment to the City to provide for the planting of street trees.

87. Within one year of registration of the plan, the Owner shall prepare and deliver to all homeowners adjacent to the open space, an education package which explains the stewardship of natural area, the value of existing tree cover, and the protection and utilization of the grading and drainage pattern on these lots. The educational package shall be prepared to the satisfaction of the City.

88. In conjunction with the Design Studies submission, the Owner shall prepare and submit calculations to establish a compensation rate acceptable to the City for the restoration of open space lands in exchange for developable lands within Block 153. The final delineation of Block 153 shall be confirmed prior to preparation of the Subdivision Agreement based on the approved compensation rate, and any adjustments made as a result shall require a change to the draft plan. If the compensation area is substantially different than anticipated, the City will initiate a Zoning By-law Amendment to reflect the revised compensation plan.

89. The Owner, in consultation with the LTC, shall indicate on the approved engineering drawings the possible ‘Future Transit Stop Areas”. The Owner shall install signage as the streets are constructed, indicating “Possible Future Transit Stop Area” in the approximate stop locations. The exact stop locations shall be field located as the adjacent sites are built, at which time the developer shall install

a 1.5 metre wide concrete pad between the curb and the boulevard at the finalized stop locations.

90. Prior to undertaking any works or site alteration including filling, grading, construction or alteration to a watercourse in a Conservation Regulated Area, the Owner shall obtain a permit or receive clearance from the Upper Thames River Conservation Authority.

91. In conjunction with the Design Studies submission, the Owner shall provide detailed design information for the site works and alterations for the proposed crossing/laneway between the cul-de-sac (at the end of Street 'A') and Block 153. Once the details of the proposed works have been identified, an Environmental Impact Study (EIS) to address the potential impacts of the laneway will be required to the satisfaction of the City and the UTRCA.

92. The Owner shall implement all recommendations of the Victoria Ridge Plan of Subdivision Environmental Impact Study dated June 24, 2009 as amended by subsequent addendums, to the satisfaction of the City.

93. The Owner shall identify on the accepted Engineering Drawings the fencing proposed along the rear of Lots 1 – 11 inclusive.

94. The Owner shall red-line the draft plan of subdivision to include the entire cul-de-sac on Holbrook Drive, to the specifications and satisfaction of the City.

95. In conjunction with the engineering drawings submission, the Owner shall red-line the draft plan of subdivision to include a 6.0 metre straight tangent between the two horizontal curves on New Street (south of Kettering Street), internal and external to this plan, to the specifications and satisfaction of the City Engineer.

96. Prior to the issuance of any Certificate of Conditional Approval, Blocks 189 to 193 in this plan shall be combined with lands to the south to create developable lots and/or blocks, to the satisfaction of the City. The above-noted blocks shall be held out of development until they can be combined with adjacent lands to create developable lots and/or blocks.

97.***** The Owner shall ensure implemented water quality measures shall remain in place until there is sufficient occupancy demand to maintain water quality within the Plan of Subdivision without their use. The Owner is responsible for the following:

i) to meter and pay the billed costs associated with any automatic flushing devices including water discharged from any device at the time of their installation until removal;

ii) any incidental and/or ongoing maintenance of the automatic flushing devices;

iiii) payment for maintenance costs for these devices incurred by the City on an ongoing basis until removal;

iv) all works and the costs of removing the devices when no longer required; and

v) ensure the automatic flushing devices are connected to an approved outlet.

98.***** The Owner shall ensure the limits of any request for Conditional Approval shall conform to the staging and phasing plan as set out in the accepted water servicing report and shall include the implementation of the interim water quality measures. In the event the requested Conditional Approval limits differ from the staging and phasing as set out in the accepted water servicing report, the Owner would be required to submit revised plans and hydraulic modeling as necessary to address water quality.

99.***** The Owner shall make all necessary arrangements with any required owner(s) to have any existing easement(s) in this plan quit claimed to the satisfaction of the

City and at no cost to the City. The Owner shall protect any existing private services in the said easement(s) until such time as they are removed and replaced with appropriate municipal and/or private services at no cost to the City.

Following the removal of any existing private services from the said easement and the appropriate municipal services and/or private services are installed and operational, the Owner shall make all necessary arrangement to have any section(s) of easement(s) in this plan quit claimed to the satisfaction of the City, at no cost to the City.

100.***** The Owner shall either register against the title of Block 160, in this Plan, or shall include in the agreement of purchase and sale for the transfer of the Block, a covenant by the purchaser or transferee stating that the purchaser or transferee of the Block may be required to construct sewage sampling manholes, built to City standards in accordance with the City's Waste Discharge By-law No. WM-2, as amended, regulating the discharge of sewage into public sewage systems. If required, the sewage sampling manholes shall be installed on both storm and sanitary private drain connections, and shall be located wholly on private property, as close as possible to the street line, or as approved otherwise by the City Engineer.

ARGYLE
BUSINESS IMPROVEMENT AREA

City of London
300 Dufferin Ave.
London, ON
N6B 1Z2

April 4, 2019

ATTN: Planning and Environment Committee

CC: Heather Lysynski, Committee Secretary
Britt O'Hagan, Manager, Urban Regeneration - City Planning, City of London

RE: Community Improvement Plan (CIP) Study Request for the Argyle BIA and Surrounding Area

To the Members of the Planning and Environment Committee,

The Argyle area has a well established and integral commercial stretch on Dundas, between Highbury and Wavell - that currently does not have a Community Improvement Plan (CIP) in place. Up until recently, there has not been an attempt to form a CIP. Recently, we at the Argyle Business Improvement Area (Argyle BIA) decided that a crucial way forward as a community is to start the process of putting in place a CIP - not just the area within the Argyle BIA, but for the Argyle community at large. We are kindly requesting that City Planning staff undertake the study of implementing a CIP for the Argyle area.

With the East Community Centre almost at completion, we believe this is the start of something great for East London. All it takes in a single project of this magnitude to act as a catalyst and start the process of area revitalization and intensification. With a CIP in place, there will be more opportunities for investment coming in, with redevelopment incentives for commercial property owners, along with the prioritization of public infrastructure improvements within the zone.

To elaborate further, the Argyle BIA believes that the CIP needs to be in place in order to allow for certain long-term capital improvements that will renew and revitalize the area. This starts with commercial property owners and giving them the enticement to redevelop their properties via grant programs. Also, to have the CIP in place will create a sense of urgency for certain public infrastructure projects that would improve the safety and aesthetics of the public realm and overall area, which is desperately needed in the Argyle area.

We hope that you will agree that the request from the Argyle Business Improvement Area is valid and necessary for long-term improvement realization and regeneration of the Argyle community.

Sincerely,

Randy Sidhu
Executive Director
Argyle Business Improvement Area

Report to Planning and Environment Committee

To: **Chair and Members**
Planning & Environment Committee
From: **George Kotsifas P. Eng.,**
Managing Director, Development & Compliance Services and Chief Building Official
Subject: **John Aarts Group**
3900 Scotland Drive, 3777 Westminster Drive, and 5110 White Oak Road
Public Participation Meeting on: April 29, 2019

Recommendation

That, on the recommendation of the Director, Development Services, with respect to the application of John Aarts Group relating to the properties located at 3900 Scotland Drive, 3777 Westminster Drive, and 5110 White Oak Road, the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on May 7, 2019 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject property **FROM** an Open Space (OS4) Zone, Environmental Review (ER) Zone, and Resource Extraction (EX) Zone **TO** an Open Space (OS4) Zone, Environmental Review (ER) Zone, Resource Extraction (EX) Zone, and holding Resource Extraction (h-__*EX1) Zone

Executive Summary

Summary of Request

The requested action is to permit the development of asphalt and concrete batching plants accessory to the existing aggregate resource extraction operation.

Purpose and the Effect of Recommended Action

The purpose and the effect of the recommended action will be to permit asphalt and concrete batching plants accessory to the existing aggregate resource extraction operation. Further, the recommended action will apply a holding provision to ensure a geotechnical report and any necessary road upgrades to the satisfaction of the City's Engineer are completed prior to development of the proposed asphalt and concrete batching plant(s).

Rationale of Recommended Action

1) The requested amendment is consistent with the policies of the Provincial Policy Statement, 2014;
2) The requested amendment is in conformity with the policies of The London Plan;
3) The requested amendment is in conformity with the policies of the 1989 Official Plan;
4) The requested amendment will facilitate the addition of a use that is complementary and accessory to the existing aggregate resource extraction operation.

Analysis

1.0 Site at a Glance

1.1 Property Description

The subject site is comprised of three parcels with frontages on Scotland Drive, White Oak Road, and Westminster Drive and a total area of approximately 56.13 hectares (138.71 acres). The site is operated as an active aggregate resource extraction pit

licensed by the Ministry of Natural Resources and Forestry (MNRF). Agricultural uses, including accessory farm dwellings, exist to the north, east, south, and west of the site. Additional surrounding land uses include aggregate resource extraction to the east and west, as well as White Oak Cemetery to the west. The site is also in proximity to the City of London W12A landfill site, located at Manning Drive and White Oak Road.

1.2 Current Planning Information (see more detail in Appendix D)

- Official Plan Designation – Agricultural, Open Space, and Environmental Review
- The London Plan Place Type – Farmland and Green Space
- Existing Zoning – Open Space (OS4) Zone, Environmental Review (ER) Zone, and Resource Extraction (EX) Zone

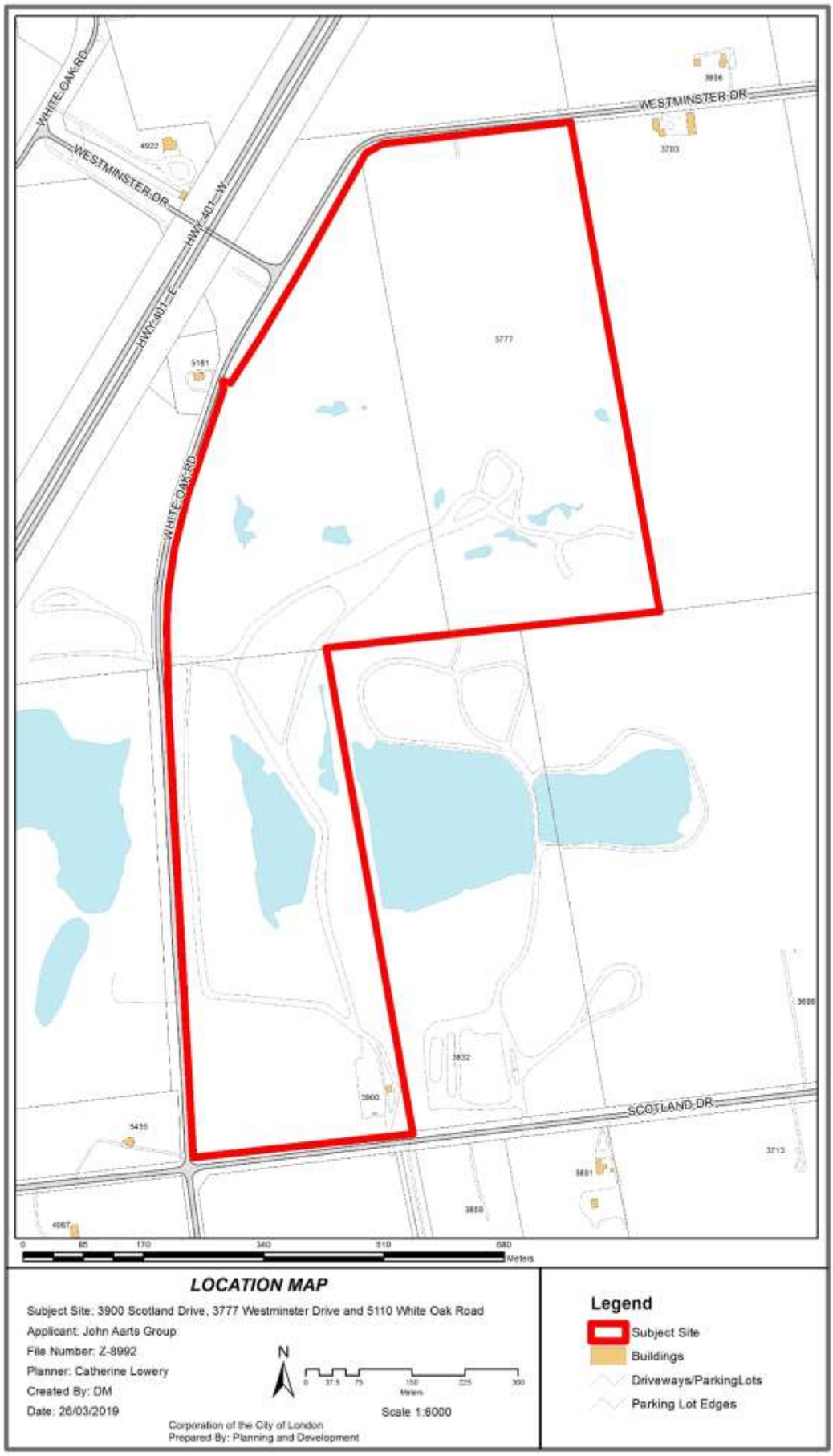
1.3 Site Characteristics

- Current Land Use – Aggregate resource extraction
- Frontage – 3900 Scotland Drive: 310 metres (1,017 feet); 3777 Westminster Drive: 290 metres (951 feet), 5110 White Oak Road: 800 metres (2,624 feet)
- Depth – 3900 Scotland Drive: 720 metres (2,362 feet); 3777 Westminster Drive: 700 metres (2,296 feet), 5110 White Oak Road: 400 metres (1,312 feet)
- Area – 56.13 hectares (138.71 acres) total
- Shape – Irregular

1.4 Surrounding Land Uses

- North – Agricultural
- East – Aggregate resource extraction and agricultural (including an accessory farm dwelling)
- South – Agricultural (including an accessory farm dwelling)
- West – Agricultural (including an accessory farm dwelling), aggregate resource extraction, and White Oak Cemetery

1.5 Location Map



2.0 Description of Proposal

2.1 Development Proposal

The owner is requesting to rezone a portion of the subject site to permit asphalt and concrete batching plants.

Figure 1: Main site entrance off Scotland Drive

Figure 2: Existing resource extraction operations (view from White Oak Road)

3.0 Relevant Background

3.1 Planning History

The majority of the subject site is currently zoned Resource Extraction (EX) Zone, which permits resource extraction operations, including accessory aggregate reprocessing. Other portions of the site containing natural features are currently zoned Environmental Review (ER) and Open Space (OS4). The subject lands are currently licensed by the Ministry of Natural Resources and Forestry (MNRF) under the Aggregates Resources Act for two (2) Class A Licences (No. 2341 and No. 31135). The proposed asphalt and concrete batching plants would be located within the existing licensed area.

3.2 Requested Amendment

The owner has requested to rezone a portion of the site to a Resource Extraction (EX1) Zone in order to permit the proposed asphalt and concrete batching plants. The area subject to the rezoning consists of a portion of the site that is currently zoned Resource Extraction (EX) Zone and located outside of a 50 metre environmental setback from environmentally sensitive wooded areas on the subject site (Figure 3). Areas within the 50 metre environmental setback would not be subject to the rezoning and as such, the current zoning would be maintained.

Figure 3: Environmental setback map – original request

Since initial submission, the owner amended their request to enlarge the area proposed to be rezoned, thereby reducing the size of the protected wooded area such that the 50 metre environmental setback would be measured from the limit of the MNRF license boundary, rather than the drip line of the treed area (Figure 4). This affects one of the wooded features along the White Oak Road frontage of 5110 White Oak Road.

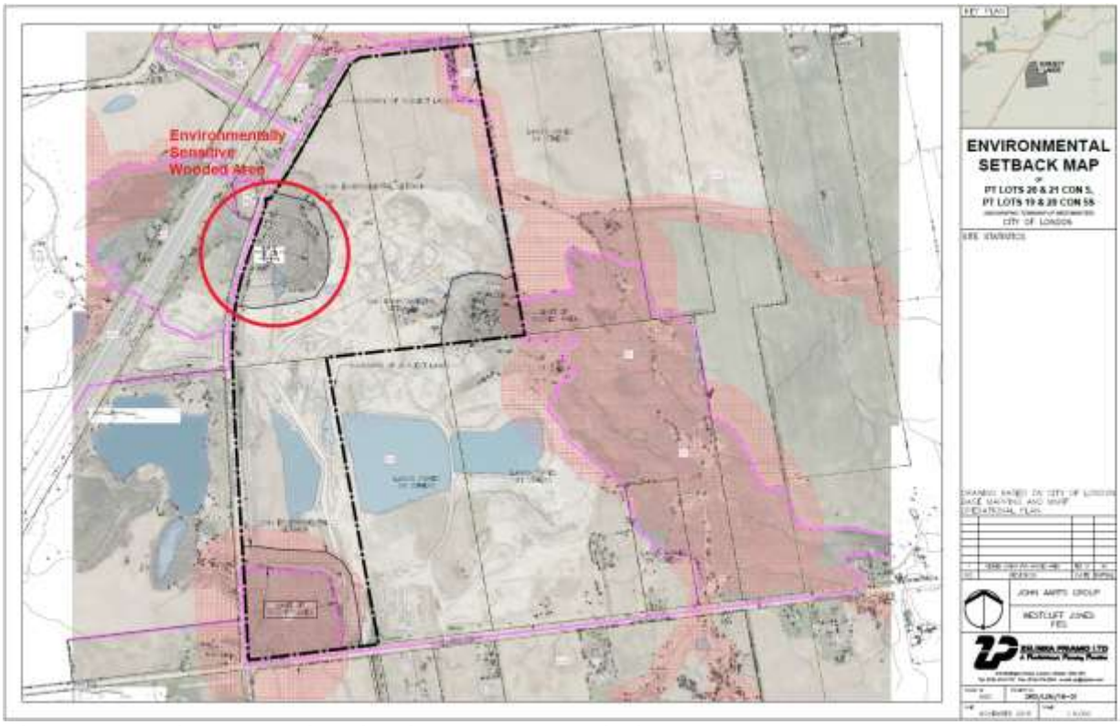


Figure 4: Environmental setback map – amended request

Through the review of the amended request, City staff expressed concerns about the batching plant use encroaching into the appropriate setback from the wooded area. It is understood that the owner intends to extract aggregate from this area in conformity with their existing zoning and their MNRF license. Staff have no concerns with respect to resource extraction within the licensed area, however are not supportive of batching plants in this area. As such, it is recommended the zone boundary take into account the 50 metre setback from the drip line, as originally proposed in Figure 3. This would maintain the current Resource Extraction (EX) Zone in this area, which would permit resource extraction but not accessory asphalt and concrete batching plants. The owner is agreeable to this approach, and accordingly has amended their application to revert back to the original request.

The conceptual site plan submitted in support of the requested amendment is attached to this report as Figure 5. The plan shows the proposed "Batch Plant 1" at the northeast corner of the site, adjacent to Westminster Drive and White Oak Road. A future "Batch Plant 2" is also shown closer to the centre of the site. The conceptual plan accounts for a 30 metre setback from the street, as well as berming and tree planting to screen the use from the street and the neighbouring property to the east. A small scale office accessory to the resource extraction operation and batching plants is also proposed and reflected on this plan. Refinement of the design of the site and site access will be determined through the Site Plan Approval process.

Accessory aggregate reprocessing, defined in Zoning By-law Z.-1 as *reusing old concrete, asphalt, or brick, that is stockpiled, crushed, and used again for construction, industrial, or manufacturing purposes*, is also proposed for the site and is permitted under the current EX zoning.

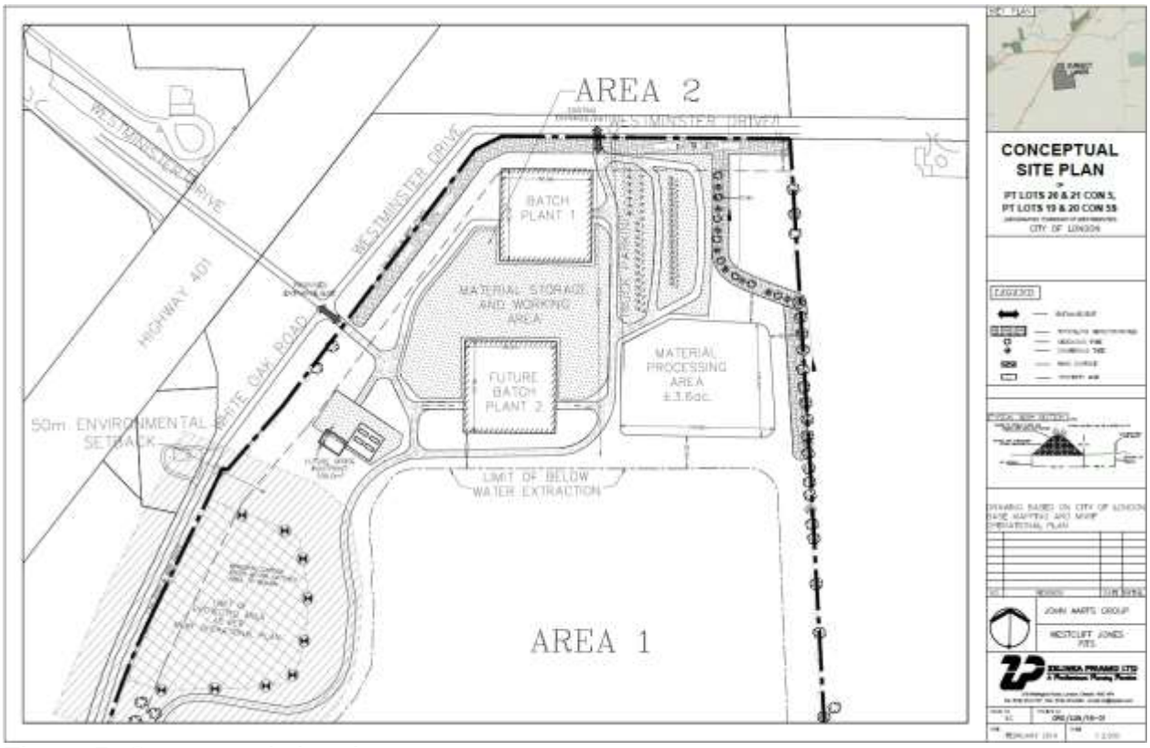


Figure 5: Conceptual site plan

3.3 Community Engagement (see more detail in Appendix B)

Four (4) written responses were received from neighbouring property owners, which will be addressed later in this report. The primary concerns raised were with respect to truck traffic, emissions (noise, odour, dust, particles), groundwater contamination, and proximity to the City's W12A landfill site. Five (5) phone calls were also received requesting clarification on the application and citing similar concerns.

Two (2) petitions were also submitted: one containing 38 signatures was submitted in opposition to the requested amendment and the other containing 32 signatures

expressing support to designate Westminster Drive a no truck route from Wellington Road to White Oak Road.

3.4 Policy Context (see more detail in Appendix C)

Provincial Policy Statement, 2014

The Provincial Policy Statement (PPS) 2014, provides policy direction on matters of provincial interest related to land use planning and development. All decisions affecting land use planning matters shall be "consistent with" the policies of the PPS. The subject lands are located on Prime Agricultural Lands, as designated by the Ontario Ministry of Agriculture, Food, and Rural Affairs (OMAFRA). Planning authorities may permit non-agricultural uses in prime agricultural areas for extraction of minerals, petroleum resources, and mineral aggregate resources (2.3.6.1a)). In prime agricultural areas, on prime agricultural land, extraction of mineral aggregate resources is permitted as an interim use provided that the site will be rehabilitated back to an agricultural condition (2.5.4.1).

Policies in the PPS give direction to protect the long-term resource supply and ensuring as much of the mineral aggregate resources as realistically possible is made available as close to markets as possible (2.5.2 and 2.5.2.1).

The London Plan

The London Plan is the new Official Plan for the City of London (Council adopted, approved by the Ministry with modifications, and the majority of which is in force and effect). The London Plan policies and maps under appeal to the Local Planning Appeals Tribunal (Appeal PL170100) are not in force and effect and are indicated with an asterisk throughout this report. The London Plan policies under appeal are included in this report for informative purposes indicating the intent of City Council, but are not determinative for the purposes of this planning application.

The subject site is located within the Farmland and Open Space Place Types fronting on Rural Connectors, as identified on *Map 1 — Place Types and *Map 3 — Street Classifications. *Map 6 – Hazards and Natural Resources is intended to identify Extractive Industrial Areas, however it is noted that a mapping error has excluded all Extractive Industrial Areas from this schedule of The London Plan. City Planning staff have confirmed this site should be included as an Extractive Industrial Area and will address the mapping error through a future housekeeping amendment.

Permitted uses in the Farmland Place Type include a range of agricultural uses, as well as natural resource extraction subject to the Natural Resources policies of The London Plan (1182_8 and 1209_). Aggregate extraction is a permitted interim use in all place types of The London Plan, with the ultimate intended land uses to be those permitted in the respective Place Type (1518_).

1989 Official Plan

The subject site is designated Agricultural, Open Space, and Environmental Review in the 1989 Official Plan, which permits a full range of farming types. Legally existing uses, including aggregate resource pits, are also regarded as permitted uses (9.2.3). The lands are further designated Extractive Industrial on Schedule B2 – Natural Resources and Natural Hazards. The Aggregate Resource policies recognize legally existing pits and quarries as permitted uses, and further permits aggregate resource extraction in all land use designations as an interim use for lands designated Extractive Industrial on Schedule B2 (15.10.1).

4.0 Key Issues and Considerations

4.1 Issue and Consideration # 1: Use

As the requested amendment seeks to add a new use that is accessory to the existing

aggregate resource extraction operation, consideration has been given as to whether the proposed use is appropriate for the site. In addition, through the circulation of this application, concerns were raised by the public regarding the appropriateness of the proposed asphalt and concrete batching plant use.

Provincial Policy Statement, 2014 (PPS)

The PPS defines mineral aggregate operations as *"a) lands under license or permit, other than for wayside pits and quarries, issued in accordance with the Aggregate Resources Act; b) for lands not designated under the Aggregate Resources Act, established pits and quarries that are not in contravention of municipal zoning by-laws and including adjacent land under agreement with or owned by the operator, to permit continuation of the operation; and c) associated facilities used in extraction, transport, beneficiation, processing or recycling of mineral aggregate resources and derived products such as asphalt and concrete, or the production of secondary related products."* This definition includes resource extraction itself, as well as associated facilities used in processing or recycling of mineral aggregate resources and derived products such as asphalt and concrete.

Policy 2.5.1 of the PPS states that mineral aggregate resources shall be protected for long-term use. Existing mineral aggregate operations shall be permitted to continue without the need for an official plan amendment, rezoning or development permit under the *Planning Act* (2.5.2.4). Mineral aggregate resource conservation shall also be undertaken, including through the use of accessory aggregate recycling facilities within operations (2.5.2.3). The requested amendment would facilitate accessory production of asphalt and concrete using aggregate extracted from the site, as well as recycling of manufactured materials derived from mineral aggregates. This is consistent with Provincial direction through the PPS to conserve mineral aggregate resources.

Resource extraction activities are considered "major facilities", as defined in the PPS. Section 1.2.6.1 directs that major facilities and sensitive land uses should be planned to ensure they are appropriately designed, buffered, and/or separated from each other to prevent or mitigate adverse impacts from odour, noise, and other contaminants, minimize risk to public health and safety, and to ensure the long-term viability of major facilities. The subject lands are located outside of a settlement area and the nearest sensitive land use is a farm dwelling on the adjacent agricultural property to the east. The proposed asphalt and concrete batching plants have been sited approximately 275 metres away this farm dwelling, per the site plan in Figure 5. Thirty metre setbacks from the road, as well as berming and tree planting have also been provided to alleviate any potential impacts. As such, no new on-site impacts beyond those already created by the existing aggregate resource extraction pit are anticipated.

Lastly, the PPS directs planning authorities to promote economic development and competitiveness by providing for an appropriate mix and range of employment and institutional uses to meet long-term needs, as well as opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses (1.3.1a) and 1.3.1b)). The existing aggregate resource extraction operation supports economic development and provides employment opportunities in the City of London. The proposed asphalt and concrete batching plants is a complementary use that is ancillary to the aggregate resource extraction operations and further supports economic development and employment opportunities.

The proposed asphalt and concrete batching plants are permitted by the policies of the PPS, are complementary to the existing mineral aggregate operations, and are an appropriate ancillary use. As such, the requested amendment is consistent with the policies of the Provincial Policy Statement, 2014.

The London Plan

The majority of the subject lands are located within the Farmland Place Type of The London Plan with some portions within the Green Space Place Type, as shown on *Map

1 – Place Types. While the primary permitted uses of the Farmland Place Type are agricultural uses, natural resource extraction and existing uses are also recognized as permitted uses (1182_8 and 1182_11). Oil, gas, and aggregate resource extraction is subject to the Natural Resources policies of The London Plan (1209_).

The objectives of the Natural Resource policies of The London Plan are to promote aggregate resource conservation, including extraction and recovery/recycling of manufactured materials derived from aggregates, and to provide for the continuation of existing extractive operations (1514_1 and 1514_2). Lands identified as Extractive Industrial Areas on *Map 6 – Hazards and Natural Resources are subject to the Aggregate Resources policies of The London Plan (1517_).

In accordance with Policy 1518_, aggregate extraction is a permitted interim use in all Place Types. In prime agricultural areas, aggregate extraction sites are to be rehabilitated to an agricultural condition. The locations of aggregate resource areas and licensed pits and quarries are identified on *Map 6.

In addition to aggregate resource extraction, the recovery and recycling of manufactured materials derived from aggregates for re-use is a permitted use within an aggregate operation (1522_). The requested amendment to permit accessory asphalt and concrete batching plants will facilitate the production of a manufactured product using aggregate extracted on-site, as well as the recycling and re-use of already manufactured materials derived from aggregate. Given the foregoing, staff is satisfied the requested amendment is in conformity with The London Plan.

1989 Official Plan

The subject lands are designated Agriculture and Open Space in the 1989 Official Plan. The Agricultural designation recognizes legally existing aggregate resource uses as a permitted use (9.2.3). As such, the existing licensed aggregate resource extraction operation is regarded as a permitted use in this designation.

Section 15.10 establishes the Aggregate Resource policies in the 1989 Official Plan. Section 15.10.1 states that legally existing pits and quarries are recognized as a permitted use by this Plan. Further, for areas identified as Extractive Industrial on Schedule B2, aggregate extraction is a permitted interim use in all land use designations (15.10.1).

The requested amendment will facilitate the introduction of a complementary use that is accessory to the existing aggregate resource extraction use. Given the existing use of the site, the proposed asphalt and concrete batching plants represent an appropriate accessory use. No impacts on neighbouring properties beyond those that currently exist as a result of the on-site resource extraction use are anticipated. Given the foregoing, staff is satisfied the requested amendment is in conformity with the 1989 Official Plan.

4.2 Issue and Consideration # 2: Truck Traffic

Several concerns were raised by neighbouring property owners and residents of the nearby rural settlement regarding a potential increase in truck traffic along Westminster Drive as a result of the proposed asphalt and concrete batching plants. A petition requesting Westminster Drive between White Oak Road and Wellington Road become a no truck route was also submitted to support this concern.

Scotland Drive, Westminster Drive, and White Oak Road are arterial roads, as identified on Schedule C of the 1989 Official Plan. The function of an arterial road is to serve high volumes of intra-urban traffic at moderate speeds, and has controlled or limited property access (18.2.2i)c)). Furthermore, all three roads are classified as Rural Connectors on *Map 3 – Street Classifications of The London Plan. *Policy 371_10a describes the goal and function of Rural Connectors as giving priority on movement of vehicles, farm equipment and freight/goods. Appropriate site access and design will be refined at the Site Plan Approval stage to ensure safety, including road widening dedications and turn lanes will be required to support heavy vehicle movements into and out of the site.

The applicant has advised that trucks associated with the batching plant will generally follow the same traffic patterns as the gravel haulers. It is expected there will be an increase in truck traffic, but that the trucks will be efficient in their directions of travel and divide the trips between the different routes available depending on delivery location. The applicant anticipates the batching plant will result in fewer than 12,000 annual loads, which combined with existing gravel sales of approximately 15,900 annual loads, is under the 36,000 annual loads permitted by the MNRF license. Raw materials required to produce the concrete will be available on-site and it is anticipated that a portion of the annual sand and gravel sales will be diverted to the on-site batching plant, which will ultimately result in fewer aggregate trucks leaving the site.

Transportation staff have requested a holding provision be applied to the subject site requiring a geotechnical report to evaluate the road structure of the surrounding road network. This will ensure the existing road structure is capable of accommodating the heavy vehicle traffic as there are existing load limits in effect on Westminster Drive, White Oak Road, and Scotland Drive, per schedule 15 of the Traffic and Parking By-law. As such, staff recommends the following holding provision be applied:

> *h-__ Purpose: The removal of the "h-__" shall not occur until such time as the Owner has entered into an agreement with the City of London to ensure that, if determined necessary through the completion of a geotechnical subsurface analysis, appropriate municipal roadway upgrades are completed to accommodate truck traffic from the proposed asphalt and concrete batching plant(s) to the satisfaction of the City Engineer.*

Lastly, the Ministry of Transportation (MTO) has advised that they do not object to the proposal but have concerns with the location of the proposed site access, as well as the possible increase in traffic volumes in relation to the Westminster Drive bridge structure over Highway 401. The site is within the MTO's permit control area, therefore an MTO permit is required prior to issuance of any municipal permits. As a condition of the permit, a traffic impact study will be required for MTO review and approval. MTO's comments, as well as any necessary changes to the site's existing and proposed accesses, will be addressed at the Site Plan Approval stage.

4.3 Issue and Consideration # 3: Environmental Impacts

Some concern was raised by neighbouring property owners regarding the potential for environmental impacts as a result of the proposed asphalt and concrete batching plants. The application was reviewed by Parks Planning and Design staff, as well as the City's Environmental and Ecological Planning Advisory Committee (EEPAC). Both staff and EEPAC cited no concerns with the requested amendment as long as the minimum 50 metre setback is provided from all ecological features on the current landscape, as proposed by the applicant.

The recommended zone boundary accounts for the 50 metre setback recommended by Parks Planning and Design staff, therefore the proposed batching plants would not be permitted within these areas. On this basis, Parks Planning and Design staff did not require an Environmental Impact Study, Subject Lands Status Report, or a hydrogeological study as part of the application. Furthermore, the site is not located near any wellhead protection areas, as identified on *Map 6 – Hazards and Natural Resources of The London Plan.

The Upper Thames River Conservation Authority (UTRCA) has reviewed the application and had no objections to the requested amendment, provided the zone boundary accounts for the 50 metre setback from the drip line of the wooded area. The UTRCA further encourages the applicant to continue the required hydrogeological monitoring and notify the UTRCA of any changes to water quality or quantity as a result of this proposal.

City staff have consulted the UTRCA and MNRF regarding potential ground water threats resulting from the proposed asphalt and concrete batching plants. The MNRF has confirmed that a hydrogeological study was completed as part of the licensing

process and that regular hydrogeological monitoring is required as part of the continued operation of the resource extraction pit. Notes on the approved MNRF operational plan provide for specific hydrogeological requirements that must be complied with, as well as mitigation measures for noise, dust, and groundwater interference. Further, stockpiling of certain materials is regulated by minimum setbacks from the exposed water table, which are established and enforced by the MNRF. As such, should any changes to groundwater quality or quantity occur, it will be identified and addressed by the appropriate authorities.

More information and detail is available in Appendix B and C of this report.

5.0 Conclusion

The recommended amendment is consistent with the Provincial Policy Statement and conforms to the policies of The London Plan and the 1989 Official Plan. The recommended amendment accounts for a 50 metre buffer from on-site environmental features and further, will permit a use that is complementary and accessory to the existing aggregate resource extraction operation and is not anticipated to generate any new on-site impacts beyond those which currently exist given the proposed setback and mitigation measures. Additional studies and planning approvals will be required to ensure appropriate access measures are fulfilled.

Prepared by:	**Catherine Lowery, MCIP, RPP** **Planner II, Current Planning**
Recommended by:	**Paul Yeoman, RPP, PLE** **Director, Development Services**
Submitted by:	**George Kotsifas, P.ENG** **Managing Director, Development and Compliance Services and Chief building Official**
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services.	

cc: Michael Tomazincic, Manager, Current Planning
MT/mt

Y:\Shared\DEVELOPMENT SERVICES\11 - Current Planning\DEVELOPMENT APPS\2018 Applications 8865 to\8992Z - 3900 Scotland Dr 3777 Westminster Dr 5110 White Oak Rd (CL)\PEC Report

Appendix A

Appendix "A"

Bill No.(number to be inserted by Clerk's Office)
(2019)

By-law No. Z.-1-19_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 3900 Scotland Drive, 3777 Westminster Drive, and 5110 White Oak Road.

WHEREAS John Aarts Group has applied to rezone an area of land located at 3900 Scotland Drive, 3777 Westminster Drive, and 5110 White Oak Road, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 3900 Scotland Drive, 3777 Westminster Drive, and 5110 White Oak Road, as shown on the attached map comprising part of Key Map No. A115, from an Open Space (OS4) Zone, Environmental Review (ER), and Resource Extraction (EX) Zone to an Open Space (OS4) Zone, Environmental Review (ER) Zone, Resource Extraction (EX) Zone, and holding Resource Extraction (h-__*EX1) Zone.

2) Section Number 3.8 2) of the Holding "h" Zone is amended by adding the following Holding Provision:

) h-(__) Purpose: The removal of the "h-__" shall not occur until such time as the Owner has entered into an agreement with the City of London to ensure that, if determined necessary through the completion of a geotechnical subsurface analysis, appropriate municipal roadway upgrades are completed to accommodate truck traffic from the proposed asphalt and concrete batching plant(s) to the satisfaction of the City Engineer.

The inclusion in this By-law of imperial measure along with metric measure is for the purpose of convenience only and the metric measure governs in case of any discrepancy between the two measures.

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 May 7, 2019.

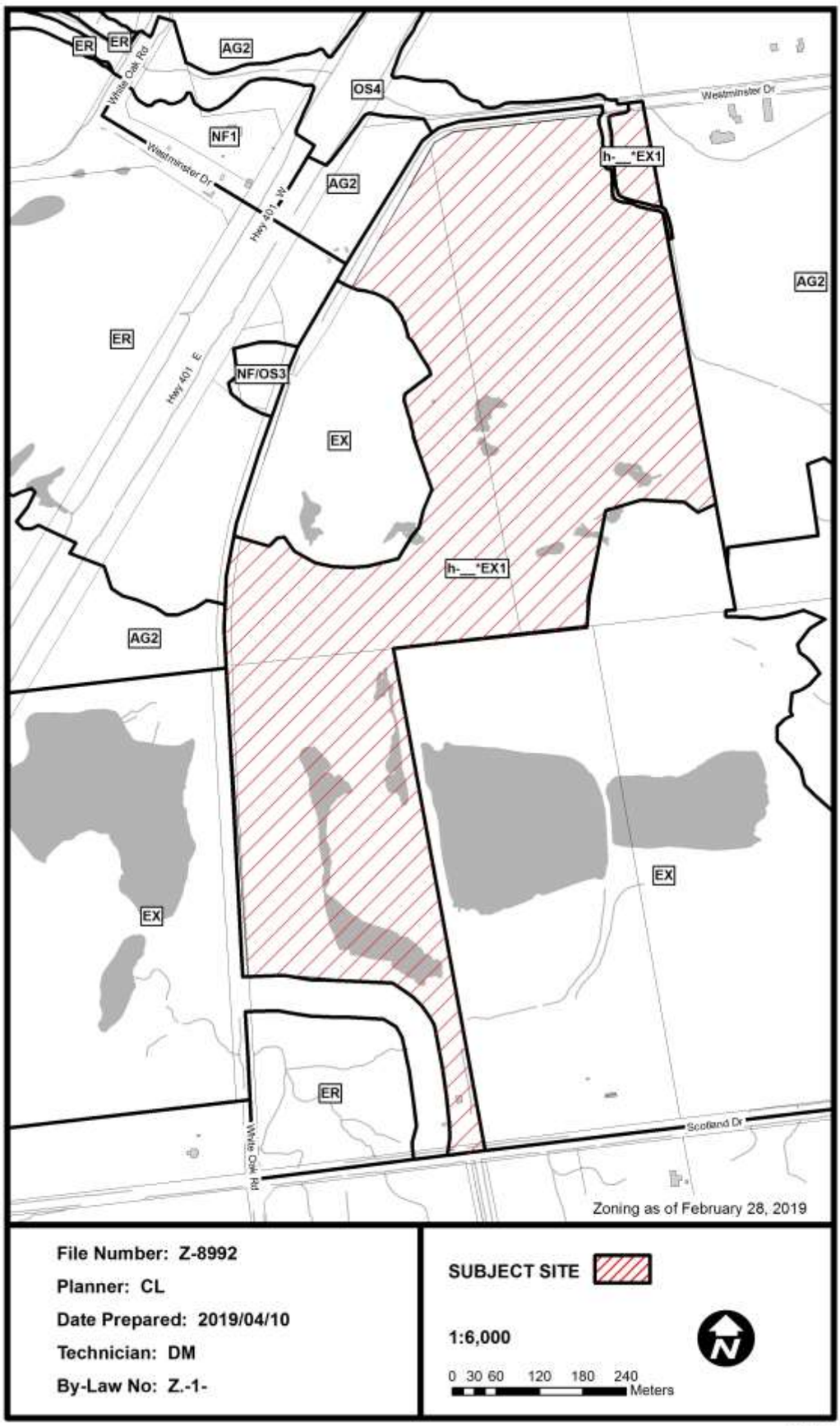
Ed Holder
Mayor

File: Z-8992
Planner: C. Lowery

Catharine Saunders
City Clerk

First Reading – May 7, 2019
Second Reading – May 7, 2019
Third Reading – May 7, 2019

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



Appendix B – Public Engagement

On December 19, 2018, Notice of Application was sent to 11 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on December 20, 2018. A "Planning Application" sign was also posted on the site.

On March 13, 2019, Notice of Revised Application was sent to 15 property owners in the surrounding area. Notice of Revised Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on March 14, 2019.

Nine (9) replies and two (2) petitions were received.

Nature of Liaison: The purpose and effect of this zoning change is to rezone a portion of the lands to permit asphalt and concrete batching plants. Possible change to Zoning By-law Z.-1 **FROM** an Open Space (OS4) Zone, Environmental Review (ER) Zone, and Resource Extraction (EX) **TO** an Open Space (OS4) Zone, Environmental Review (ER) Zone, Resource Extraction (EX), and Resource Extraction (EX1) Zone to permit the proposed asphalt and concrete batching plant use. The applicant has amended the application to expand the area of the site proposed to be rezoned.

Responses: A summary of the various comments received include the following:

Concern for:
Trucks and traffic:

Concern regarding the potential increase in truck traffic as a result of the proposed asphalt and concrete batching plants.

Emissions:

Concern regarding potential emissions from the proposed asphalt and concrete batching plants (noise, fumes, dust, particles).

Contamination:

Concern regarding the potential for groundwater contamination.

Proximity to the City's W12A landfill site:

Concerns that the residents in this area are already in proximity to the City's landfill site and asphalt and concrete batching plants on this site would exacerbate the impact.

Responses to Public Liaison Letter and Publication in "The Londoner"

Telephone	Written
Matt McDougall 3703 Westminster Drive	Matt McDougall and Julie Brochu 3703 Westminster Drive
Curtis Brekelmans 247 Exeter Road	Carlo Biancardi
Eugene Morrison 4267 Manning Drive	Eugene Morrison 4267 Manning Drive
Cam Tillie 3043 Westminster Drive	Amanda Raaf 3025 Westminster Drive
Sherry Smith	

From: Julie Brochu
Sent: Tuesday, January 8, 2019 1:42 AM
To: Lowery, Catherine <clowery@london.ca>
Cc: Peloza, Elizabeth <epeloza@london.ca>
Subject: Fw: Zoning by law amendment z-8992 3900 scotland drive

January 6th, 2018

The following is in response to the zoning by-law amendment of 3900 Scotland drive and other properties.

(file z-8992) submitted by the applicant, Orange Rock Developments. Zoning amendment to allow an asphalt and or concrete batching plant.

We live at 3703 Westminster Dr., London, Ont. on family property that has been passed through 5 generations, since acquiring it, in the late 1800's. Our property is neighbouring 3777 Westminster Drive that is shown as parcel 2 on the planning justification report submitted for this amendment.

Questions:

As outlined on the City of London website for the zoning bylaw amendment process, Have the necessary steps been done to sufficiency, or at all? Following the step by step process laid out on the city website, it appears that we are step 7 since I have been notified as a owner of properties within 120m. Is the planning justification report that's been supplied the only form of information? How can we the public or anyone for that matter, make any reasonable decision with such a vague report? There is no indication of where any or all buildings will be located, storage plans, truck routes, speed limitations, or any definitive plan of what may occur if this planning amendment is approved.

Problems and considerations:

The use of aerial photos submitted for the planning justification report are felt to be important but not acceptable for the reason of not being current. Understanding that the photos are a great tool to use as a visual for such a large parcel of property, the photos should be current. The supplied aerial pictures are not within 1 1/2 years. Significant changes have occurred to the properties, since the supplied photos. Some of the changes that are significant are : More exposed water table on parcels 1 &3, large amounts of new extraction on parcel 1 &2, the removal of the wooded area that is indicated on parcel 2 in figure 7 and described as the southeast corner, Our new residential dwelling that is located closer to the north east boundary of parcel 2 (commenced 06/2017), figure 5 does not show the large amount of land that has been "stripped" of the topsoil on parcel 1 which makes the statement of "cultivated fields for agricultural purposes" indicated on page 4 not possible.

The statement in paragraph 2 on page 4 that says " the subject lands currently operate under with an underwater aggregate license *and formerly contained an asphalt/concrete batching plant until approximately 2002."* I would like clarification on. If that statement indicates that there was a permanent structure for the production of asphalt/concrete, if so, then I believe, to best of my knowledge, and other local residents I have asked to be not true, unless proven otherwise. There has never been a permanent structure for batching that I have seen on any of the 3 parcels.

The statement that indicates the Landfill is 1.5km away, does not make sense to me as the landfill is directly across the road from the main gates of 3900 Scotland drive as indicated in figure 6, with the proposed landfill expansion, the landfill would result in being much closer than indicated in figure 6.

Why does so much land need to be rezoned for such practices? Should the proposal not indicate where the facilities will be located? Is all of the land that is intended to be

rezoned even capable of such facilities or storage? Parts of the proposed properties have exposed water table that the people get there drinking water from?

The area to north of the properties would put our home in direct path of the prominent winds coming from such a site. I believe that products involved in batching asphalt and concrete are known carcinogens from information published by the World Health Organization and latest studies from airborne particles and fumes and ingestion.
I ask, with this information, does section 1.1.1 apply? The statement on page 7 starts with Healthy, liveable, and safe communities: How can zoning and development of this nature be part this?

Also on page 7 in the last paragraph indicating that these emissions would be no more than the typical emissions of the existing aggregate operations, how can this be correct? A petroleum based product emitting fumes, added dust, the presence of silica, fly ash, significant additional truck traffic, large amounts of energy to heat materials to temperatures in the range of 300 degrees.

I have many concerns with this application, most obvious the health risks associated with such added activities. Drinking water contamination, several different cancers, heart and lung affects and diseases, have all been linked to these facilities and products and need to be considered with this application. For my family, the workers families, the neighbourhood families, the wildlife, the environment. The visual impact a facility of this nature would be considered unpleasant for most in the surrounding neighbourhood. For our property, loss of view is probable.

I truthfully have had no major concerns with the existing gravel pit, we have been good neighbours to each other since it was put back into major operation in 1992 with the new owners. All inconveniences that are associated with gravel extraction have been tolerated.

When it comes to the new proposal of asphalt and concrete batching, I must strongly object to its approval.

The lack of information and communication is unacceptable.

The health of me, my family, my future generations, my neighbourhood is all in jeopardy. I ask all involved in this decision, to understand what is at risk and the real world consequences with the decision. Many people are put at risk and one person getting sick from the proposed application, is not acceptable.

Leave the current zoning in place and life will continue on the same as it has, allow for asphalt/concrete plants and life will never be the same, it will be much worse.

Matt McDougall

From: CARLO BIANCARDI
Sent: Tuesday, January 8, 2019 4:21 PM
To: Lowery, Catherine <clowery@london.ca>
Subject: my lettter to london. file z-8992

I have 22 acres of vacant/farmed land directly across the street on Westminster drive which i purchased 12 years ago to possibly build a house there, it has 1 acre of woods and is perfect to raise a family... Zoned ag2

#1 I just received a letter from the city of London about a proposed expansion and addition of a concrete/asphalt batching plant directly across the street from the vacant land in which would drastically increase the size of it. More dust, trucks and noise and there is plenty already.

#2 I also just got notice that the city wants to expand the dump and will/has bought land within a certain radius(my land is adjacent to this boundary) from the dump. Since the

vacant land is just outside the boundary all i get is decreased land value (if it's not rezoned) and a huge stink.
If i want well water on the land will it be safe, would you drink it?

#3 My next problem and the LARGEST, is recently the Upper Thames River Conservation Authority wants to re-evaluate flood lands and make it so i or anyone possibly can't build a house or anything there in the future. My land is in this study area, even though i haven't seen any flooding, drought or fires in 12 years.

Please buy this land from me or make things right. That would mean sewers, storm and sanitary water management and sound/smell reduction for everyone/wildlife affected by your decisions.

Buying land in a city shouldn't be buyer beware and if someone is making money at your expense they should share it!

On Mar 23, 2019, at 12:21 PM, Amanda Raaff wrote:

Hello Elizabeth,

I want to bring forth my concerns about the application for the asphalt plant in the Westminster Drive/ Scotland Drive/ White Oak Road area.
First I am concerned about the amount of dump truck traffic on Westminster Drive that has increased. This past summer we had dump trucks going down our road every 5 minutes or more. They do not go the speed limit and do not move over if you are walking on the side of the road. Many of us who live in the Shaver neighbourhood walk our dogs. There is not a proper shoulder on the road and it is frieghtening to have these trucks moving so quickly and frequently passing by us. It doesn't help that my dog is terrified of the trucks as they are very noisy. Especially since we live at the end of Westminster Drive the trucks are either slowing down with noisy breaks, and shifting gears.

Next I have had 2 broken windshields from stones that have come lose from the trucks moving in the opposite direction. I bought my first new vechicle and was crushed that less then 24 hours of owning it I had a broken windshield. My old car had a broken windshield too. It was the first time in 12 years of owning it that I had a broken windshield.

Next when the trucks pull out onto Westminster Drive they pull out on a curve. They do not see traffic coming towards them. I have been cut off so many times by trucks it is amazing there have not been accidents there.

Lastly my biggest concern is unsecure loads. This past summer I was following a dump truck down Westminster Drive to White Oak Rd as I usually am during the summer. The truck was heading to Dingman Drive. I always keep a very safe distance. I was glad I kept a safe distance as the dump truck did not have a secure load and lost all of it's dirt and gravel as it was going up and over the 402 overpass. I had to slam on my breaks as giant rocks and dirt were flying all over the road and up over the ramp onto the 402. The driver had no idea what had happened. I laid on my horn to get his attention and he did not notice. When I got to work I called the MTO to report the unsafe load. Unfortunately I could not reach the right department within the MTO to report an unsafe load. They took my name and number and forwarded it to the City of London. I did have someone from the city call me back. The gentleman I spoke with told me he would send someone out to clean up the road and talk to the trucking company. I do know the road was cleaned up by the end of the day but I do not know if the trucking company was spoken to.

So as you can see I am greatly concerned for my safety. Not to mention the impact these trucks and the dirt in the air has on air quality and noise.

We already deal with extreme odor from Orgaworld and the city dump (which has been awful the past few days with the wind by the way) it ia unfortunate we are dealing with these newer issues. My neighbourhood just can't seem to catch a break!

Amanda Raaff
3025 Westminster Drive

From: Eugene Morrison
Sent: Sunday, March 31, 2019 7:31 PM
To: Lowery, Catherine <clowery@london.ca>
Subject: [EXTERNAL] PLANNING FILE Z-8992 ZONING BYLAW AMENDMENT

Catherine Lowery
Development Services, City of London
300 Dufferin Avenue, 6th Floor
London, ON, PO BOX 5035, N6A 4L9

I am very concerned with this noticeably open-ended rezoning request particularly in relation to the proposed Asphalt and Concrete batching plants, most specifically the proposed future batch plant 2 location, planned to be located at the pit bottom. This would be immediately adjacent to below water-table aggregate extraction activities (observable as a man-made lake).

The zoning application area happens to be the principal water supply source for two underground aquifers supplying water to neighbouring farms and residents. Any contamination would be a disaster. The below water-table aggregate extraction activities currently occurring and the massive spent asphalt and concrete storage piles at pit bottom already pose a serious contamination risk as does the adjacent W12A landfill..

The concrete and asphalt plants proposed are 'nobody wants' facilities which will further deteriorate the neighbourhood. Asphalt batch plants have a particularly bad record for toxic smoke problems and the impact of increased noise, truck, and vehicle traffic is obvious.

I believe this "moonscape like" site is not a good location site for the planned activities. The closing of similar "Spivak" facilities on Wonderland Road on a much safer ground level site begs questions.

Thank you for your consideration.

Eugene Morrison
4267 Manning Drive, London, On, N6L 1K7

Agency/Departmental Comments

UTRCA: January 8, 2019

The Upper Thames River Conservation Authority (UTRCA) has reviewed this application with regard for the policies in the *Environmental Planning Policy Manual for the Upper Thames River Conservation Authority (June 2006).* These policies include regulations made pursuant to Section 28 of the *Conservation Authorities Act,* and are consistent with the natural hazard and natural heritage policies contained in the *Provincial Policy Statement (2014).* The *Upper Thames River Source Protection Area Assessment Report* has also been reviewed in order to confirm whether the subject lands are located in a vulnerable area. The Drinking Water Source Protection information is being disclosed to the Municipality to assist them in fulfilling their decision making responsibilities under the Planning Act.

PROPOSAL
The applicant is proposing to rezone a portion of the subject lands from Resource Extraction (EX) to Resource Extraction (EX1) to permit a concrete and asphalt batching plant. The subject lands are currently licensed by the Ministry of Natural Resources and Forestry under the Aggregates Resources Act (ARA) for two (2) Class A Licences (No. 2341 and No. 31135). The proposed batching plant would be located within existing ARA licensed area.

CONSERVATION AUTHORITIES ACT
As shown on the enclosed mapping, the subject lands ***are*** regulated by the UTRCA in accordance with Ontario Regulation 157/06 made pursuant to Section 28 of the *Conservation Authorities Act*. The Regulation Limit is comprised of a riverine flooding hazard associated with the Bannister Johnson Drain and the 120 metre area of interference surrounding a wetland. 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 including filling, grading, construction, alteration to a watercourse and/or interference with a wetland.

Dingman Creek Stormwater Servicing Class Environmental Assessment (EA)
The subject lands are located within the Dingman Creek Subwatershed, forming part of the Dingman Creek EA. As shown on the attached Dingman Subwatershed Screening Area map, the subject lands are located within the Screening Area.

UTRCA ENVIRONMENTAL PLANNING POLICY MANUAL
The UTRCA's Environmental Planning Policy Manual is available online at:
http://thamesriver.on.ca/planning-permits-maps/utrca-environmental-policy-manual/
The policy which is applicable to the subject lands includes:

3.2.2 General Natural Hazard Policies
These policies direct new development and site alteration away from hazard lands. No new hazards are to be created and existing hazards should not be aggravated. The Authority also does not support the fragmentation of hazard lands which is consistent with the Provincial Policy Statement (PPS) and is intended to limit the number of owners of hazardous land and thereby reduce the risk of unregulated development etc.

3.2.3 Riverine Flooding Hazard Policies
These policies address matters such as the provision of detailed floodplain mapping, floodplain planning approach, and uses that may be allowed in the floodplain subject to satisfying UTRCA permit requirements.

3.2.6 & 3.3.2 Wetland Policies
New development and site alteration is not permitted in wetlands. Furthermore, new development and site alteration may only be permitted in the area of interference and /or adjacent lands of a wetland if it can be demonstrated through the preparation of an Environmental Impact Study (EIS) that there will be no negative impact on the hydrological and ecological function of the feature.

An EIS will not be required for the purpose of this application.

DRINKING WATER SOURCE PROTECTION, *Clean Water Act*
The *Clean Water Act* (CWA), 2006 is intended to protect existing and future sources of drinking water. The Act is part of the Ontario government's commitment to implement the recommendations of the Walkerton Inquiry as well as protecting and enhancing human health and the environment. The CWA sets out a framework for source protection planning on a watershed basis with Source Protection Areas established based on the watershed boundaries of Ontario's 36 Conservation Authorities. The Upper Thames River, Lower Thames Valley and St. Clair Region Conservation Authorities have entered into a partnership for The Thames-Sydenham Source Protection Region.

The Assessment Report for the Upper Thames watershed delineates three types of vulnerable areas: Wellhead Protection Areas, Highly Vulnerable Aquifers and Significant

Groundwater Recharge Areas. Mapping which identifies these areas is available at: http://maps.thamesriver.on.ca/GVH_252/?viewer=tsrassessmentreport

Upon review of the current assessment report mapping, we wish to advise that the subject lands ***are*** identified as being within a vulnerable area.

Provincial Policy Statement (PPS, 2014)
Section 2.2.1 requires that *"Planning authorities shall protect, improve or restore the quality and quantity of water by:*
e) implementing necessary restrictions on development and site alteration to:
1. protect all municipal drinking water supplies and designated vulnerable areas; and
2. protect, improve or restore vulnerable surface and ground water features, and their hydrological functions."

Section 2.2.2 requires that "*Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored*."

Municipalities must be consistent with the Provincial Policy Statement when making decisions on land use planning and development.

Policies in the *Approved Source Protection Plan* may prohibit or restrict activities identified as posing a *significant threat* to drinking water. Municipalities may also have or be developing policies that apply to vulnerable areas when reviewing development applications. Proponents considering land use changes, site alteration or construction in these areas need to be aware of this possibility. The *Approved Source Protection Plan* is available at*:*
http://www.sourcewaterprotection.on.ca/source-protection-plan/approved-source-protection-plan/

RECOMMENDATION
As indicated, the subject lands are regulated by the UTRCA and are located within the Dingman Subwatershed Screening Area. Due to the location of the proposed concrete and asphalt batching within an existing ARA licensed area, the UTRCA has no objections to this application. However, the UTRCA encourages the applicant to continue the hydrogeological monitoring required and notify the UTRCA should any changes to water quality or quantity occur as a result of this proposal.

In addition, the UTRCA requests the applicant to circulate the revised Site Plans to our office as part of the Site Plan Amendment application through the Ministry of Natural Resources and Forestry.

Transportation: January 9, 2019

- MTO permits may be required as this property is located in the MTO control Zone
- Road widening dedication of 18.0m from centre line required on Westminister Drive, White Oak Road, & Scotland Drive
- 6.0m x 6.0m daylight triangles required
- Load limits are in effect on Westminster Dr, White Oak Rd, and Scotland Dr (schedule 15 of the Traffic and Parking By-Law
- Turn lanes will be required to support heavy vehicle movements into and out of the site
- Details regarding access location and turn lane design will be made through the site plan process

EEPAC: January 17, 2019

Provided the proponent provides a setback of at least 50 m from the wooded areas as per the Planning Justification Report, EEPAC agrees no additional field work is required.

Parks Planning and Design: February 26, 2019

Parks Planning and Design has reviewed the application and note that a minimum 50 meter setback is required from all ecological features on the current landscape; as proposed by the applicant. If development/zoning is to occur within the 50 meter setback a Subject land Status Report and EIS will be required.

Parkland dedication for the site is deferred until the lands are developed for a long term use.

London Hydro: March 25, 2019

No objections.

Transportation: March 28, 2019 (Re-Circulation)

- Transportation will be seeking a holding provision for the preparation of a Geo-technical report to evaluate the road structure of the surrounding road network to ensure the existing road structure is capable of accommodating the heavy vehicle traffic as there are existing load limits in effect on Westminster Drive, White Oak Road, & Scotland Drive as per schedule 15 of the Traffic and Parking By-law. The applicant will need to scope the study with transportation prior to undertaking and implement any and all recommendations at no cost to the City.
- MTO permits may be required as the subject lands are located within the MTO control zone
- Road widening dedication of 18.0m from centre line is required along White Oak Road, Westminster Drive, & Scotland Drive
- 6.0m x 6.0m daylight triangles will be required
- Left and right turn lanes will be required for the new access opposite Westminster Drive bridge over the 401
- Close and restore existing northerly access to Westminster Drive
- Detailed comments regarding access location and design, as well as external works will be made through the site plan process.

Ministry of Transportation: March 29, 2019

The Ministry of Transportation (MTO) has completed review of the above noted proposal for a Zoning Amendment to facilitate an asphalt and concrete batching plant. The proposal has been considered in accordance with the requirements of the Public Transportation and Highway Improvement Act, MTO's Highway Access Management Manual (HAMM) and all related guidelines and policies. The following outlines our comments.

The subject property is located within MTO's Permit Control Area (PCA), and as such, MTO Permits are required before any demolition, grading, construction or alteration to the site commences. In accordance with the Ontario Building Code, municipal permits may not be issued until all other applicable requirements (i.e.: MTO permits/approvals) are satisfied.

While MTO does not object to the proposal, concerns have been identified with the location of the proposed site access as well as the possible increase in traffic volumes in relation to the Westminster Drive bridge structure over Highway 401.

An increase in traffic volumes at the intersection of Westminster Drive and White Oaks Road may create a need for improvements to the road network, such as additional through lanes, and/or turn lanes. As there is currently only 78 metres between the stop bar and bridge approach slab, there is insufficient distance to accommodate new turn lanes and tapers without impact to the bridge structure.

As a condition of MTO Permits, MTO requests a Traffic Impact Study to be completed for MTO review and approval, to evaluate any potential impact. The TIS shall be

prepared by a Registry, Appraisal and Qualification System (RAQS) qualified transportation consultant in accordance with MTO traffic guidelines: http://www.mto.gov.on.ca/english/engineering/management/corridor/tis-guideline/index.shtml

UTRCA: April 1, 2019 (Re-Circulation)

The Upper Thames River Conservation Authority (UTRCA) has reviewed this application with regard for the policies in the *Environmental Planning Policy Manual for the Upper Thames River Conservation Authority (June 2006).* These policies include regulations made pursuant to Section 28 of the *Conservation Authorities Act,* and are consistent with the natural hazard and natural heritage policies contained in the *Provincial Policy Statement (2014).* The *Upper Thames River Source Protection Area Assessment Report* has also been reviewed in order to confirm whether the subject lands are located in a vulnerable area. The Drinking Water Source Protection information is being disclosed to the Municipality to assist them in fulfilling their decision making responsibilities under the Planning Act.

PROPOSAL
The applicant is proposing to rezone a portion of the subject lands from Resource Extraction (EX) to Resource Extraction (EX1) to permit a concrete and asphalt batching plants with associated material working, processing and storage areas, along with a potential future office use. The portions of the subject lands zoned Open Space (OS4) and Environmental Review (ER) will not change as a result of this application.
The subject lands are currently licensed by the Ministry of Natural Resources and Forestry under the Aggregates Resources Act (ARA) for two (2) Class A Licences (No. 2341 and No. 31135). The proposed batching plants and associated areas would be located within existing ARA licensed area.

CONSERVATION AUTHORITIES ACT
As shown on the enclosed mapping, the subject lands ***are*** regulated by the UTRCA in accordance with Ontario Regulation 157/06 made pursuant to Section 28 of the *Conservation Authorities Act*. The Regulation Limit is comprised of a riverine flooding hazard associated with the Bannister Johnson Drain and the 120 metre area of interference surrounding a wetland. 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 including filling, grading, construction, alteration to a watercourse and/or interference with a wetland.

Dingman Creek Stormwater Servicing Class Environmental Assessment (EA)
The subject lands are located within the Dingman Creek Subwatershed, forming part of the Dingman Creek EA. As shown on the attached Dingman Subwatershed Screening Area map, the subject lands are located within the Screening Area.

UTRCA ENVIRONMENTAL PLANNING POLICY MANUAL
The UTRCA's Environmental Planning Policy Manual is available online at:
http://thamesriver.on.ca/planning-permits-maps/utrca-environmental-policy-manual/
The policy which is applicable to the subject lands includes:

3.2.2 General Natural Hazard Policies

These policies direct new development and site alteration away from hazard lands. No new hazards are to be created and existing hazards should not be aggravated. The Authority also does not support the fragmentation of hazard lands which is consistent with the Provincial Policy Statement (PPS) and is intended to limit the number of owners of hazardous land and thereby reduce the risk of unregulated development etc.

3.2.3 Riverine Flooding Hazard Policies
These policies address matters such as the provision of detailed floodplain mapping, floodplain planning approach, and uses that may be allowed in the floodplain subject to satisfying UTRCA permit requirements.

As shown on the Conceptual Site Plan submitted with this application, the applicant is providing a 15 metre setback from the municipal drain that will be planted with coniferous and deciduous trees. In addition, silt fencing will be installed along the edge of the 15 metre buffer during stripping operations.

Furthermore, the northeast portion of the site is located within the Dingman Screening Area and regard shall be had for the potential flood plain identified. The UTRCA would appreciate the opportunity to meet with the applicant to discuss the impacts proposed berming may have on the surrounding area.

3.2.6 & 3.3.2 Wetland Policies
New development and site alteration is not permitted in wetlands. Furthermore, new development and site alteration may only be permitted in the area of interference and /or adjacent lands of a wetland if it can be demonstrated through the preparation of an Environmental Impact Study (EIS) that there will be no negative impact on the hydrological and ecological function of the feature.

The Environmental Setback Map identifies a 50 metre Environmental Setback within the southeast corner of the lands containing a portion of the UTRCA's regulated area for the 120 metre area of interference associated with the adjacent wetland, and what is assumed to be a woodlot identified in the original licensing application. The Operational Plan identifies trees to be removed within the 50 metre setback and has the extraction limit encroaching into the environmental setback with a new 15 metre extraction setback from the property line.

The UTRCA's original commenting letter, dated January 8, 2019, stated that an EIS would not be required for the purpose of this application. However, based on the information provided as a part of the revised application the UTRCA will require justification from a qualified ecologist that finds this new extraction limit will not negatively impact the existing wetland feature, and presumably the woodlot. Based on the underlying aerial photography of the Environmental Setback map, it would appear that some encroachment into this setback has occurred; please explain.

SIGNIFICANT WOODLAND
The woodland that is located on the subject lands has been identified as Significant in the Middlesex Natural Heritage Study (2003) and the Middlesex Natural Heritage Systems Study (2014). New development and site alteration is not permitted in woodlands considered to be significant. Furthermore, new development and site alteration is not permitted on adjacent lands to significant woodlands (within 50 metres* see note below) unless an EIS has been completed to the satisfaction of the UTRCA which demonstrates that there will be no negative impact on the feature or its ecological function.

Note: *Natural Heritage Reference Manual, Second Edition (OMNR, 2010)
We note that Table 4-2 of the *Natural Heritage Reference Manual Second Edition* (OMNR, 2010) identifies adjacent lands from significant natural heritage features as being 120m from the feature for considering potential negative impacts. The *Natural Heritage Reference Manual* provides technical guidance for implementing the natural heritage policies of the *Provincial Policy Statement*, 2005. The UTRCA Environmental Planning Policy Manual (2006) predates the NHRM (2010) and the UTRCA considers the policies of the contemporary implantation manual in its review. This EIS should demonstrate no negative impacts on the ecological form and function of the features. These natural heritage areas should be located and avoided as inappropriate places for development.

The Conceptual Site Plan identifies the limit of a protected area and a 50 metre environmental setback along the northwest portion of the lands. The note on the Conceptual Site Plan states "*as per MNRF Operational Plan*". The Operation Plan circulated refines the existing wooded area and refers to it as a "*Memorial Garden*". The 50 metre environmental setback has been removed from the Operational Plan and it would appear that the edge of the extraction limit now encroaches into this area. An additional 50 metre environmental setback area was identified on the Environmental

Setback Map which also appears to be removed from the Operational Plan (see comment above in relation to the wetland area of interference encroachment). Please provide justification from a qualified ecologist supporting the removal/refinement of these two features.

DRINKING WATER SOURCE PROTECTION
Clean Water Act
The subject lands have been reviewed to determine whether or not they fall within a vulnerable area (Wellhead Protection Area, Highly Vulnerable Aquifer, and Significant Groundwater Recharge Areas). Upon review, we can advise that the subject lands **are** within a vulnerable area. For policies, mapping and further information pertaining to drinking water source protection, please refer to the approved Source Protection Plan at:
http://maps.thamesriver.on.ca/GVH_252/?viewer=tsrassessmentreport

RECOMMENDATION
As indicated above, the subject lands are located within the UTRCA regulated area and within the Dingman Subwatershed Screening Area. The UTRCA has outlined discrepancies between the Conceptual Site Plan, the Environmental Setback Map, and the Operational Plan. The UTRCA requires justification from a qualified ecologist regarding the removal and refinement of the two (2) 50 metre environmental setback areas.

Consistent with the UTRCA comments submitted in response to the original Zoning By-law Amendment application, dated January 8, 2019, the UTRCA encourages the applicant to continue the hydrogeological monitoring required and notify the UTRCA should any changes to water quality or quantity occur as a result of this proposal.

In addition, the UTRCA requests the applicant circulates the revised Site Plans to our office as part of the Site Plan Amendment application through the Ministry of Natural Resources and Forestry.

Lastly, The UTRCA would also like the opportunity to discuss the Dingman Screening Area with the applicant. Please contact our office to schedule a meeting.

UTRCA: April 9, 2019 (Addendum)

Further to the UTRCA's letters dated January 8, 2019 and April 1, 2019, please accept this letter as an addendum to our previous comments.

PROPOSAL
The applicant is proposing to rezone a portion of the subject lands from Resource Extraction (EX) to Resource Extraction (EX1) to permit a concrete and asphalt batching plants with associated material working, processing and storage areas, along with a potential future office use. The portions of the subject lands zoned Open Space (OS4) and Environmental Review (ER) will not change as a result of this application.

The subject lands are currently licensed by the Ministry of Natural Resources and Forestry under the Aggregates Resources Act (ARA) for two (2) Class A Licences (No. 2341 and No. 31135). The proposed batching plants and associated areas would be located within existing ARA licensed area.
Based on a letter received from Zelinka Priamo Ltd. dated April 5, 2019, the proposal has been revised back to the original submission which ensures a 50 metre setback is maintained from the wooded area depicted on the Concept Plan.

CONSERVATION AUTHORITIES ACT
As shown on the enclosed mapping, the subject lands ***are*** regulated by the UTRCA in accordance with Ontario Regulation 157/06 made pursuant to Section 28 of the *Conservation Authorities Act*. The Regulation Limit is comprised of a riverine flooding hazard associated with the Bannister Johnson Drain and the 120 metre area of interference surrounding a wetland. 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 including filling, grading, construction, alteration to a watercourse and/or interference with a wetland.

Dingman Creek Stormwater Servicing Class Environmental Assessment (EA)
The subject lands are located within the Dingman Creek Subwatershed, forming part of the Dingman Creek EA. As shown on the attached Dingman Subwatershed Screening Area map, the subject lands are located within the Screening Area.

UTRCA ENVIRONMENTAL PLANNING POLICY MANUAL
The UTRCA's Environmental Planning Policy Manual is available online at:
http://thamesriver.on.ca/planning-permits-maps/utrca-environmental-policy-manual/
The policy which is applicable to the subject lands includes:

3.2.2 General Natural Hazard Policies
These policies direct new development and site alteration away from hazard lands. No new hazards are to be created and existing hazards should not be aggravated. The Authority also does not support the fragmentation of hazard lands which is consistent with the Provincial Policy Statement (PPS) and is intended to limit the number of owners of hazardous land and thereby reduce the risk of unregulated development etc.

3.2.3 Riverine Flooding Hazard Policies
These policies address matters such as the provision of detailed floodplain mapping, floodplain planning approach, and uses that may be allowed in the floodplain subject to satisfying UTRCA permit requirements.

As per the approved MNRF Site Plans Operational Plan, dated April 1, 2016, along with the Conceptual Site Plab submitted with this application, a 15 metre setback will be maintained from the municipal drain that will be planted with coniferous and deciduous trees. In addition, silt fencing will be installed along the edge of the 15 metre buffer during stripping operations.

Furthermore, the northeast portion of the site is located within the Dingman Screening Area and regard shall be had for the potential flood plain identified. The UTRCA would appreciate the opportunity to meet with the applicant to discuss the impacts proposed berming may have on the surrounding area.

3.2.6 & 3.3.2 Wetland Policies
New development and site alteration is not permitted in wetlands. Furthermore, new development and site alteration may only be permitted in the area of interference and /or adjacent lands of a wetland if it can be demonstrated through the preparation of an Environmental Impact Study (EIS) that there will be no negative impact on the hydrological and ecological function of the feature.

The southeast corner of the licensed area is within the UTRCA regulated area for a 120 metre areas of interference associated with an adjacent wetland. As per the approved MNRF Site Plans Operational Plan, dated April 1, 2016, there is an existing approved 15 metre setback from the licence boundary. No further information is required relating to setbacks in this area.

SIGNIFICANT WOODLAND
The woodland that is located on the subject lands has been identified as Significant in the Middlesex Natural Heritage Study (2003) and the Middlesex Natural Heritage Systems Study (2014). New development and site alteration is not permitted in woodlands considered to be significant. Furthermore, new development and site alteration is not permitted on adjacent lands to significant woodlands (within 50 metres* see note below) unless an EIS has been completed to the satisfaction of the UTRCA which demonstrates that there will be no negative impact on the feature or its ecological function.

Note: *Natural Heritage Reference Manual, Second Edition (OMNR, 2010)
We note that Table 4-2 of the *Natural Heritage Reference Manual Second Edition* (OMNR, 2010) identifies adjacent lands from significant natural heritage features as being 120m from the feature for considering potential negative impacts. The *Natural Heritage Reference Manual* provides technical guidance for implementing the natural heritage policies of the *Provincial Policy Statement*, 2005. The UTRCA Environmental Planning Policy Manual

(2006) predates the NHRM (2010) and the UTRCA considers the policies of the contemporary implantation manual in its review. This EIS should demonstrate no negative impacts on the ecological form and function of the features. These natural heritage areas should be located and avoided as inappropriate places for development.

The approved MNRF Site Plans Operational Plan, dated April 1, 2016, identifies a Memorial Garden along the northwest boundary of the subject lands. As per the notes on these plans, this area shall remain protected from aggregate extraction. In addition, and as per the Conceptual Site Plan submitted alongside this application, the proposed uses will be subject to a 50 metre environmental setback around the existing wooded feature. No further justification for this setback will be required.

DRINKING WATER SOURCE PROTECTION
Clean Water Act
The subject lands have been reviewed to determine whether or not they fall within a vulnerable area (Wellhead Protection Area, Highly Vulnerable Aquifer, and Significant Groundwater Recharge Areas). Upon review, we can advise that the subject lands **are** within a vulnerable area. For policies, mapping and further information pertaining to drinking water source protection, please refer to the approved Source Protection Plan at:
http://maps.thamesriver.on.ca/GVH_252/?viewer=tsrassessmentreport

RECOMMENDATION
As indicated above, the subject lands are located within the UTRCA regulated area and within the Dingman Subwatershed Screening Area. Based on a review of the letter from Zelinka Priamo Ltd., dated April 5, 2019, and the approved MNRF Site Plans, dated April 7, 2014 and April 1, 2016, the UTRCA is satisfied that the 50 metre environmental setback from the wooded areas is sufficient for the proposed uses. Aggregate extraction within these areas shall comply with the approved MNRF Site Plans.

Consistent with the UTRCA comments submitted in response to the original Zoning By-law Amendment application, dated January 8, 2019 and April 1, 2019, the UTRCA encourages the applicant to continue the hydrogeological monitoring required and notify the UTRCA should any changes to water quality or quantity occur as a result of this proposal.
If a Site Plan Amendment application is required through the MNRF, the UTRCA requests the applicant circulates this application to our office for review.

Lastly, the UTRCA would also like the opportunity to discuss the potential impacts of the Dingman Screening Area with the applicant and MNRF. The details of this meeting can form part of the Site Plan application process through the City of London and/or MNRF.

Ministry of Natural Resources and Forestry: April 12, 2019

The applicant is currently working with the MNRF Aylmer District office through the site plan amendment process.

You should also be aware that the Ministry of Environment, Conservation and Parks (MECP) is now responsible for the Endangered Species Act (ESA), including species at risk (SAR) in Ontario. MNRF is directing all correspondence related to ESA or SAR to SAROntario@ontario.ca to reach the MECP directly.

Ontario Ministry Agriculture, Food, and Rural Affairs: April 12, 2019

It is understood that the subject lands comprise part of a prime agricultural area, and thus are identified, in part, as “Farmland” in the London Plan. While the extraction of mineral aggregate resources is permitted as an interim use within a prime agricultural area in accordance with Policy 2.5.4.1 of the Provincial Policy Statement (PPS), 2014; Ministry staff gather the proposal is not for interim resource extraction, but rather a permanent asphalt/concrete batching plant, and therefore OMAFRA would suggest that this proposal would require an official plan amendment as well as a Zoning By-Law Amendment in order to demonstrate consistency with Policy 2.3.6.1 (b) of the PPS (2014). To elaborate, this section of the PPS (2014) states:

2.3.6.1(b) Planning authorities may only permit non-agricultural uses in prime agricultural areas for limited non-residential uses, provided that all of the following are demonstrated:

1. the land does not comprise a specialty crop area;
2. the proposed use complies with the minimum distance separation formulae;
3. there is an identified need within the planning horizon provided for in policy 1.1.2 for additional land to be designated to accommodate the proposed use; and
4. alternative locations have been evaluated, and there are no reasonable alternative locations which avoid prime agricultural areas; and there are no reasonable alternative locations in prime agricultural areas with lower priority agricultural lands.

Moreover, the City of London will also need to ensure that Policy 2.3.6.2 contained in the PPS (2014) is satisfied, which states: "Impacts from any new or expanding non-agricultural uses on surrounding agricultural operations and lands are to be mitigated to the extent feasible."

Due to the language and structure of Policies 2.3.5 and 2.3.6 of the PPS (2014), the expectation is that any non-agricultural uses that may ultimately be permitted are not to be removed from the prime agricultural area, but rather permitted as an exception on a site-specific basis. Therefore, it is anticipated that the use of a special policy area approach will be necessary for the plan amendment.

Based on a review of the Planning Justification Report submitted by the applicant's consultant, it does not appear that the sufficient analysis has been provided to demonstrate consistency with the PPS as required by the Planning Act.

City staff have further discussed the above noted comments with the Ministry of Municipal Affairs and Housing, the lead ministry in the provincial One Window Protocol for matters related to land use planning. The concerns identified above have been clarified and addressed.

Appendix C – Policy Context

The following policy and regulatory documents were considered in their entirety as part of the evaluation of this requested land use change. The most relevant policies, by-laws, and legislation are identified as follows:

<u>Provincial Policy Statement, 2014</u>

Major facilities: *means facilities which may require separation from sensitive land uses, including but not limited to airports, transportation infrastructure and corridors, rail facilities, marine facilities, sewage treatment facilities, waste management systems, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities.*

Mineral aggregate operation: *means*

a) lands under license or permit, other than for wayside pits and quarries, issued in accordance with the Aggregate Resources Act;
b) for lands not designated under the Aggregate Resources Act, established pits and quarries that are not in contravention of municipal zoning by-laws and including adjacent land under agreement with or owned by the operator, to permit continuation of the operation; and
c) associated facilities used in extraction, transport, beneficiation, processing or recycling of mineral aggregate resources and derived products such as asphalt and concrete, or the production of secondary related products.

Mineral aggregate resources: *means gravel, sand, clay, earth, shale, stone, limestone, dolostone, sandstone, marble, granite, rock or other material prescribed under the Aggregate Resources Act suitable for construction, industrial, manufacturing and maintenance purposes but does not include metallic ores, asbestos, graphite, kyanite,*

mica, nepheline syenite, salt, talc, wollastonite, mine tailings or other material prescribed under the Mining Act.

Mineral aggregate resource conservation: means

a) the recovery and recycling of manufactured materials derived from mineral aggregates (e.g. glass, porcelain, brick, concrete, asphalt, slag, etc.), for re-use in construction, manufacturing, industrial or maintenance projects as a substitute for new mineral aggregates; and
b) the wise use of mineral aggregates including utilization or extraction of on-site mineral aggregate resources prior to development occurring.

1.2.6.1 Major facilities and sensitive land uses should be planned 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 Planning authorities shall promote economic development and competitiveness by:

a) providing for an appropriate mix and range of employment and institutional uses to meet long-term needs;
b) providing opportunities for a diversified economic base, including maintaining 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;

2.3.6.1 Planning authorities may only permit non-agricultural uses in prime agricultural areas for:

a) extraction of minerals, petroleum resources and mineral aggregate resources, in accordance with policies 2.4 and 2.5

2.5.1 Mineral aggregate resources shall be protected for long-term use and, where provincial information is available, deposits of mineral aggregate resources shall be identified.

2.5.2.1 As much of the mineral aggregate resources as is realistically possible shall be made available as close to markets as possible. Demonstration of need for mineral aggregate resources, including any type of supply/demand analysis, shall not be required, notwithstanding the availability, designation or licensing for extraction of mineral aggregate resources locally or elsewhere.

2.5.2.2 Extraction shall be undertaken in a manner which minimizes social, economic and environmental impacts.

2.5.2.3 Mineral aggregate resource conservation shall be undertaken, including through the use of accessory aggregate recycling facilities within operations, wherever feasible.

2.5.2.4 Mineral aggregate operations shall be protected from development and activities that would preclude or hinder their expansion or continued use or which would be incompatible for reasons of public health, public safety or environmental impact. Existing mineral aggregate operations shall be permitted to continue without the need for official plan amendment, rezoning or development permit under the Planning Act. When a license for extraction or operation ceases to exist, policy 2.5.2.5 continues to apply.

<u>The London Plan</u>

(Policies subject to Local Planning Appeals Tribunal, Appeal PL170100, indicated with asterisk.)

*371_ The following policies describe the goals, function and character to be used in the design of the right-of-way for each street classification:

10. Rural Connector

a) Priority on movement of vehicles, farm equipment and freight/goods

1182_ The following uses may be permitted within the Farmland Place Type in conformity with the policies of this Plan:

8. Natural resource extraction.
11. Existing uses.

1209_ Oil, gas, and aggregate resource extraction will be subject to the Natural Resources policies of this Plan.

1514_ To balance the needs of property owners, operators and residents, to facilitate the extraction of our natural resources, to provide access to aggregate resources as close to market as possible, and to ensure the rehabilitation of these lands, we will:

1. Promote aggregate resource conservation, including aggregate extraction and the recovery and recycling of manufactured materials derived from aggregates.
2. Provide for the continuation of existing extractive operations.

1517_ Policies for Extractive Industrial Areas are included in the Aggregate Resources policies. Identified extractive industrial areas are aggregate resource areas that are licensed under the *Aggregate Resources Act*.

1518_ Aggregate extraction is a permitted interim use in all place types of this Plan. In prime agricultural areas, aggregate extraction sites shall be rehabilitated to an agricultural condition. The locations of aggregate resource areas, and licensed pits and quarries and properties appropriate for consideration for a license under the Aggregate Resources Act are identified on Map 6. The ultimate intended uses for lands identified as extractive industrial areas on Map 6, are shown on Map 1 – Place Types.

1522_ In addition to aggregate resource extraction, the recovery and recycling of manufactured materials derived from aggregates for re-use is a permitted use within an aggregate operation.

<u>1989 Official Plan</u>

9.2.3. Existing Uses
Subject to the provisions of Section 19.5, uses not permitted as primary or secondary uses but which legally exist on the date of Council adoption of this policy, may be regarded as permitted uses. These uses include institutional uses such as schools, churches, group homes, cemeteries, and specialized care facilities; recreational facilities such as golf courses, campgrounds, trailer parks and recreational vehicle facilities; non-farm residential uses; and aggregate resource uses. New institutional and recreational uses such as those listed in this subsection are not considered to be primary or secondary permitted uses in the Agriculture designation and are encouraged to locate within the urban community or areas designated for urban growth.

15.10.1. Extractive Industrial
Legally existing pits and quarries are recognized as a permitted use by this Plan. In areas shown Extractive Industrial on Schedule "B2", aggregate extraction is a permitted interim land use in all designations on Schedule "A".

Location i) Extractive Industrial Areas shown on Schedule "B2" – Natural Resources and Natural Hazards include licensed pits and quarries and properties appropriate for consideration for a license under the Aggregate Resources Act.

Designation ii) Extractive Industrial Areas shown on Schedule "B2" may be designated on Schedule "A" - the Land Use Map, according to their ultimate intended land use.

15.10.2. Mineral Aggregate Resources
Council will promote the conservation of mineral aggregate resources by making provision for the recovery of these resources, wherever feasible. Aggregate resources

within the City are shown on Schedule "B2" –Natural Resources and Natural Hazards. It is recognized that the extraction of these resources may occur during the life of the Plan. An Official Plan amendment will be required to establish a new pit or quarry, or to substantially expand an existing pit or quarry, according to the provisions of policy 15.4.3. of the Plan. The foregoing notwithstanding, in the case of Aggregate Resource Areas in the Byron area, only a zoning by-law amendment will be required to establish a new pit or expand an existing pit.

18.2.2. Transportation Network Corridors
Streets must serve a number of functions such as providing transportation corridors for all kinds of users and vehicles and providing a right-of-way for underground utilities. Healthy communities will offer a broader range of mobility choices by continuing to work well for vehicles while making bicycling, walking and public transit viable options for many daily trips including the trip to work.

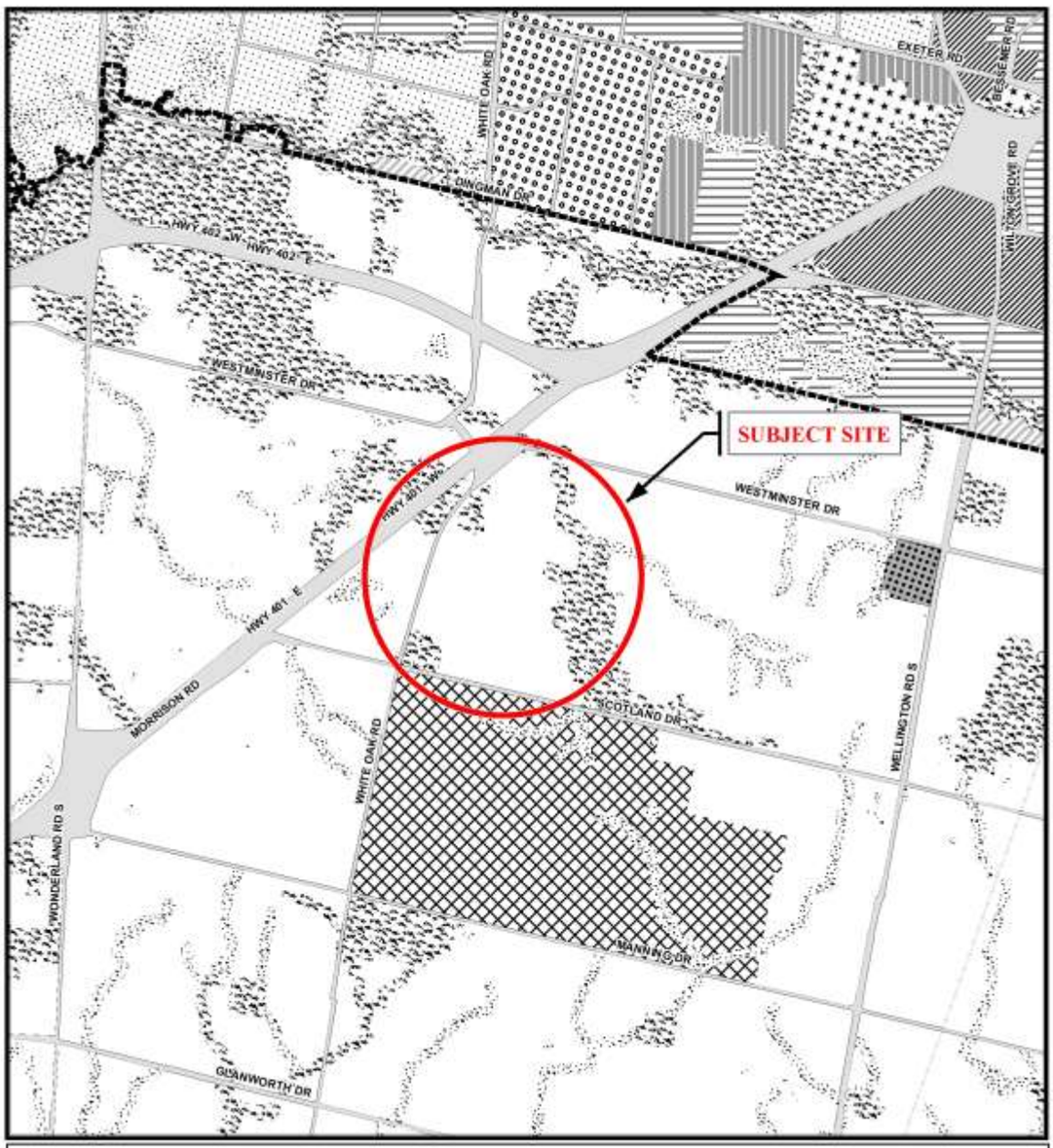
The network of public roads in the City of London shall be classified, upgraded and expanded upon in accordance with Schedule "C" - Transportation Corridors, and the policies contained in this Chapter of the Official Plan. Schedule C identifies the classification of existing roads as solid lines and the classification of proposed roads as dotted lines. It is anticipated that these road corridors will be required to meet the transportation needs associated with growth over the planning period.

Classification of Roads by Function
i) The road system shall be based on a functional classification of roads described as follows:

(c) Arterial - serves high volumes of intra-urban traffic at moderate speeds, and has controlled or limited property access;

Appendix D – Relevant Background

Additional Maps



Legend

- Downtown
- Transit Village
- Shopping Area
- Rapid Transit Corridor
- Urban Corridor
- Main Street
- Neighbourhood
- Future Community Growth
- Heavy Industrial
- Light Industrial
- Future Industrial Growth
- Commercial Industrial
- Institutional
- Green Space
- Environmental Review
- Farmland
- Rural Neighbourhood
- Waste Management Resource Recovery Area
- Urban Growth Boundary

This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

CITY OF LONDON
Planning Services /
Development Services

LONDON PLAN MAP 1
- PLACE TYPES -

PREPARED BY: Planning Services

Scale 1:30,000

Meters

File Number:	Z-8992
Planner:	CL
Technician	DM
Date:	March 26, 2019

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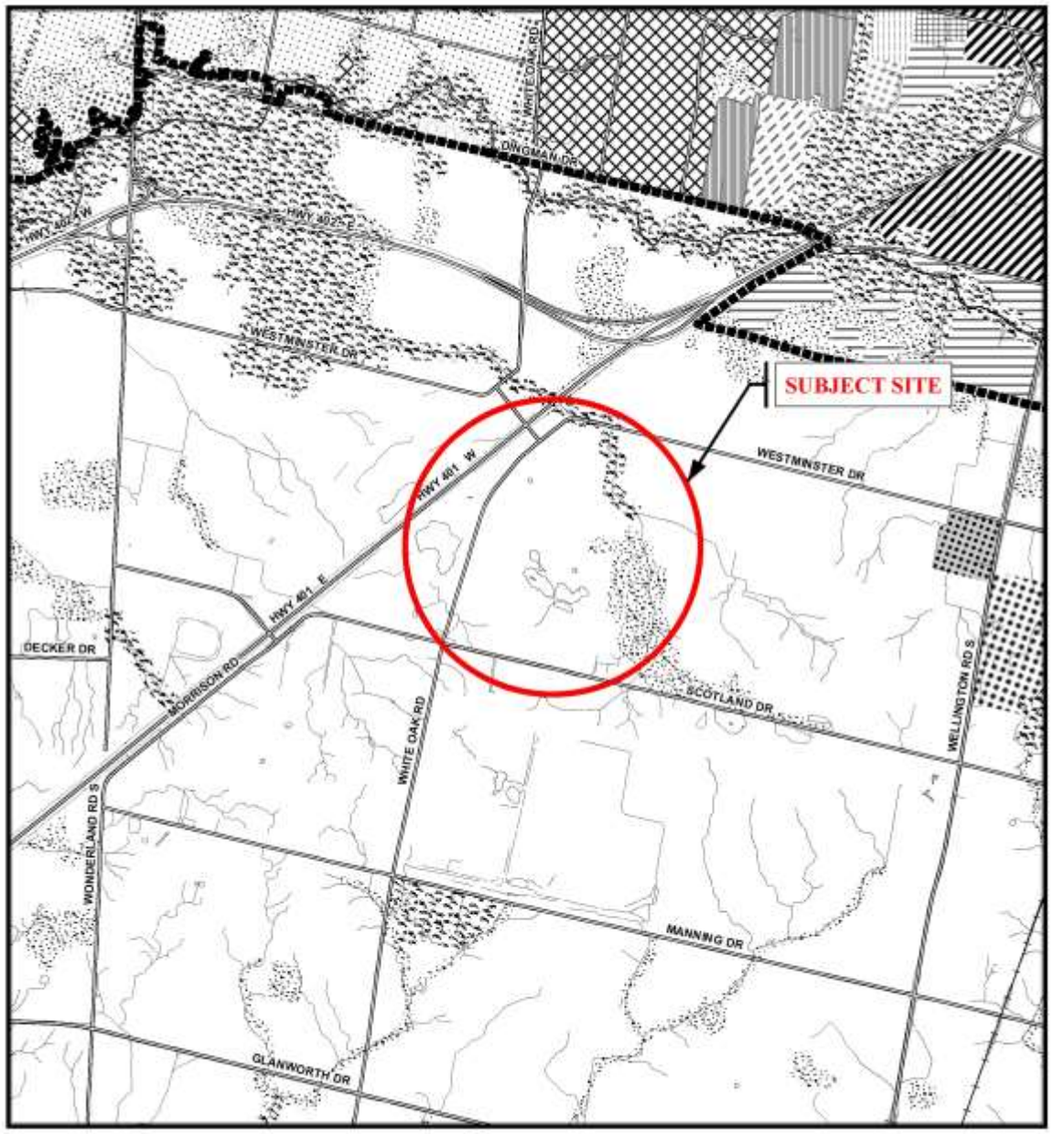


Legend

- 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
- Regional Facility
- Community Facility
- Open Space
- Urban Reserve - Community Growth
- Urban Reserve - Industrial Growth
- Office Business Park
- General Industrial
- Light Industrial
- Commercial Industrial
- Transitional Industrial
- Rural Settlement
- Environmental Review
- Agriculture
- Urban Growth Boundary

CITY OF LONDON

Planning Services / Development Services

OFFICIAL PLAN SCHEDULE A - LANDUSE -

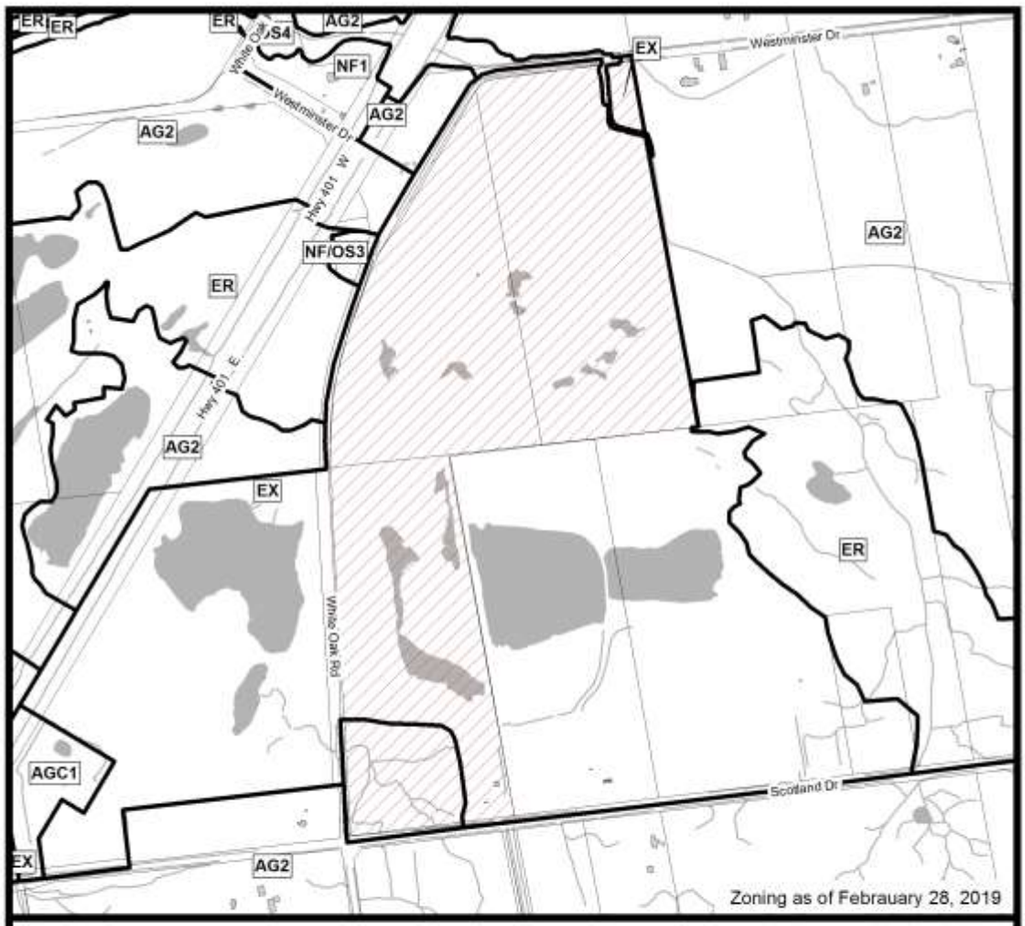
PREPARED BY: Graphics and Information Services

Scale 1:30,000

Meters

FILE NUMBER:	Z-8992
PLANNER:	CL
TECHNICIAN:	DM
DATE:	2019/03/26

PROJECT LOCATION: e:\planning\projects\p_officialplan\workconsol00\excerpts\mxd_templates\scheduleA_b&w_8x14_with_SWAP.mxd



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

1) *LEGEND FOR ZONING BY-LAW Z-1*

R1 - SINGLE DETACHED DWELLINGS
R2 - SINGLE AND TWO UNIT DWELLINGS
R3 - SINGLE TO FOUR UNIT DWELLINGS
R4 - STREET TOWNHOUSE
R5 - CLUSTER TOWNHOUSE
R6 - CLUSTER HOUSING ALL FORMS
R7 - SENIOR'S HOUSING
R8 - MEDIUM DENSITY/LOW RISE APTS.
R9 - MEDIUM TO HIGH DENSITY APTS.
R10 - HIGH DENSITY APARTMENTS
R11 - LODGING HOUSE

DA - DOWNTOWN AREA
RSA - REGIONAL SHOPPING AREA
CSA - COMMUNITY SHOPPING AREA
NSA - NEIGHBOURHOOD SHOPPING AREA
BDC - BUSINESS DISTRICT COMMERCIAL
AC - ARTERIAL COMMERCIAL
HS - HIGHWAY SERVICE COMMERCIAL
RSC - RESTRICTED SERVICE COMMERCIAL
CC - CONVENIENCE COMMERCIAL
SS - AUTOMOBILE SERVICE STATION
ASA - ASSOCIATED SHOPPING AREA COMMERCIAL

OR - OFFICE/RESIDENTIAL
OC - OFFICE CONVERSION
RO - RESTRICTED OFFICE
OF - OFFICE

RF - REGIONAL FACILITY
CF - COMMUNITY FACILITY
NF - NEIGHBOURHOOD FACILITY
HER - HERITAGE
DC - DAY CARE

OS - OPEN SPACE
CR - COMMERCIAL RECREATION
ER - ENVIRONMENTAL REVIEW

OB - OFFICE BUSINESS PARK
LI - LIGHT INDUSTRIAL
GI - GENERAL INDUSTRIAL
HI - HEAVY INDUSTRIAL
EX - RESOURCE EXTRACTIVE
UR - URBAN RESERVE

AG - AGRICULTURAL
AGC - AGRICULTURAL COMMERCIAL
RRC - RURAL SETTLEMENT COMMERCIAL
TGS - TEMPORARY GARDEN SUITE
RT - RAIL TRANSPORTATION

"h" - HOLDING SYMBOL
"D" - DENSITY SYMBOL
"H" - HEIGHT SYMBOL
"B" - BONUS SYMBOL
"T" - TEMPORARY USE SYMBOL

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

ZONING BY-LAW NO. Z.-1 SCHEDULE A

THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS

FILE NO: Z-8992 CL

MAP PREPARED: 2019/03/26 DM

1:10,000

0 50 100 200 300 400 Meters

Additional Reports

OZ-5178: January 10, 2000 – Report to Planning Committee: request for an Official Plan Amendment and Zoning By-law Amendment for 3777 Westminster Drive

OZ-6129: April 29, 2002 – Report to Planning Committee: request for an Official Plan Amendment and Zoning By-law Amendment for 3900 Scotland Drive

Report to Planning and Environment Committee

To: **Chair and Members**
Planning & Environment Committee
From: **John M. Fleming**
Managing Director, Planning and City Planner
Subject: **The Corporation of the City of London**
Victoria Park Secondary Plan – Status Update and Draft Secondary Plan Principles
Public Participation Meeting on: April 29, 2019

Recommendation

That, on the recommendation of the Managing Director, Planning and City Planner, the Draft Principles for the Victoria Park Secondary Plan be **ENDORSED**, it being noted that staff will continue to work with consultants, stakeholders, property owners, and other interested parties to develop the Secondary Plan.

Executive Summary

At Municipal Council on May 8, 2018 staff provided an update on the status of discussions about the Official Plan and Zoning By-law Amendment application at 560 and 562 Wellington Street. Staff identified the need to develop a comprehensive policy framework for the properties surrounding Victoria Park, due to the important role of Victoria Park as a City-wide park. Based on this need, Municipal Council directed Staff to "undertake a review of the existing plans, policies and guidelines applying to the properties surrounding Victoria Park and to consider a comprehensive plan for the properties surrounding the park".

Based on this direction from Municipal Council, Staff began the Victoria Park Secondary Plan study. Staff are in the process of working with a planning consultant, Urban Strategies, to prepare the Draft Secondary Plan. A heritage consultant has been retained to review the Draft Secondary Plan before it is presented to the Planning and Environment Committee, given the sensitivities of the heritage context and diverse community opinions on what constitutes appropriate development around Victoria Park.

This report provides an update on the study, including an overview of the community consultation to date. It also details the Draft Principles that are recommended to form the basis of the policy framework in the Secondary Plan.

Analysis

1.0 Background

1.1 560 and 562 Wellington Street and the need for a Secondary Plan

The need to undertake the Victoria Park Secondary Plan was identified through the review of an Official Plan (OPA) and Zoning By-law Amendment (ZBA) application submitted for 560 and 562 Wellington Street (at the north east corner of Wolfe Street).

The Official Plan and Zoning By-law Amendment application was submitted in 2015. The initial request was to permit the development of a 25 storey mixed-use apartment building, however in December, 2016, this was revised to request permission for a 22 storey mixed-use apartment building. The revised proposal continued to receive significant concern from residents in the surrounding area.

Planning Staff prepared a report that was considered by City Council at its meeting on May 16, 2017, recommending the requested Official Plan Amendment and Zoning By-law Amendment be refused, as the proposed development was not consistent with the Provincial Policy Statement; did not conform to the West Woodfield Heritage

Conservation District Plan; did not meet the location criteria for the Multi-Family High Density Residential land use designation in the Official Plan; represented over-intensification of the subject site; did not pass all of the criteria in a Planning Impact Analysis described in the Official Plan; and was not consistent with The London Plan.

At this meeting, City Council referred the application back to Staff to continue to work with the applicant to revise the application for consideration at a future Public Participation Meeting. Council resolved:

"That the application by GSP Group Inc. for the property at 560 and 562 Wellington Street BE REFERRED back to the Civic Administration in order to continue to work with the applicant to submit a revised proposal that is more compatible with the surrounding context with consideration given to the West Woodfield Heritage Conservation District, the Official Plan, and The London Plan".

Following further discussions with the applicant, Staff prepared a report that was considered by Municipal Council on May 8, 2018. This report provided an update on the status of discussions with the applicant and identified that, although the applicant had made considerable changes to their development proposal, a substantial gap remained between what was being proposed and the policy framework. It was recommended that more work needed to be done to better understand how properties around Victoria Park should be developed in the future due to the complex planning framework of the properties surrounding the park and their unique relationship to the park.

As a result of this update, Council resolved:

"Staff BE DIRECTED to undertake a review of the existing plans, policies, and guidelines applying to the properties surrounding Victoria Park and to consider a comprehensive plan for the properties surrounding the Park".

Based on this direction from Municipal Council, Staff began the Victoria Park Secondary Plan study to develop a comprehensive plan for the properties surrounding Victoria Park.

1.2 Existing Planning Framework for Properties around Victoria Park

The planning framework for the lands surrounding Victoria Park is varied, with several policy and guideline documents applying to certain properties around the park. No policies or guidelines exist that consider the properties around Victoria Park comprehensively based on their unique relationship to the park.

All properties surrounding Victoria Park are subject to the 1989 Official Plan and the Council-adopted The London Plan, a portion of which is in-force and effect and a portion of which is under appeal to the Local Planning Appeals Tribunal. Official Plan designations for properties surrounding Victoria Park vary, with Low Density Residential, Multi-Family Medium Density, Community Facility, Downtown Area, Office Area, and Main Street Commercial Corridor designations applying to the properties surrounding the park. The London Plan Place Types for properties surrounding Victoria Park include Downtown, Neighbourhood, and Rapid Transit Corridor. These Official Plan designations and The London Plan Place Types are further guided by additional plans, policy layers and guidelines that apply to certain properties surrounding the park, including:

- West Woodfield Heritage Conservation District Plan – Properties on the east and west sides of Victoria Park are within this Heritage Conservation District

- Downtown Heritage Conservation District Plan – Properties on the south side of Victoria Park are within this Heritage Conservation District

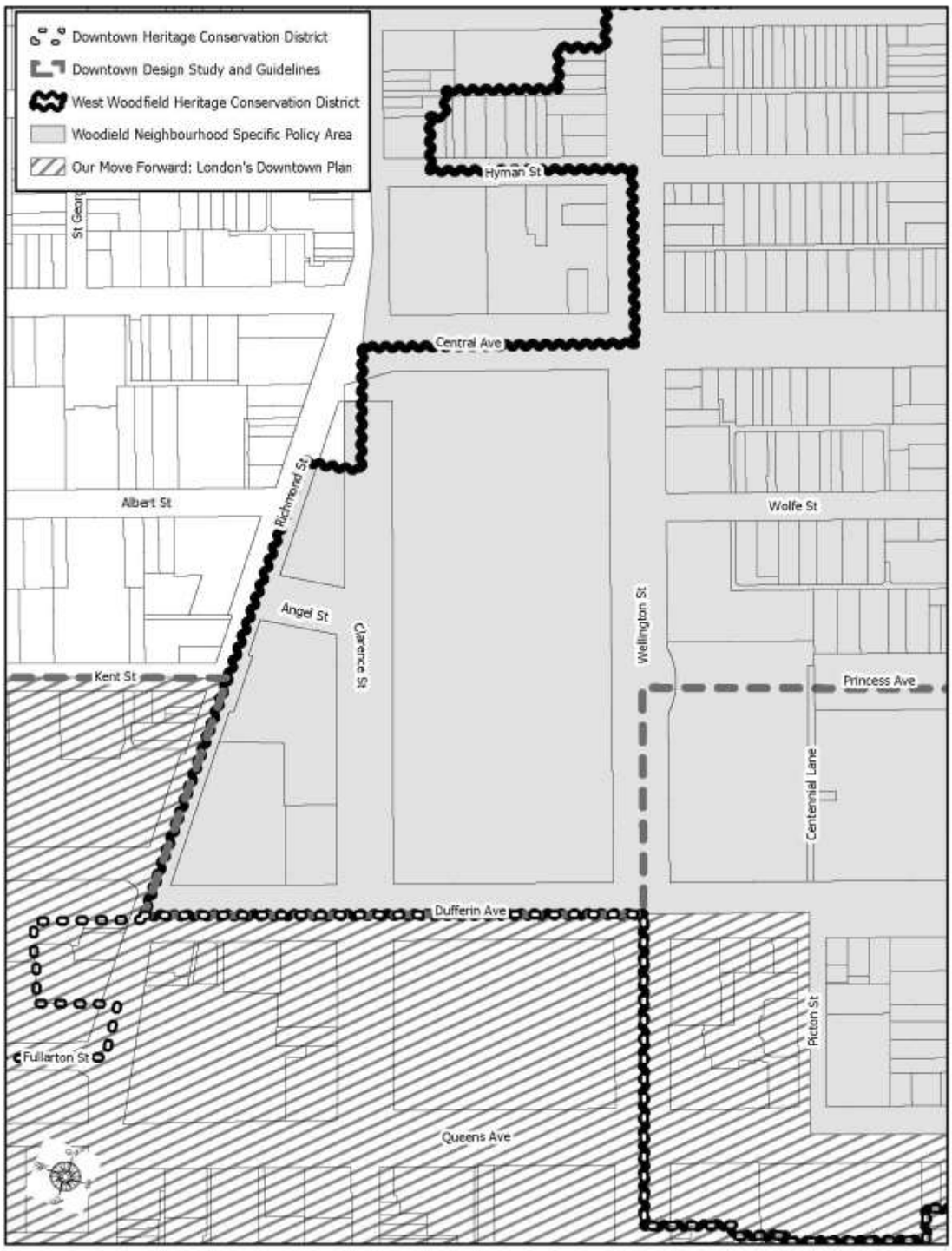
- Downtown Design Study and Guidelines – The Downtown Plan applies to the lands on the south side of Victoria Park and also the City Hall block on the northeast corner of Dufferin Avenue and Wellington Street

- Our Move Forward: London’s Downtown Plan – The Downtown Plan applies to the lands on the south side of Victoria Park

- Woodfield Neighbourhood Specific Policy Area – This Specific Policy Area applies to the lands on the north, east, and west side of Victoria Park, with the exception of the property at the southwest corner of Richmond Street and Central Avenue

A map demonstrating the varied planning framework for the land surrounding Victoria Park can be found below:

Figure 1 - Overlapping policy and guideline documents around Victoria Park

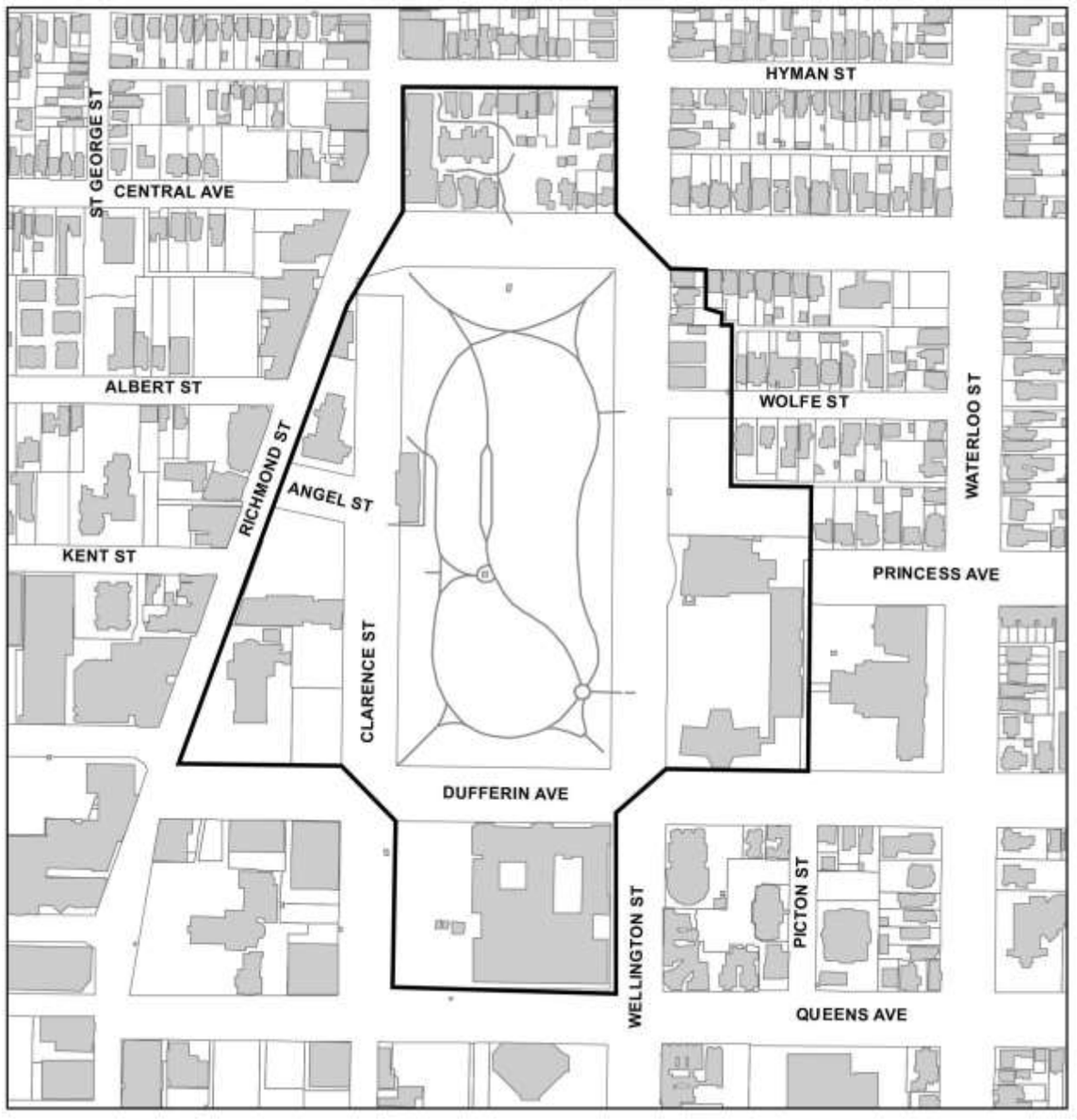


2.0 Study Overview

2.1 Study Area

The study area, the area that will be subject to the Secondary Plan, includes properties around Victoria Park as identified in Figure 2. This area has been termed the “Victoria Park Precinct”. The Victoria Park Precinct was delineated to include properties with frontage on Victoria Park and properties that could be anticipated to be included in possible development sites for future development around the Park.

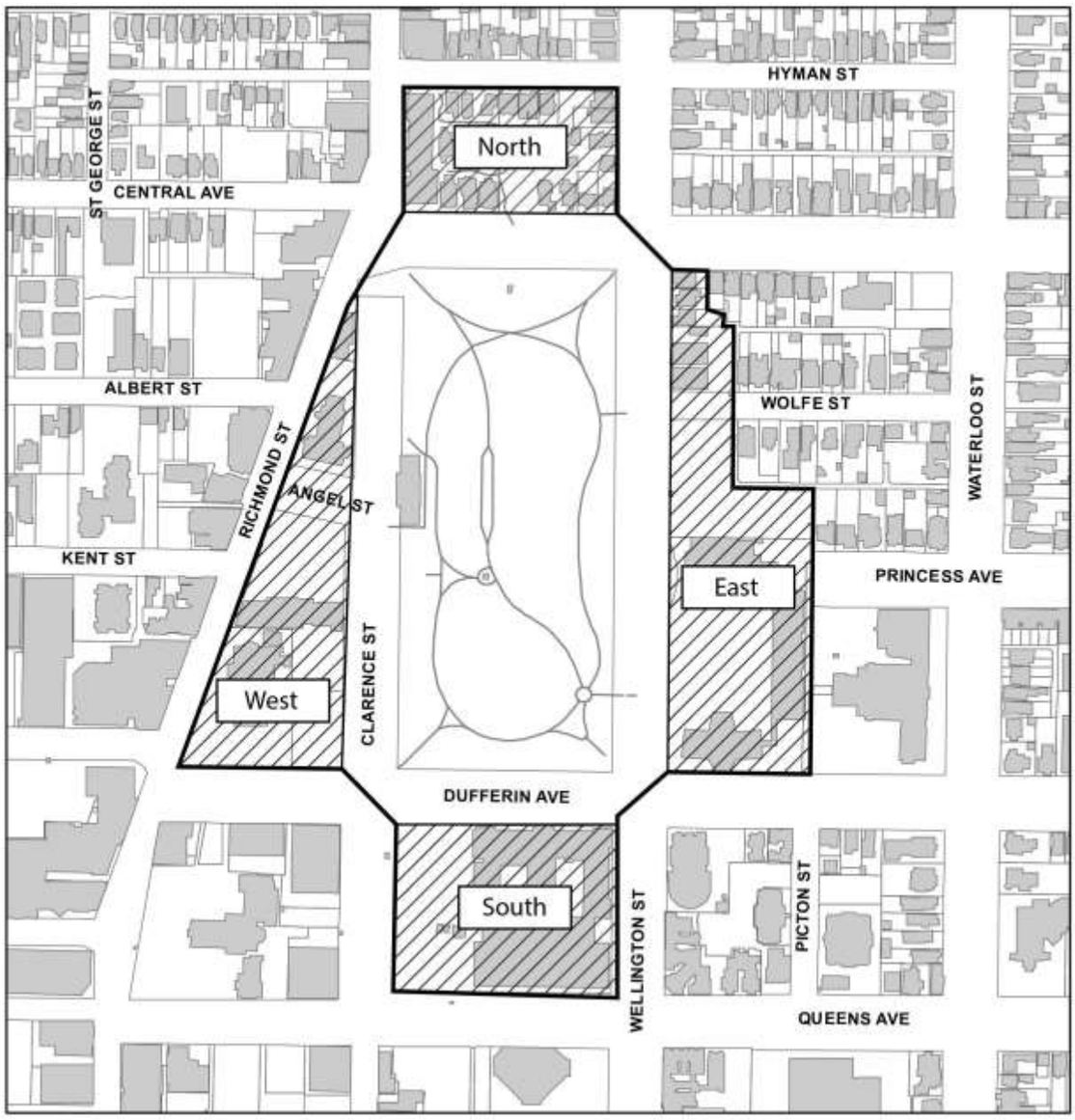
Figure 2 - Study Area



The Secondary Plan that is being developed will apply to all properties within the Victoria Park Precinct. The Victoria Park Precinct has been divided into the four sides of the park: North, East, South, and West (identified in Figure 3). While it is anticipated that most of the policies in the Secondary Plan will apply to the Precinct in its entirety, certain policies may apply to a specific side of the park due to the unique characteristics of each side of the park.

The boundaries and the unique characteristics of each of the four sides surrounding Victoria Park are detailed below:

Figure 3 - Four Sides of Victoria Park



North

Existing Land Uses

The block north of Victoria Park is currently lined by a ring of 2-storey residential buildings, many of which have been converted for office uses, with the exception of the Richmond Street frontage which is occupied by a 4-storey mixed use building. A 3-storey residential building is located in the western portion of the interior of the block.

The London Plan

The western portion of this block, fronting Richmond Street, is in the Rapid Transit Corridor Place Type in The London Plan. The Rapid Transit Corridor permits a range of commercial and residential uses and, based on the location of the subject site in close proximity to a proposed rapid transit station, would allow for a range of permitted heights between 2 and 12 storeys, up to 16 storeys with bonusing. The eastern portion of the block is within the Neighbourhoods Place Type on a Civic Boulevard, permitting primarily residential uses with a range of permitted heights of 2 to 4 storeys, up to 6 storeys with bonusing.

This block is also subject to a specific policy area in the Neighbourhoods Place Type (Policies 1033 to 1038). This specific policy area identifies that the Woodfield Neighbourhood is to be maintained as a low density residential area. This policy includes specific guidance for this block, which is identified as permitting Multi-Family

Medium Density Residential uses and encourages development which is similar in scale and design to the existing structures in the area.

The portion of this block fronting Richmond Street is also part of a specific policy area for the Richmond Row Specific Segment policies, applying from Oxford Street to Kent Street. Sites within the Richmond Row Specific Segment have a range of permitted heights between 2 and 12 storeys, with up to 16 storeys permitted through bonusing. Policies also require the conservation of cultural heritage resources, and the requirement that development proposals assess the potential impact on heritage resources and to design new development to avoid or mitigate such impact.

1989 Official Plan
The 1989 Official Plan designates the western portion of the block, fronting Richmond Street, as Main Street Commercial Corridor, while the eastern portion of the block is designated Multi-Family Medium Density Residential. Main Street Commercial Corridors permit a variety of small-scale retail, commercial and service uses. Residential uses are also permitted. Heights for properties fronting Richmond Street are to step down from Kent Street to Central Avenue, with maximum heights specified in the Zoning By-law. The Multi-Family Medium Density designation allows for primarily residential uses with a maximum density of 100 units per hectare.

This block is also subject to the Woodfield Neighbourhood policies for specific residential areas in the 1989 Official Plan (Policy 3.5.4) which identifies that the Woodfield Neighbourhood is to be maintained as a low density residential area. This block is identified as permitting Multi-Family Medium Density Residential uses, and encourages development which is similar in scale and design to the existing structures in the area.

Zoning
This majority of this block has Zoning that permits office and residential uses, with a maximum height of 15 metres (approximately 4 to 5 storeys), with the exception of the property fronting onto Richmond Street which has zoning to permit a mixture of commercial and residential uses, with a maximum height of 12 metres (approximately 3 to 4 storeys).

Heritage
This block is not located in a Heritage Conservation District, but several properties in the block are listed on the City's Inventory of Heritage Resources.

West
Existing Land Uses
The western frontage abutting Victoria Park is occupied by a restaurant (William's Café) First Baptist Church, St. Peter's Cathedral Basilica and the former St. Peter's School building which is associated with St. Peter's Cathedral Basilica. The block is also occupied by surface parking lots. Angel Street bisects the block, connecting Richmond Street to Clarence Street.

The London Plan
In The London Plan, the portion of the block south of Angel Street is within the Downtown Place Type, with a range of permitted heights of 2 to 20 storeys, and heights of up to 35 storeys may be approved through bonusing. The portion of the block north of Angel Street is in the Rapid Transit Corridor Place Type, allowing a range of commercial and residential uses with a range of permitted heights between 2 to 12 storeys, with up to 16 storeys permitted through bonusing.

This side of the park is also included in the Woodfield Neighbourhood specific area policy in the Neighbourhoods Place Type in The London Plan (Policies 1033 to 1038). These policies identify that the Woodfield Neighbourhood is intended to be maintained as a low density residential area, limiting office conversions to certain areas. The properties in this side of the park are not in the Neighbourhoods Place Type in The London Plan.

The portion of this block north of Kent Street is also part of a specific policy area for the Richmond Row Specific Segment policies, applying from Oxford Street to Kent Street. Sites within the Richmond Row Specific Segment have a range of permitted heights between 2 and 12 storeys, with up to 16 storeys permitted through bonusing. Policies also require the conservation of cultural heritage resources, including the requirement that development proposals assess the potential impact on heritage resources and to design new development to avoid or mitigate such impact.

1989 Official Plan
The entirety of the west side of the park is within the Community Facilities designation in the 1989 Official Plan, with the exception of the northernmost property in the block which is designated Main Street Commercial Corridor. The Community Facilities designation allows a variety of institutional uses, while the Main Street Commercial Corridor designation contemplates residential uses and a variety of small-scale retail, commercial and service uses.

The Woodfield Neighbourhood policies for specific residential areas includes this side of the park (Policy 3.5.4). These policies identify that the Woodfield Neighbourhood is intended to be maintained as a low density residential area, limiting office conversions to certain areas. The properties in this side of the park are not in a residential designation in the 1989 Official Plan.

Zoning
The majority of the block is zoned to allow for community facilities, with a maximum height of 12 metres (approximately 3 to 4 storeys). The exception is the property occupied by the restaurant on the northern portion of this frontage which has zoning that allows for a mixture of commercial and residential uses, with a maximum height of 12 metres (approximately 3 to 4 storeys).

Heritage
This block is within the West Woodfield Heritage Conservation District.

South
Existing Land Uses
The southern frontage abutting Victoria Park is occupied by the 4-storey London Life Building and an associated surface parking lot.

The London Plan
Properties fronting on the south side of Victoria Park are within the Downtown Place Type in The London Plan, which permits a range of commercial and residential uses and is intended to accommodate the highest levels of development intensity in the City with the range of permitted heights between 2 and 20 storeys, up to 35 storeys with bonusing.

1989 Official Plan
These properties are also in the Downtown Area designation in the 1989 Official Plan, which also contemplates the highest levels of development intensity in the City and permits a range of commercial and residential uses.

Zoning
This side of the park is zoned to permit a variety of commercial and residential uses with heights up to 90 metres (approximately 30 storeys).

Heritage
The properties on the south side of Victoria Park are located in the Downtown Heritage Conservation District.

East Side

Existing Land Uses

The eastern frontage abutting Victoria Park is occupied by 2-storey residential dwellings that have been converted to office uses, a two-storey residential dwelling, a two-storey office building and a 5-storey office building on the 560-562 Wellington Street site, a surface parking lot associated with Great West Life, Centennial Hall performance venue, Reginald Cooper Square, a mixed-use building (Centennial House), and City Hall. Wolfe Street bisects the block between 560-562 Wellington Street and the Great West Life surface parking lot.

The London Plan

In The London Plan, the City Hall block is within the Downtown Place Type, while the properties to the north of the City Hall block are in the Neighbourhoods Place Type. The Downtown Place Type allows for a range of permitted heights between 2 and 20 storeys, with up to 35 storeys permitted through bonusing. The Neighbourhoods Place Type, located on a Civic Boulevard, allows primarily residential uses with heights of 2 to 4 storeys, up to 6 storeys with bonusing. There is a site-specific appeal to The London Plan for the site at 560-562 Wellington Street that is one of the appeals to The London Plan being considered by the LPAT.

In the 1989 Official Plan the City Hall site is designated Downtown Area, while the Great West Life surface parking lot on the southeast corner of Wolfe Street and Wellington Street is designated Office Area, and the properties north of Wolfe Street, including 560-562 Wellington Street, are designated Low Density Residential. The Downtown Area designation allows for a range of commercial and residential uses and contemplates the highest heights and densities for development in the City. The Office Area designation is primarily intended to accommodate small and medium-scale offices in low and mid-rise buildings. The Low Density Residential designation allows for primarily residential uses with a maximum height of 4 storeys and a maximum density of 75 units per hectare.

In the 1989 Official Plan and The London Plan, these properties are also subject to the Woodfield Neighbourhood policies for specific residential areas/specific area policies for the Neighbourhoods Place Type (Policy 3.5.4 in the 1989 Official Plan; Policies 1033 to 1038 in The London Plan) which identify that it is the policy of this plan to maintain the Woodfield Neighbourhood as a low density residential area, limiting office conversions to certain areas. Properties north of Princess Avenue are identified as being a low density residential neighbourhood with infill and intensification permitted only when compatible with the character, scale and intensity of the low density residential area, with the exception of the lands fronting the north side of Princess Avenue (the Great West Life parking lot) which are intended to be an area of transition between high density residential and institutional uses to the south and the low density residential areas to the north.

Zoning

The zoning on the northern portion of this side of the park permits residential and office conversion uses with maximum heights of 10.5 metres (approximately 2 to 3 storeys), the zoning on the 560-562 Wellington Street site permits office uses with a maximum height of 10 metres, the zoning on the Great West Life surface parking lot and Centennial Hall permits a variety of commercial and residential uses with a maximum height of 90 metres, and the zoning on the City Hall, Reginald Cooper Square and Centennial House site permits a variety of commercial and residential uses with a maximum height of 68 metres.

Heritage

The properties on the east side of the park are within the West Woodfield Heritage Conservation District Plan which includes a policy suggesting that heights step down from City Hall going north.

1.3 The Victoria Park Secondary Plan and Future Development around the Park

There are opportunities for intensification around Victoria Park, most notably the three surface parking lots located on the east, west, and south of the park.

In reality, the existing policy framework for many areas around the park could allow for the development of high-rise buildings, with properties in the Downtown Place Type in The London Plan on the west, south, and east of Victoria Park. There are also several sites with as-of-right zoning permissions that could allow for the development of tall buildings, including the properties on the south side of the park, the City Hall block, and the Great West Life surface parking lot on the east side of the park.

The purpose of the Victoria Park Secondary Plan is to establish a policy framework to guide the future for the lands surrounding Victoria Park, recognizing that the existing overlapping policy framework is complex and lacks a consideration of the properties surrounding the park based on their unique relationship to the park.

The development of the Victoria Park Secondary Plan will help to guide the review of any future development applications for these sites, and any other sites in the Precinct, as any Zoning By-law Amendment applications would need to conform to the policies of the Victoria Park Secondary Plan. The Victoria Park Secondary Plan study is not amending the Zoning By-law, rather it is amending the Official Plan which sets up a framework for reviewing any future Zoning By-law Amendment applications.

3.0 Community Engagement

3.1 Engagement Overview

The Victoria Park Secondary Plan study has involved a robust community engagement process. While the community feedback received with regard to preferred heights around the park has been varied, what has emerged as being consistent among all respondents is that Londoners are extremely passionate about what happens to the lands around Victoria Park. To date, approximately 150 interested parties have provided their contact information to stay updated about the study. The following describes the outreach to date on the study.

The feedback received from the public has helped inform the development of the Secondary Plan Draft Principles that will form the basis of the policy framework in the Secondary Plan. The feedback will also help to inform the specific policies that will be included in the Secondary Plan.

3.2 Summer Festivals

Staff had a booth that was open during select hours of Sunfest and the Home County Music and Art Festival in July, 2018. This booth provided an opportunity to engage with Londoners in Victoria Park, about the Victoria Park Secondary Plan study. Approximately 50 people visited the booth during the two festivals to learn about the study. Many of those who visited the booth identified that the study was needed and noted the importance of Victoria Park to Londoners. Comments received about built form were varied, with some individuals expressing a preference for towers around the park, and others preferring low-rise development.

3.3 Community Information Meeting #1

The first Community Information Meeting for the study was held on October 1, 2018 at the London Public Library – Central Branch. This meeting was attended by approximately 40 people. At this meeting, presentations were made by staff and the consulting team providing an overview of the study and identifying draft key opportunities and considerations to help inform the Secondary Plan. This was followed by breakout tables where individuals were able to discuss the draft key opportunities and considerations in small groups with staff and members of the consulting team.

The draft key opportunities and considerations identified by the consulting team were the following:

1. Response to transit
2. Clarence Street interface with Victoria Park
3. What are appropriate height transitions?
4. Shadow impacts
5. Enhance key views to the park
6. Rethink Richmond Street/Victoria Park relationship
7. Continue to enhance Victoria Park gateways

Comments that were provided by the community at this meeting included the following:

- Balance the relationship between rapid transit and parkland
- Improve views to and from the park
- Improve connectivity to the park
- Green the area around the park
- Importance of Victoria Park as a major public space
- Impact of intensification on the park grounds
- Significance of the heritage context of the park
- Need for guidance for major development parcels surrounding the park
- Variety of opinions about height, urban form, and character, with some preferring exclusively low-rise development around the park with others preferring high-rise development around the park
- Questions about how Victoria Park compares to major central urban parks in other cities
- Desire for a pedestrian-friendly environment

The comments provided at this meeting, combined with the other feedback received with regard to the study, were incorporated into the Draft Principles for the Secondary Plan that were presented at the second Community Information Meeting.

3.4 Community Information Meeting #2

The second Community Information Meeting was held on January 24, 2019 at London Central Secondary School. This meeting was attended by approximately 120 people. At this meeting presentations were provided by staff and the consulting team outlining the study to date and next steps, providing examples of development around other major central urban parks in Europe and North America, and identifying the Draft Principles to form the basis of the policy development for the Secondary Plan.

The Draft Principles included in this report are similar to the Principles presented at this meeting, with the exception of additions and modifications to these Principles as a result of the feedback received at this meeting.

Comments provided at the meeting included the following:

- Importance of protecting the environmental health of Victoria Park
- Support for improved connectivity
- Support for the views to and from Victoria Park identified by the consultant to be preserved and enhanced, but also recommend including views to and from Princess Street (if Centennial Hall is to be removed in the future) and views to and from St. Peter's Basilica Cathedral
- Concern about the impact of additional traffic in the Victoria Park area
- Need for high-quality architectural design for any new development around the park
- Desire to preserve sunlight on the park
- Need for any new development to be compatible with heritage resources
- Concerns about parking around Victoria Park and the need for new development to accommodate parking; preference for underground parking
- Improvements to Reginald Cooper Square
- Concerns about safety of pedestrian crossings at Angel Street
- Need for significant stepbacks above the podium for new buildings around the park, so that new development is hidden from the street
- Desire for boulevards across from the park to be green extensions of the park

- Preference for podiums to have active uses at grade
- Concern about new development generating wind tunnel effects
- Desire that on-site outdoor space be part of any new development
- Concern about noise from festivals
- Diverse views about appropriate heights in different areas around the park, with some preferring exclusively low-rise development around the park, others preferring high-rise development around the park, and some preferring a mix

The feedback received on the Draft Principles and on the study as a whole is helping to inform the development of the Draft Secondary Plan.

3.5 Get Involved Website

The Get Involved website provides an opportunity for individuals to provide comments through the website on the materials that were presented at the second Community Information Meeting, including the Draft Secondary Plan Principles. The feedback section will be updated to allow individuals to provide feedback on the Draft Secondary Plan when it is released.

3.6 Other Feedback

Dozens of emails and telephone calls have been received from over 150 interested parties with questions and comments about the Secondary Plan.

In addition to the Community Information Meetings and the comments that have been received from community members and other stakeholders via email and telephone, City Planning Staff have had meetings with surrounding landowners and interested community groups who have reached out to Staff and requested a meeting, including: Auburn Developments, Farhi Holdings Inc., Great West Life, representatives from St. Peter's Basilica Cathedral, and the Friends of Victoria Park.

The comments received through meetings, telephone calls, and email have been consistent with the comments identified from the Community Information Meetings. This feedback has helped lead to the development of the Draft Secondary Plan Principles and is helping to inform the development of the Draft Secondary Plan.

4.0 Draft Secondary Plan Principles

Ten key principles emerged through the study process that are recommended to form the basis for the development of the policies in the Secondary Plan.

4.1 Principle # 1: Open up view corridors to Victoria Park

One theme that emerged through consultation with the community is the importance of preserving existing view corridors and adding new view corridors to Victoria Park. View corridors enable greater visual presence of the park. Improving the existing views and creating new view corridors to Victoria Park establish stronger visual connections between the park and the surrounding areas, and extend the experience of the park to the adjacent neighbourhoods. A visual connection from Kent Street to Victoria Park has emerged as an important view corridor to be added. Existing view corridors from Wolfe Street and Albert Street to the park, and to and from portions of St. Peter's Basilica Cathedral, notably the green lawn between St. Peter's Basilica Cathedral and Dufferin Avenue, have been identified as important.

Policy direction will be incorporated into the Draft Secondary Plan to preserve and enhance these existing and potential view corridors.

4.2 Principle # 2: Improve and create new connections to Victoria Park

Through consultation, many community members identified the desire for enhanced connections to Victoria Park, notably from Kent Street and Princess Avenue. It is anticipated that future redevelopment could create opportunities to improve access to the park. New connections enhance the relationship between the park and the adjacent neighbourhoods, including the relationship to Richmond Row. Connections to the park

could be in the form of new public roads or various forms of pedestrian connections such as pedestrian walkways or pedestrian connections through buildings.

The policies in the Secondary Plan will look to improve connections to the park, including potential connections from Kent Street and Princess Avenue.

4.3 Principle # 3: Enhance the landscaped edges around Victoria Park

The desire for the greenery of Victoria Park to "spill over" into the edges of the surrounding neighbourhoods has been a key theme that has emerged through consultation. Enhancing the green landscaping of the edges surrounding the park could help to provide a sense of continuity between the park and the surrounding area, creating attractive green edges to existing buildings and any future development surrounding the park and providing a comfortable environment for pedestrians. Due to the location of existing building setbacks relative to the property lines, it is anticipate that most of this greening will occur in the public right-of-way.

Policies will be included in the Secondary Plan to encourage the greening of the edges around Victoria Park.

4.4 Principle # 4: Respect and conserve heritage resources

Victoria Park is a designated heritage property under Part IV of the Ontario Heritage Act and is within the West Woodfield Heritage Conservation District. The properties on the east and west side of the park are also within the West Woodfield Heritage Conservation District, while properties on the south side of the park are within the Downtown Heritage Conservation District. Many of the properties on the north side of the park, while not in a Heritage Conservation District, are listed on the City's Inventory of Heritage Resources.

Due to the sensitivities and complexities of the heritage resources in the study area, a heritage consultant has been retained to review the Secondary Plan and ensure that the policies in the Secondary Plan will provide a policy framework to that is supportive of the heritage context.

4.5 Principle # 5: Frame Victoria Park with appropriately-scaled podiums

A consistent street wall height helps to shape the space of a park and provide a sense of enclosure for pedestrians. Policies will be included in the Secondary Plan that will help to ensure that the podium of new developments surrounding the park are of a consistent height, providing this desirable environment for pedestrians and users of the park. Prominent buildings around the park, including the London Life Building, the Bell Buildings, and the roofline of St. Peter's Basilica Cathedral which are all of a similar height (approximately 4 to 5 storeys).

The heights of these existing prominent buildings around the park will help to form the basis of the policies in the Secondary Plan to guide the heights of podiums for new buildings around the park.

4.6 Principle # 6: Identify opportunities for intensification

The heights proposed as part of the Secondary Plan will provide a balance between the low-rise development that is common in the Woodfield Neighbourhood and the desire to add density to the Downtown and along rapid transit corridors. The greatest heights for properties surrounding the Park are contemplated for properties in the Downtown and fronting on Richmond Row, transitioning downward towards the Woodfield Neighbourhood. The need to minimize shadow impacts of any new development on Victoria Park has also been identified. The review from the heritage consultant will help to ensure that the range of heights that would be permitted based on the policies in the Secondary Plan will be compatible with the heritage resources.

4.6 Principle # 7: Protect the residential amenity of the Woodfield Neighbourhood

The need to ensure the protection of the residential amenity of the Woodfield Neighbourhood emerged as a key theme in the consultation process, recognizing it as a neighbourhood that is cherished by both residents within the neighbourhood and those in the broader City of London. The Secondary Plan will consider matters such as shadow and height transitions to ensure the continued residential amenity of the Woodfield Neighbourhood.

4.7 Principle # 8: Ensure active uses on the ground floor that support and animate Victoria Park

The presence of active uses on the ground floor at key locations around Victoria Park will help to animate the edges of the park. Active uses such as cafes, restaurants, grocery stores, shops and other services can benefit park users and also the daily needs of the current and future residents of the area.

Policies will be included in the Secondary Plan to encourage active uses at-grade in certain locations around the park, while ensuring the prominence of Richmond Row as a retail main street is maintained.

While parking has been identified as a necessary for existing uses and any future developments around the park, the study has found that the provision of this parking should not detract from the pedestrian environment around this important City-wide resource. Policies will also be included in the Secondary Plan to ensure that the provision of parking does not compromise the provision of uses at grade that support and animate Victoria Park.

4.8 Principle # 9: Design buildings to celebrate the prominence of Victoria Park

Throughout the consultation process, one matter that was consistent among those providing comments was the recognition of Victoria Park as a prominent location in the City, and an area that was cherished by all Londoners. Recognizing this prominent location, any new development around Victoria Park should contribute to enhancing this environment by demonstrating design excellence. The policies in this Secondary Plan are intended to ensure that future development around the Park is of a high-standard of design that celebrates its prominent location in the City.

4.9 Principle # 10: Continue to enhance the amenity of Victoria Park

Victoria Park is the site of many festivals for the City of London and is also a cherished location for both active and passive recreation for residents City-wide and also as an important neighbourhood resource for residents of the Woodfield Neighbourhood and the Downtown. Throughout the community consultation process, Londoners expressed the desire to ensure that the quality of the green landscape of the park is maintained and that the noise produced by festivals and events is considered when planning for any future developments. While it is anticipated that certain festivals and events will relocate to Dundas Place once it is constructed, others are likely to continue to operate in Victoria Park.

Policies will be included in the Secondary Plan to ensure the continued vitality and functionality of Victoria Park as a destination for Londoners.

5.0 Next Steps

The Principles identified in this report will form the basis of the policies that will be included in the Draft Secondary Plan. Staff are working with Urban Strategies to prepare the Draft Secondary Plan. This Draft Secondary Plan will be reviewed by a heritage consultant. The Draft Secondary Plan will be considered in a Public Participation Meeting before the Planning and Environment Committee, and its consideration at this

meeting will begin the public consultation process on the policies of the Draft Secondary Plan. The Draft Secondary Plan is targeted to be considered by the Planning and Environment Committee in June.

The feedback received on the Draft Secondary Plan will inform the development of the final Secondary Plan, which is targeted to be considered by the Planning and Environment Committee in Fall, 2019.

Prepared by:	**Michelle Knieriem, MCIP, RPP** **Planner II, Urban Regeneration**
Submitted by:	**Britt O'Hagan, MCIP, RPP** **Manager, Urban Regeneration**
Recommended by:	**John M. Fleming, MCIP, RPP** **Managing Director, Planning and City Planner**
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Planning Services	

April 18, 2019
MT/mt

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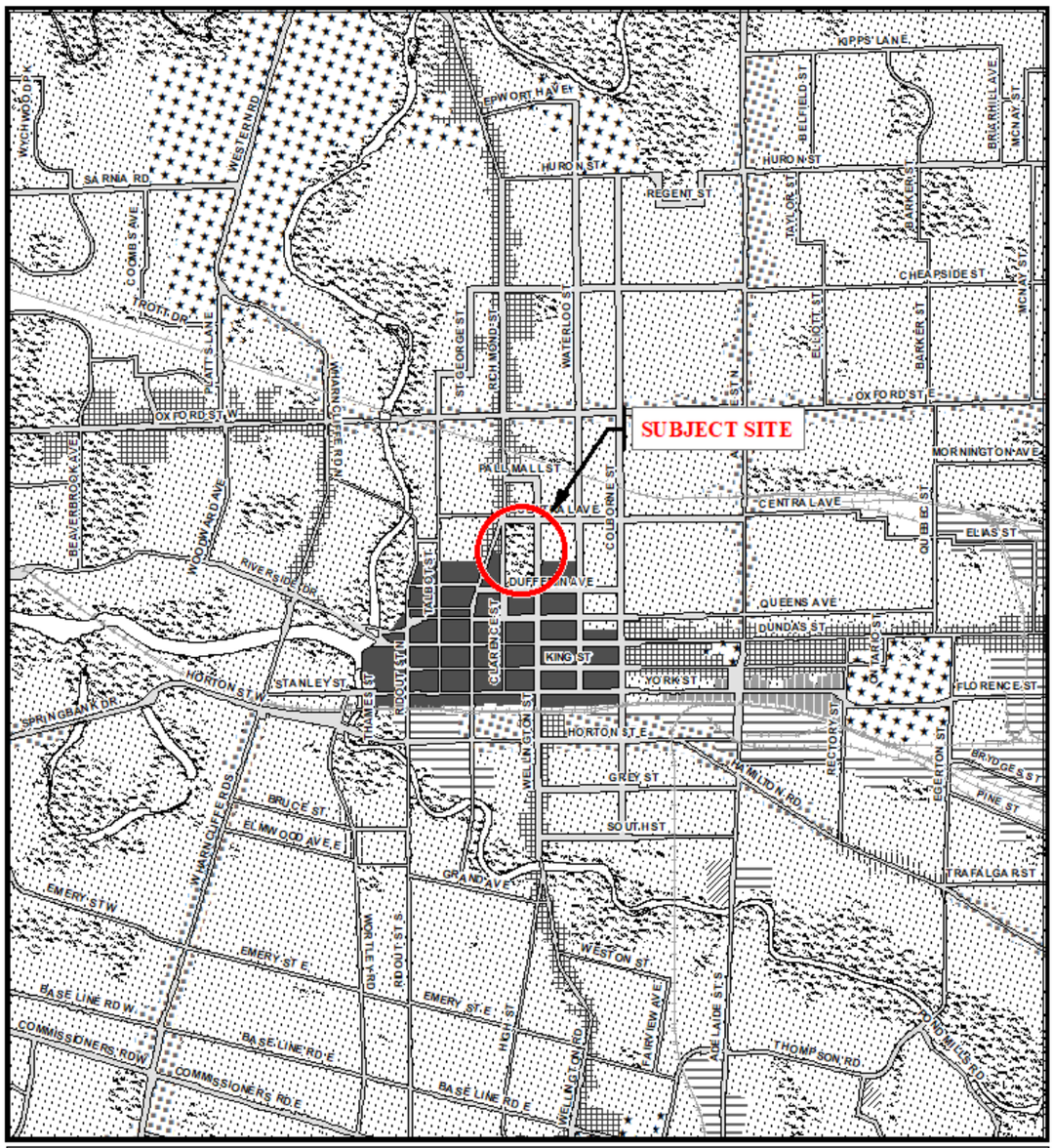
Appendix A – Relevant Background

Additional Maps



Legend

Downtown	Future Community Growth	Environmental Review
Transit Village	Heavy Industrial	Farmland
Shopping Area	Light Industrial	Rural Neighbourhood
Rapid Transit Corridor	Future Industrial Growth	Waste Management Resource Recovery Area
Urban Corridor	Commercial Industrial	Urban Growth Boundary
Main Street	Institutional	
Neighbourhood	Green Space	

This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

CITY OF LONDON
Planning Services /
Development Services

LONDON PLAN MAP 1
- PLACE TYPES -

PREPARED BY: Planning Services

Scale 1:30,000

Meters

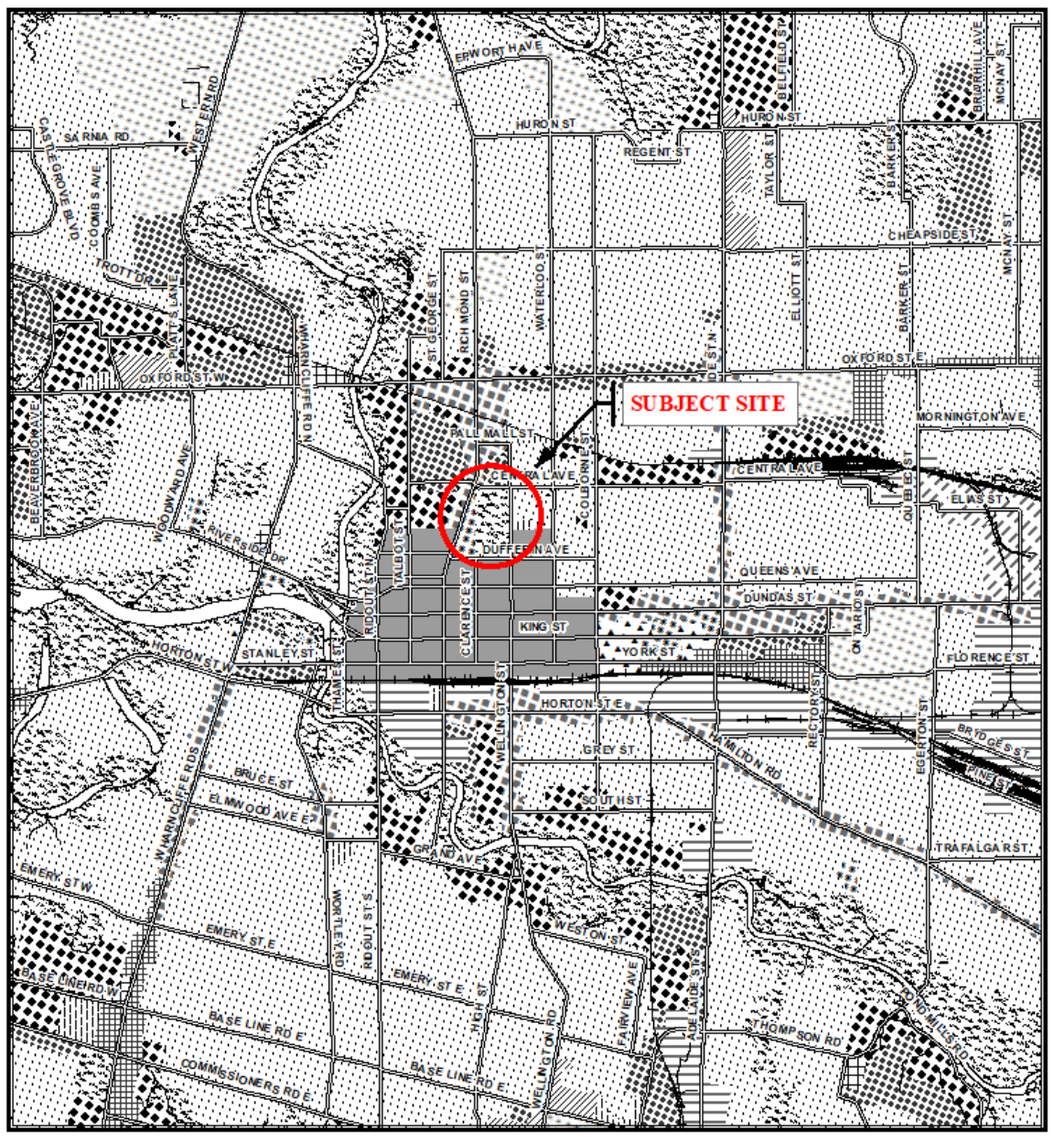
File Number:

Planner: MK

Technician MB

Date: April 23, 2018

Project Location: E:\Planning\Projects\p_officialplan\workconsol00\excerpts_LondonPlan\EXCERPT_Map1_PlaceTypes_b&w_8x14.mxd



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
- Regional Facility
- Community Facility
- Open Space
- Urban Reserve - Community Growth
- Urban Reserve - Industrial Growth
- Office Business Park
- General Industrial
- Light Industrial
- Commercial Industrial
- Transitional Industrial
- Rural Settlement
- Environmental Review
- Agriculture
- Urban Growth Boundary

CITY OF LONDON

Planning Services / Development Services

OFFICIAL PLAN SCHEDULE A - LANDUSE -

PREPARED BY: Graphics and Information Services

Scale 1:30,000

Meters

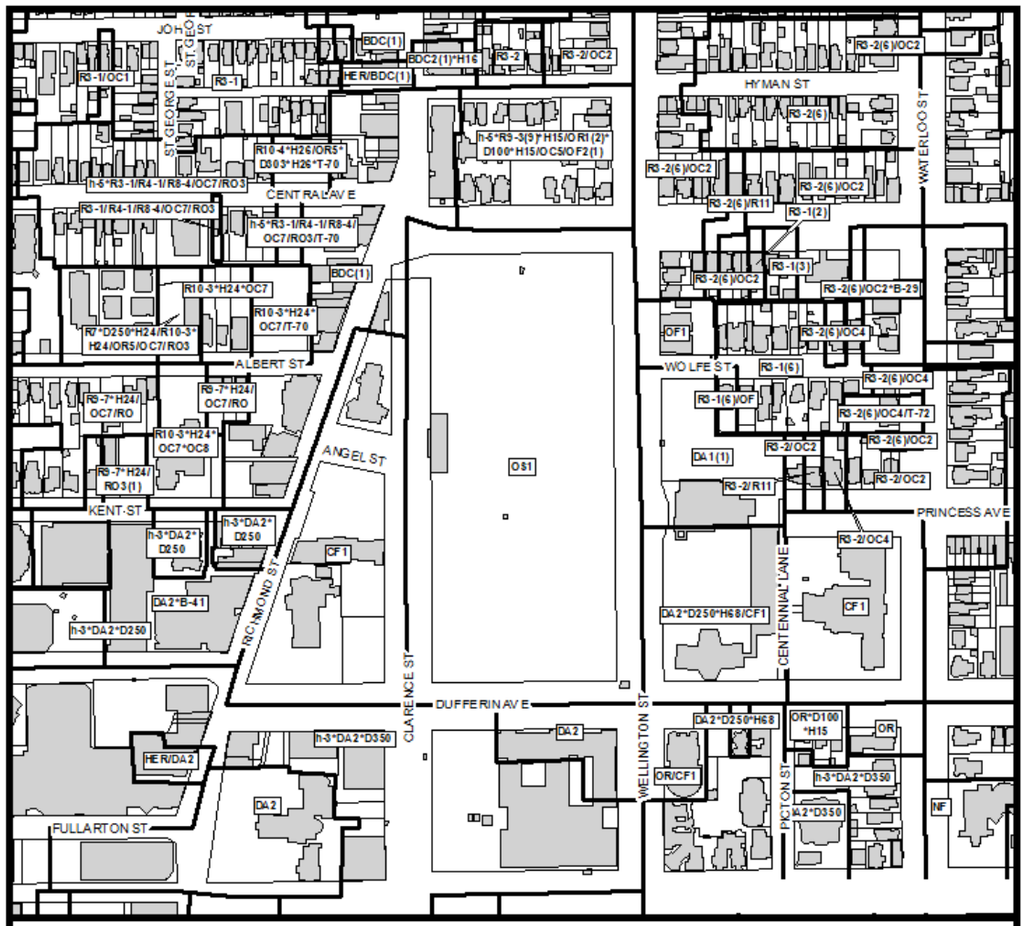
FILE NUMBER:

PLANNER: MK

TECHNICIAN: MB

DATE: 2018/04/23

PROJECT LOCATION: e:\planning\projects\p_officialplan\workconsol00\excerpts\mxd_templates\scheduleA_b&w_8x14_with_SWAP.mxd



1) *LEGEND FOR ZONING BY-LAW Z-1*

R1 - SINGLE DETACHED DWELLINGS
R2 - SINGLE AND TWO UNIT DWELLINGS
R3 - SINGLE TO FOUR UNIT DWELLINGS
R4 - STREET TOWNHOUSE
R5 - CLUSTER TOWNHOUSE
R6 - CLUSTER HOUSING ALL FORMS
R7 - SENIOR'S HOUSING
R8 - MEDIUM DENSITY/LOW RISE APTS.
R9 - MEDIUM TO HIGH DENSITY APTS.
R10 - HIGH DENSITY APARTMENTS
R11 - LODGING HOUSE

DA - DOWNTOWN AREA
RSA - REGIONAL SHOPPING AREA
CSA - COMMUNITY SHOPPING AREA
NSA - NEIGHBOURHOOD SHOPPING AREA
BDC - BUSINESS DISTRICT COMMERCIAL
AC - ARTERIAL COMMERCIAL
HS - HIGHWAY SERVICE COMMERCIAL
RSC - RESTRICTED SERVICE COMMERCIAL
CC - CONVENIENCE COMMERCIAL
SS - AUTOMOBILE SERVICE STATION
ASA - ASSOCIATED SHOPPING AREA COMMERCIAL

OR - OFFICE/RESIDENTIAL
OC - OFFICE CONVERSION
RO - RESTRICTED OFFICE
OF - OFFICE

RF - REGIONAL FACILITY
CF - COMMUNITY FACILITY
NF - NEIGHBOURHOOD FACILITY
HER - HERITAGE
DC - DAY CARE

OS - OPEN SPACE
CR - COMMERCIAL RECREATION
ER - ENVIRONMENTAL REVIEW

OB - OFFICE BUSINESS PARK
LI - LIGHT INDUSTRIAL
GI - GENERAL INDUSTRIAL
HI - HEAVY INDUSTRIAL
EX - RESOURCE EXTRACTIVE
UR - URBAN RESERVE

AG - AGRICULTURAL
AGC - AGRICULTURAL COMMERCIAL
RRC - RURAL SETTLEMENT COMMERCIAL
TGS - TEMPORARY GARDEN SUITE
RT - RAIL TRANSPORTATION

"h" - HOLDING SYMBOL
"D" - DENSITY SYMBOL
"H" - HEIGHT SYMBOL
"B" - BONUS SYMBOL
"T" - TEMPORARY USE SYMBOL

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

ZONING
BY-LAW NO. Z.-1
SCHEDULE A

THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS

FILE NO:

MAP PREPARED:
2018/04/23

1:4,500
0 20 40 80 120 160
Meters

Additional Reports

Application by GSP Group Inc. 560 and 562 Wellington Street – Status update and request to undertake further study (OZ-8462)(Public Participation Meeting: April 30, 2018): City Council received this report for information and directed Staff to undertake a review of the existing plans, policies, and guidelines applying to the properties surrounding Victoria Park and to consider a comprehensive plan for the properties surrounding the park

Application by GSP Group Inc. re properties located at 560 and 562 Wellington Street (OZ-8462)(Public Participation Meeting May 8, 2017): City Council considered the Staff recommendations in this report and directed Staff to continue to work with the applicant to develop a revised proposal that is more in keeping and conforms with the West Woodfield Heritage Conservation District Plan, the Official Plan, and The London Plan

From: Tristan Squire-Smith
Sent: Thursday, April 11, 2019 9:52 AM
To: Knieriem, Michelle <mknieriem@london.ca>; Fleming, John M. <JmFlemin@london.ca>
Subject: [EXTERNAL] forwarding opinion in absentia

Good morning Michelle and John,

I wanted to thank you both for your ongoing efforts surrounding future planning of the lands around Victoria Park. Unfortunately, I will not be able to attend the upcoming public meeting on April 29th; instead, I'm hoping you will accept this short message as my 'vote' in absentia with you both acting as my proxies.

Ultimately, my position has not changed. I am absolutely in favour of developing the lands immediately surrounding the park as existing buildings and/or parking lots are converted into multi-dwelling high-rise buildings.

As someone who works downtown Mon-Fri, I have a natural interest in living in the area; my quality of life only stands to benefit from being able to walk to work and my various other commitments in the area. Much has already been said about the benefits of urban densification and my experience/desires only stand as a testimony to this rationale. Unfortunately, for a downtown to thrive and attract new development, business, services (i.e. a grocery store) etc. continuously and sustainably, a minimum threshold of local residents needs to be reached; we're getting closer to this point but we're not there yet. Each new tower that is populated gets us one step closer; in my opinion, City planning policies need to be reflective of this basic reality and supportive of such development and growth at every reasonable opportunity.

Therefore, my hope and 'vote' supports any changes in planning policy which see fit to construct high rises in the lands immediately surrounding Victoria Park. Please resist any pressure to water down densification efforts that would see reduction of maximum building elevations or off-sets from high-rise to mere mid or low-rise; instead, push any approved developer to propose innovative and beautiful award-winning designs that would serve as iconic complimentary landmarks to the park grounds themselves.

In advance, thank you for taking my sentiments into consideration at the next steps of the planning process.

Respectfully,

Tristan Squire-Smith, MBA
Chief Operating Officer
Refcio & Associates
Barristers and Solicitors
www.rrlaw.ca

Auburn
DEVELOPMENTS

April 25th, 2019.

City of London,
300 Dufferin Ave.
London, ON N6A 4L9

Attention : Councillor A. Hopkins (Chair) & members of PEC

Re: Victoria Park Secondary Plan – Status Update and Draft Secondary Plan Principles

Please be advised of the following submission to be considered in addition to the numerous other comments provided to staff as part of the Victoria Park Precinct Secondary Plan. We believe the approach taken by Staff to seek endorsement of a limited number of Principles within ongoing public consultations is a disservice to the process and confuses participants on their contributions moving forward. Given there has not been a complete analysis of the various comments received or a review of the area completed to formulate proper principles, any endorsement is premature.

We have been in attendance at the public meetings and have witnessed a public process that identifies groups in support of change and intensification as well as a group seeking the status quo. We submit that the evolution of a City's core is something that should be embraced as it is the evolution of the core that provides vitality to the City. We agree with the submissions that Victoria Park is a special place and it's this amenity that has triggered the desire to intensify the area and to fulfill many of the goals of the London Plan for Central London. The same can be said for Woodfield, however, it must be acknowledged that Woodfield is not a homogeneous neighbourhood and opportunities exist for intensification without significant impacts and we have sought dialogue regarding the assessment and continue to do so.

The review of the planning context is the purpose of the Secondary Plan and to evaluate the opportunities that exist which can only be accomplished with a full understanding of the area and its context. Further discussion of the anticipated evolution of the area is needed to determine how this can contribute to a better City of London. This objective cannot be accomplished without an understanding of the development anticipated for Wellington Street Corridor as this dictates the evolution of the area. There are substantial lands currently recognized in existing zoning at heights greater than 18 storeys and this will influence our site within this context. There seems to be resistance to acknowledging 'as-of- right" zoning which should concern Council. Instead of resistance, we would suggest utilizing this as the opportunity that it provides, especially given the locational attributes that exist.

The process to date has lacked focus and seems the messaging has deteriorated as many comments from the Public seem to fear the development of Victoria Park itself. The process needs to be redefined and clarity provided so as not to confuse the participants. I

can appreciate the confusion felt by some of the participants given we are now asking Council to endorse principles only weeks after the last public session conquered three development concepts for the area (Low-Medium-High), a process I like to term the 'Goldilocks' concepts. It is not surprising to hear a reaction regarding heritage when two of the three concepts show massive 35 storey towers enveloping St Peter's Basilica which obviously evoked a strong response from all of us.

We have suggested in our submissions that staff incorporate a similar approach utilized in the preparation of the London Plan where they changed areas within a Low Density Residential neighbourhood designation to an Urban or Transit Corridor Place Type. The attributes of these areas have similar issues as this Secondary Plan. The height increase to up to 18 storeys immediately and directly abutting single family homes in a stable neighbourhood, some within Heritage Districts (Bishop Helmuth or Blackfriars) which is similar to Woodfield or perhaps even more intrusive as these are within stable neighbourhoods with rear yard private amenity spaces. Surely a similar approach would be applicable in this circumstance. Staff has not completed an analysis of the abutting lands and the impacts, determination of transitional or stable areas nor have they determined a measuring stick in determining acceptable impacts and therefore we respectfully submit that we are premature in the establishment of Principles to direct the formation of a Secondary Plan for this area.

We cannot have a process that has iterative endorsements as is being proposed. The process should be left to its evolution and to endorse principles limits the Secondary Plan's ability to address issues and undertake a legitimate analysis of the area and the specific impacts. It is the role of Planning staff to undertake this analysis and to provide the framework for the decisions that will be needed to determine the evolution of this area. It should not be limited by the stated principles and there is significant work still required to be undertaken. The process requires additional time; additional analysis and additional dialogue. There is no reason to accept the limited approach taken in the Staff report as it does not reflect the totality of the work that is ongoing and is not representative of the two voices of the public, as noted in the attachment, "The Two Voices of Woodfield" as prepared by Blackridge Strategy.

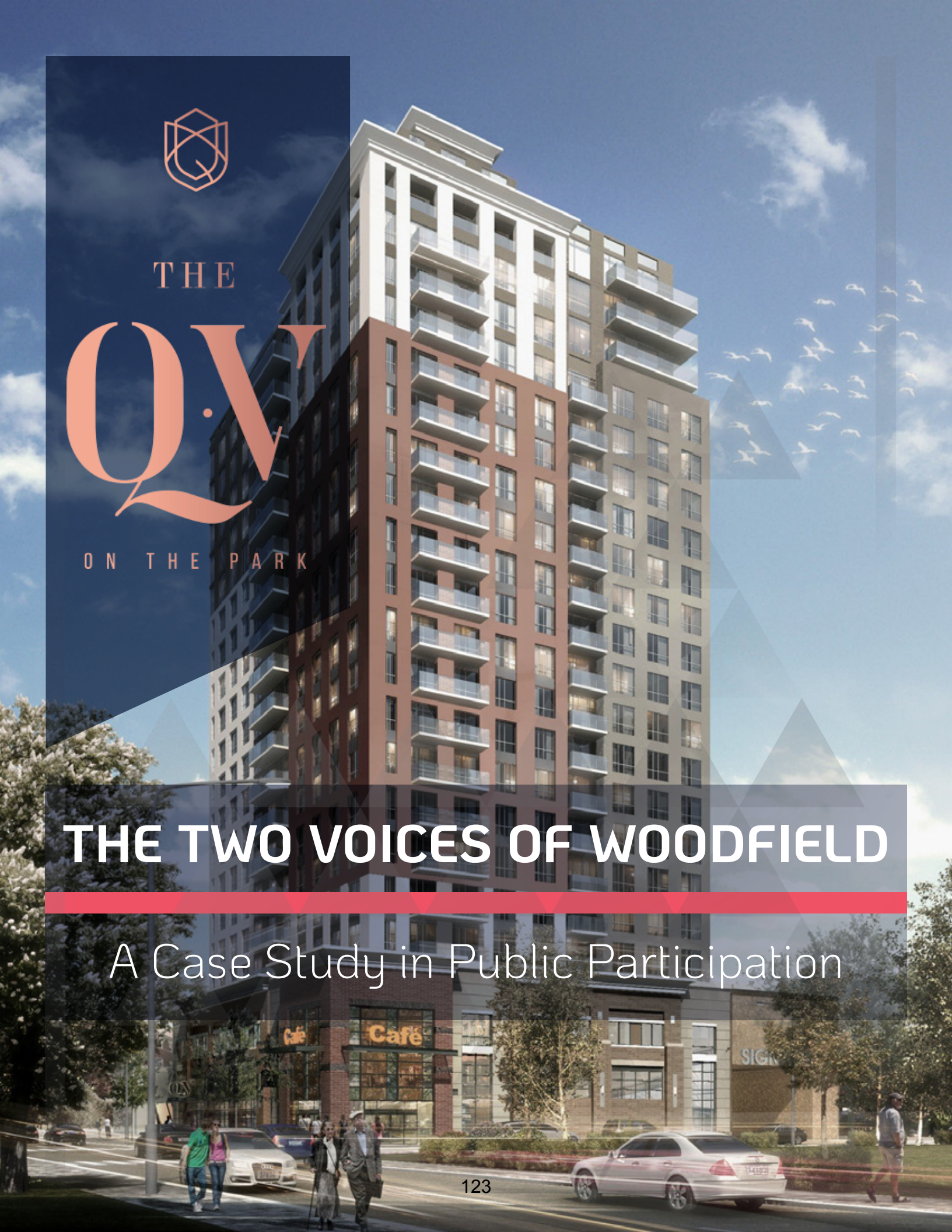
We would therefore request that the report be received for information and that no endorsement of the stated Principles be given. If you have any questions or would like to discuss any specifics, please contact me directly at your convenience.

Yours truly,
Auburn Developments Inc.,

Per; Stephen Stapleton,
Vice President

Attachment: "The Two Voices of Woodfield", by Blackridge Strategy

560 WELLINGTON ST LONDON ON N6A 3R4 (519) 434-1808 Fax (519) 434-5084



THE TWO VOICES OF WOODFIELD

A Case Study in Public Participation

THE

QV

ON THE PARK

TABLE OF CONTENTS

00

01

Executive Summary

This report provides an overview of research gauging the opinions of Woodfield residents to the development of a 17-story mixed-use building with underground parking to be located at 560-562 Wellington Street in London's downtown; hereafter to be referred to as "the QV on the Park". This report includes a history and description of the evolution of the proposed development, a review of London's planning guidelines, and the survey results. The key finding of this report is that there are two voices coming from the Woodfield community; the first is a vocal minority controlling the Woodfield Community Association who claim to speak for the rest of the neighbourhood. The second is a silent majority who do not see the Woodfield Community Association (WCA) as representative of them and do not agree with the WCA opposition to the QV

Auburn Developments Inc. is proposing a 17-storey mixed-use development, containing ground floor commercial uses and residential apartments above, on its property at 560 and 562 Wellington Street (referred to as "the site" through this Brief). An Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) are required to facilitate the development.

SUBJECT SITE


PALL MALL ST
PALL MALL ST
HYMAN ST
CENTRAL AVE
SITE
WELLINGTON ST
WOLFE ST
VICTORIA PARK
PRINCE
R. H. COOPER SQUARE
CENTENNIAL LANE
DUFFERIN AVE
Google
CA

Auburn Developments (property owner) is seeking to re-designate the site from "Office Area" to "Multi-Family, High Density Residential" and to rezone the site from "OF1" to "R10-5" with site-specific regulations for increased density, building coverage, reducing yard setbacks, and landscape open space. The development of the site will provide a strong urban edge to Wellington Street, building articulation, and landscape treatments that form an attractive presence opposite to Victoria Park.

This project has went through a number of iterations in an attempt to satisfy the requirements by staff and to alleviate concerns raised by representatives of the WCA. The result has been a reduction in the number of stories from 25, to 22, and now 17. This has happened despite the adjacent property on the corner of Wellington Street and Wolfe Street being zoned for a 30 storey building and conformance to local planning policies and obvious benefits to London's core for intensification of the property. There are a number of reasons to deem this site supportable:

- Downtown economic spinoffs through direct investment, the addition of commercial space, and the population that will reside there
- Increased downtown retail space
- Increased housing supply
- Creation of construction jobs and permanent retail jobs
- Generation of additional tax revenue
- Consistent with the London Plan's direction to 'build inward and upward' in London's core
- Intensification is an environmentally friendly form of development which limits carbon footprint impacts and counters the negative effects caused by sprawl
- Construction of a building that will help retain London's young professionals and attract talent to the city as proximity is close to places of work and play
- Public transportation is readily available
- The increased population helps the business case for a quality downtown grocery store
- The architectural features are consistent with the West Woodfield Heritage District


OXFORD ST E
TALBOT ST
PICCADILLY PARK
PALL MALL ST
CENTRAL AVE
SITE
RICHMOND ST
VICTORIA PARK
HARRIS PARK
WELLINGTON ST
COLBORNE ST
DUFFERIN AVE
400m
FULLARTON ST
QUEENS AVE
RIDOUT ST N
CLARENCE ST
WATERLOO ST
DUNDAS ST
KING ST
KING ST
800m
YORK ST
N
Transportation Network
Arterial Road
LTC Route

SIMILAR PROJECTS

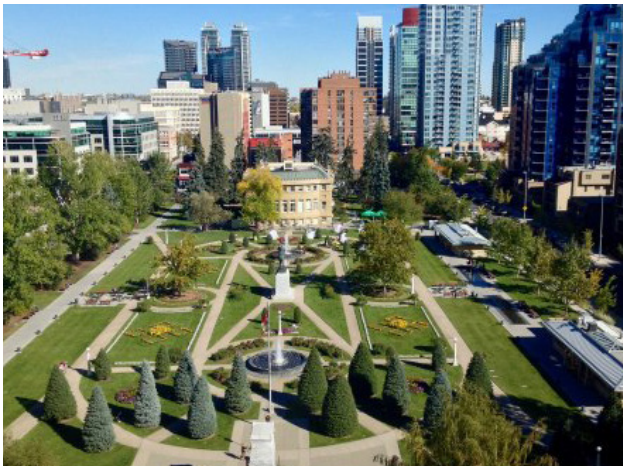
03

Precedents

Rittenhouse Square - Philadelphia

Central Park - Winnipeg

22 Picton St. - Woodfield



Central Memorial Park - Calgary

Victoria Park - Regina

Dorchester Square - Montreal

04

Proposed Site


Café
Café

WOODFIELD HERITAGE DISTRICT

05

Demonstration concept for Richmond Row encouraging high-rise developments along Victoria Park located in the West Woodfield Heritage Conservation District (source: a Vision for Downtown London, 2013 from a City of London document)

The West Woodfield Heritage Conservation District (WWHCD) Plan was created with the intention of preventing the conversions of residential and public buildings into high-rises. It should be noted that the subject properties are designated for office and commercial use, not residential.

Its overarching mandate is to "maintain the low-density residential character of the West Woodfield Heritage Conservation District as the predominant land use, while **recognizing that certain areas of the District already have or are intended for a wider range of uses [such as] non-residential or higher intensity residential uses that will protect key heritage attributes, while allowing greater latitude for potential alterations or redevelopment.**" The Q.V on the Park fits the latter half of this statement.

The WWHCD already includes a significant number of commercial/office use buildings. Some are purpose-built for commercial use and some are converted from residential use buildings. Most of them are located along the major arterial roads of Wellington Street, Waterloo Street, Colborne Street, Dundas Street, and Central Street. The recommended Heritage Conservation District Boundary within the WWHCD Plan under section 2.2 further suggests that these buildings can be removed from their limits because "commercial areas tend not to benefit from the stability a Heritage Conservation District provides. These areas require the ability to respond to marketing trends without the constraints of heritage conservation."

The streetscape that is planned for the remainder of the **Wellington Street corridor is characterized as a Downtown Area (DA1(1)) Zone permitting high-rise development**. Existing zoning of land adjacent to the proposed development, only 6 metres away, can be built to 30 storeys in height. This streetscape continues to 22 stories closer to Dufferin Street, a mere 286 metres away. The height of the 30-storey building is approximately mid-block of the Victoria Park frontage. This height and the transition to the proposed 22 storeys at Dufferin Street is what provided the benchmark for the height of the proposed building. For the benefit of neighbourhood coherence, most buildings in the sequence should present a consistent alignment unless there is good reason for a break.

Section 3.2 of the WWHCD Plan states that, "while the intent is to preserve buildings in a Heritage Conservation District, it is also recognized that **some old buildings should be demolished to make way for new**..."

06

METHODOLOGY

The analysis in this report is based on the results of a survey conducted in north and south London in 2018. The survey was conducted in-person using canvassers who administered the survey door-to-door.

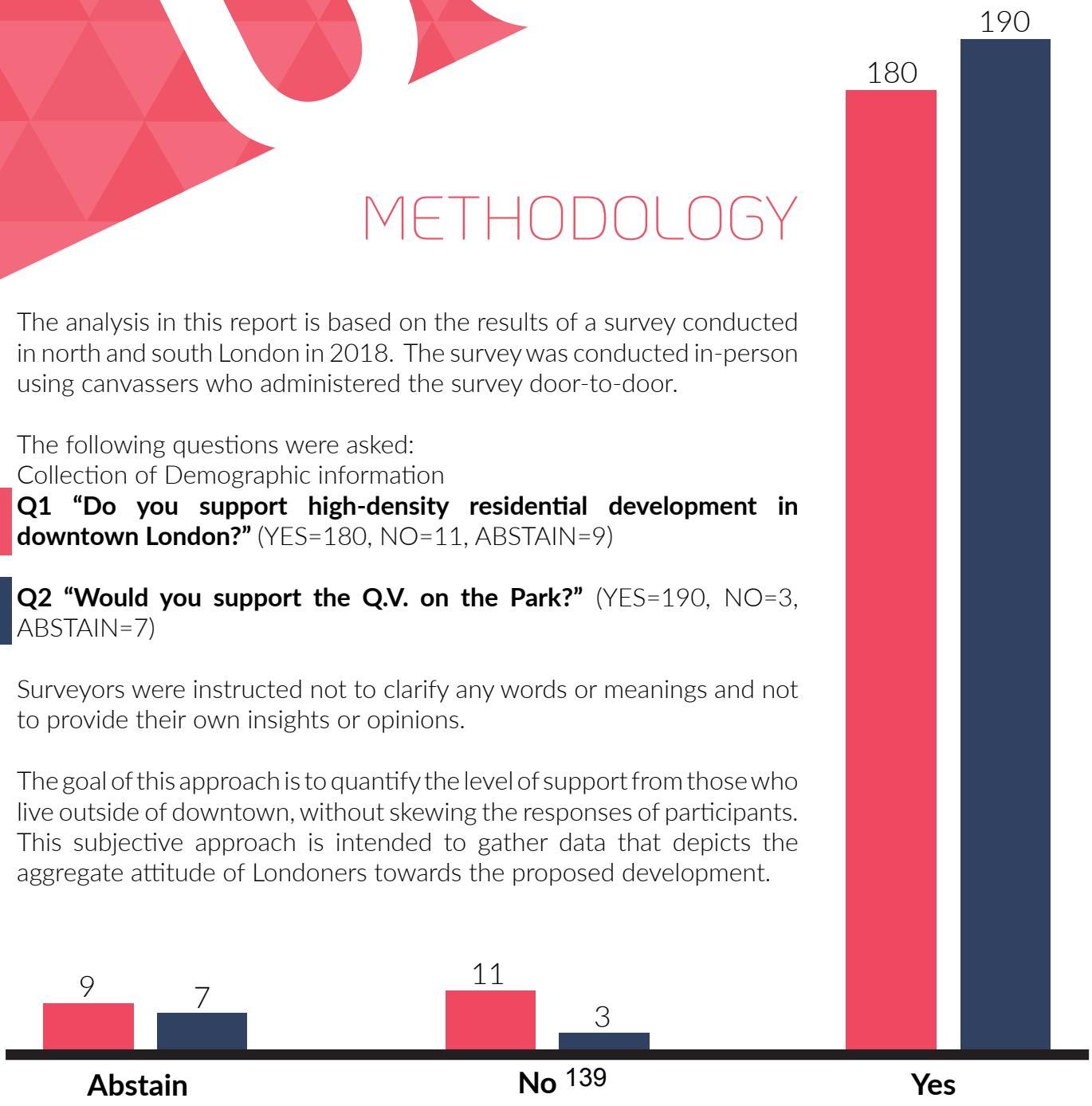
The following questions were asked:
Collection of Demographic information

Q1 "Do you support high-density residential development in downtown London?" (YES=180, NO=11, ABSTAIN=9)

Q2 "Would you support the Q.V. on the Park?" (YES=190, NO=3, ABSTAIN=7)

Surveyors were instructed not to clarify any words or meanings and not to provide their own insights or opinions.

The goal of this approach is to quantify the level of support from those who live outside of downtown, without skewing the responses of participants. This subjective approach is intended to gather data that depicts the aggregate attitude of Londoners towards the proposed development.



About 140 randomly selected Woodfield residents were directly surveyed on Auburn's proposal. The majority (53.52%) said they would like to see Q.V on the Park approved. The Woodfield Community Association tends to be recognized as the voice of the neighbourhood but when we asked residents whether the community association represents them, the vast majority (69.72%) said no.

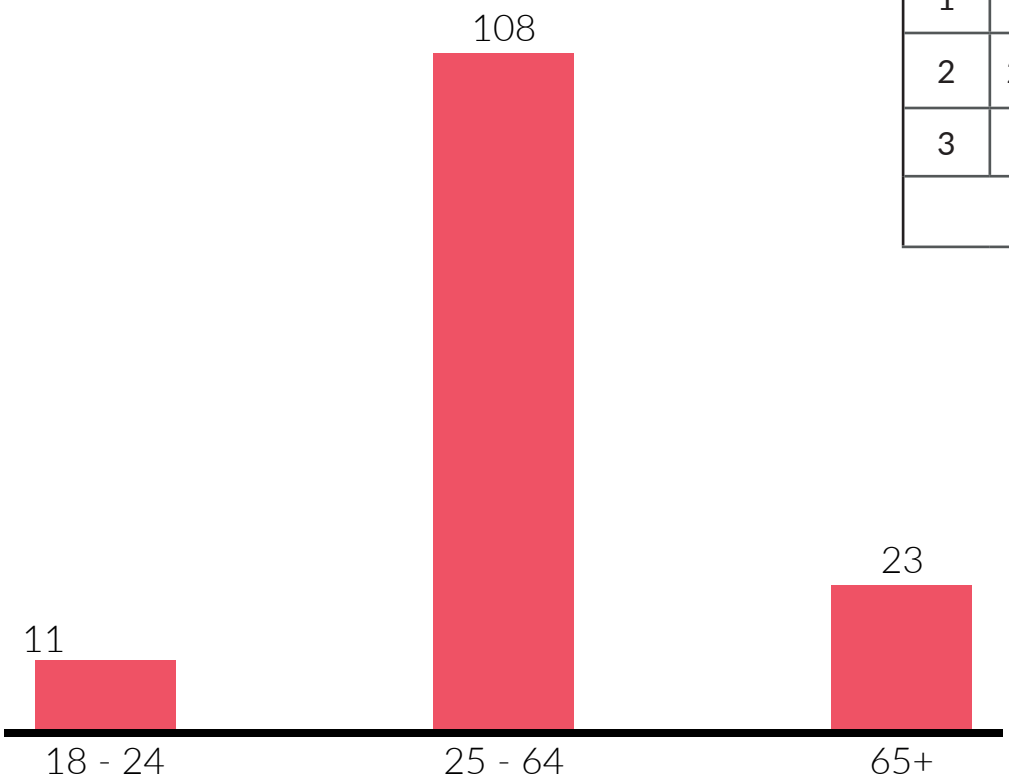
53.52%

of Woodfield Residents support Q.V. on the Park

140

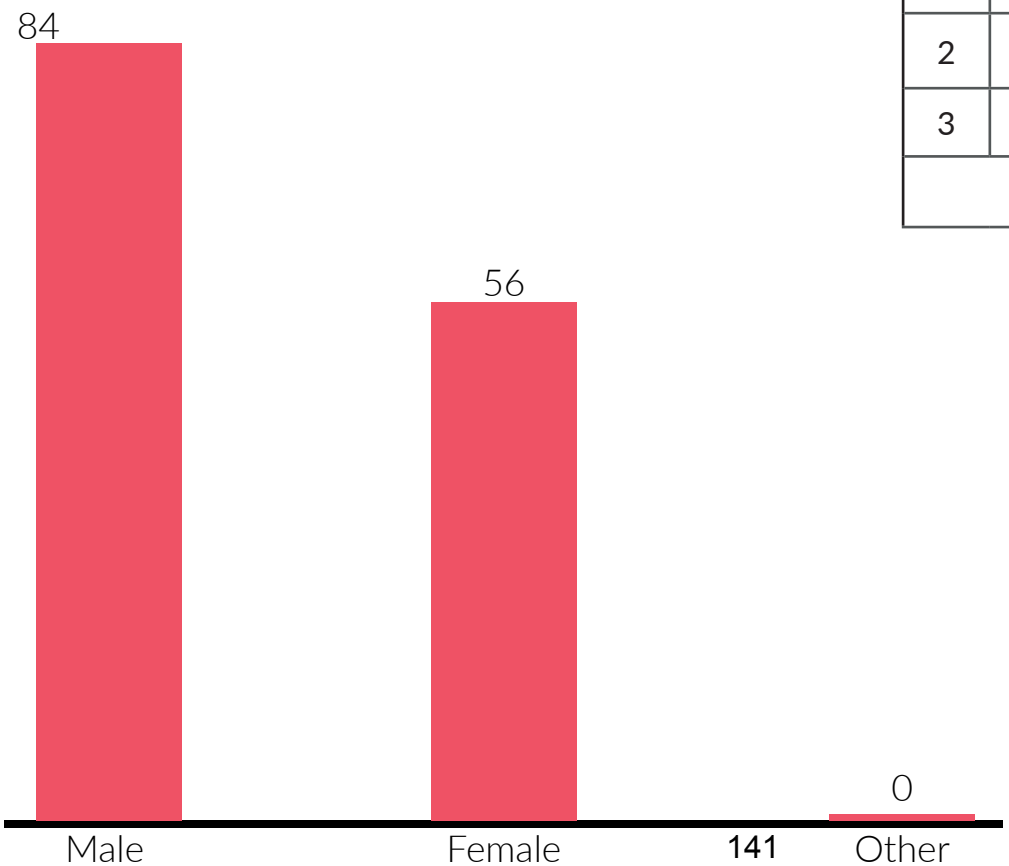
Age Range

No.	Answer	%	Count
1	18 - 24	7.75%	11
2	25 - 64	76.06%	108
3	65+	16.20%	23
	Total	100%	142



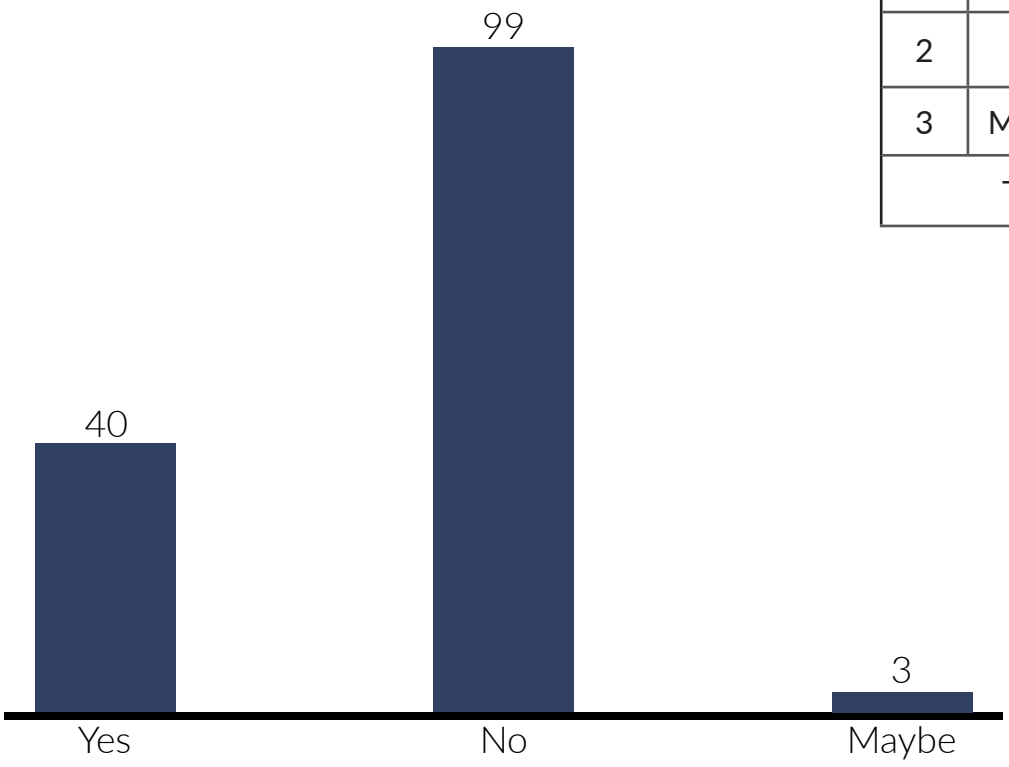
Gender

No.	Answer	%	Count
1	Male	60.00%	84
2	Female	40.00%	56
3	Other	0.00%	0
	Total	100%	140



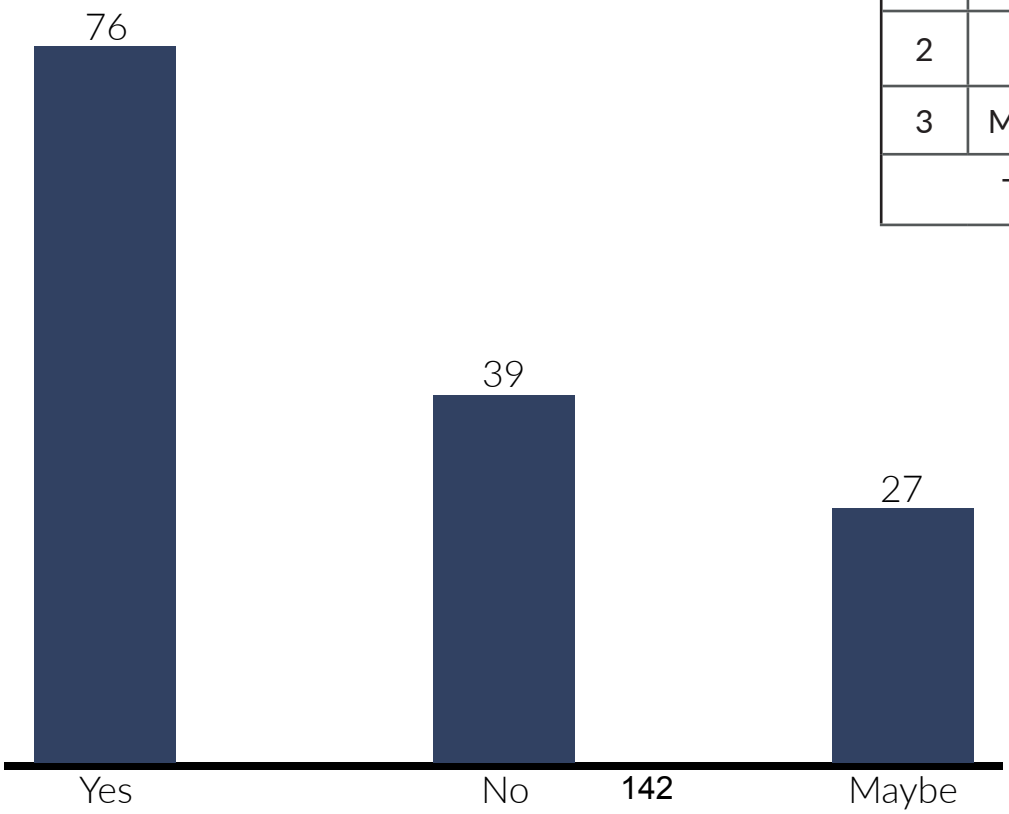
Does the Woodfield Community Association represent you?

No.	Answer	%	Count
1	Yes	28.17%	40
2	No	69.72%	99
3	Maybe	2.11%	3
	Total	100%	142



Do you support The Q.V. on the Park?

No.	Answer	%	Count
1	Yes	53.52%	76
2	No	27.46%	39
3	Maybe	19.01%	27
	Total	100%	140



Conclusions

This survey makes three significant findings:

1. The Woodfield Community Association appears to be less representative of the population than is commonly believed. About seventy percent of Woodfield residents confirm this finding.
2. Survey results backed by a database of the respondents' full contact information reveal that the majority of Woodfield residents support Q.V. on the Park.
3. The overwhelming number of Londoners living outside of the downtown favour more high-density development in the core and support the Q.V. on the Park.

These findings indicate that special interest groups like the WCA are having a disproportionate impact on the planning process because they are perceived to be representative of the broader population in Woodfield when these survey results indicate that they are not. This ought to give pause to planners and decision makers who are under this impression and to re-evaluate the wants and desires of the community especially when the special interest group is countering the obvious logic of building inward and upward in the city's core is desirable and offers numerous advantages that should not be ignored due to a vocal minority.

A Change.org petition has garnered

513 signatures

in favour of the Q.V. on the Park as of December 2018.

07

SUMMARY

Our recommendation is to grant an Official Plan Amendment and Zoning By-Law Amendment for the following reasons:

1. It conforms to the London Plan and Official Plan guidelines.
2. The mixed-use development fulfills the London Plan's directive to build inwards and upwards.
3. The development uses design elements that make it a fitting addition to the downtown core.
4. It incorporates heritage elements that are consistent with the neighbourhood character.
5. It will bring over a million dollars in annual property tax revenues, yet save billions in infrastructure and City service costs.
6. It will be an economic stimulus to the downtown core.

THE

QV

ON THE PARK

Auburn
DEVELOPMENTS

SHAPING GREAT COMMUNITIES

April 26, 2019 File No: 11054

Re: Victoria Park Secondary Plan
Status Update and Draft Principles
Planning and Environment Committee – April 29, 2019

To Councillor A. Hopkins (Chair) and Planning and Environment Committee members:

We are the planning consultants for 560 Wellington Holdings Inc, owners of 560 and 562 Wellington Street (the "site"), which is contained within the study area for the ongoing Victoria Park Secondary Plan process. Situated on the east side of Wellington Street facing Victoria Park, the site is approximately 0.22 hectares in size and is currently occupied by a 5-storey office building and a 2-storey office building.

By way of background, GSP Group filed applications on behalf of 560 Wellington Holdings in December 2014 to amend the 1989 Official Plan and Zoning By-law to allow the redevelopment of the site for a new residential building with ground floor commercial uses. Further to public meetings and committee review, the proposed development was refined and the applications were re-submitted. Further refinements were discussed with City staff; however, they were not advanced past that point given ongoing concerns.

The need for the Secondary Plan specifically arose in response to our proposed applications through the May 8, 2018 consideration of the application by the Planning and Environment Committee at which Council directed the "*review of the existing plans, policies, and guidelines applying to the properties surrounding Victoria Park and to consider a comprehensive plan for the properties surrounding the Park*". We have been following the Secondary Plan process and attending the engagement sessions to date. Representatives from 560 Wellington Holdings and GSP Group have attended the prior community information meetings for the Study. Both 560 Wellington Holdings and GSP Group submitted letters providing comments and input concerning the January 24, 2019 community meeting's materials and information.

We have reviewed the staff report for the April 29, 2019 Planning and Environment Committee concerning the Victoria Park Secondary Plan status and draft principles. We note that the set of draft principles has expanded to 10 principles from the 6 principles presented in

January 2018. From a planning perspective, while our client doesn't necessarily disagree with the intent of these 10 principles, their general nature and subjective interpretation is challenging without an understanding of how they manifest in terms of policies. These principles must be read together with the implementing policies of the Secondary Plan to fully understand the vision for the Victoria Park Precinct. While we reserve any detailed comments until the Draft Secondary Plan is available for consideration, there are several general points of concern regarding the process to date that we offer for your consideration.

First, the progression of the Study has been challenging to follow. It has generally proceeded from the discussion of ideas and principles through to the formulation of development scenarios, and now returning to endorsement of principles. While we agree that establishing higher-level principles at the outset is common on most area-based land use planning exercises, it is unclear of the purpose of this step at this point in the process. Our client's concern is that this is meant to pre-determine a development scenario for the Precinct prior to presentation of the draft Secondary Plan, in the interest of making it more palatable at the time of consideration. The short timeframe between April 29, 2019 and the intended consideration of the draft Secondary Plan in June 2019 reinforces this concern.

Second, a comprehensive plan for the Precinct warrants a "fresh" look at the policy and physical context surrounding the park. Our client and ourselves have consistently stressed that the east side of the park along the Wellington Street corridor is distinct from the remainder of the Woodfield neighbourhood. This distinction is due to its historic evolution, present uses and form, and current applicable policies. We would expect that such a distinction warrants a review of existing/proposed policies and existing conditions to determine what is appropriate. We have not seen, however, anything in the first two consultation sessions that suggests such a background review and assessment has been done as part of the Secondary Plan.

Third, height and intensity of development is the crux of the Secondary Plan. It was the reason it was initiated and has generated much of the discussion and opposing views through consultation. The characterization of Woodfield as a low-rise residential neighbourhood is not factually correct, as Woodfield contains portions that are mid- and high-rise as well as non-residential. The Precinct sits as the convergence of several different land use designations (as compared to the internal areas of Woodfield) which needs a specific approach. We note that Principle #6 appears to have been "watered down" from the January 2019 version, the latter which directly addressed the conversation of height. Objective tests for measuring impact and transition were considered as part of the January 2019 scenarios, but we are unsure at this point where those scenarios stand.

And fourth, the reliance on the London Plan "as-is" is concerning. The staff report indicates a portion of the London Plan is in force and effect; however, many of the operative parts of the

London Plan that would affect the Secondary Plan process are under appeal. In particular, this includes general appeals concerning the form and intensity sections of the Downtown, Rapid Transit and Urban Corridors and Neighbourhoods Place Types; all the tables outlining height permissions; and, the majority of the City Design chapter as it concerns site and building design. Simply carrying forward the policy direction of the appealed London Plan for the Precinct is not appropriate, as it is owed a specific direction and policy framework given its prominence and varied context.

Based on the above, we would suggest that the Planning and Environment Committee "receive" these draft principles rather than "endorse" them, until such time as the full vision and policies for the Victoria Park Precinct can be considered as part of the Draft Secondary Plan.

Yours truly,

GSP Group

Kevin Muir, MCIP, RPP, LEED ND
Senior Planner

cc. Steve Stapleton, Vice President, Auburn Developments Inc.
Hugh Handy, Senior Associate, GSP Group Inc.

Report to Planning and Environment Committee

To: **Chair and Members**
Planning & Environment Committee
From: **Kelly Scherr, P. ENG., MBA, FEC**
Managing Director, Environmental & Engineering Services and City Engineer
John M. Fleming, MCIP, RPP Managing Director, City Planning and City Planner
Subject: **Lambeth Main Streetscape Master Plan Concept And Background Document**
Meeting on: **Monday, April 29, 2019**

Recommendation

That, on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer and the Managing Director, Planning & City Planner, the following actions **BE TAKEN** with respect to the Lambeth Main Street Streetscape Master Plan Concept:

a) The Lambeth Main Street Streetscape Master Plan Concept Background Document attached hereto as Appendix "A", **BE RECEIVED** for information; and,

b) The Lambeth Main Street Streetscape Master Plan Concept attached hereto as Appendix "B", **BE APPROVED** as a plan identifying infrastructure and urban design guidance for future road projects and redevelopment; and,

c) City Staff **BE DIRECTED** to initiate an Official Plan amendment in order to add the Lambeth Main Street Streetscape Master Plan Concept to the list of Council approved Urban Regeneration Guidelines in The London Plan.

Previous Reports Pertinent To This Matter

- Civic Works Committee – April 04, 2018 – Contract Award: Tender No. T18-16 Infrastructure Renewal – Contract 15 Main Street
- Civic Works Committee – June 02, 2015 – Appointment of Consulting Engineers Infrastructure Renewal Program 2016 – 2017

2015 – 2019 Strategic Plan

The following report supports the Strategic Plan through the strategic focus area of Building a Sustainable City by implementing and enhancing safe and convenient mobility choices for transit, automobile users, pedestrians and cyclists. The Lambeth Main Street Streetscape Master Plan Concept will provide guidance to infrastructure and development activities to ensure that a high quality pedestrian environment is incorporated and the vision for the Main Street corridor is preserved; creating more beautiful places and spaces.

Purpose And Effect Of Recommended Action

The purpose and effect of the recommended action is to initiate the process in order to insert the Lambeth Main Street Streetscape Master Plan Concept into the London Plan Urban Regeneration Guidelines (Section 1717) in order for the document to act as a tool for infrastructure and urban design guidance for all future infrastructure projects, planning and development applications, as well as Community Improvement Plan

incentive applications for properties along the Main Street corridor (shown below in Figure 1).

Figure 1: Location Map – Main Street Corridor

Rationale

The adoption of the Lambeth Main Street Streetscape Master Plan Concept as a guideline document is consistent with the 'Our Tools' section of the London Plan (sections 1712 through 1715) as:

- The proposed guideline document contains performance criteria that is more detailed and requires more flexibility, in interpretation or implementation, than the Official Plan allows; and

- The proposed guideline document provides specific direction for the preparation and review of planning and development proposals, in this area.

The Lambeth Main Street Streetscape Master Plan Concept is fulfilling a staff objective to prepare a design manual in order to provide design guidance for renovations, restorations, new developments and infrastructure projects.

Background

Context

Project Initiation

The 2016 Infrastructure Lifecycle Renewal Contract D – Lambeth was awarded to IBI Group Inc. Established at a preliminary design meeting was the requirement to incorporate initiatives presented in the Southwest Area Secondary Plan and the Official Plan. These initiatives would form a streetscape guideline for the design of the corridor, with the ultimate objective being the creation of a complete street with pedestrian priority, AODA compliant access, bike lanes, street trees, furnishing zones, and on-street parking (as requested by BIA and local Stakeholders).

Community Involvement & Public Participation

Several public presentations and meetings have occurred regarding the Streetscape Master Plan Concept. On October 18, 2016, staff and the Community Improvement Plan Pulse Team met with Councillor Hopkins to discuss the concept design; following the discussion the concept design was presented at the shared public meeting with the Community Improvement Plan and Dingman Creek EA. On April 24th, 2017 staff met

with the president of the Lambeth Community Association to present the streetscape master plan.

A community information meeting was held on October 05, 2017 to present the streetscape objective, roadway cross-sections and opportunities for landscape enhancement for areas within the public realm. The streetscape plans (short-term vision) for the restoration of Main Street's 2018 Infrastructure Renewal works was also presented at this meeting, where it was well received by those in attendance. The streetscape plans were also available for viewing during a project update meeting held on January 17, 2018 to discuss potential construction impacts with Lambeth residents associated with the 2018 Infrastructure Renewal project.

Preliminary Works
On April 24, 2018 Council approved the award of the construction contract for Main Street Lambeth. The works completed during 2018 construction incorporate the foundations for redevelopment of the Lambeth Main Street corridor. With the addition of new municipal services during the 2018 construction including sanitary sewer, increased storm sewer capacity and new water services, Lambeth is well-positioned for redevelopment in the coming years.

Redevelopment
Land dedications received during redevelopment along Main Street will increase the City right-of-way by approximately 6 metres from centreline. Over time, this will bring the total City right-of-way width to 36 metres. The additional land afforded to the City will allow for future development and infrastructure works to incorporate the long-term vision criteria presented in the Lambeth Main Street Streetscape Master Plan Concept.

Policy Context
The framework and recommendations set out by the City of London's existing policy documents informed the design approach of the Lambeth Main Street Streetscape Master Plan Concept. Relevant documents include:

- Complete Streets Design Manual (2018)
- The London Plan (2016)
- London On Bikes – Cycling Master Plan (2016)
- Southwest Area Secondary Plan (2016)
- A New Mobility Transportation Master Plan for London - 2030 Transportation Master Plan: Smart Moves (2013)

The streetscape alternatives presented in the Lambeth Main Street Streetscape Master Plan Concept are also informed by urban design best practices and AODA requirements.

Discussion

The Planning Act
The Planning Act identifies the following as a matter of provincial interest:

2 (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;

2 (r) the promotion of built form that,
(i) is well-designed,
(ii) encourages a sense of place, and
(iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

The recommendation is consistent with the Planning Act as it will provide guidance to all planning and development proposals (i.e. London Plan amendments, Zoning Bylaw amendments, Site Plan applications, Minor Variances and Consents) from both the public and the private sector as well as all projects seeking available municipal

incentives. Implementing the guidelines will promote a well-designed built form by promoting a high quality of design that will complement the existing structures in the area; encourage a sense of place by promoting design that is unique in character to the Lambeth community; and provide for public spaces that are of high quality, safe, accessible, attractive and vibrant.

The Provincial Policy Statement, 2014
Consistent with the Provincial Policy Statement, 2014 (PPS), Section 1.7 Long-Term Economic Prosperity:

1.7.1 c. maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;

1.7.1 d. encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including *built heritage resources* and *cultural heritage landscapes*;

The recommendation is consistent with the Provincial Policy Statement, 2014 as the implementation of the Lambeth Main Street Streetscape Master Plan Concept will enhance the vitality and viability of the Main Street Lambeth corridor by promoting a high quality of design that will complement existing structures and achieve the vision for the area.

The London Plan (2016, in force with sections under appeal)
Place Type Policies – Main Street

903 Main Streets are some of London's most cherished historical business areas that contain a mix of residential and commercial uses that were initially established to serve surrounding neighbourhoods. In new neighbourhoods, main street areas can be planned to create a strong neighbourhood character and distinct sense of place.

904 Main Streets play a large role in defining our history and our identity as a city. They include many important cultural heritage resources and their preservation is an important part of our goal to conserve our cultural heritage to pass along to future generations. Main Streets are strongly tied to their surrounding communities, but also provide a unique and inviting shopping and leisure experience for all Londoners and out-of-City visitors.

905 *The London Plan* envisions both the creation of new Main Streets and the regeneration of historic Main Streets throughout our city. The important cultural heritage resources of these streets are to be conserved, while allowing for sensitive repurposing, intensification and infill. These streets will contribute significantly to our image and identity as a city and will support the regeneration and continued vitality of the neighbourhoods that surround them.

906 *The London Plan* addresses Main Streets in two different ways:
1. As specific segment policies within the Rapid Transit and Urban Corridors Place Type
2. Within this chapter, as a separate Main Street Place Type e. Lambeth

907 We will realize our vision for Main Streets by implementing the following in all the planning we do and the public works we undertake:
1. Recognize that each Main Street is unique.
2. Protect and conserve the significant cultural heritage resources of our historic Main Streets.
3. Allow for appropriate and sensitive infill and intensification within our Main Streets.

4. Work toward the regeneration of Main Streets, utilizing community improvement plan programs.
5. Enhance the character of Main Streets with the public works we undertake.
6. Ensure our Main Streets are well connected with transit services.
7. Allow for appropriate forms of intensification at suitable locations to support the sustainability of our Main Streets.
8. Where appropriate, support the efforts of all organizations that are working to improve Main Streets.
9. In new Main Streets encourage a mix of uses with active ground floor uses and forms.

911 The following form policies will apply within the Main Street Place Type:

1. All planning and development applications will conform with the City Design policies of this Plan, any existing heritage conservation district plan, the *Ontario Heritage Act*, and any other applicable guidelines.
2. All new development will be designed to be well integrated with the character and design of the associated Main Street.
3. Design guidelines may be prepared to provide guidance for development, streetscape improvements, and public works for a specific main street.
4. Buildings should be located at or along the front property line in order to create a street wall that sets the context for a comfortable pedestrian environment. Exceptions may be made where guidelines suggest an alternative form of development along a specific main street.
5. All the planning and design that is undertaken in the Main Street Place Type will place a priority on the pedestrian experience through site layout, building location, and a design that reinforces pedestrian comfort and safety.
6. The public realm should be of a highly urban character and pedestrian and cycling amenities should be integrated into all public works undertaken along main streets.
7. Enhanced street tree planting should be incorporated into new development proposals to provide for a comfortable pedestrian environment.
8. Signage should be integrated with the architecture of the buildings, fixed to the building, and its size and application should be appropriate for the character of the area.
9. Surface parking will be located to the rear or interior side yard of a building. Parking facilities will not be located between the building and the street.

<u>Our Tools – Guideline Documents</u>

1712 City Council may adopt guideline documents to provide direction for the implementation of the policies of this Plan or to guide development of a specific area. Guideline documents may contain guidelines, standards, and performance criteria that are either too detailed, or require more flexibility in interpretation or implementation than the policies of this Plan would allow.

1713 Guideline documents will be adopted by resolution of City Council. Planning and development applications and public works shall be reviewed to determine their consistency with the provisions of any applicable guideline document, and conditions may be imposed upon the approval of development accordingly. Provincial guideline documents will also be used to implement the policies of this Plan.

1714 The preparation of a guideline document will include provisions to encourage input from agencies, associations, and individuals that have an interest in the subject matter. Before adopting or amending a guideline

document, City Council will hold a public meeting to provide for input from interested parties.

1715 Where there is a conflict or incongruence between a guideline document and one or more policies within *The London Plan*, the policies of *The London Plan* shall prevail.

The Lambeth Main Street Streetscape Master Plan Concept complies with the Main Street place type policies (sections 903 through 911) and the tools for guideline documents (sections 1712 through 1715) of the London Plan. The manual will provide guidance for all future development along the Main Street Lambeth corridor to preserve the vision for the area in accordance with the Main Street Place Type. Adoption of the Lambeth Main Street Streetscape Master Plan Concept by Council will include incorporating the manual in the list of Urban Regeneration Guideline documents section (1717) of the London Plan.

Summary
The Lambeth Main Street Streetscape Master Plan Concept will be referenced in conjunction with the design policies of the London Plan to evaluate all planning and development proposals (e.g. London Plan amendments, Zoning Bylaw amendments, Site Plan applications, Minor Variances and Consents) from both the public and the private sector as well as all projects seeking available Community Improvement Plan financial incentives. It may also be referenced by development proponents when contemplating their plans. Additionally, the manual will be provided to consultants for future infrastructure works to ensure designs align with the ultimate vision for the Main Street Lambeth corridor.

Conclusion

The recommended action to have staff initiate an Official Plan amendment to adopt the Lambeth Main Street Streetscape Master Plan Concept in the City of London's Official Plan (The London Plan); meeting the Provincial interests of providing a well-designed built form and providing for a sense of place. The recommendation is consistent with the Provincial Policy Statement and is consistent with the London Plan. An amendment will provide for a guideline document that will act as a tool for infrastructure and urban design guidance for all future road projects, planning applications and Community Improvement Plan incentive applications in this area.

This report was prepared with the assistance of Karl Grabowski, P.Eng., Transportation Design Engineer and Matt Davenport, EIT, Engineer in Training of the Transportation Planning & Design Division, and Britt O'Hagan, Manager, Urban Regeneration from City Planning.

Prepared by:	**Doug MaCrae, P.ENG** **Division Manager** **Transportation Planning and Design**
Prepared by:	**Britt O'Hagan, MCIP, RPP** **Manager, Urban Regeneration** **City Planning**
Recommended by:	**Kelly Scherr, P.ENG., MBA, FEC** **Managing Director** **Environmental and Engineering Services and City Engineer**
Recommended by:	**John M. Fleming, MCIP, RPP** **Managing Director, City Planning and City Planner**
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Planning Services	

April 17, 2019
BO/bo

Y:\Shared\implemen\URBAN DESIGN\Projects\Public Projects (Public Spaces, ROW, Infrastructure, etc..)\Lambeth Mainstreet Streetscape Guidelines\2019.04.29 - PEC Report - Lambeth Main Street Streetscape Master Plan.doc

Attach: Appendix A: Lambeth Main Street Streetscape Master Plan Background Document
Appendix B: Lambeth Main Street Streetscape Master Plan Concept

cc:

Appendix A: Lambeth Main Street Streetscape Master Plan Background Document

Lambeth Main Street

Streetscape Master Plan Concept Background Document

July 2018

Table of Contents

List of Figures

Executive Summary

Within southwest London, the Main Street corridor between Colonel Talbot Road and Campbell Street in Lambeth has been identified as a focus area for growth and development.

The Streetscape Master Plan Concept will support the transformation of the streetscape from a primarily car-oriented corridor to a pedestrian friendly public realm, with balanced transportation choices for the long term. The Master Plan will guide streetscape development and provide strategies to strengthen and reinforce the sense of place.

The Streetscape Master Plan Concept is consistent with the vision and directives that were established through the Southwest Area Plan.

There are two main components to the Main Street Project:

1. Infrastructure Renewal: which will see new municipal services installed in 2018.

2. Streetscape Concepts: which have been developed in coordination with the Lambeth Community Improvement Plan, parts of which will be incorporated into the restoration works for the 2018 construction project.

This Streetscape Master Plan Concept presents a vision for the short and long term redevelopment of the Main Street corridor in Lambeth, focusing on streetscape design recommendations for the focus area. It outlines several streetscape design alternatives which represent different streetscape priorities and intensities of investment and redevelopment throughout the corridor, and at specific nodes where Main Street intersects with adjacent roadways.

The streetscape concepts are based upon the assertion that there is significant potential and a desire for the Main Street Corridor to become an "imageable" mixed-use heart of the Village – the "spine" or "backbone"of Lambeth.

A series of consultations were held throughout this project to discuss local municipal priorities for the Lambeth Main Street Streetscape Master Plan Concept vision. The consultations examined the project background, varying land uses and existing contexts in the corridor, the municipal plans, future projects in the area, active transportation precedents and streetscape best practices, all of which help to inform a context-driven Streetscape Master Plan Concept.

The report is organized in the following sequence:

1.0 Introduction

- Outlines project scope, roles and responsibilities, and project background.

2.0 Project Context

- Provides an overview of the secondary plan, land use context, and existing conditions analysis.

3.0 Project Vision & Objectives

- Highlights the united project vision and objectives.

4.0 Streetscape Design Principles

- Outlines the guiding principles factored into the development of design concepts for the Streetscape Master Plan.

5.0 Streetscape Design Elements

- Outlines the streetscape design elements considered and parameters for utilizing Right Size Street principles.

6.0 Streetscape Design Concept Alternatives

- Outlines the approach to selecting concepts.

1.0 Introduction

1.1 Study Area

The Lambeth Main Street Streetscape Master Plan Concept comprises of the Main Street segment between Colonel Talbot Road and Campbell Street.

The focus of this Master Plan is the streetscape within the existing and future extents of the ROW, specifically between property lines – and does not address built form or intersecting roads within Lambeth Village.

The Study was completed in two parts. Part 1: the Streetscape Master Plan Concept Background Document, comprising of the background review, visioning and objectives, design principles and elements; and Part 2: the Streetscape Master Plan Concept which provides the design alternatives, preferred concepts, lane configuration and suggested materials, under separate cover.

The segment is shown on the following page.

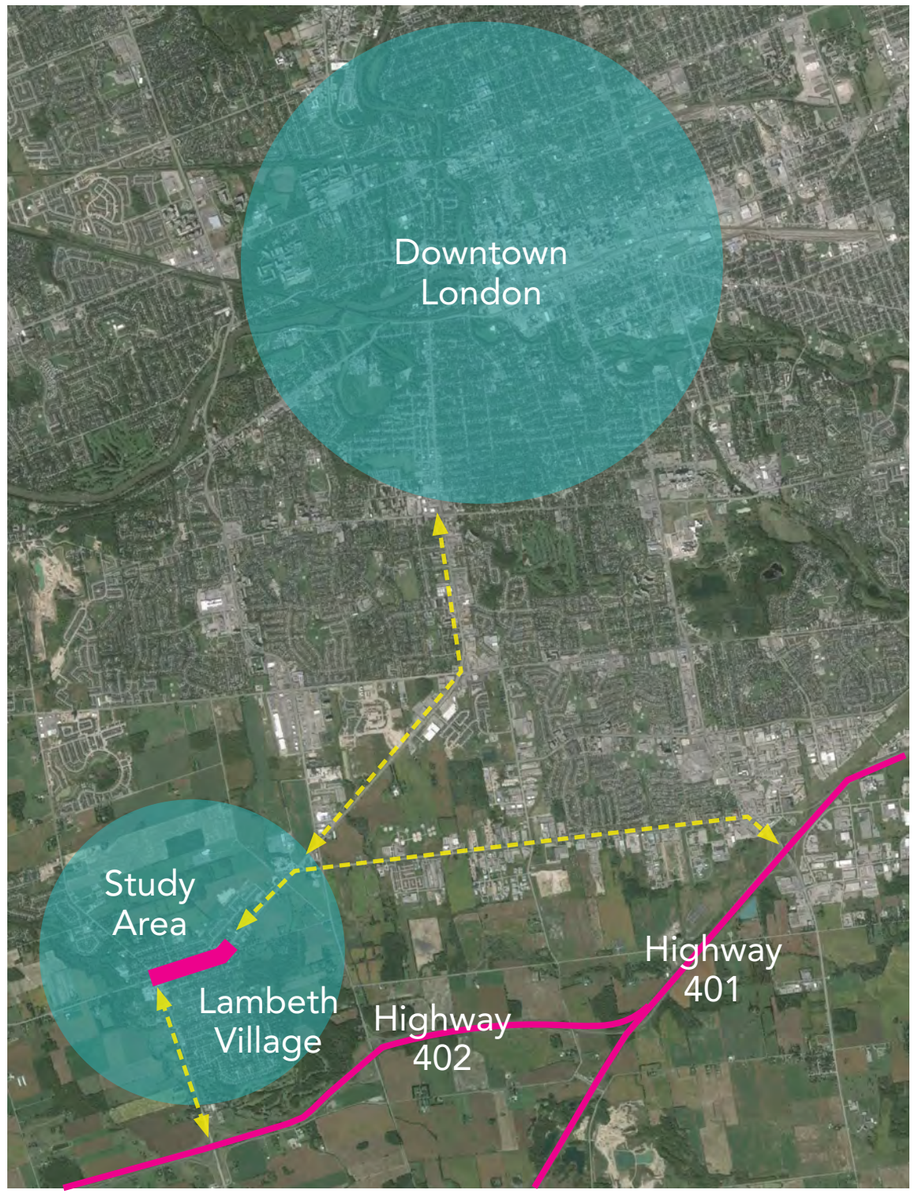


Figure 1: Project Study Area

2.0 Project Context

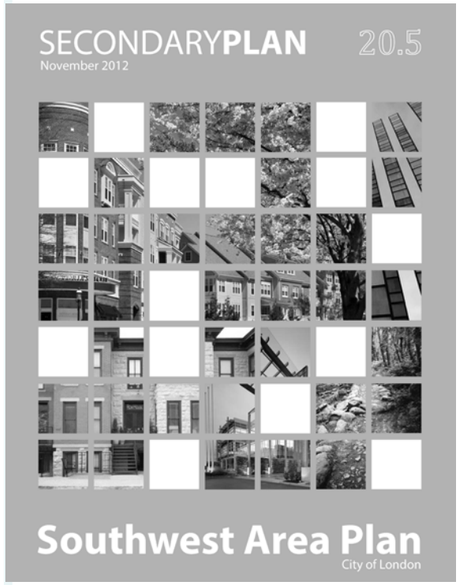
2.1 Policy Context

The Streetscape Master Plan Concept for Lambeth's Main Street supports the initiatives set by the City of London's existing policy documents. Relevant documents include:

- Southwest Area Secondary Plan, City of London (2016)
- The London Plan (2016)
- London ON Bikes, City of London Cycling Master Plan (2016)
- A New Mobility Transportation Master Plan for London: 2030 Transportation Master Plan Smart Moves (2013)
- London Complete Streets Design Manual (2018)

The policy framework and recommendations set out by these documents inform the design approach of the Main Street Streetscape Master Plan Concept. The streetscape alternatives are also informed by Urban Design best practices, guidelines and standards, including AODA requirements.

A brief overview of some of the most relevant aspects of the plans are set out in this section.



Contents

Southwest Area Secondary Plan, City of London (2016)

This Southwest Area Secondary Plan is organized on the basis of neighbourhood areas which have specific functions and characteristics. The study area in question is located within the 'Lambeth Village Core Neighbourhood'. As identified in the Secondary Plan, the predominant land use designations are mixed use with flexible ground floor uses (e.g., office and commercial) and low density residential. The Main Street Streetscape Master Plan Concept must comply with the Southwest Area Secondary Plan's detailed land use plans and policy guidelines. Key attributes that inform the Streetscape Master Plan Concept are as follows:

Built Form

- Mixed-use
- Low rise (three storeys)
- Flexible ground floor (commercial and office)
- 'Village' Streetscape Character

Transportation

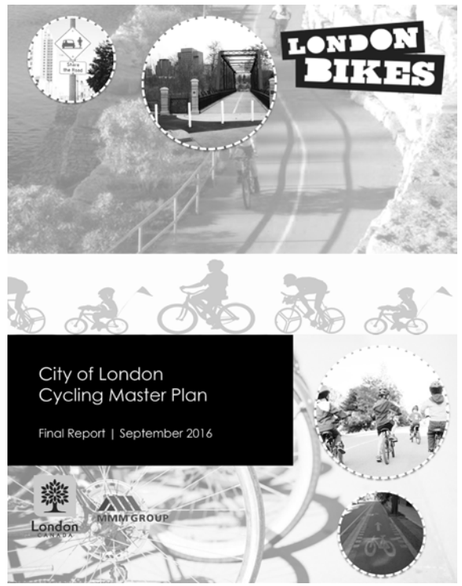
- Facilitate walking and cycling
- On-street parking
- Minimal building front parking
- Maintain the function as an important arterial road

The London Plan (2016)

The London Plan outlines key issues facing the city and establishes a vision for the future of London, as well as directions and key strategies to achieve the vision. The London Plan goes on to outline eight directions to achieve this vision. The eight directions are as follows:

1. Plan Strategically for a Prosperous City
2. Connect London to the Surrounding Region
3. Celebrate and Support London as a Culturally Rich, Creative and Diverse City
4. Become one of the Greenest Cities in Canada
5. Build a Mixed-Use Compact City
6. Place a New Emphasis on Creating Attractive Mobility Choices
7. Build Strong, Healthy and Attractive Neighbourhoods for Everyone
8. Make Wise Planning Decisions

The Main Street corridor should work towards achieving these directions. Creating a vibrant, strong sense of place is key to achieving The London Plan Vision.

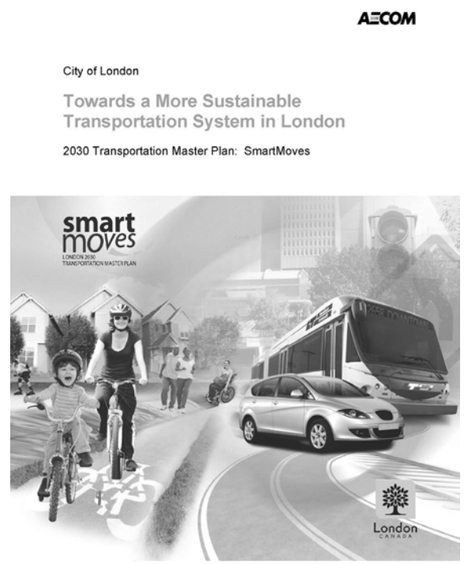


London ON Bikes, City of London Cycling Master Plan (2016)

The 2016 Cycling Master Plan provides a holistic plan for the future of the City's cycling network, including key pathways, supporting programming as well as outlines a recommended investment and implementation strategy to 2031.The recommended facilities are considered for the Main Street Streetscape Master Plan Concept.

A New Mobility Transportation Master Plan for London: 2030 Transportation Master Plan Smart Moves (2013)

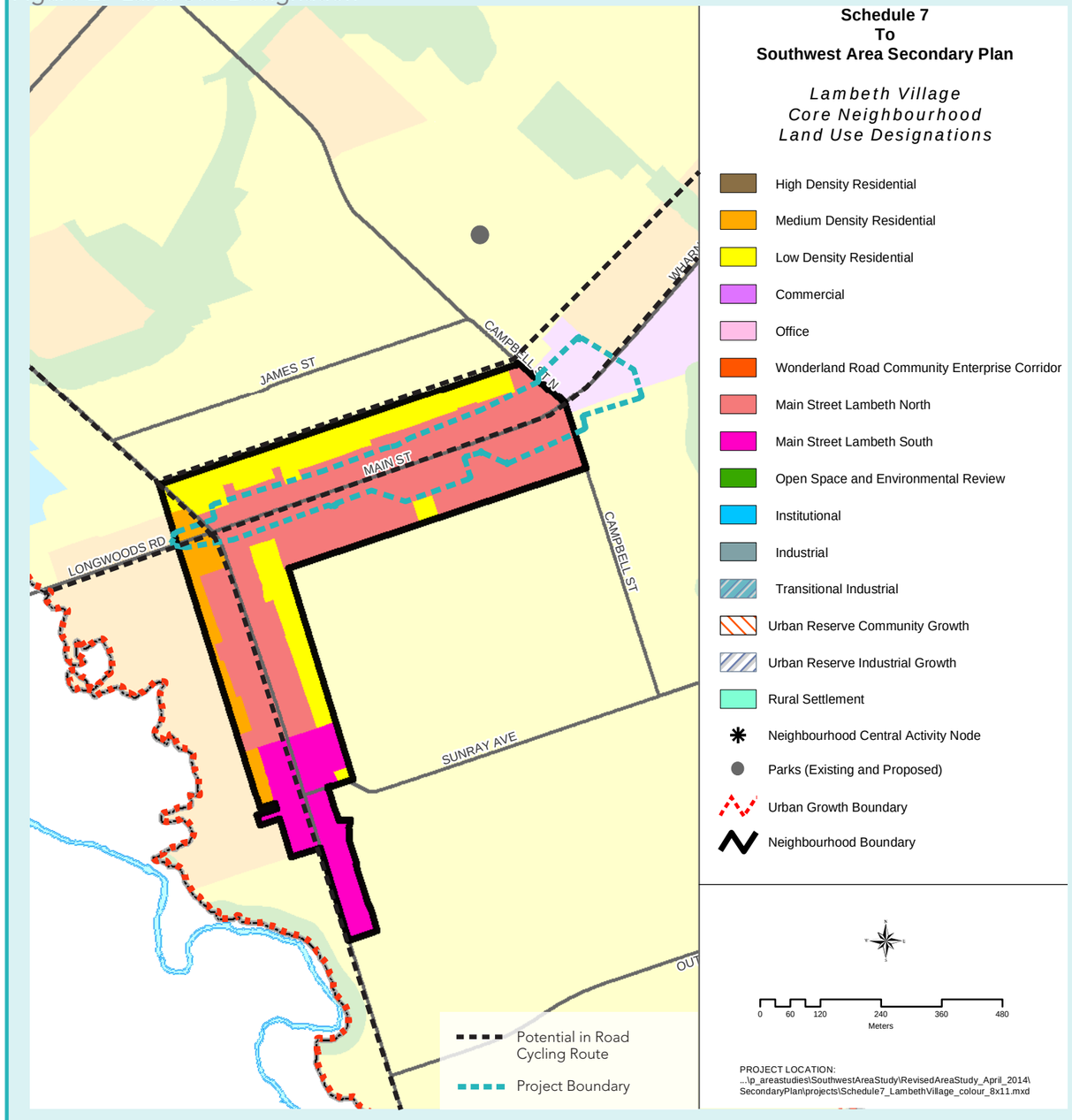
The London 2030 Transportation Master Plan (TMP) is a long-term Transportation Strategy for the City that will help guide the City's transportation and land use decisions through to 2030. The report addresses 5 Smart Moves through context sensitive solutions. Working within the various contexts found within the different communities in London, the TMP provides a toolbox of options which outlines the proposed responses. A key outcome from this report that impacts the Lambeth Main Street streetscape design is the recommended road improvements for future transportation operations on Main Street.



London Complete Streets Design Manual (2018)

Drafted in 2018, London's Complete Streets Design Manual is intended to be the guiding framework for street design, as London continues to grow and evolve. Streets are to be designed and upgraded to be more 'complete', meaning they will meet the needs of a wide range of users, as determined by the place type. In keeping with the Complete Streets Design Manual, the Main Street Streetscape Concept Master Plan is influenced by the principles of "completeness" and considers a balance of modes, users and places. A high-quality pedestrian realm with seamless integration to transit services, cycling networks and automobile users are considered within the recommended improvements.

Figure 2: Land Use Designation



Text and Map Source: Southwest Area Secondary Plan 2016 and London ON Bikes City of London Cycling Master Plan 2016

2.2 Land Use

As shown in the Southwest Area Plan, the predominant land use designations for 'Lambeth Village Core Neighbourhood' are 'Main Street Lambeth North' and 'Low Density Residential'. This designation is intended to encourage mixed-use buildings (e.g., office and commercial), whilst still allowing stand-alone residential uses. This designation applies to lands that have frontage on Main Street within the Neighbourhood.

2.3 Place Type

The Main Street Streetscape Master Plan Concept should respond to the corresponding Place Type outlined in the London Plan. The 'Main Street' Place Type is assigned to the Lambeth Village Core Neighbourhood. As defined in the London Plan, Main Streets include many important cultural heritage resources and their preservation is an important part of the City's goal to conserve cultural heritage.

The London Plan envisions the regeneration of historic Main Streets such as Lambeth's Main Street. Moreover, the London Plan stipulates that all development that is undertaken in the Main Street Place Type must place a priority on the pedestrian experience. The public realm should be of a highly urban character, and pedestrian and cycling amenities should be integrated into all public works undertaken along main streets.

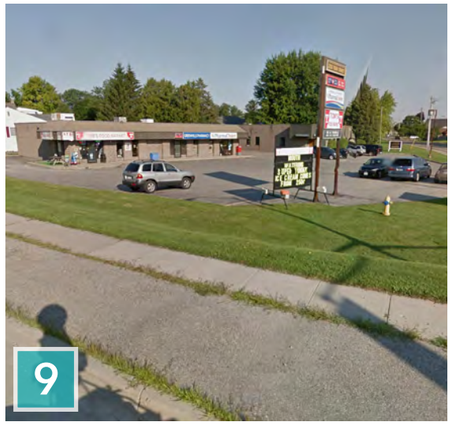
2.4 Existing Conditions

The Main Street is perceived to be the “spine” of the Village. In spite of that, the corridor lacks a discernable identity, cohesive urban fabric, and a treed boulevard for pedestrian comfort. Numerous successful tenants and businesses draw significant traffic to the corridor. At present, Main Street is a car dominant corridor with frequent driveway accesses to commercial, retail and low density residential uses.

In summary, there is considerable urban life flowing through the Main Street corridor. The corridor is within close proximity to stable residential neighbourhoods, creating the potential for walkable environments and strong connections between residential and commercial uses.

The challenges observed from site inventory are listed below:

1. Narrow 20.1 metre right of way (ROW) .
2. Streetscape character predominantly low density retail and residential with wide set back from street line.
3. Architecture character predominately consists of detached houses with porch details.
4. Hydro poles are the most outstanding elements on the street.
5. Individual driveways typically connect the properties to Main Street.
6. Large asphalt parking lots in front of strip malls.
7. Narrow sidewalks on both side of the street.
8. Rural cross section at Main Street and Colonel Talbot Road with retail parking lots and a cemetery.
9. Suburban cross section at Main Street and Campbell Street with strip malls and their parking lots defining the node.



3.0 Project Vision and Objectives

Main Street's primary function is to support local business, active transportation options and vehicular movement in order to foster a vibrant mixed-use neighbourhood spine that is rich in history and serves as a community hub in the southwest part of London.

Streetscape Vision

The focus at this stage is to develop a streetscape vision for Main Street that builds upon the transformation of the public realm through a place-based approach, incorporating urban design guidelines that:

Create a pedestrian oriented, walkable urban mixed-use main street; Serve as a central community focal point

Provide a neighbourhood level of service within walkable distance for Lambeth residents and other nearby communities

Maintain and enhance "high quality architectural design to provide an identifiable character"

Celebrate the "potential Heritage Conservation District"

Cater to major traffic needs of Main Street

Streetscape Objectives

Great Streets:

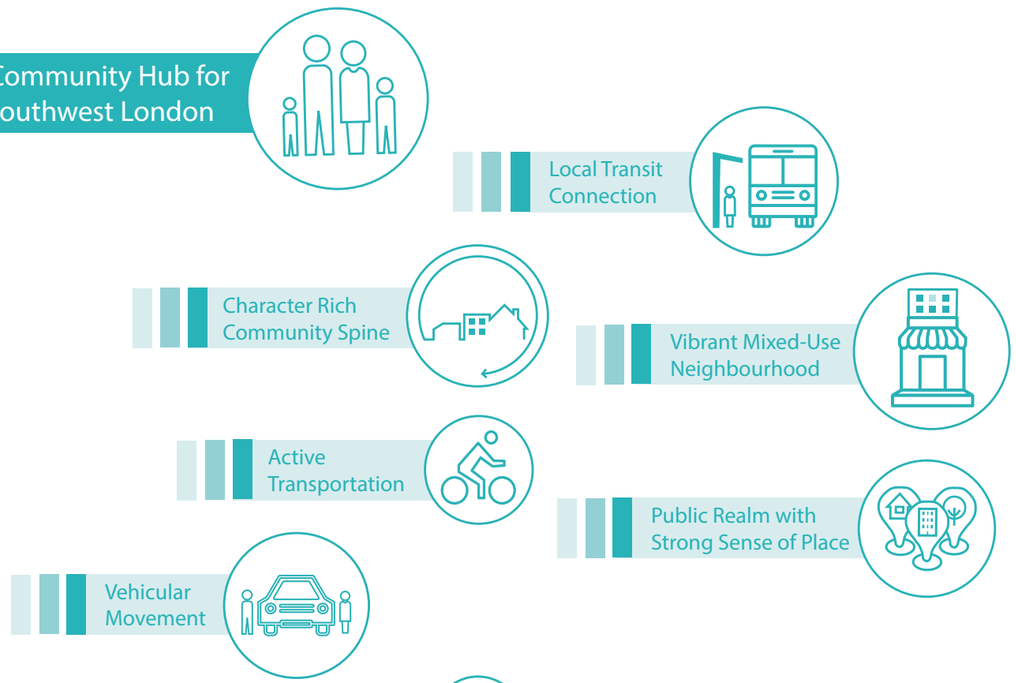
Designed for safety and accessibility for all users and modes of transportation

Public spaces for people and the surrounding community

Encouraging of a prosperous economy, culture and environment

Designed for sustainability and public health


People
pedestrians, cyclists, transit users, automobile users, community members, visitors
Place
living, gathering, meeting, walking, jogging, cycling, celebrating, working, shopping, visiting,
Prosperity
business, culture, economy,
environment, public health, neighbourhood, heritage,


Community Hub for southwest London
Local Transit Connection
Character Rich Community Spine
Vibrant Mixed-Use Neighbourhood
Active Transportation
Public Realm with Strong Sense of Place
Vehicular Movement

4.0 Streetscape Design Principles

Review of relevant documents, including the Southwest Area Secondary Plan, the London Plan, and the Cycling Master Plan, as well as insights gained from staff and key person interviews suggest several guiding principles that should inform concepts for re-envisioning and improving the corridor. These guiding principles factored heavily into the development of the three (3) design alternatives found within the Streetscape Master Plan Concept.

Streetscape Design Principles

1. *Establish a vision, development tools and implementation strategies incorporating great street principles.*
2. *Develop a comprehensive complete street.*
3. *Renew infrastructure and servicing.*
4. *Provide pedestrian accessibility, comfort and amenity.*
5. *Enhance the neighbourhood characteristics.*
6. *Provide connectivity and establish a neighbourhood destination.*
7. *Stimulate placemaking opportunities.*

Protection against traffic and accidents

Protection against unpleasant sensory experience

Options for mobility

Options to stand and linger

Options for sitting

Options for play, exercise, and activities

Appropriate scale

Opportunities to enjoy the positive aspects of climate

Experience of aesthetic qualities and positive sensory experiences

5.0

Streetscape Design Elements

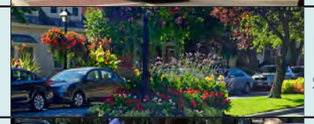
Significant change along the Main Street corridor will take time. At the outset, however, it is important to agree upon the design elements that will support improvement along the corridor. The Main Street Streetscape Concept could pursue a course that would radically change its image; through distinctive design elements, engaging the street and surrounds to make the corridor an attractive place for shopping, entertainment, living, and working.

The elements support the use of the corridor as a kinetic experience for drivers and pedestrians, incorporating rhythm and scale, public art, colour and plantings.

The following pages illustrate the streetscape design elements considered for the corridor's Streetscape Master Plan Concept Alternatives. Each element includes a descriptive strategy to be used for deployment.

Streetscape Design Elements

- Lane Width
- Median
- Curb Radii
- Sight Triangle
- Driveway
- Sidewalk
- Lighting Poles
- Utility Poles
- Planting
- Parking
- Street Wall
- Active Transportation

Streetscape Element		Strategy
Lane Width		Narrow lanes will urbanize the street and slow traffic down.
Median		Medians can provide pedestrians refuge at signalized crossings and integrate street trees and planting into the streetscape.
Curb Radii		Reduce radii wherever possible (dependent on land use) in order to slow traffic and reduce pedestrian crossing distances.
Sight Triangle		Sizing varies dependent on speed limit, number of lanes and intersection configurations. Visual obstacles should be minimized within the sight triangle.
Driveway		Combine driveways where possible and reduce width in order to minimize disruption to streetscape. Maintain pedestrian/ cyclist priority at driveways.
Sidewalk		Wider, continuous sidewalks (i.e. through driveways) create a safer more appealing pedestrian environment that can accommodate pedestrian amenities.
Lighting Poles		Lighting design that is coordinated with other street furniture aids in establishing a strong, unique sense of place for the corridor.
Utility Poles		Burying utilities creates more space for streetscape elements such as planting, cycling infrastructure and pedestrian amenities as well as minimizes streetscape clutter.
Planting		Large trees separate the roadway, provide shade and environmental benefits as well as aid in establishing an appealing streetscape.
Parking		Through minimizing surface parking lots that front the streetscape in favour of on-street parking, the streetscape becomes a more animated, urban environment.
Street Wall		The corridor can be urbanized through encouraging new buildings to front directly or in close proximity to the streetscape.
Active Transportation		Cycle tracks or multi-use paths allow for safer, more comfortable cycling and can encourage active transportation.

5.1 Parameters for Streetscape Design

A key element to the Streetscape Master Plan Concept is optimization of road widths to allow for the allocation of appropriate space for street elements. Through utilizing Right Size Street principles with a context-specific approach, a streetscape that benefits all users including pedestrians, cyclists, transit users and motorists, can be developed.

Right Size Streets is a contemporary movement towards creating streets that cater to all users, providing a safer, more vibrant streetscape. Right Size Streets are aimed at:

- Increasing accessibility for all users;
- Increasing safety;
- Encouraging active transportation;
- Supporting businesses and the local economy;
- Creating streetscapes that foster community; and
- Creating a destination.

Right Size Streets Principles

Right Size Streets are designed to create the safest roadway and street conditions for drivers, transit users, pedestrians and cyclists. Key aspects to Right Size Streets are as follows:

- Reduced lane widths are used to encourage road users to maintain a safe driving speed and create more room for active transportation infrastructure, landscaped areas, boulevard trees, public art and other placemaking elements;
- Reduce curb turning radii;
- Add cycling infrastructure; and
- Increase pedestrian realm.

The following table demonstrates the geometry employed in the Streetscape Master Plan Concept.

	Streetscape Element	Streetscape Master Plan Width
	Sidewalk	1.8m+
	Raised Cycle Track	1.8m
	Curb Lane	3.5m
	Two-Way Left Turn Lane	3.5m
	On-Street Parking	2.5m
	Curb	0.6m
	Median	2.9m+
	Sidewalk-Cycle Track Buffer	0.4m+
	Furnishing/ Landscape Zone	1.8m+

6.0 Streetscape Design Concept Alternatives

In a process that involved objectively considering feasible scenarios, three (3) alternative concepts (explained further in this section) were proposed for the corridor:

- Option 1: Roadway Priority;
- Option 2: Transit Priority; and
- Option 3: Boulevard Priority.

Each alternative concept identifies near term and long term improvements along the corridor, according to the dominant streetscape typology. The corridor's individual streetscape typologies are informed by existing and future land uses.

Several streetscape typologies were identified along the corridor as requiring context-sensitive solutions due to the unique qualities of the street interface and surrounding built and natural environment.

The streetscape typologies include:

- Main Street Midblock Treatment with Layby Parking;
- Permanent Intersection Treatment; and
- Lower Density Midblock Treatment.

Main Street Midblock Treatment requires short-term improvements with the introduction of right sizing and design elements.

Permanent Intersection Treatment will see long-term improvements that will influence future improvements to midblock sections. Creating destination 'gateways' is also key to this approach and will incorporate placemaking features to establish a strong sense of place along Main Street.

Lower Density Midblock Treatment features low-impact measures due to the residential land uses and proximity to Dingman Creek.

Figure 3: Streetscape Typology and Land Use

Gateway features at Colonel Talbot Road and Campbell Street establish a strong sense of place along Main Street.

Potential features include:

- Community space for free events and activities
- Public art
- Activated corner uses
- Improved sight lines through plaza
- Enhanced lighting in the plaza

Streetscape Priority	Streetscape Form	Streetscape Typologies
Option 1: **Roadway** Priority	a: Centre Median	Midblock
		Minor Intersection
		Major Intersection
	b: Sharrow Cycling Facilities	Midblock
		Minor Intersection
		Major Intersection
Option 2: **Transit** Priority	Bus Bays	Midblock
		Minor Intersection
		Major Intersection
Option 3: **Boulevard** Priority	Boulevard Cycle Track	Midblock
		Minor Intersection
		Major Intersection

6.1 Design Process

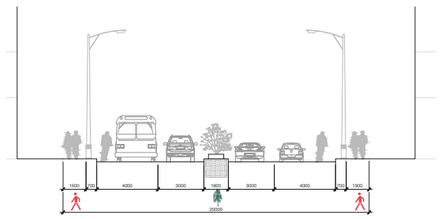
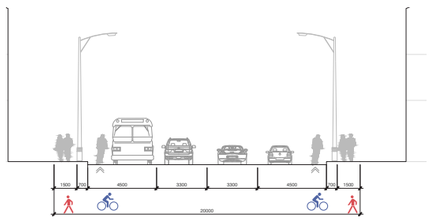
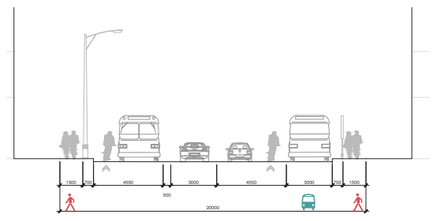
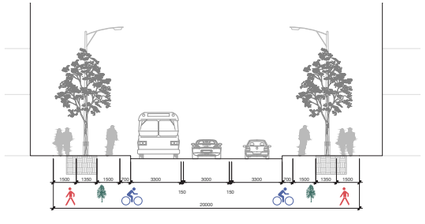
In order to deduce the final streetscape design concept, the design process involved outlining and contextualizing a stream of streetscape design alternatives. The three streetscape priorities that emerged in this process are shown in the adjacent table, and represent programs that incorporate varying configurations and design elements within the right-of-way.

6.2 Design Alternatives

Option 1: Roadway Priority
The public realm will be primarily enhanced for pedestrian and motorist users. The preferable right size width increases the current standard width for pedestrian sidewalks. The width ensures a consistent centre median and provides sharrow cycling facilities. The width will allocate lanes for buses, motorists, trucks and parked cars. The streetscape forms will be configured according to the streetscape typology. For cross sections, refer to the Appendix A.

Option 2: Transit Priority
The public realm will be primarily enhanced for pedestrian and transit users. The preferable right size width increases the current standard width for pedestrian sidewalks. In this option, the width does not allocate a lane for cycling facilities. The width does allocate lanes for buses, motorists, trucks and parked cars. Surface bus routes will provide clearly marked bus stops that call attention to the stop and explain the route. Frequency and placement of the bus stop will serve multiple streetscape typologies with planned bus stops located at midblock points, minor intersections and major intersections. For cross sections, refer to the Appendix A.

Option 3: Boulevard Priority
The public realm will be primarily enhanced for pedestrians and cyclist users. The preferable right size width increases the current standard width for pedestrian sidewalks. The width will allocate lanes for cyclists, buses, motorists, trucks and parked cars. Boulevard cycle tracks will be provided to improve safety and reduce risk for all road users and minimize impacts to curbside operations. The boulevard cycle track will serve multiple streetscape typologies for clear sight lines and safe crossings.

Option		Midblock Cross Section	Program		
1: **Roadway** Priority	a: Centre Median		• Green elements • Median integrates with mid-block crosswalk • Two vehicular lanes in either direction • Street lights	• No cycling facilities • Boulevard only contains pedestrian sidewalk • No on-street parking	• Ideal 3m setback • Minimum 1m setback
	b: Sharrow Cycling Facilities		• Sharrow cycling infrastructure • Two vehicular lanes in either direction • Street lights	• No green elements • No on-street parking	• Ideal 3m setback • Minimum 1m setback
2: **Transit** Priority	Bus Bays		• Bus bays • Sharrow cycling infrastructure • One vehicular lanes in either direction • Turning Lane • Street lights	• No green elements • No on-street parking • Bus must cross bike path	• Ideal 3m setback • Minimum 1m setback
3: **Boulevard** Priority	Boulevard Cycle Track		• Green elements • Segregated cycling facilities • Tree canopy provides shade for users • Turning Lane • Street lights	• One lane of vehicular traffic in either direction • No on-street parking	• Ideal 3m setback • Minimum 1m setback

6.3 Design Concept Precedents

A Design Concept Precedent analysis was used to identify best practice solutions that can be made applicable to the Main Street context. The precedents are described below.

Streetscape
The precedents notably prioritize pedestrians first. This means providing continuous accessible sidewalks along both sides of the street. Where possible, street trees are planted approaching signalized intersections to facilitate pedestrian circulation. The streetscape will be animated through the combined use of streetscape design elements that incorporate rhythm and scale, public art, colour and planting.

Gateway Plaza
Creating destination gateway plazas are key to this approach and will reinforce a sense of place unique to Lambeth through the use of specialized paving treatments.

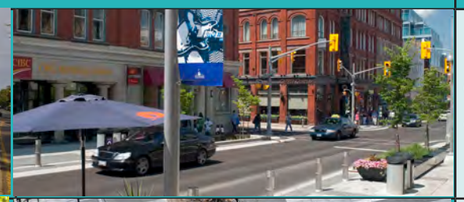
Furnishing and Planters
Furnishing and greening zones create opportunities to create visual cohesion in an area that currently lacks continuity.

Rain Garden
Rain Gardens collect and filter stormwater in order to take pressure off of the sewer system during extreme weather events, as well as minimize the usage of potable water for irrigation. The use of a rain garden also presents the opportunity for an animated community space.

Signage / Public Art
Integrating the signage strategy into the design language and aesthetic of the streetscape will require considering the human factor in design and developing universally accessible standards.

Parking
The addition of on-street parking will bring people closer to businesses and introduce a buffer at the street edge.

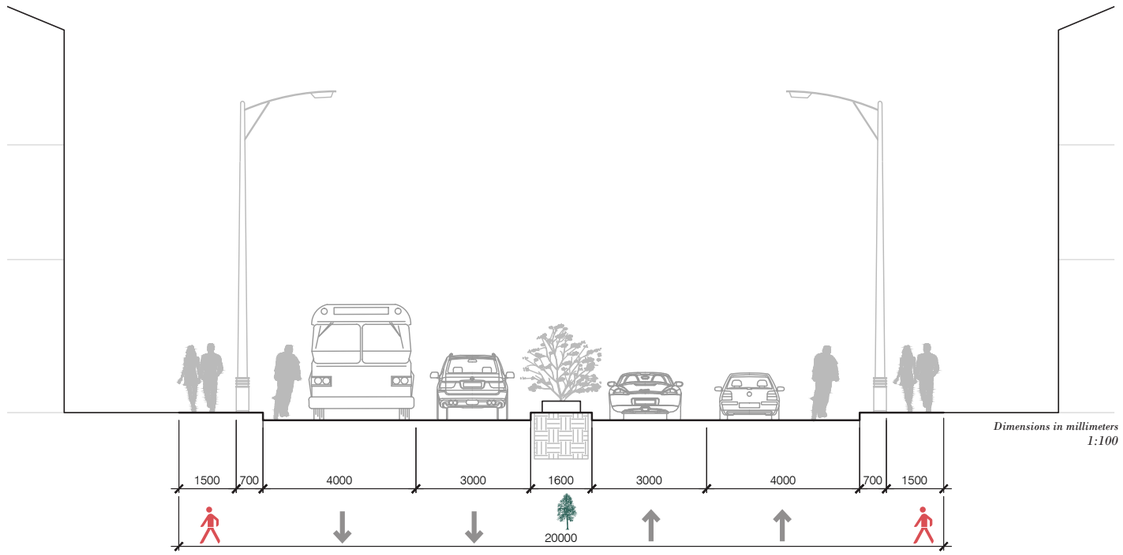
Lighting and Utility Poles
A lighting hierarchy should be developed to satisfy the needs of all users. Coordinating the design vocabulary of the lights with the design aesthetic of the streetscape is key. Also, providing accent lighting to highlight areas of interest of high pedestrian activity.

Streetscape Concept Precedents			Strategy
Streetscape			Continuous accessible sidewalks will make active transportations a desirable option.
Gateway Plaza			Provide well defined urban spaces with distinct streetscape elements to enhance sight lines and provide a high quality public realm.
Planters			Use a cohesive and unique plant palette paired with distinctive tree species to aid in presenting a clear theme.
Rain Garden			Aid in the collection and filtering of stormwater and create an opportunity for an animated community space.
Signage / Public Art			Public art and signage at key locations will promote community identity and celebrate the historical and cultural qualities of the space.
Parking			On-street parking brings people closer to businesses and creates a buffer at the street edge.
Lighting and Utility Poles			Ensure sufficient lighting that follow a unified and cohesive architectural and urban design.

Appendix A | Streetscape Concept Alternatives

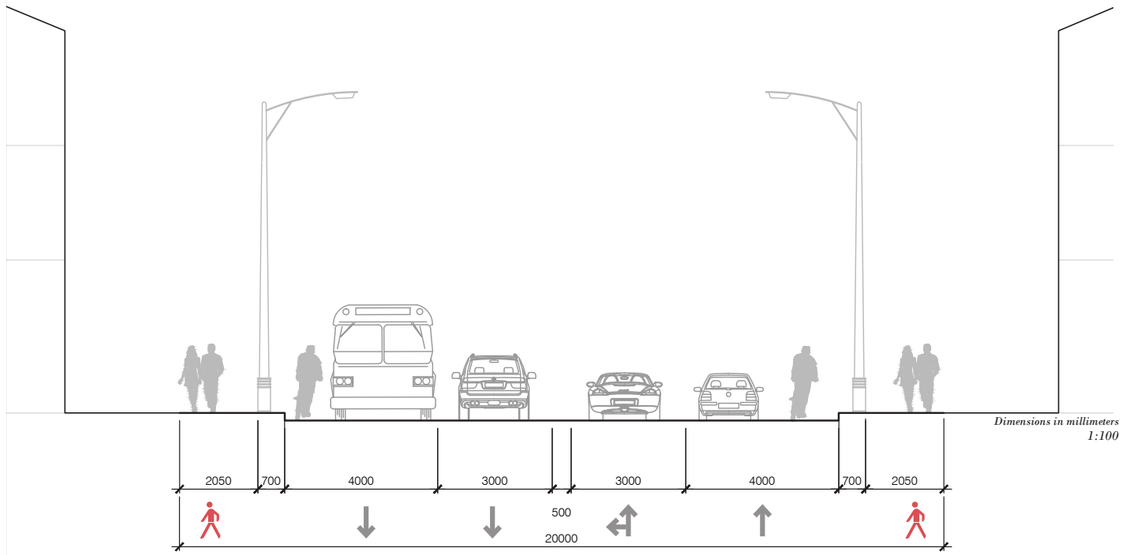
Option 1a: Centre Median

Midblock Condition



Option 1a: Centre Median

Minor Intersection Condition



Option 1a: Centre Median

Major Intersection Condition

Option 1(a): Four Vehicular Through Lanes

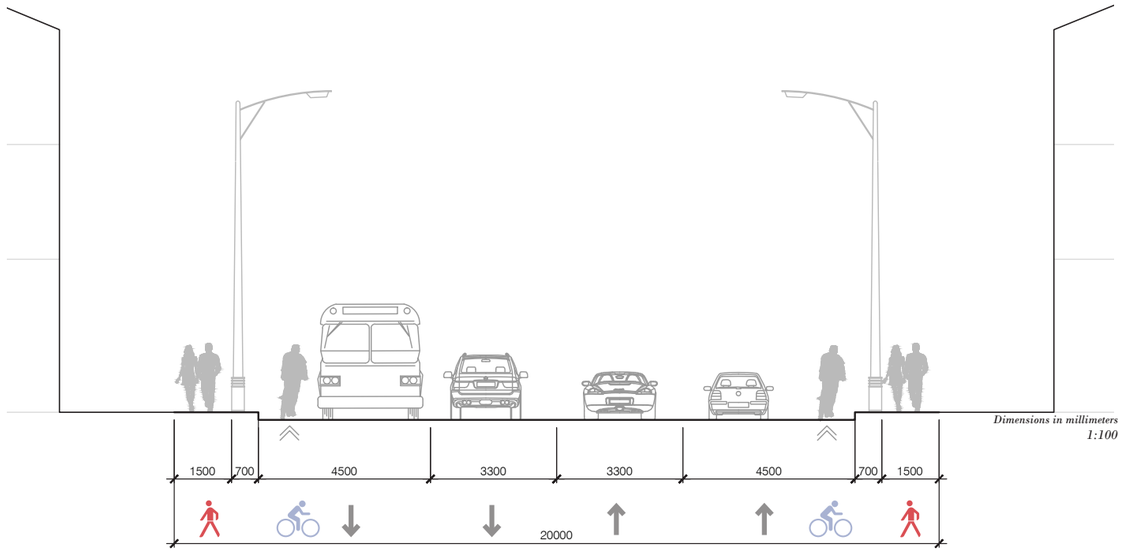
Roadway Priority Options

Midblock Condition

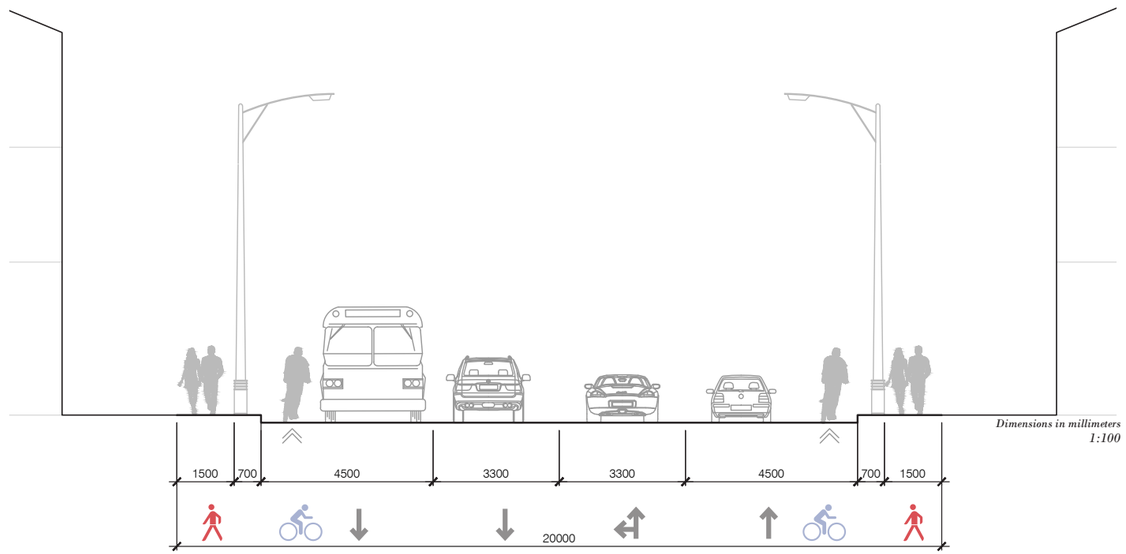
Minor Intersection Condition

Major Intersection Condition

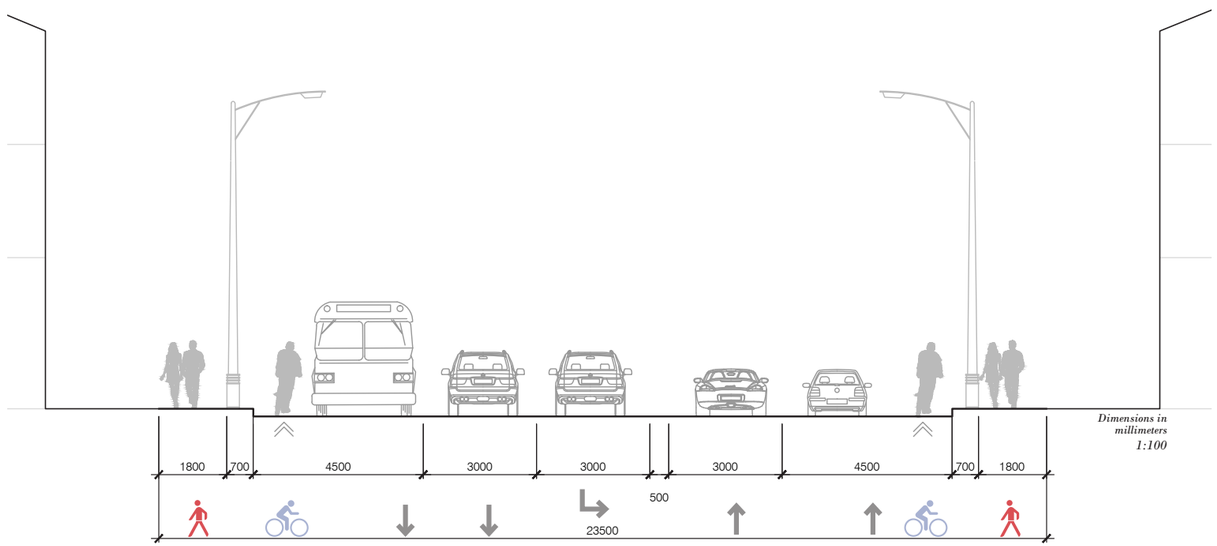
Option 1b: Sharrow Cycling Facilities *Midblock Condition*



Option 1b: Sharrow Cycling Facilities *Minor Intersection Condition*



Option 1b: Sharrow Cycling Facilities *Major Intersection Condition*



Option 1(b): Four Vehicular Through Lanes

Roadway Priority Options

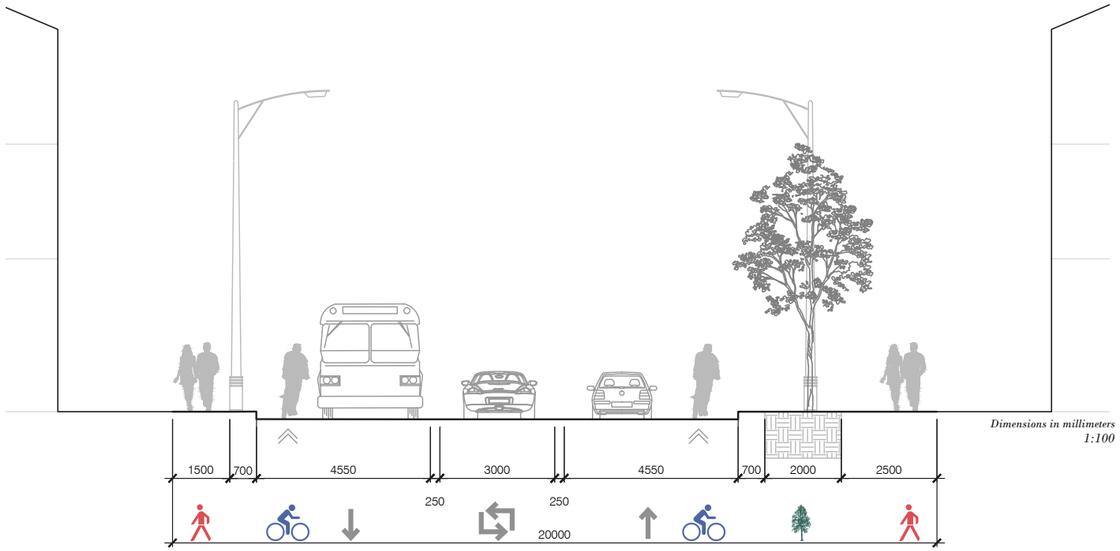
Midblock Condition

Minor Intersection Condition

Major Intersection Condition

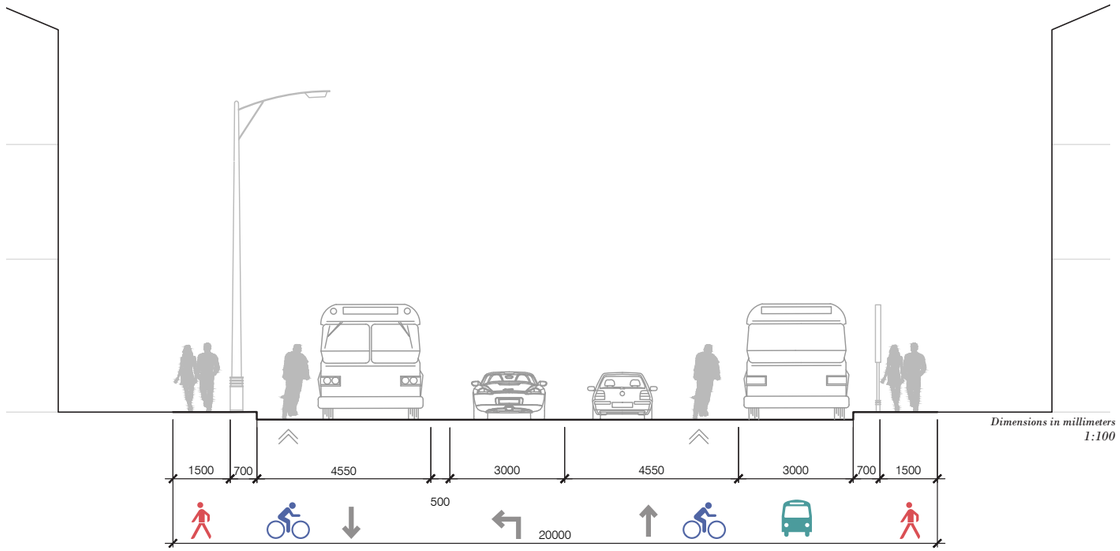
Option 2: Bus Bays

Midblock Condition



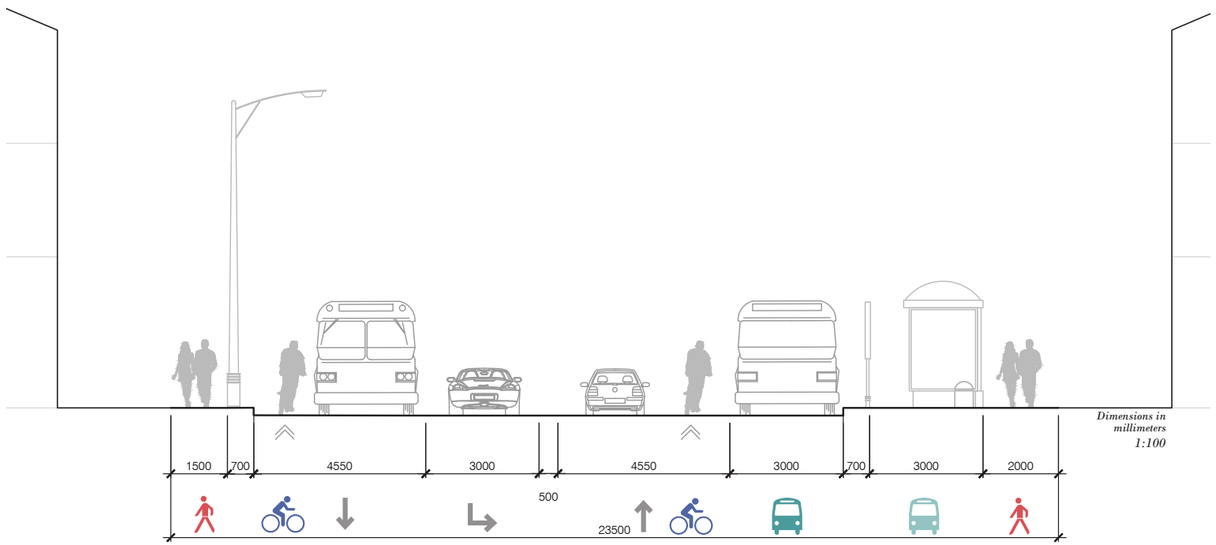
Option 2: Bus Bays

Minor Intersection Condition



Option 2: Bus Bays

Major Intersection Condition



Option 2: Bus Bays, Two Vehicular Through Lanes with Turn Lanes

Transit Priority Option

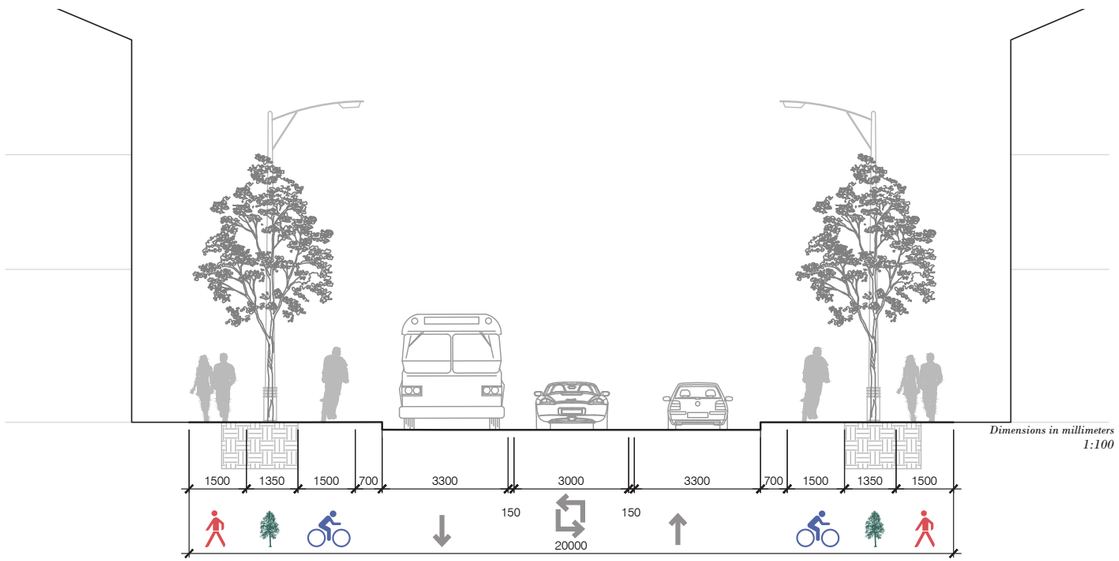
Midblock Condition

Minor Intersection Condition

Major Intersection Condition

Option 3: Boulevard Cycle Track

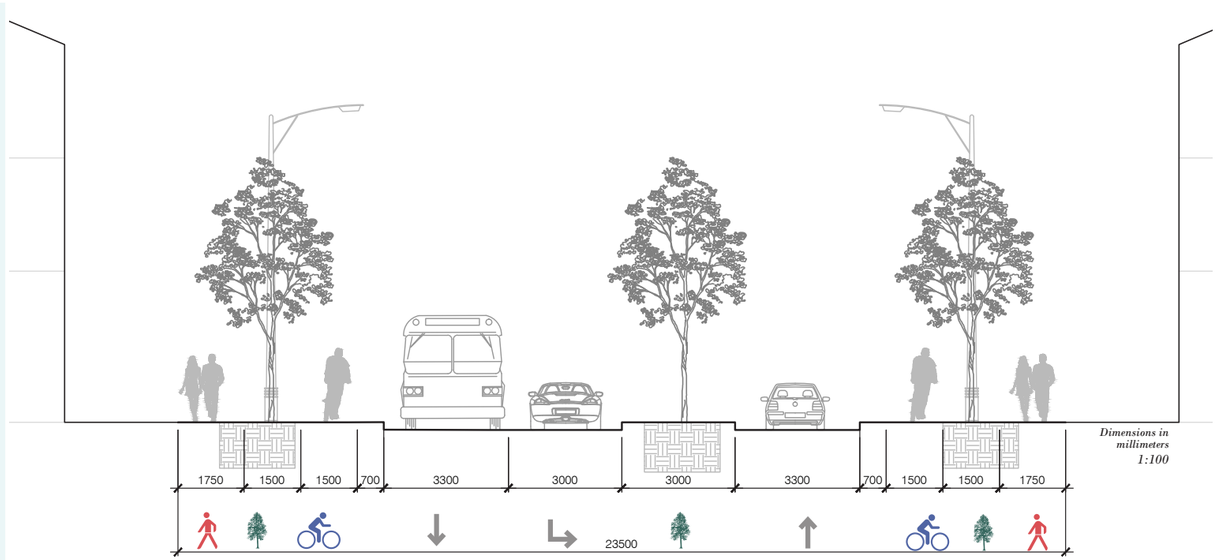
Midblock and Minor Condition



* *Potential for Centre Turn Lane be a Planted Median at key points of interest where a turn lane is not necessary.*

Option 3: Boulevard Cycle Track

Major Intersection Condition



Option 3: Two Vehicular Through Lanes with Turn Lane

Boulevard Priority Option

Midblock and Minor Condition

Major Intersection Condition

References

A New Mobility Transportation Master Plan for London: 2030
Transportation Master Plans: SmartMoves, City of London (May 2013)

London ON Bikes, City of London Cycling Master Plan (September 2016)

Bikeways Design Manual, Ontario Ministry of Transportation (March 2014)

Design Specifications & Requirements Manual: Transportation, City of London (April 2015)

Downtown Design Manual, City of London (Feburary 2015)

Illustrated Urban Design Principles, City of London (May 2010)

The London Plan, City of London (June 2016)

Southwest Area Secondary Plan, City of London (May 2016)

London Complete Streets Design Manual (May 2018)

Lambeth Main Street

Streetscape Master Plan Concept Background Document

July 2018

Appendix B: Lambeth Main Street Streetscape Master Plan Concept

Lambeth Main Street

Streetscape Master Plan Concept

July 2018

Streetscape Master Plan Concept

Table of Contents

List of Figures

Executive Summary

Within southwest London, the Main Street corridor between Colonel Talbot Road and Campbell Street in Lambeth has been identified as a focus area for growth and development.

The Streetscape Master Plan Concept will support the transformation of the streetscape from a primarily car-oriented corridor to a pedestrian friendly public realm, with balanced transportation choices for the long term. The Master Plan Concept will guide streetscape development and provide strategies to strengthen and reinforce the sense of place.

The Streetscape Master Plan Concept is consistent with the vision and directives that were established through the Southwest Area Plan.

There are two main components to the Main Street Project:

1. Infrastructure Renewal: which will see new municipal services installed in 2018.

2. Streetscape Concepts: which have been developed in coordination with the Lambeth Community Improvement Plan, parts of which will be incorporated into the restoration works for the 2018 construction project.

This Streetscape Master Plan Concept presents a vision for the short and long term redevelopment of the Main Street corridor in Lambeth, focusing on streetscape design recommendations for the focus area. It outlines several streetscape design alternatives which represent different streetscape priorities and intensities of investment and redevelopment throughout the corridor, and at specific nodes where Main Street intersects with adjacent roadways.

The streetscape concepts are based upon the assertion that there is significant potential and a desire for the Main Street Corridor to become an "imageable" mixed-use heart of the Village – the "spine" or "backbone"of Lambeth.

A series of consultations were held throughout this project to discuss local municipal priorities for the Lambeth Main Street Streetscape Master Plan Concept vision. The consultations examined the project background, varying land uses and existing contexts in the corridor, the municipal plans, future projects in the area, active transportation precedents and streetscape best practices, all of which help to inform a context-driven Streetscape Master Plan Concept.

The report is organized in the following sequence:

1.0 Introduction

- Outlines project scope, roles and responsibilities, and project background.

2.0 Streetscape Preferred Concept

- Presents the final concepts, including its key elements through the use of sections, plans, and demonstrations.

3.0 Streetscape Materials Palette

- Identifies an optimal palette for the Main Street context.

4.0 Next Steps

- Outlines the next steps moving foward.

1.0 Introduction

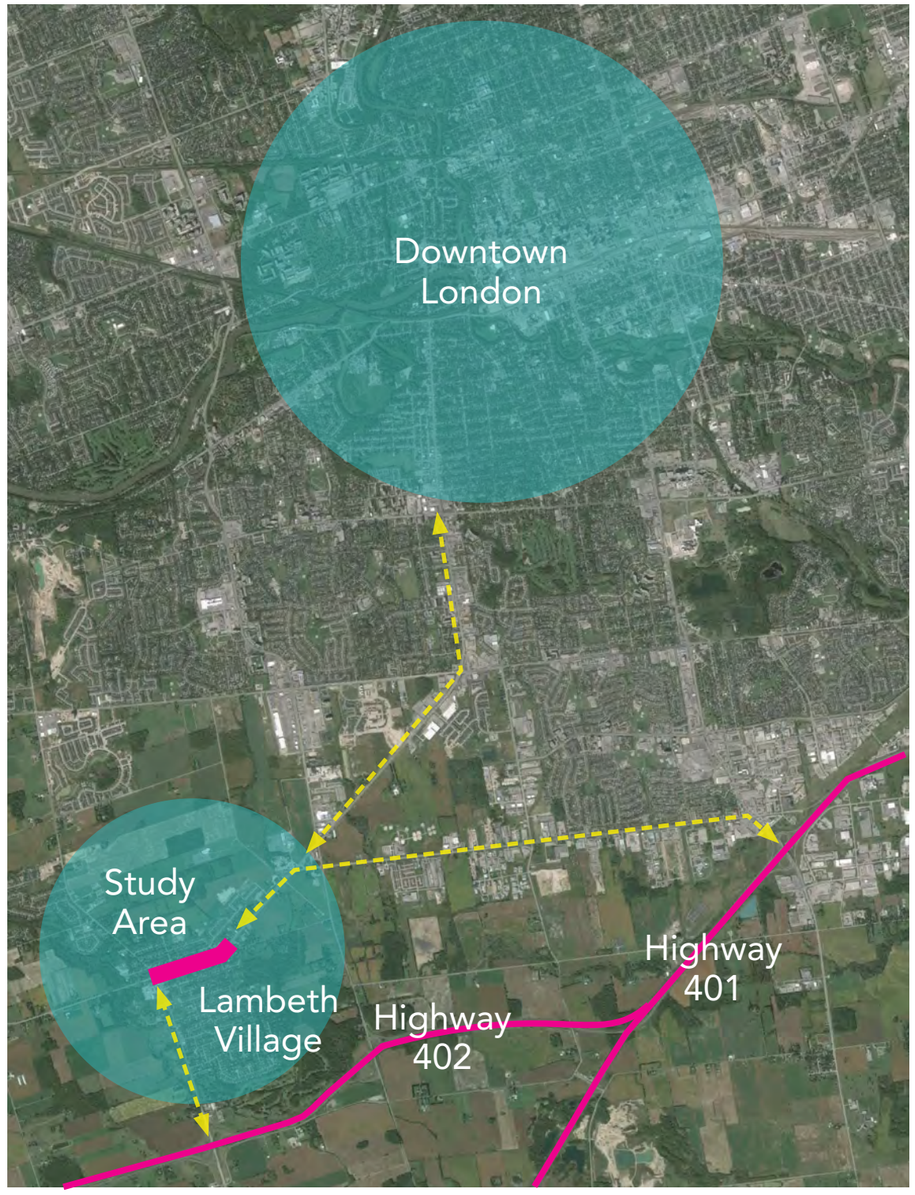
1.1 Study Area

The Lambeth Main Street Streetscape Master Plan Concept comprises of the Main Street segment between Colonel Talbot Road and Campbell Street.

The focus of this Master Plan Concept is the streetscape within the existing and future extents of the ROW, specifically between property lines – and does not address built form or intersecting roads within Lambeth Village.

The Study was completed in two parts. Part 1: the Streetscape Master Plan Concept Background Document, under separate cover comprising of the background review, visioning and objectives, design principles and elements; and Part 2: the Streetscape Master Plan Concept which provides the design alternatives, preferred concepts, lane configuration and suggested materials.

The segment is shown on the following page.



All graphics in this report illustrate the Master Plan vision. They are not intended for construction reference. Streetscape design may be revised during the detailed design and construction process.

Figure 1: Project Study Area

2.0 Streetscape Preferred Concept

As per the Project vision to transform the streetscape from a primarily car-oriented corridor to a walking, cycling and historical public realm, the Streetscape Master Plan Concept will guide streetscape development through a preferred concept for both the near term and the long term. The aforementioned streetscape concept alternatives were deduced to arrive at the preferred concept "Option 3: Boulevard Priority", described in this section.

The preferred concept presents a picture of incremental and modest development that builds upon the corridor's existing strengths, seizes near-term opportunities, and implements strategies to mitigate specific weaknesses. The preferred concept identifies near term improvements and emphasizes pragmatic solutions to existing issues, while positioning the corridor for future growth.

The preferred concept presents a challenging program of activities, suggesting changes regarding the configuration of Main Street, from 4 lanes to 3 lanes, to public boulevard improvements, street intersection enhancements, an on-street parking strategy and the introduction of cycle track in the long-term future.

2.1 Lane Configuration

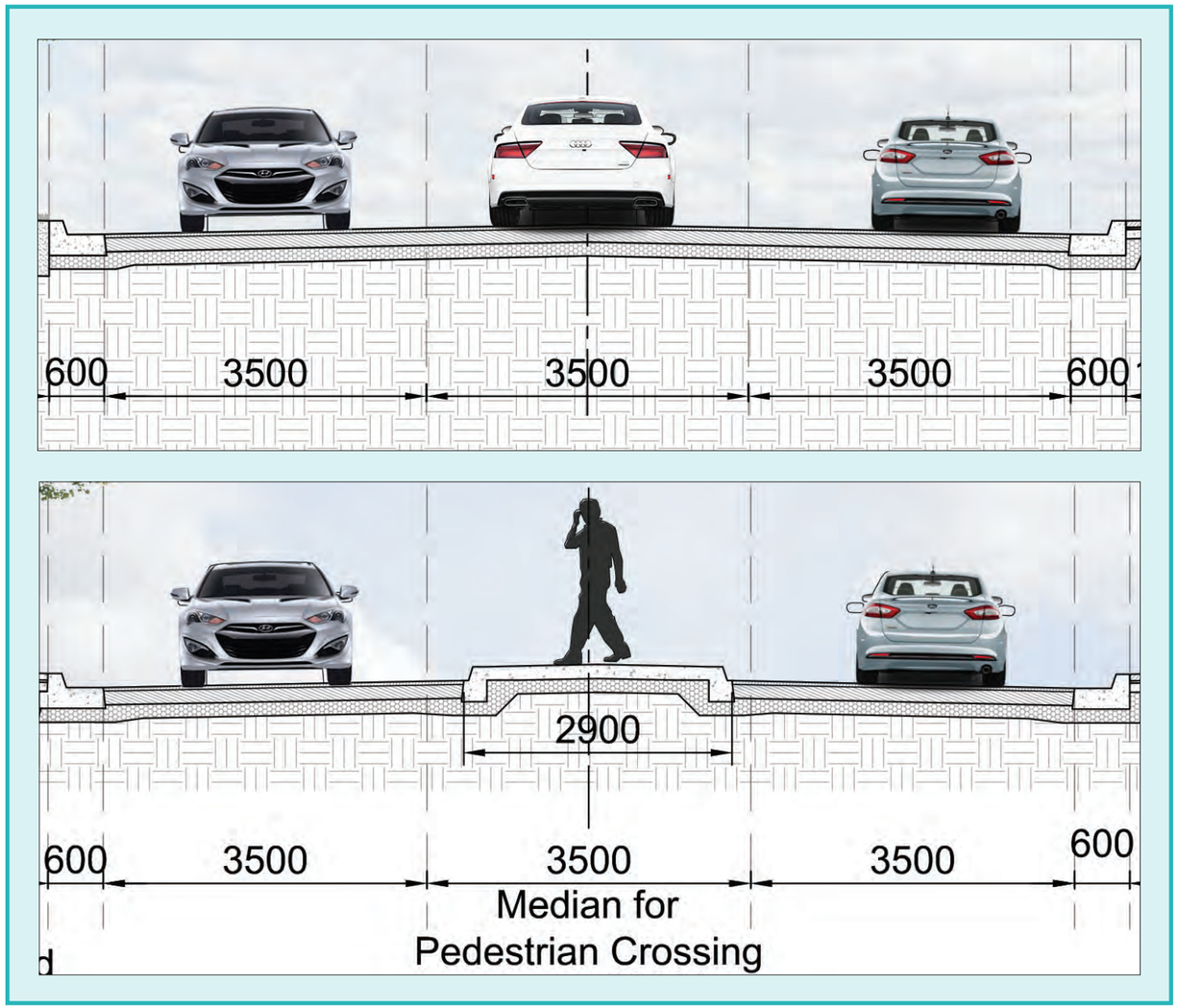


Figure 2: Analysis of 3-Lane Configuration

Existing Conditions and Opportunities

Between 2012 and 2016, daily through traffic volumes on Main Street decreased by 19%. The two signalized intersections operate below their theoretical capacities during the AM and PM peak hours. The reduction in traffic demand presented an opportunity to reconfigure the cross-section to conduct a "Road Diet" that will free up valuable real estate for other uses within the right-of-way.

Analysis of a 3-Lane Configuration showed:

- A 3-lane cross-section is recommended (one through lane per direction and a centre two-way left-turn lane);
- The 3-lane cross-section will maintain access to the properties along Main Street, while keeping through traffic moving;
- Dedicated left-turn lanes at both signalized intersections are recommended;
- Analysis of the 3-lane cross section at the signalized intersections indicated that the roadway geometry will operate below capacity in the present and the forecast future (2026); and
- Medians for pedestrian crossing are recommended to be implemented where feasible as part of the long term corridor plan.

For detailed documentation on traffic analysis, refer to Appendix B.

2.2 Streetscape Preferred Design Concept

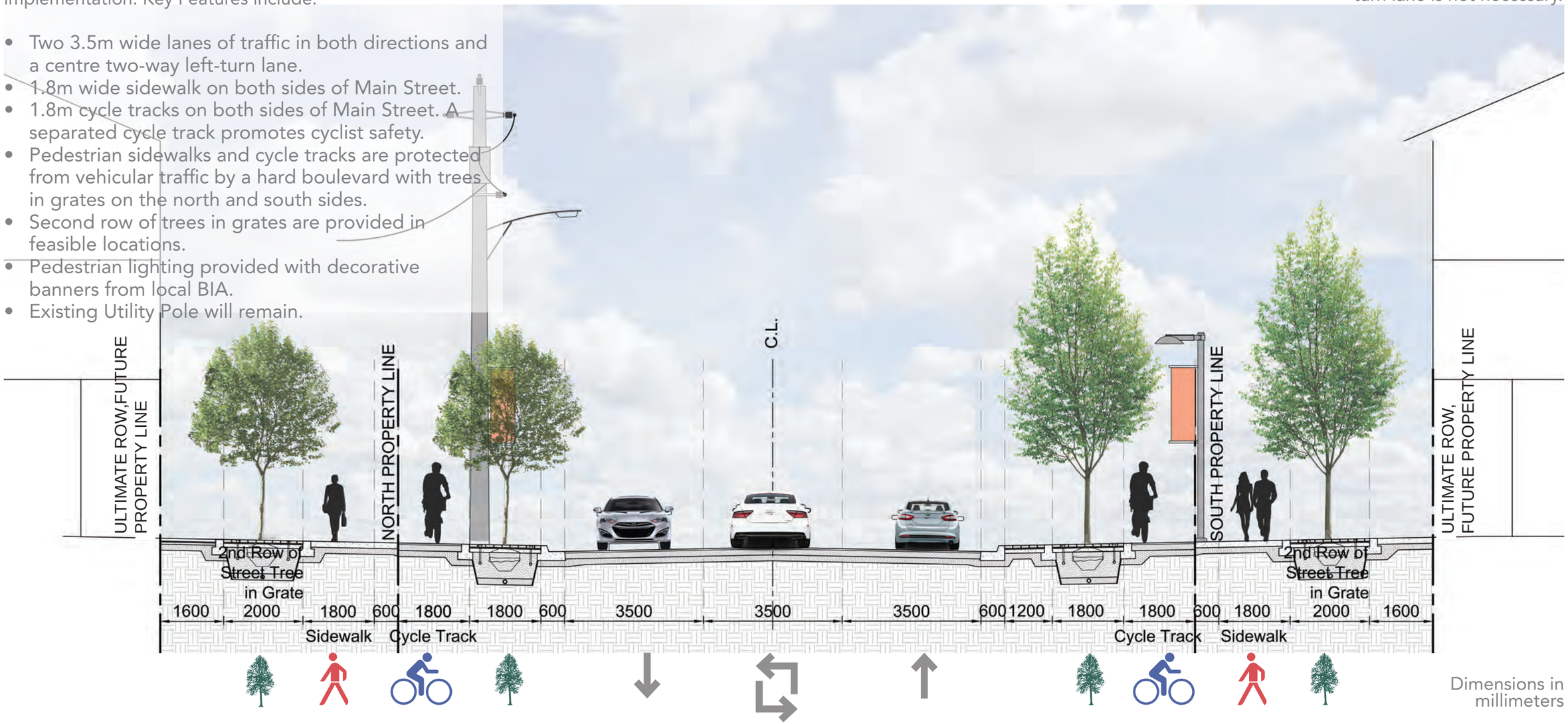
2.2.1 Long Term

The section illustrates a Boulevard Section for long-term implementation. Key Features include:

- Two 3.5m wide lanes of traffic in both directions and a centre two-way left-turn lane.
- 1.8m wide sidewalk on both sides of Main Street.
- 1.8m cycle tracks on both sides of Main Street. A separated cycle track promotes cyclist safety.
- Pedestrian sidewalks and cycle tracks are protected from vehicular traffic by a hard boulevard with trees in grates on the north and south sides.
- Second row of trees in grates are provided in feasible locations.
- Pedestrian lighting provided with decorative banners from local BIA.
- Existing Utility Pole will remain.

Figure 3: Boulevard Section | Long-Term • Typical

Potential for Centre Turn Lane to be replaced with a planted median at key points of interest where a turn lane is not necessary.



Dimensions in millimeters

* The Long-Term Design is intended to be implemented as future development occurs.

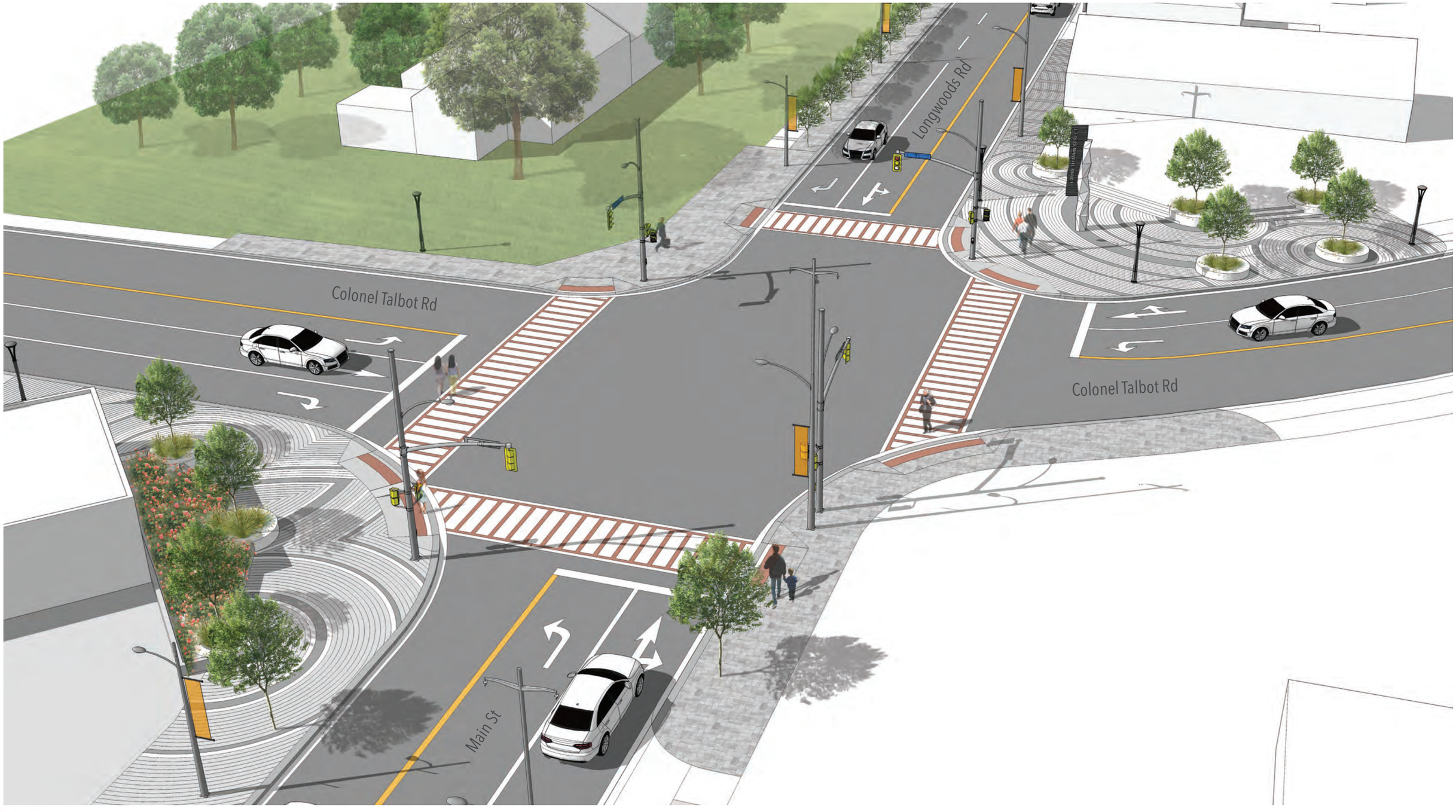
2.2.1.1 Streetscape Demonstrations

The Streetscape Demonstration Plan illustrates the long term placemaking vision for Main Street.

Figure 4: Streetscape Concept

The Streetscape Demonstration illustrates the design concept at Main Street and Colonel Talbot Road.

Figure 5: Main Street and Colonel Talbot Road Concept



The Streetscape Demonstration illustrates the design concept at Main Street and Campbell Street.

Figure 6: Main Street and Campbell Street Concept | Short Term

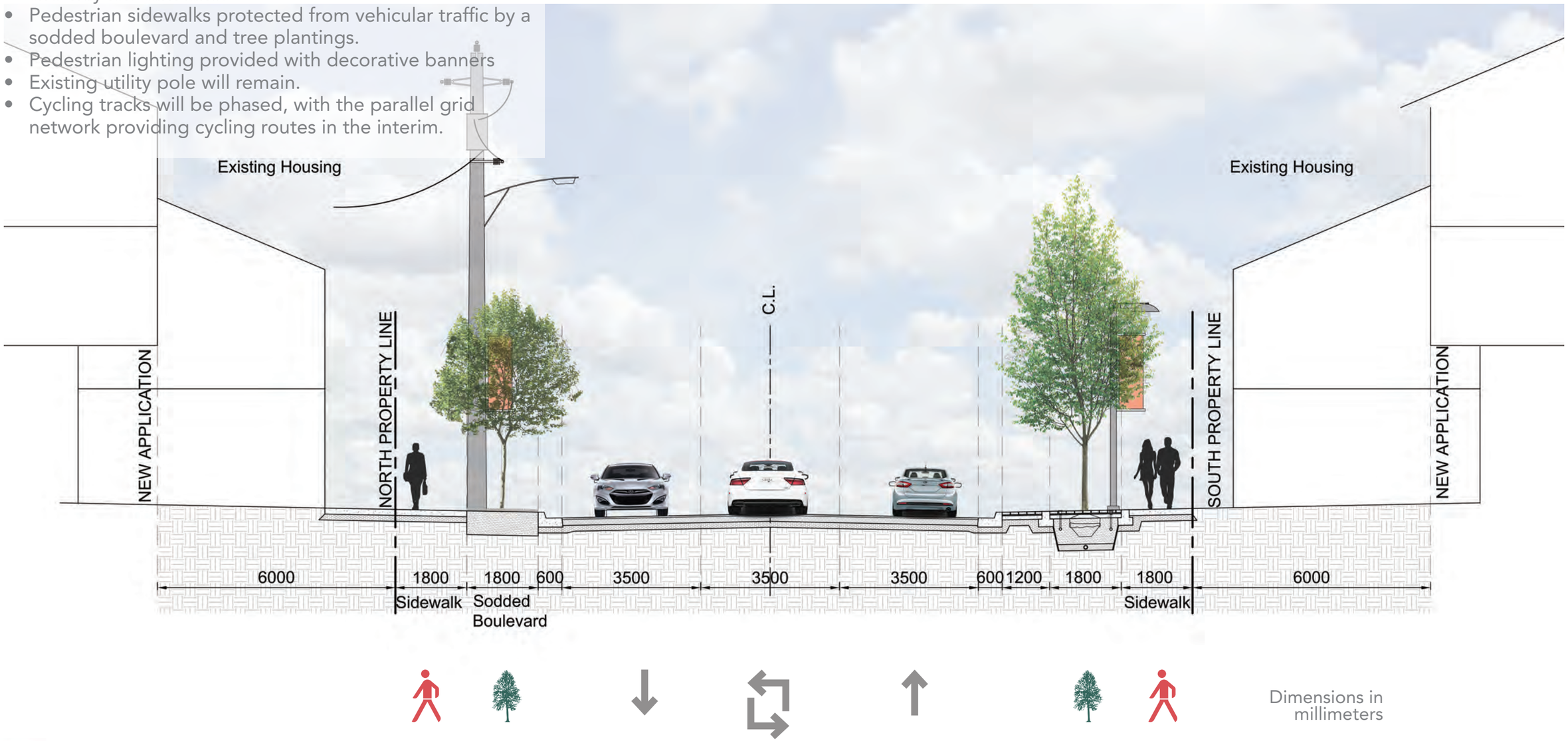
Figure 7: Boulevard Section | Short Term • Typical

2.2.2 Short Term

The section illustrates a Boulevard Section for near term implementation. Key Features include:

- Two 3.5m wide lanes of traffic in both directions and a centre two-way left-turn lane.
- Pedestrian sidewalks protected from vehicular traffic by a sodded boulevard and tree plantings.
- Pedestrian lighting provided with decorative banners
- Existing utility pole will remain.
- Cycling tracks will be phased, with the parallel grid network providing cycling routes in the interim.

Potential for Centre Turn Lane to be replaced with a planted median at key points of interest where a turn lane is not necessary.



Dimensions in millimeters

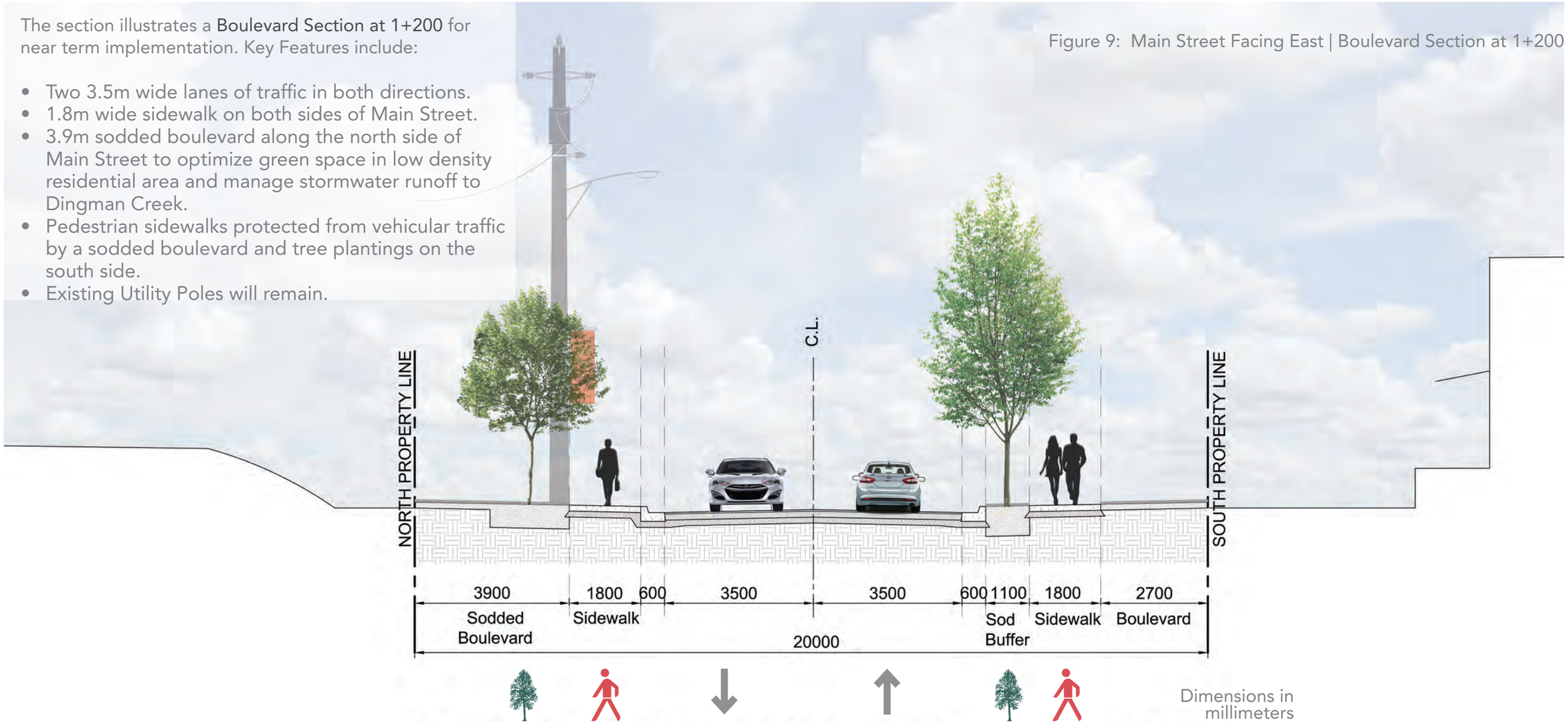
Figure 8: Roll Plan Naturalized Segment

KEY MAP

The section illustrates a Boulevard Section at 1+200 for near term implementation. Key Features include:

- Two 3.5m wide lanes of traffic in both directions.
- 1.8m wide sidewalk on both sides of Main Street.
- 3.9m sodded boulevard along the north side of Main Street to optimize green space in low density residential area and manage stormwater runoff to Dingman Creek.
- Pedestrian sidewalks protected from vehicular traffic by a sodded boulevard and tree plantings on the south side.
- Existing Utility Poles will remain.

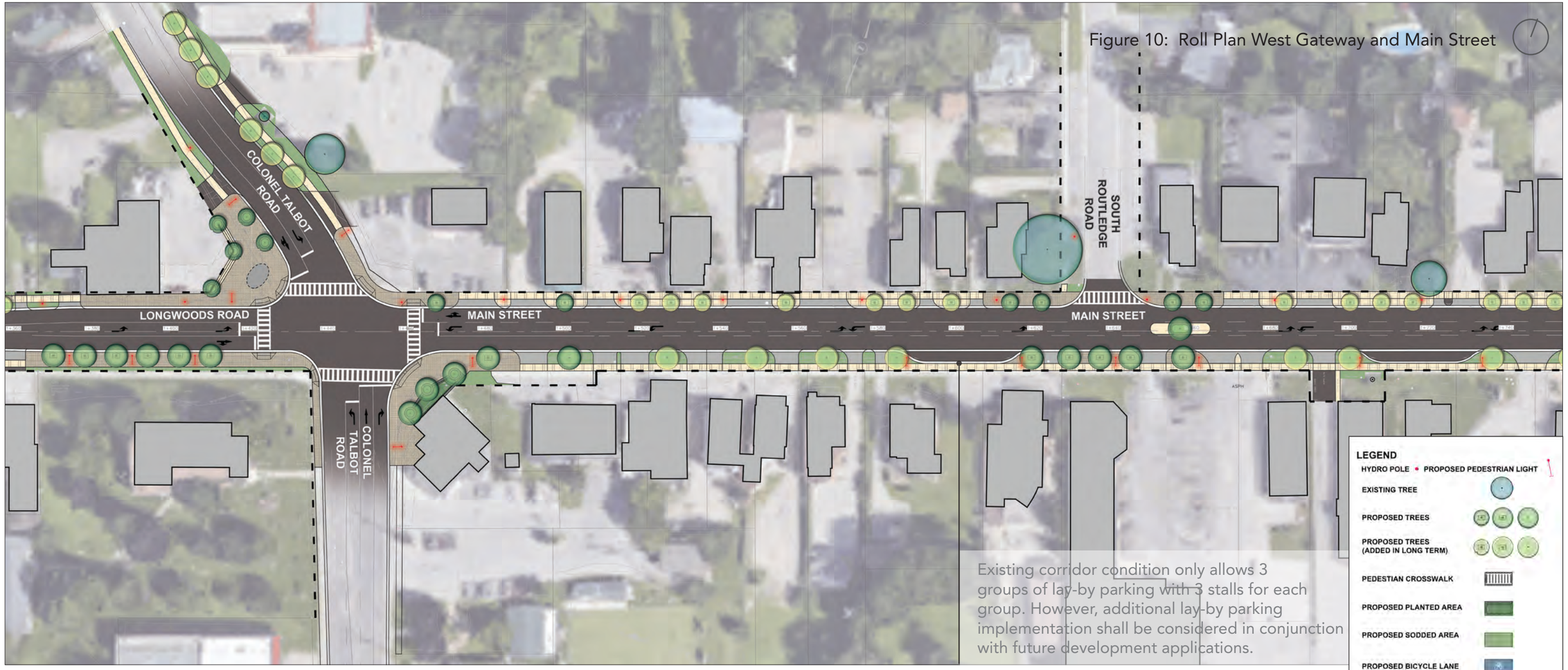
Figure 9: Main Street Facing East | Boulevard Section at 1+200



Dimensions in millimeters

KEY MAP

Figure 10: Roll Plan West Gateway and Main Street



Existing corridor condition only allows 3 groups of lay-by parking with 3 stalls for each group. However, additional lay-by parking implementation shall be considered in conjunction with future development applications.

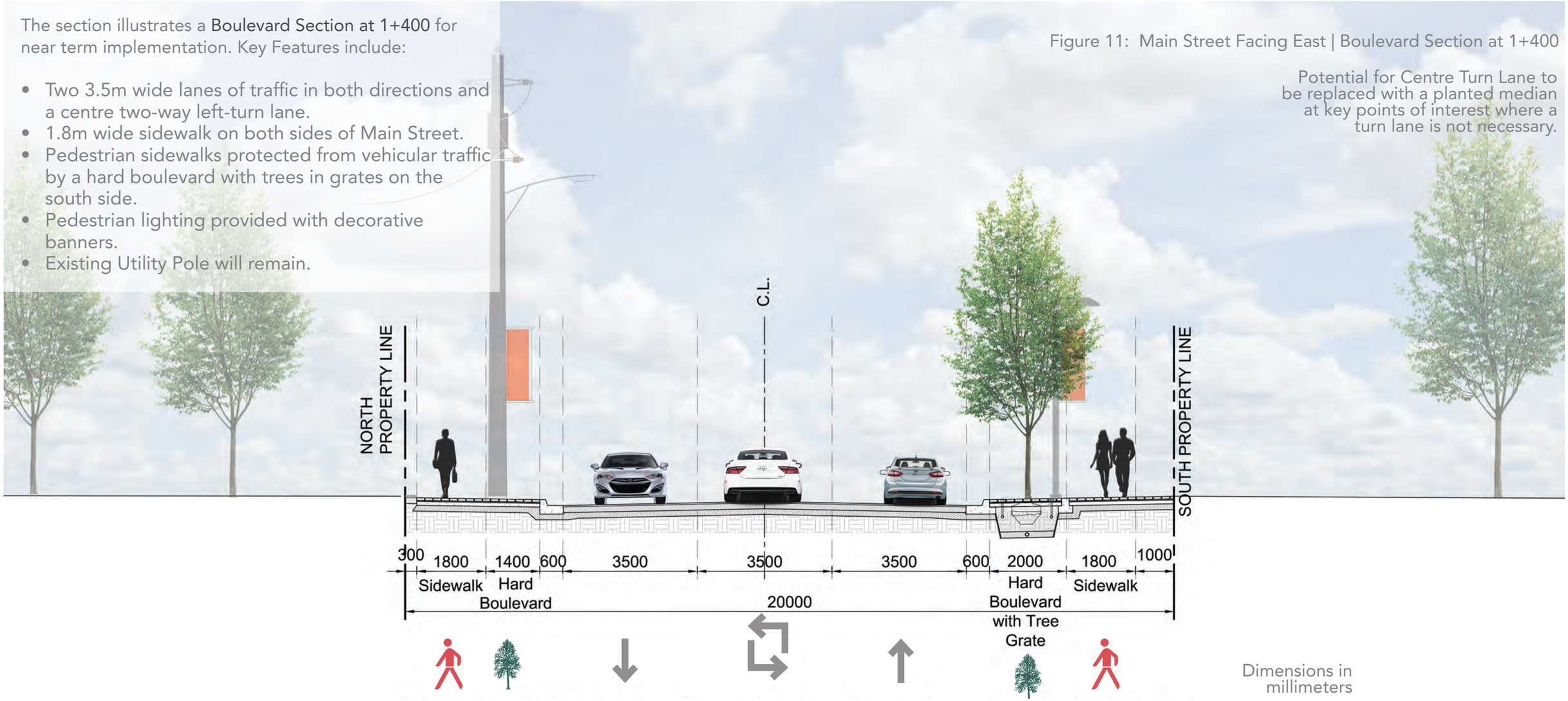
KEY MAP

The section illustrates a Boulevard Section at 1+400 for near term implementation. Key Features include:

- Two 3.5m wide lanes of traffic in both directions and a centre two-way left-turn lane.
- 1.8m wide sidewalk on both sides of Main Street.
- Pedestrian sidewalks protected from vehicular traffic by a hard boulevard with trees in grates on the south side.
- Pedestrian lighting provided with decorative banners.
- Existing Utility Pole will remain.

Figure 11: Main Street Facing East | Boulevard Section at 1+400

Potential for Centre Turn Lane to be replaced with a planted median at key points of interest where a turn lane is not necessary.



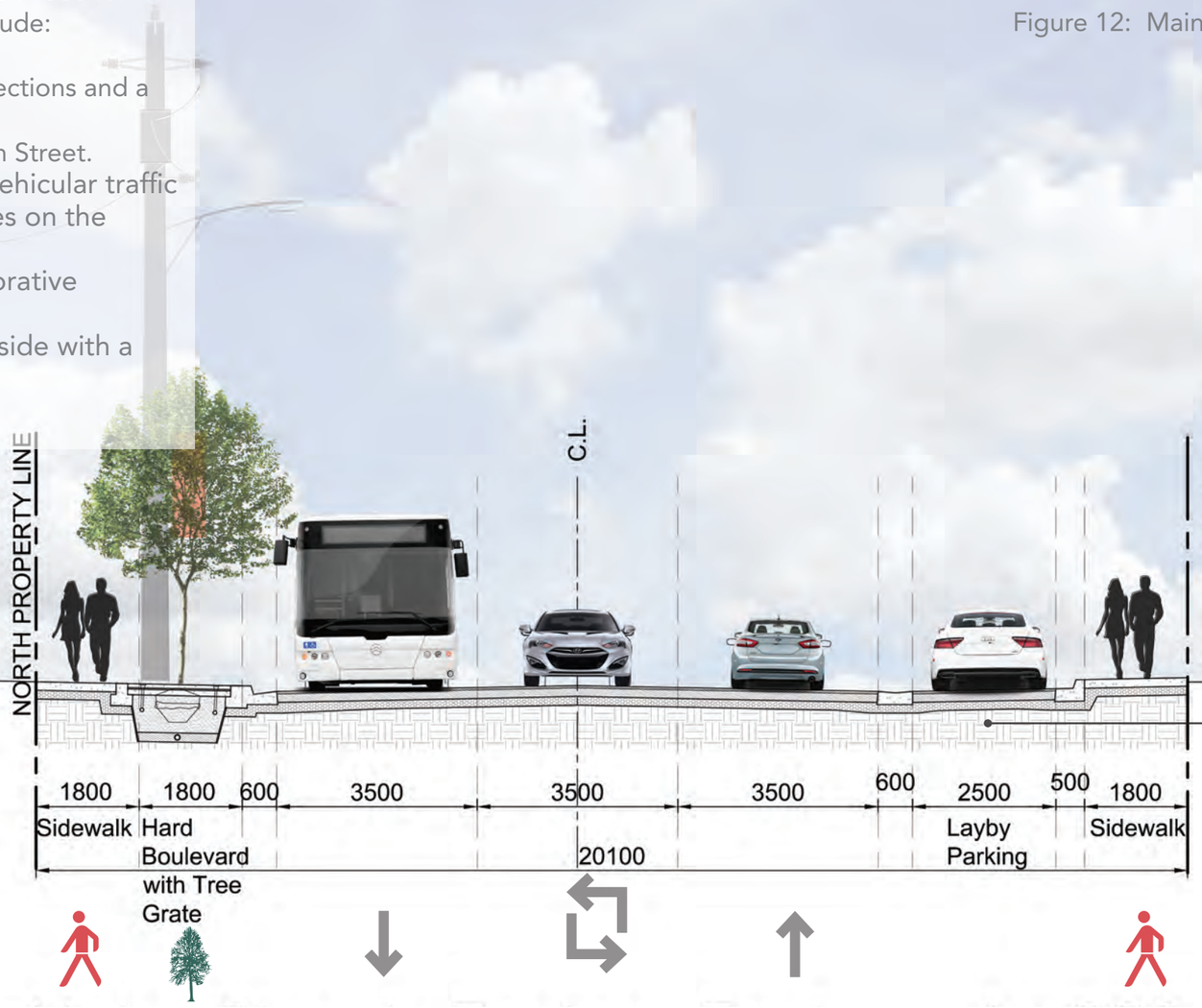
Dimensions in millimeters

KEY MAP

The section illustrates a Boulevard Section at 1+600 for near term implementation. Key Features include:

- Two 3.5m wide lanes of traffic in both directions and a centre two-way left-turn lane.
- 1.8m wide sidewalk on both sides of Main Street.
- Pedestrian sidewalks protected from vehicular traffic by a hard boulevard with trees in grates on the north side.
- Pedestrian lighting provided with decorative banners.
- Lay-by parking provided on the south side with a buffer on each side of the lane.
- Existing utility pole will remain.

Figure 12: Main Street Facing East | Boulevard Section at 1+600



Potential for Centre Turn Lane to be replaced with a planted median at key points of interest where a turn lane is not necessary.

Existing corridor condition only allows 3 groups of lay-by parking with 3 stalls for each group. However, additional lay-by parking implementation shall be considered in conjunction with future development applications.

Dimensions in millimeters

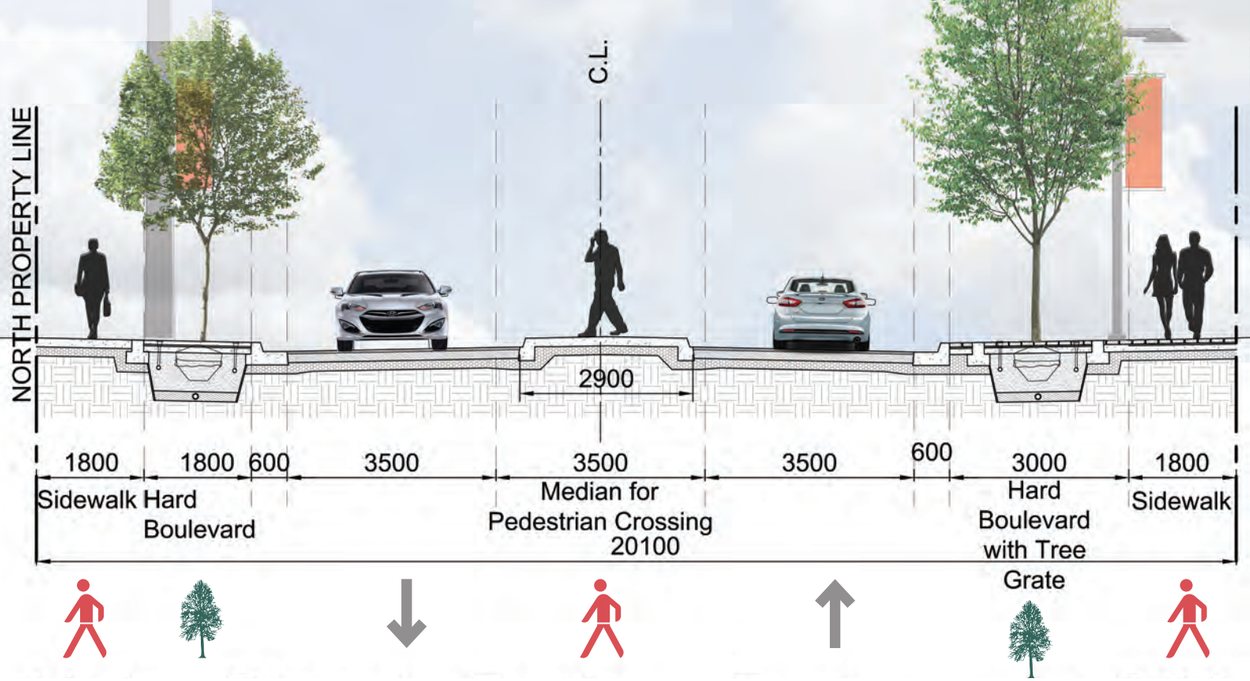
KEY MAP

The section illustrates a Boulevard Section at 1+800 for near term implementation. Key Features include:

- Two 3.5m wide lanes of traffic in both directions.
- 2.9m median for pedestrian crossing.
- 1.8m wide sidewalk on both sides of Main Street.
- Pedestrian sidewalks protected from vehicular traffic by a hard boulevard with trees in grates on the north and south sides.
- Pedestrian lighting provided with decorative banners.
- Existing utility pole will remain.

Figure 13: Main Street Facing East | Boulevard Section at 1+800

Potential for Centre Turn Lane to be replaced with a planted median at key points of interest where a turn lane is not necessary.



Dimensions in millimeters

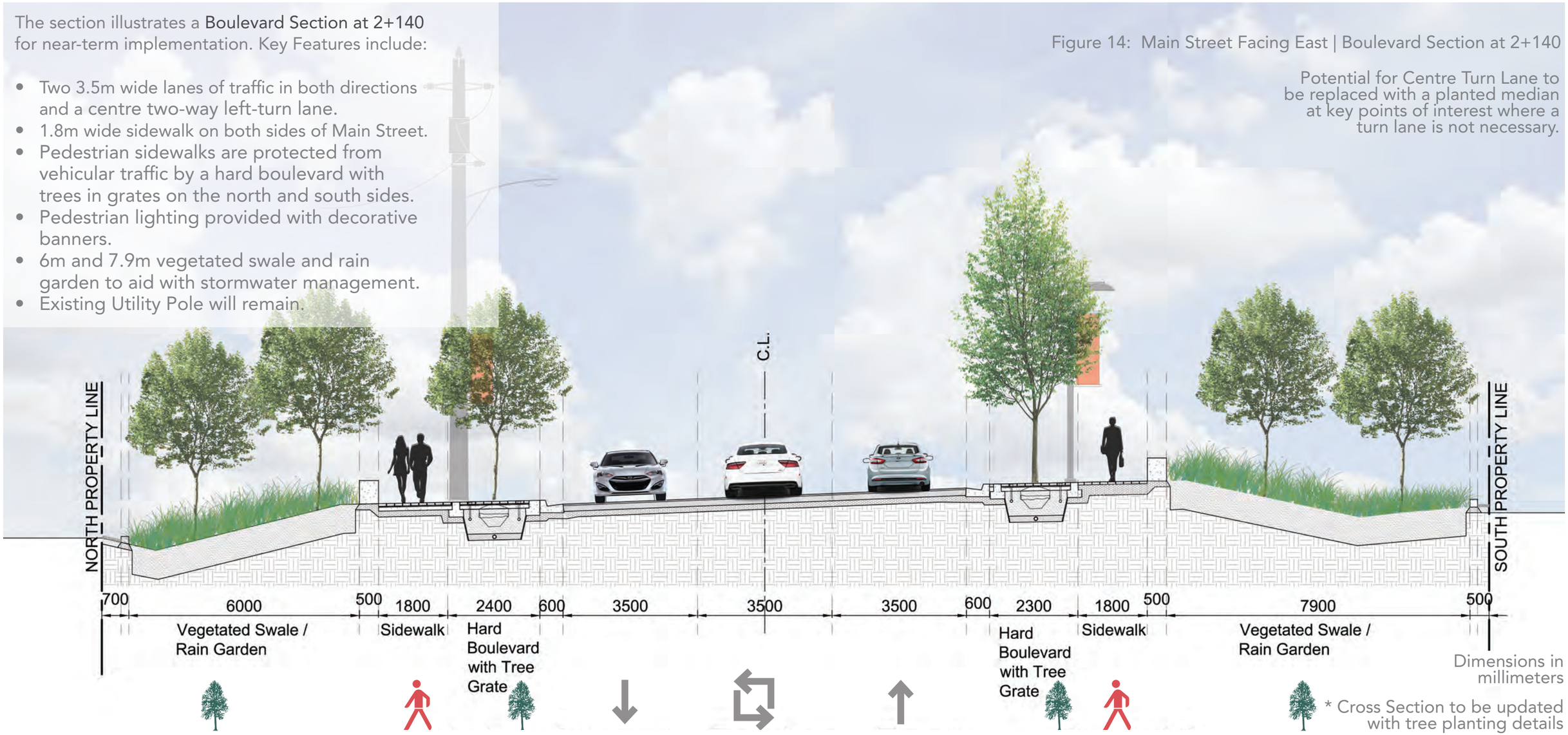
KEY MAP

The section illustrates a Boulevard Section at 2+140 for near-term implementation. Key Features include:

- Two 3.5m wide lanes of traffic in both directions and a centre two-way left-turn lane.
- 1.8m wide sidewalk on both sides of Main Street.
- Pedestrian sidewalks are protected from vehicular traffic by a hard boulevard with trees in grates on the north and south sides.
- Pedestrian lighting provided with decorative banners.
- 6m and 7.9m vegetated swale and rain garden to aid with stormwater management.
- Existing Utility Pole will remain.

Figure 14: Main Street Facing East | Boulevard Section at 2+140

Potential for Centre Turn Lane to be replaced with a planted median at key points of interest where a turn lane is not necessary.



Dimensions in millimeters

* Cross Section to be updated with tree planting details

KEY MAP

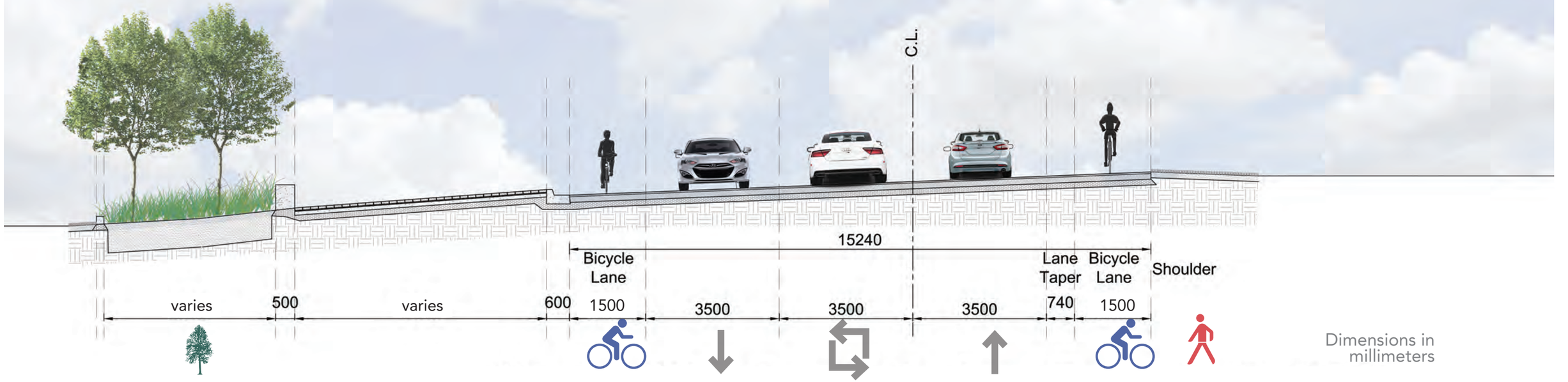
Figure 15: Roll Plan: East Gateway

KEY MAP

The section illustrates a Boulevard Section at 2+220 for near-term implementation. Key Features include:

- Two 3.5m wide lanes of traffic in both directions and a centre two-way left-turn lane.
- 1.5m bicycle lane in both directions.
- Pedestrians allocated to the shoulders provided in both directions.

Figure 16: Wharncliffe Road Facing East | Boulevard Section at 2+220



Dimensions in millimeters

KEY MAP

3.0 Streetscape Materials Palette

A precedent analysis of streetscape materials was used to identify an optimal palette for the Main Street context. The corridor possesses a unique context sensitive identity and the materials should cater to its specific conditions. The corridor's unique identities should be reinforced through streetscape design. The gateways and midblock conditions should work together to establish a unifying theme for Lambeth.

The theme will strengthen the streetscape's visual continuity and sense of place. A theme should ultimately be established based on context, history, or urban aesthetic. Streetscape theming should be reinforced through the unifying materials such as paving patterns, street furniture, plant palette, lighting and scale.

Presenting a strong theme will amplify an understanding of Lambeth and Southwest London as a unique and memorable place. The following section demonstrates the envisioned theme for the corridor, a theme that follows a combination of contemporary and traditional elements, in keeping with the historical backdrop of Main Street.

Family of Street Furnishings

Updated Traditional

Philips Lumec UrbanScape

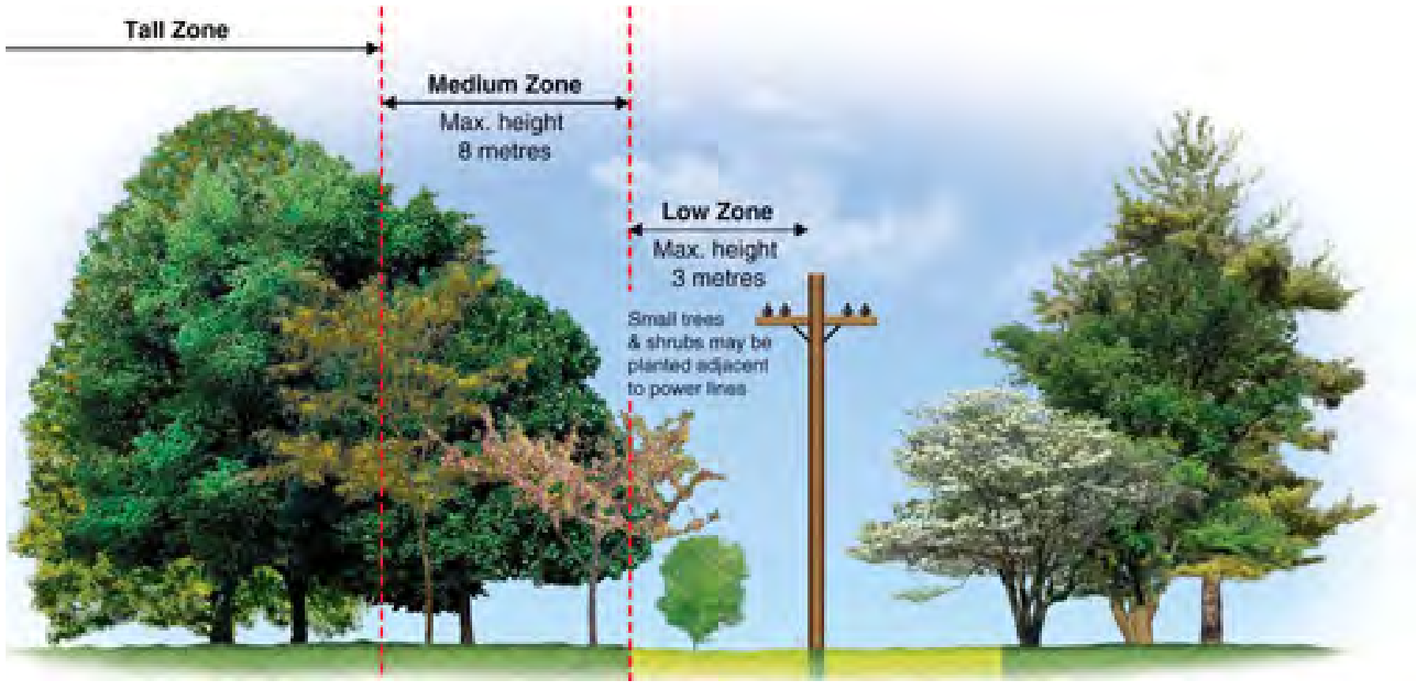


Figure 17: Planting Zones

Planting Zones

The existing overhead power lines create a challenge for the streetscape design since their easements occupy space within the corridor, and hydro regulations do not allow the planting of large trees under hydro lines. These constraints affect tree planting choices and the ability to place trees in an organized manner within the boulevard.

Moving forward with the design concept, it's critical to allocate trees based on dedicated planting zones that consider spatial relationships to surrounding trees and overhead power lines.

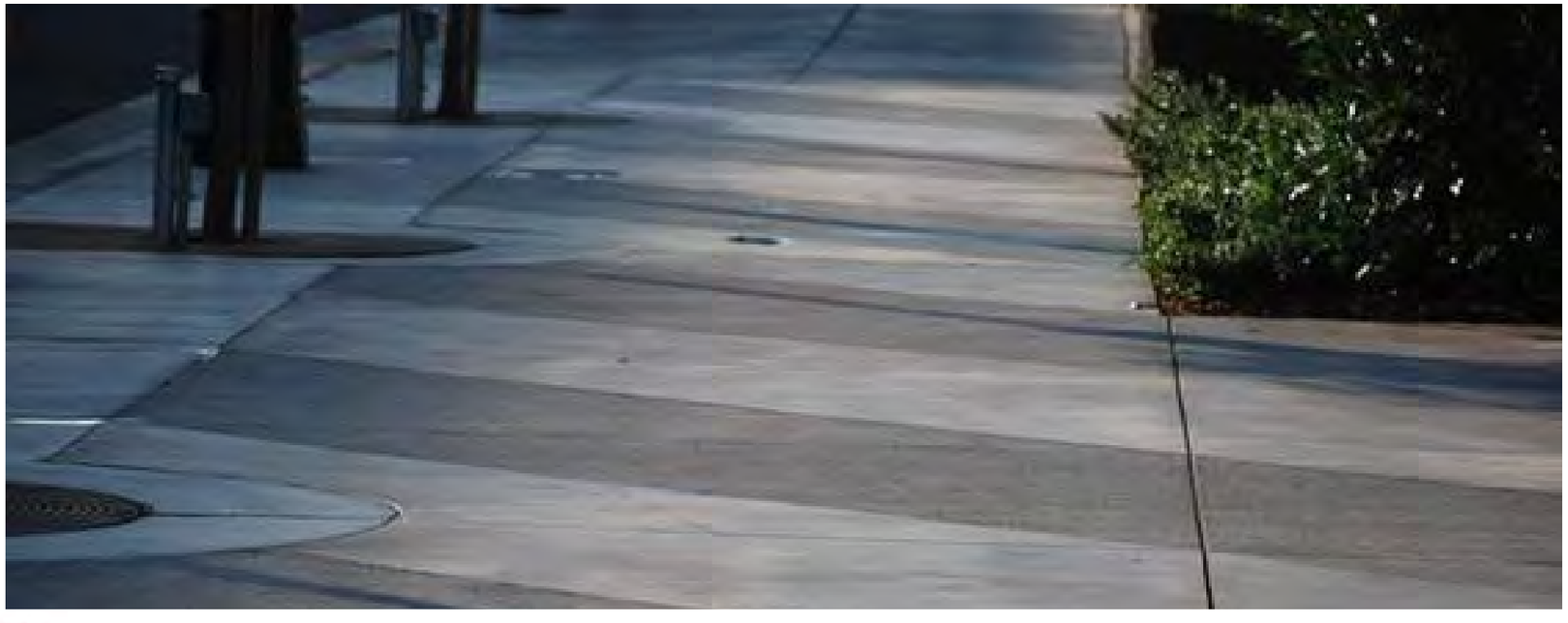
Plant Palette		Species
Hydro Form Tree Species		Field Maple, Bradford Pear, Ohio Buckeye, Downy Serviceberry, Callery Pear, Thornless Cockspur Hawthorn, Amur Maackia, Japanese Tree Lilac, Flowering & Domestic Apple, Ornamental Cherry, Choke Cherry
Full Form Tree Species		Autumn Blaze, Common Hackberry, Maidenhair, Thornless Honeylocust, Kentucky Coffee, Little Leaf Linden, Red Oak, Smoothleaf Elm, Japanese Zelkova
Shrubs and Grasses		Feather Reed Grass, Eldorado Feather Reed Grass, Red Switch Grass, Blue Switch Grass, Red Osier Dogwood, Saltspray Rose, Northern Bayberry, Gold Star, Gro-Low Sumac, False Spiraea, Common Snowberry, Japanese Spirea
Rain Garden Trees		Red Maple, Silver Maple, Yellow Birch, River Birch, Shellbark Hickory, American Beech, Swano White Oak, Swamp Spanish Oak, American Elm
Rain Garden Shrubs		Allergheny Serviceberry, Chokeberry, Common Buttonbush, Gray Dogwood, Red Osier Dogwood, Spicebush, Northern Bayberry, Ninebark, Sumac, Bebb's Willow, Pussy Willow, Narrowleaf Willow, American Black Elderberry, Arrowwood Vibumum, Nannyberry
Rain Garden Grasses and Broadleaf Herbaceous		Big Bluestem Grass, Tufted Hairgrass, Canada Wild Rye, Little Bluestem, Red Columbine, Swamp Milkweed, Butterfly Weed, Showy Trick Trefolk, Purple Cone Flower, Joe Pye, Ox Eye, Blue Flag, Shasta Daisy, Wild Bergarnot, Black Eyed Susan, New England Aster, Blue Vervain, Hoary Vervain

Planting Palette

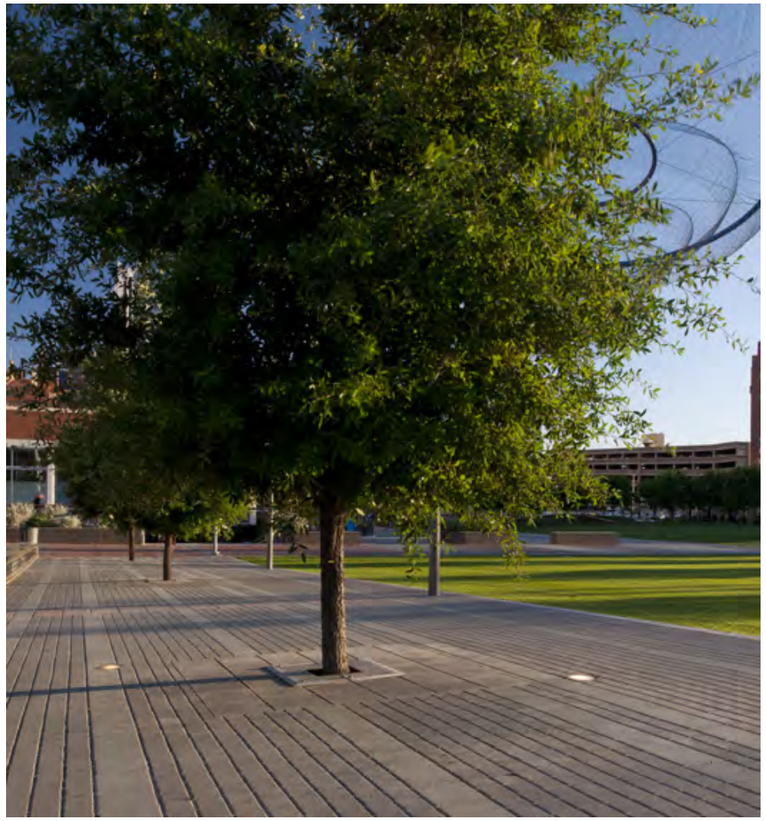
Trees and landscape add visual interest, shade, ornamentation and continuity between urban spaces, while contributing to a reduction of noise and air pollution. There are minimal street trees planted within the study area. Cognizant of the restaints that affect tree planting choices and the ability to place trees in an organized manner, the strategy for plant selection included scoping tree species that are proven top performers in an urban environment. Equally important, is the use of native species and drought-resistant species to encourage a healthy ecosystem and minimize the need for irrigation. For a comprehensive review of plant species in each category, refer to Appendix A.

The Master Plan provides a vision for the corridor planting. Exact species selection and planting details to be determined in detailed design in accordance with the City of London Forestry Department.

Material Palette: Concrete Finishes



Material Palette: Tree Grates and Continuous Tree Trench



4.0

Next Steps

The Streetscape Master Plan Concept utilizes different streetscape typologies in order to achieve a context driven streetscape design. A cohesive theme for Lambeth and Southwest London is maintained through the materials palette and repeating streetscape typologies. These typologies work together to achieve the vision for the streetscape. The report presents detailed guidelines of the geometry and dimensions for near-term and long-term enhancements through the preferred concept: Boulevard Priority.

This information provides a good reference for local municipal review of development applications and site plans. It has also been a valuable tool in informing the detailed design process.

The next phases will distill items of continuity and variability throughout the streetscape. It will also deduce the materials to be utilized for the streetscape as well as the street furniture style.

The construction of near term enhancements slated for the streetscape have commenced as of Spring 2018.

Appendix A | Plant Palette

Plant Palette: Hydro Form Tree Species

Acer campestre
Field Maple
*Invasive

Acer ginnala
Amur Maple
*Invasive

Aesculus glabra
Ohio Buckeye

Amelanchier arborea
Downy Serviceberry

Pyrus Calleryana
'Bradford'

Crataegus crusgalli var. inermis
Thornless Cockspur Hawthorn

Maackia amurensis
Amur Maackia
*Invasive

Syringa Reticulata
'Ivory Silk'

Malus (most)
Flowering & Domestic Crab
Apple
*Invasive

Prunus (flowering varieties)
Ornamental Cherry
* Limited Use

Prunus Virginiana
'Shubert'

** Invasive species should not be used within 200m of a natural area or watercourse. Only use in highly urbanized and disturbed environments*

Plant Palette: Full Form Tree Species

Gleditsia triacanthos var. Inermis Thornless Honeylocust

Tilia cordata ‘Glenleven’ Little Leaf Linden

Zelkova serrata Japanese Zelkova

Ginkgo biloba Maidenhair tree (Male cultivar only)

Gymnocladus dioicus Kentucky coffeetree

Celtis occidentalis Common Hackberry

Quercus rubra Red Oak

Acer x freemanii Autumn Blaze

Ulmus carpinifolia ‘Pioneer’ Smoothleaf Elm

Plant Palette: Shrubs and Grasses

Calamagrostis x acutiflora ‘Karl Foerster’
Feather Reed Grass

Calamagrostis x
El dorado
Eldorado Feather Reed Grass

Panicum virgatum
‘Shenandoah’
Red Switch Grass

Panicum virgatum ‘Heavy metal’
Blue Switchgrass

Cornus sericea
Red Osier Dogwood

Rosa rugosa
Saltspray Rose

Myrica pensylvanica
Northern Bayberry

Goldstar Potentilla
Potentilla Fruticosa
‘Gold Star’

Rhus aromatica
‘Gro Low’
Gro-Low Sumac

Sorbaria sorbifolia
False spiraea

Symphoricarpos albus
Common Snowberry

Spiraea japonica ‘Anthony Waterer’
Japanese spirea

Plant Palette: Rain Garden Trees

Acer rubrum
Red Maple

Acer saccharinum
Silver Maple

Betula alleghaniensis
Yellow Birch

Betula nigra
River Birch

Carya laciniosa
Shellbark Hickory

Fagus grandifolia
American Beech

Quercus bicolor
Swamp White Oak

Quercus palustris
Swamp Spanish Oak

Ulmus americana (pest resistant variety)
American Elm

Plant Palette: Rain Garden Shrubs

Amelanchier laevis
Allegheny Serviceberry

Aronia melanocarpa
Chokeberry

Cephalanthus occidentalis
Common Buttonbush

Cornus foemina ssp. racemosa
Gray dogwood

Cornus stolonifera
Red Osier Dogwood

Lindera benzoin
Spicebush

Myrica pensylvanica
Northern Bayberry

Physocarpus opulifolius
Ninebark

Rhus aromatica
Sumac

Salix bebbiana
Bebb's Willow

Salix discolor
Pussy Willow

Salix exigua
Narrowleaf Willow

Sambucus canadensis
American Black Elderberry

Viburnum dentatum
Arrowwood Viburnum

Viburnum lentago
Nannyberry

Plant Palette: Rain Garden Grasses and Broadleaf Herbaceous

Andropogon gerardii
Big Bluesten Grass

Deschampsia cespitosa
Tufted Hairgrass

Elymus canadensis
Canada Wild Rye

Schizachyrium scoparium
Little Bluestern

Aquilegia canadensis
Red columbine

Asclepias incarnata ssp. incarnata
Swamp Milkweed

Asclepias tuberosa
Butterfly Weed

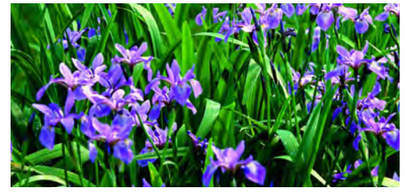
Desmodium canadense
Showy Trick Trefoil

Echinacea purpurea
Purple Cone Flower

Eupatorium maculatum ssp. maculatum
Joe Pye

Heliopsis helianthoides
Ox Eye

Iris versicolor
Blue Flag



Leucanthemum x superbum
Shasta Daisy

Monarda fistulosa
Wild Bergamot

Rudbeckia hirta
Black Eyed Susan

Symphyotrichum novae angliae
New England Aster

Verbena hastata
Blue Vervain

Verbena stricta
Hoary Vervain

Appendix B | Main Street Traffic Review

IBI GROUP
7th Floor – 55 St. Clair Avenue West
Toronto ON M4V 2Y7 Canada
tel 416 596 1930 fax 416 596 0644
ibigroup.com

Memorandum

To/Attention	Joe Heyninck, IBI Group	**Date**	May 10, 2016
From	Matt Colwill, IBI Group	**Project No**	38766
cc	Ron Stewart, IBI Group		
Subject	**City of London Lambeth Main Street Road Diet Traffic Review**		

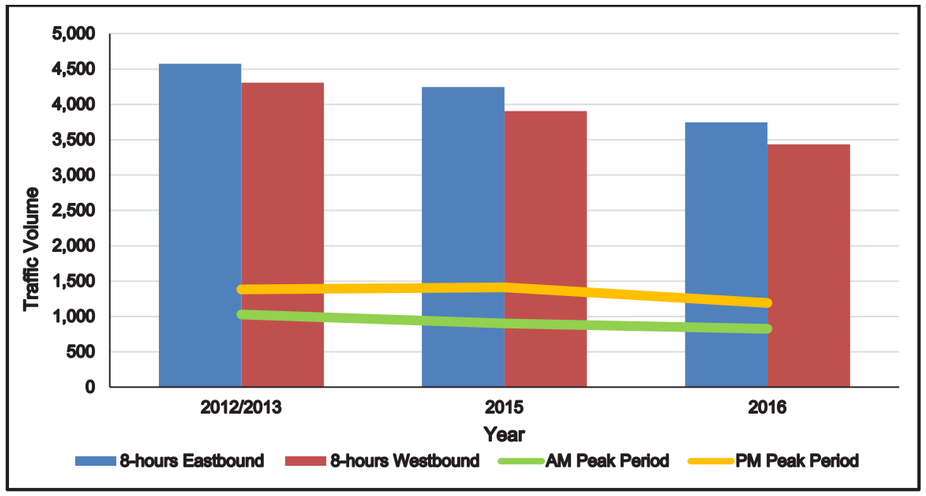
BACKGROUND

The City of London retained IBI Group to prepare an infrastructure lifecycle renewal study for Main Street in Lambeth. As part of the infrastructure lifecycle renewal, a lane reduction or "road diet" treatment is one of the options being considered for Main Street. The treatment is intended to reduce the number of through lanes along the roadway to only one lane per direction, along with a centre two-way left-turn lane (TWLTL), and dedicated left-turn lanes at intersections. This memo documents the traffic operations assessment of the potential lane reduction.

TRAFFIC VOLUME TRENDS

Turning movement counts were conducted at the two study intersections in 2012/2013 (Colonel Talbot Road and Main Street intersection was counted in 2012, and the Campbell and Main Street intersection was counted in 2013), 2015, and 2016. The traffic volume on Main Street was computed from the turning movement counts, as illustrated in **Exhibit 1**.

Exhibit 1 Historical Traffic Volume Trend



Joe Heyninck, IBI Group – May 10, 2016

As shown by the plot, the volume on Main Street has a generally decreasing trend in both the eastbound and westbound directions. From the 2012/2013 count period to the 2016 count period, Main Street has experienced a volume reduction of approximately 19%. The PM peak volume is higher than the AM peak volume, which is typical for urban arterial roadways, such as Main Street. The reduction in traffic volume could be associated with more traffic using the Wonderland Road to access the Highway 402 interchange and the more recently opened Highway 401 interchange, as a means of bypassing downtown Lambeth.

In addition to the Main Street volume analysis, the following findings were noted based on a more detailed review of the turning movement counts:

- Overall, heavy vehicle traffic volume has decreased. The proportion of heavy vehicle has decreased slightly (from approximately 4% in 2012/2013 to 3% in 2016);
- The overall volume reduction was largely because of reduced through traffic. Most of the left-turn and right-turn movement volumes at the two study intersections fluctuated throughout the three study periods, without any clear trends; and
- At the Colonel Talbot Road and Main Street intersection, the northbound right-turn movement and westbound left-turn movement represent a significant proportion (approximately 40%) of the total inbound traffic volume. This is expected due to Colonel Talbot Road's connection to Highway 402 and Highway 401 to the south. These two turning movements have also demonstrated a decreasing trend in traffic volumes over the analysis period.

EXISTING TRAFFIC CONDITIONS

The existing lane configuration along Main Street in the study area is illustrated in **Exhibit *2***.

Exhibit 2 Existing Lane Configuration

Intersection capacity was analyzed for the two study signalized intersections, using the Synchro 9 software and Highway Capacity Manual (HCM) intersection capacity methodology. The traffic volume used in the analysis was based on the turning movement counts collected in March 2016. The operating performance is summarized in **Exhibit 3**.

Exhibit 3 Existing Intersection Capacity Analysis

MEASURES OF EFFECTIVENESS			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Main Street and Colonel Talbot Road	AM	Volume	8	278	103	141	119	25	71	244	196	84	466	11
		v/c ratio	0.46	0.46	0.07	0.43	0.22	0.22	0.33	0.35	0.13	0.20	0.68	0.68
		Control Delay (sec.)	14.6	14.6	10.8	8.5	3.4	3.4	14.2	11.8	10.0	10.8	17.3	17.3
		LOS	B	B	B	A	A	A	B	B	A	B	B	B
		95th Queue (m)	37.7	37.7	7.3	5.5	4.0	4.0	13.1	29.4	9.2	12.5	63.0	63.0
	PM	Volume	23	209	75	210	317	132	116	449	272	89	261	23
		v/c ratio	0.33	0.33	0.05	0.46	0.59	0.59	0.35	0.70	0.18	0.46	0.45	0.45
		Control Delay (sec.)	12.4	12.4	10.0	11.9	13.0	13.0	16.4	22.0	13.6	21.7	16.6	16.6
		LOS	B	B	A	B	B	B	B	C	B	C	B	B
		95th Queue (m)	31.6	31.6	6.0	41.1	76.4	76.4	21.6	73.6	12.7	20.8	43.1	43.1
Main Street and Campbell Street	AM	Volume	23	491	14	50	258	33	9	29	102	79	7	15
		v/c ratio	0.46	0.46	0.46	0.34	0.34	0.34	0.14	0.14	0.14	0.22	0.22	0.22
		Control Delay (sec.)	9.2	9.2	9.2	12.0	12.0	12.0	10.6	10.6	10.6	11.6	11.6	11.6
		LOS	A	A	A	B	B	B	B	B	B	B	B	B
		95th Queue (m)	19.8	19.8	19.8	19.1	19.1	19.1	10.8	10.8	10.8	13.8	13.8	13.8
	PM	Volume	34	463	28	119	567	70	12	21	75	62	28	51
		v/c ratio	0.37	0.37	0.37	0.60	0.60	0.60	0.12	0.12	0.12	0.27	0.27	0.27
		Control Delay (sec.)	9.9	9.9	9.9	12.7	12.7	12.7	15.8	15.8	15.8	17.5	17.5	17.5
		LOS	A	A	A	B	B	B	B	B	B	B	B	B
		95th Queue (m)	33.1	33.1	33.1	45.8	45.8	45.8	12.4	12.4	12.4	20.8	20.8	20.8

The traffic operations analysis indicates that both intersections operate below their theoretical capacities during the AM and PM peak hours. There is no individual critical movement that is near its operating capacity.

TRAFFIC CONDITIONS AFTER LANE REDUCITONS

Intersection capacity was also analyzed for the potential lane reduction condition, in which Main Street would operate with a three-lane cross-section. The same signal timings used in the existing conditions analysis, was used for the three-lane cross-section condition. Therefore, traffic operations in the north-south directions are not impacted. In addition, eastbound and westbound approaches at the Main Street and Colonel Talbot Road intersection already conform to the three-lane cross-section. Therefore their traffic operations also remain the same as the existing conditions. The change in operating performance (compared to the four-lane cross-section) in the east-west directions at the Main Street and Campbell Street intersection is illustrated in **Exhibit 4**.

Exhibit 4 Comparative Intersection Capacity Analysis under Three-lane Cross-section

MEASURES OF EFFECTIVENESS			EBL	EBT	EBR	WBL	WBT	WBR
Main Street and Campbell Street	AM	Volume	23	491	14	50	258	33
		v/c ratio	0.46 → 0.06	0.46 → 0.78	0.46 → 0.78	0.34 → 0.29	0.34 → 0.46	0.34 → 0.46
		Control Delay (sec.)	9.2 → 7.9	9.2 → 18.2	9.2 → 18.2	12.0 → 14.7	12.0 → 13.9	12.0 → 13.9
		LOS	A → A	A → B	A → B	B → B	B → B	B → B
		95th Queue (m)	19.8 → 3.2	19.8 → 87.5	19.8 → 87.5	19.1 → 10.5	19.1 → 36.3	19.1 → 36.3
	PM	Volume	34	463	28	119	567	70
		v/c ratio	0.37 → 0.17	0.37 → 0.57	0.37 → 0.57	0.60 → 0.38	0.60 → 0.73	0.60 → 0.73
		Control Delay (sec.)	9.9 → 10.3	9.9 → 13.3	9.9 → 13.3	12.7 → 12.5	12.7 → 16.8	12.7 → 16.8
		LOS	A → A	A → A	A → A	B → B	B → B	B → B
		95th Queue (m)	33.1 → 7	33.1 → 72.8	33.1 → 72.8	45.8 → 19.8	45.8 → 90.6	45.8 → 90.6

The analysis suggests the following:

- Eastbound and westbound left-turn movements have improved performance compared to existing conditions, due to the addition of dedicated left-turn lanes; and
- Eastbound and westbound through movements have slightly deteriorated performance compared to existing conditions; however, they continue to operate well below their theoretical capacities. In addition, because north-south directions have very low capacity utilization, there are opportunities to re-allocate green times from north-south phases to east-west phases. Therefore, the overall impacts are anticipated to be minor.

FUTURE TRAFFIC CONDITION

Using a 10-year study horizon, a 2026 future condition was analyzed. The future condition was developed based on an annual traffic growth rate of 1.5%, as previously agreed to with the City of London staff. This is anticipated to be a conservative estimate, given that historically traffic volume has demonstrated negative growth. The growth rate was applied to all through movements, as well as for northbound right-turn and westbound left-turn movements at the Main Street and Colonel Talbot Road intersection. Both the existing four-lane cross-section scenario and the three-lane cross-section scenario were analyzed under the future traffic volume condition.

Existing Four-Lane Cross-section

The operating performance for the four-lane cross-section scenario is summarized in **Exhibit 5**.

Exhibit 5 Future Condition Intersection Capacity Analysis – Four-lane Cross-section

MEASURES OF EFFECTIVENESS			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Main Street and Colonel Talbot Road	AM	Volume	8	323	103	164	138	25	71	283	227	84	541	11
		v/c ratio	0.54	0.54	0.07	0.57	0.26	0.26	0.45	0.41	0.16	0.21	0.79	0.79
		Control Delay (sec.)	15.8	15.8	10.8	13.4	4.6	4.6	19.3	12.4	10.1	10.9	21.4	21.4
		LOS	B	B	B	B	A	A	B	B	B	B	C	C
		95th Queue (m)	44.3	44.3	7.3	33.7	6.1	6.1	16.8	34.3	9.8	12.6	91.6	91.6
	PM	Volume	23	243	75	244	369	132	116	521	316	89	303	23
		v/c ratio	0.38	0.38	0.05	0.56	0.66	0.66	0.39	0.81	0.21	0.66	0.52	0.52
		Control Delay (sec.)	13.0	13.0	10.0	14.1	14.4	14.4	17.5	27.1	13.9	36.3	17.7	17.7
		LOS	B	B	A	B	B	B	B	C	B	D	B	B
		95th Queue (m)	36.4	36.4	6.0	44.5	88.2	88.2	22.5	13	13.5	29.8	50.3	50.3
Main Street and Campbell Street	AM	Volume	23	570	14	50	299	33	9	34	102	79	8	15
		v/c ratio	0.53	0.53	0.53	0.39	0.39	0.39	0.15	0.15	0.15	0.22	0.22	0.22
		Control Delay (sec.)	9.9	9.9	9.9	12.4	12.4	12.4	10.7	10.7	10.7	11.6	11.6	11.6
		LOS	A	A	A	B	B	B	B	B	B	B	B	B
		95th Queue (m)	23.1	23.1	23.1	21.7	21.7	21.7	11.3	11.3	11.3	13.9	13.9	13.9
	PM	Volume	34	537	28	119	658	70	12	24	75	62	32	51
		v/c ratio	0.42	0.42	0.42	0.69	0.69	0.69	0.13	0.13	0.13	0.28	0.28	0.28
		Control Delay (sec.)	10.3	10.3	10.3	14.4	14.4	14.4	15.8	15.8	15.8	17.7	17.7	17.7
		LOS	B	B	B	B	B	B	B	B	B	B	B	B
		95th Queue (m)	37.7	37.7	37.7	55.1	55.1	55.1	12.8	12.8	12.8	21.9	21.9	21.9

The traffic operations analysis indicates that all approaches have increased capacity usage due to increase in the projected traffic volume. However, in general, all movements remain well below their theoretical operating capacities.

Three-Lane Road Diet Cross-section

Under the three-lane cross-section, again only the east-west lane configurations at the Main Street and Campbell Street intersection is impacted. The change in operating performance is illustrated in **Exhibit 6**.

Exhibit 6 Comparative Future Condition Intersection Capacity Analysis – Three-lane Cross-section

MEASURES OF EFFECTIVENESS			EBL	EBT	EBR	WBL	WBT	WBR
Main Street and Campbell Street	AM	Volume	23	491	14	50	258	33
		v/c ratio	0.53 → 0.07	0.53 → 0.91	0.53 → 0.91	0.39 → 0.38	0.39 → 0.53	0.39 → 0.53
		Control Delay (sec.)	9.9 → 7.9	9.9 → 27.8	9.9 → 27.8	12.4 → 18.8	12.4 → 14.9	12.4 → 14.9
		LOS	A → A	A → C	A → C	B → B	B → B	B → B
		95th Queue (m)	23.1 → 3	23.1 → 106	23.1 → 106	21.7 → 11.9	21.7 → 42.4	21.7 → 42.4
	PM	Volume	34	463	28	119	567	70
		v/c ratio	0.42 → 0.26	0.42 → 0.66	0.42 → 0.66	0.69 → 0.47	0.69 → 0.84	0.69 → 0.84
		Control Delay (sec.)	10.3 → 13.2	10.3 → 14.9	10.3 → 14.9	14.4 → 15.4	14.4 → 21.7	14.4 → 21.7
		LOS	B → B	B → B	B → B	B → B	B → C	B → C
		95th Queue (m)	37.7 → 8.1	37.7 → 86.1	37.7 → 86.1	55.1 → 22.8	55.1 → 133	55.1 → 133

Similar to the three-lane condition using the 2016 traffic volumes, left-turn movements are anticipated to have improved performance due to the addition of left-turn lanes. Through movements are anticipated to operate with deteriorated performance, specifically the eastbound direction during the AM peak and the westbound direction during the PM peak. Again, because north-south directions have very low capacity utilization, there are opportunities to re-allocate green time from the north-south phases to the east-west phases. The operational performance under an optimized signal timing is illustrated in **Exhibit 7**.

Exhibit 7 Future Condition Intersection Capacity Analysis – Three-lane Cross-section with Optimized Signal Timing

MEASURES OF EFFECTIVENESS			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Main Street and Campbell Street	AM	Volume	23	570	14	50	299	33	9	34	102	79	8	15
		v/c ratio	0.05	0.69	0.69	0.22	0.40	0.40	0.17	0.17	0.17	0.27	0.27	0.27
		Control Delay (sec.)	5.7	12.7	12.7	10.4	10.7	10.7	16.2	16.2	16.2	17.7	17.7	17.7
		LOS	A	B	B	B	B	B	B	B	B	B	B	B
		95th Queue (m)	2.5	88.7	88.7	9.2	38.6	38.6	15.0	15.0	15.0	18.9	18.9	18.9
	PM	Volume	34	537	28	119	658	70	12	24	75	62	32	51
		v/c ratio	0.17	0.58	0.58	0.37	0.73	0.73	0.14	0.14	0.14	0.34	0.34	0.34
		Control Delay (sec.)	8.8	11.9	11.9	11.1	15.5	15.5	20.7	20.7	20.7	23.6	23.6	23.6
		LOS	A	B	B	B	B	B	C	C	C	C	C	C
		95th Queue (m)	6.7	73.4	73.4	19.6	110	110	15.4	15.4	15.4	27.8	27.8	27.8

The analysis suggests that, the capacity of the eastbound and westbound approaches could be increased by the re-allocation of green time. Under the optimized signal timings, the delays experienced by eastbound and westbound movements are anticipated to be similar to those under the existing four-lane cross-section. Although the queues are anticipated to be longer, they only occupy one lane, whereas in the existing four-lane cross-section they would have occupied two lanes. This is anticipated to reduce the variability of queue lengths as a result of vehicles that would have been stuck behind a left-turn vehicle in the existing four-lane cross-section, and also reduce potential lane-changing conflicts. Also, because the delay is low and

the queue is able to clear within one cycle, the increase in queue length is not anticipated to be a major issue. The analysis suggests that northbound and southbound movements will not be significantly impacted. Therefore, the overall impacts of converting the cross-section to three-lane are anticipated to be minor.

ROUNDABOUT ALTERNATIVE

The potential of reconfiguring the Main Street and Campbell Street intersection into a roundabout was assessed using the HCM 2010 roundabout traffic flow worksheet. The 2016 and 2026 AM peak and PM peak hour traffic volumes were tested. The preliminary assessment results are presented in **Exhibit 8**.

Exhibit 8 Preliminary Assessment of Roundabout Alternatives

LOCATION	STUDY HORIZON	MEASURE OF EFFECTIVENESS	EB	WB	NB	SB
Main Street and Campbell Street	2016 Existing Volume	AM v/c ratio	0.55	0.32	0.23	0.13
		PM v/c ratio	0.59	0.72	0.17	0.26
	2026 Future Volume	AM v/c ratio	0.64	0.37	0.26	0.13
		PM v/c ratio	0.68	0.81	0.19	0.29

The preliminary capacity utilization assessment indicates that during both AM and PM peak periods, a single-lane (1-entry-1-cirulcating lane) roundabout can sufficiently accommodate the traffic volumes. The volume to capacity ratios under the single-lane roundabout alternative are similar to those under the existing traffic signal operations; this implies that the roundabout alternative has a higher operating efficiency since the existing lane configuration provides one additional lane per direction.

POTENTIAL COMPLETE STREETS FEATURES

In addition to the changes in traffic operating performance discussed in the previous sections, the road diet treatment along Main Street is also anticipated to bring forth other benefits, some of which align with the Complete Streets Policy and the Smart Growth philosophy. These benefits include:

- Reduced conflict points at intersections, due to the reduced number of lanes that vehicles have to cross;
- Potential for traffic calming and reducing operating speeds; the combination of reduced conflict points and reduced operating speeds (through increased “friction” and potential lane narrowing) have the potential to reduce collision frequency;
- Reduced crossing distances for pedestrians; this could provide opportunities for reducing the clearance intervals and cycle lengths at the two traffic signals;
- Improved mid-corridor pedestrian crossing opportunities, at S. Routeledge Road and Bainard Street (Given that both intersections are T-intersections, it might be possible to provide pedestrian refuge islands in the centre lane, opposite the dedicated left-turn lane portion of the TWLTL, and recent changes to the HTA could allow for these to be controlled crossings, granting greater pedestrian priority.); and
- Reserve cross-section widths for other Complete Street design practices; the spaces made available by the removed through lanes can be used to serve other users and functions, such as bike lanes, transit lanes, sidewalk expansion, and/or on-street parking.

CONCLUSIONS

This memo analyzes the historical traffic volume patterns, existing traffic operations, future traffic operations, and the potential for a roundabout alternative. Overall, the analyses suggest that the conversion of the existing four-lane cross-section to a proposed three-lane cross-section would have no major operational impacts. The key findings from this memo are summarized below:

- The volume on Main Street has a generally decreasing trend in both the eastbound and westbound directions;
- The study intersections are operating with sufficient reserve capacity under the existing conditions during both AM and PM peak periods. The conversion from the existing four-lane cross-section to a three-lane cross-section is not anticipated to cause any major operational impacts; the intersections are anticipated to continue operating with sufficient reserve capacity under the three-lane cross-section condition during both peak periods;
- The study intersections are anticipated to continue operating with sufficient reserved capacity under the 2026 future traffic conditions. All approaches will experience slightly increased capacity utilization, but all movements remain well below their theoretical capacities. The conversion from the four-lane cross-section to the three-lane cross-section is not anticipated to cause any major operational impacts, as all movements continue operating with sufficient reserve capacity during both peak periods; in addition, there are opportunities to re-allocate green time from the side street directions, to further improve main street operations;
- The preliminary roundabout capacity utilization assessment suggests that the Main Street and Campbell Street intersection has the potential to be converted to a roundabout. A single-lane roundabout is anticipated to be able to sufficiently accommodate the projected 2026 future traffic volume during both peak periods; and
- The three-lane cross-section provides opportunities for other potential benefits, including reduced conflict points, potential for traffic calming, reduced crossing distances, and reserve cross-section width for pedestrian, cyclists, and transit facilities.

Report to Planning and Environment Committee

To: **Chair and Members**
Planning & Environment Committee
From: **Kelly Scherr, P. ENG., MBA, FEC**
Managing Director, Environmental & Engineering Services and City Engineer
John M. Fleming, MCIP, RPP Managing Director, City Planning and City Planner
Subject: **Hamilton Road Streetscape Master Plan Concept And Background Document**
Meeting on: **Monday, April 29, 2019**

Recommendation

That, on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, and the Managing Director, Planning & City Planner, the following actions **BE TAKEN** with respect to the Hamilton Road Streetscape Master Plan Concept:

a) The Hamilton Road Streetscape Master Plan Concept Background Document attached hereto as Appendix "A", **BE RECEIVED** for information; and,

b) The Hamilton Road Streetscape Master Plan Concept attached hereto as Appendix "B", **BE APPROVED** as a plan identifying infrastructure and urban design guidance for future road projects and redevelopment; and,

c) City Staff **BE DIRECTED** to initiate an Official Plan amendment in order to add the Hamilton Road Streetscape Master Plan Concept to the list of Council approved Urban Regeneration Guidelines in The London Plan.

Previous Reports Pertinent To This Matter

- Civic Works Committee – May 15, 2018 – Contract Award: Tender No. T18-21 Infrastructure Renewal – Contract 11 Hamilton Road & Sackville Street
- Civic Works Committee – June 08, 2016 – Appointment of Consulting Engineers Infrastructure Renewal Program 2017 – 2018
- Civic Works Committee – June 19, 2012 – London 2030 Transportation Master Plan

2015 – 2019 Strategic Plan

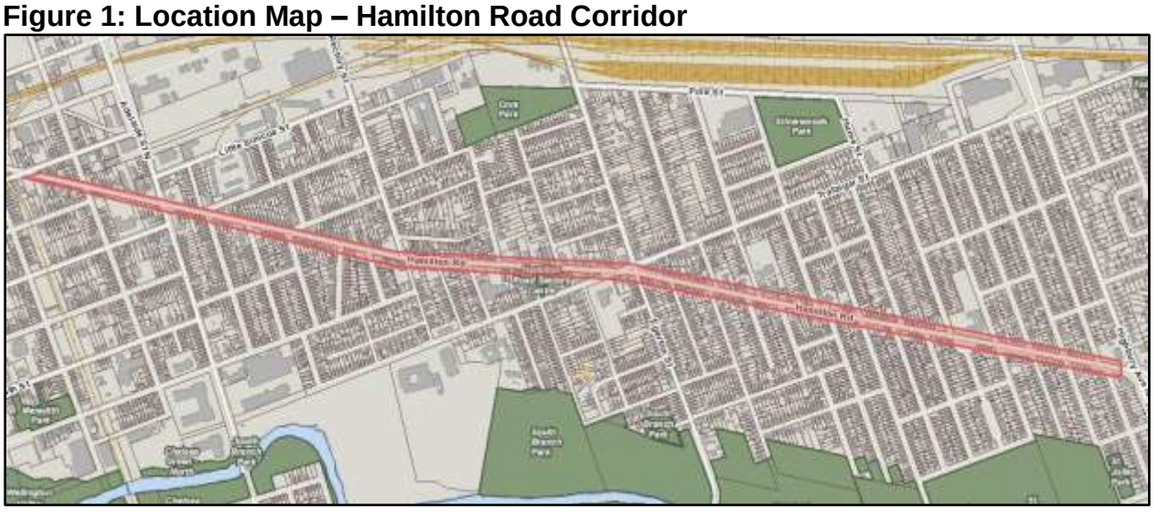
The following report supports the Strategic Plan through the strategic focus area of Building a Sustainable City by implementing and enhancing safe and convenient mobility choices for transit, automobile users, pedestrians and cyclists. The Hamilton Road Streetscape Master Plan Concept will provide guidance to infrastructure and development activities to ensure that a high quality pedestrian environment is incorporated and the vision for the Hamilton Road corridor is preserved; creating more beautiful places and spaces.

Purpose And Effect Of Recommended Action

The purpose and effect of the recommended action is to initiate the process in order to insert the Hamilton Road Streetscape Master Plan Concept into the London Plan (Section 1717) in order for the document to act as a tool for infrastructure and urban design guidance for all future infrastructure projects, planning and development

applications, as well as Community Improvement Plan incentive applications for properties along the Hamilton Road corridor (shown below in Figure 1).

Figure 1: Location Map – Hamilton Road Corridor



Rationale

The adoption of the Hamilton Road Streetscape Master Plan Concept as a guideline document is consistent with the 'Our Tools' section of the London Plan (sections 1712 through 1715) as:

- The proposed guideline document contains performance criteria that is more detailed and requires more flexibility, in interpretation or implementation, than the Official Plan allows; and

- The proposed guideline document provides specific direction for the preparation and review of planning and development proposals, in this area.

The Hamilton Road Streetscape Master Plan Concept is fulfilling a staff objective to prepare a design manual in order to provide design guidance for renovations, restorations, new developments and infrastructure projects.

Background

Context

Project Initiation

Various infrastructure needs have been identified on the Hamilton Road Corridor (between Horton Street and Highbury Avenue South) over the next decade. In order to develop a cohesive plan for this corridor in compliance with the City of London Official Plan and the London Plan a two year assignment was awarded to IBI Group Inc. in June 2016 for the Infrastructure Lifecycle Renewal Contract 'A' – Hamilton-Sackville project. The first phase of the project was to look at the entire corridor for opportunities and constraints. From this review a comprehensive plan was to be developed that could be used by future capital and development projects to transition the Hamilton Road Corridor into the Main Street vision identified within City policies. Opportunities to reclaim and repurpose public spaces to enhance the area, and ways to optimize the Hamilton/Egerton/Trafalgar intersection were also to be explored. These initiatives would form a Streetscape Concept Plan for the design of the corridor, with the ultimate objective being the creation of a complete street with pedestrian priority, AODA compliant access, street trees, furnishing zones, and on-street parking (as requested by BIA and local Stakeholders). The second phase was to complete the detailed design for the first capital project within this corridor plan to implement the plan.

Community Involvement & Public Participation
A community information meeting was held on October 04, 2017 to present the streetscape objective, roadway cross-sections and opportunities for landscape enhancement for areas within the public realm. The streetscape construction plan for the Hamilton Road (Chesley Street to Egerton Street) and Sackville Street (Hamilton Road to Ormsby Avenue) 2018 infrastructure renewal project was also presented at this meeting, where it was well received by those in attendance.

Initial Implementation
On May 22, 2018 Council approved the award of the construction contract for T18-21, Infrastructure Renewal Project Contract 11 – Hamilton Road & Sackville Street. The works completed during 2018 construction will incorporate the foundations for redevelopment of the Hamilton Road corridor. (Limits of work shown in Figure 2).

Figure 2: T18-21 – 2018 Infrastructure Renewal Program Contract 11 – Hamilton Road & Sackville Street

Redevelopment
As future capital works programs upgrade sewers and watermains and as redevelopment occurs along the Hamilton Road corridor, the Hamilton Road

Streetscape Master Plan Concept will be utilized to incorporate the vision and to transition the street into a Main Street as defined by the London Plan.

Policy Context
The framework and recommendations set out by the City of London's existing policy documents informed the design approach of the Hamilton Road Streetscape Master Plan Concept. Relevant documents include:

- Complete Streets Design Manual (2018)
- The Hamilton Road Area Community Improvement Plan (2018)
- The London Plan (2016)
- London On Bikes – Cycling Master Plan (2016)
- A New Mobility Transportation Master Plan for London - 2030 Transportation Master Plan: Smart Moves (2013)

The streetscape alternatives presented in the Hamilton Road Streetscape Master Plan Concept are also informed by urban design best practices and AODA requirements.

Discussion

The Planning Act
The Planning Act identifies the following as a matter of provincial interest:

2 (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;

2 (r) the promotion of built form that,

(i) is well-designed,
(ii) encourages a sense of place, and
(iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

The recommendation is consistent with the Planning Act as it will provide guidance to all planning and development proposals (i.e. London Plan amendments, Zoning Bylaw amendments, Site Plan applications, Minor Variances and Consents) from both the public and the private sector as well as all projects seeking available municipal incentives. Implementing the guidelines will promote a well-designed built form by promoting a high quality of design that will complement the existing structures in the area; encourage a sense of place by promoting design that is unique in character to the Hamilton Road community; and provide for public spaces that are of high quality, safe, accessible, attractive and vibrant.

The Provincial Policy Statement, 2014
Consistent with the Provincial Policy Statement, 2014 (PPS), Section 1.7 Long-Term Economic Prosperity:

1.7.1 c. maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;

1.7.1 d. encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including *built heritage resources* and *cultural heritage landscapes*;

The recommendation is consistent with the Provincial Policy Statement, 2014 as the implementation of the Hamilton Road Streetscape Master Plan Concept will enhance the vitality and viability of the Hamilton Road corridor by promoting a high quality of design that will complement existing structures and achieve the vision for the area.

The London Plan (2016, in force with sections under appeal)

<u>Place Type Policies – Main Street</u>

903 Main Streets are some of London's most cherished historical business areas that contain a mix of residential and commercial uses that were initially established to serve surrounding neighbourhoods. In new neighbourhoods, main street areas can be planned to create a strong neighbourhood character and distinct sense of place.

904 Main Streets play a large role in defining our history and our identity as a city. They include many important cultural heritage resources and their preservation is an important part of our goal to conserve our cultural heritage to pass along to future generations. Main Streets are strongly tied to their surrounding communities, but also provide a unique and inviting shopping and leisure experience for all Londoners and out-of-City visitors.

905 *The London Plan* envisions both the creation of new Main Streets and the regeneration of historic Main Streets throughout our city. The important cultural heritage resources of these streets are to be conserved, while allowing for sensitive repurposing, intensification and infill. These streets will contribute significantly to our image and identity as a city and will support the regeneration and continued vitality of the neighbourhoods that surround them.

906 *The London Plan* addresses Main Streets in two different ways:
1. As specific segment policies within the Rapid Transit and Urban Corridors Place Type
2. Within this chapter, as a separate Main Street Place Type c. Hamilton Road

907 We will realize our vision for Main Streets by implementing the following in all the planning we do and the public works we undertake:

1. Recognize that each Main Street is unique.
2. Protect and conserve the significant cultural heritage resources of our historic Main Streets.
3. Allow for appropriate and sensitive infill and intensification within our Main Streets.
4. Work toward the regeneration of Main Streets, utilizing community improvement plan programs.
5. Enhance the character of Main Streets with the public works we undertake.
6. Ensure our Main Streets are well connected with transit services.
7. Allow for appropriate forms of intensification at suitable locations to support the sustainability of our Main Streets.
8. Where appropriate, support the efforts of all organizations that are working to improve Main Streets.
9. In new Main Streets encourage a mix of uses with active ground floor uses and forms.

911 The following form policies will apply within the Main Street Place Type:

1. All planning and development applications will conform with the City Design policies of this Plan, any existing heritage conservation district plan, the *Ontario Heritage Act*, and any other applicable guidelines.
2. All new development will be designed to be well integrated with the character and design of the associated Main Street.
3. Design guidelines may be prepared to provide guidance for development, streetscape improvements, and public works for a specific main street.
4. Buildings should be located at or along the front property line in order to create a street wall that sets the context for a comfortable pedestrian environment. Exceptions may be made where guidelines suggest an alternative form of development along a specific main street.
5. All the planning and design that is undertaken in the Main Street Place Type will place a priority on the pedestrian experience through site layout, building location, and a design that reinforces pedestrian comfort and safety.
6. The public realm should be of a highly urban character and pedestrian and cycling amenities should be integrated into all public works undertaken along main streets.
7. Enhanced street tree planting should be incorporated into new development proposals to provide for a comfortable pedestrian environment.
8. Signage should be integrated with the architecture of the buildings, fixed to the building, and its size and application should be appropriate for the character of the area.
9. Surface parking will be located to the rear or interior side yard of a building. Parking facilities will not be located between the building and the street.

<u>Our Tools – Guideline Documents</u>

1712 City Council may adopt guideline documents to provide direction for the implementation of the policies of this Plan or to guide development of a specific area. Guideline documents may contain guidelines, standards, and performance criteria that are either too detailed, or require more flexibility in interpretation or implementation than the policies of this Plan would allow.

1713 Guideline documents will be adopted by resolution of City Council. Planning and development applications and public works shall be reviewed to determine their consistency with the provisions of any

applicable guideline document, and conditions may be imposed upon the approval of development accordingly. Provincial guideline documents will also be used to implement the policies of this Plan.

1714 The preparation of a guideline document will include provisions to encourage input from agencies, associations, and individuals that have an interest in the subject matter. Before adopting or amending a guideline document, City Council will hold a public meeting to provide for input from interested parties.

1715 Where there is a conflict or incongruence between a guideline document and one or more policies within *The London Plan*, the policies of *The London Plan* shall prevail.

The Hamilton Road Streetscape Master Plan Concept complies with the Main Street place type policies (sections 903 through 911) and the tools for guideline documents (sections 1712 through 1715) of the London Plan. The manual will provide guidance for all future development along the Hamilton Road corridor to preserve the vision for the area in accordance with the Main Street Place Type. Adoption of the Hamilton Road Streetscape Master Plan Concept by Council will include incorporating the manual in the list of Urban Regeneration Guideline documents section (1717) of the London Plan.

Summary
The Hamilton Road Streetscape Master Plan Concept will be referenced in conjunction with the design policies of the London Plan to evaluate all planning and development proposals (e.g. London Plan amendments, Zoning Bylaw amendments, Site Plan applications, Minor Variances and Consents) from both the public and the private sector as well as all projects seeking available Community Improvement Plan financial incentives. It may also be referenced by development proponents when contemplating their plans. Additionally, the manual will be provided to consultants for future infrastructure works to ensure designs align with the ultimate vision for the Hamilton Road corridor.

Conclusion

The recommended action to have staff initiate an Official Plan amendment to adopt the Hamilton Road Streetscape Master Plan Concept in the City of London's Official Plan (The London Plan); meeting the Provincial interests of providing a well-designed built form and providing for a sense of place. The recommendation is consistent with the Provincial Policy Statement and is consistent with The London Plan. An amendment will provide for a guideline document that will act as a tool for infrastructure and urban design guidance for all future road projects, planning applications and Community Improvement Plan incentive applications in this area.

This report was prepared with the assistance of Karl Grabowski, P. Eng., Transportation Design Engineer, Matt Davenport, EIT, Engineer in Training, and Jane Fullick, CET, Senior Technologist, all of the Transportation Planning & Design Division, and Britt O'Hagan, Manager, Urban Regeneration from City Planning.

Prepared by:	**Doug MaCrae, P.ENG** **Division Manager** **Transportation Planning and Design**
Prepared by:	**Britt O'Hagan, MCIP, RPP** **Manager, Urban Regeneration** **City Planning**
Recommended by:	**Kelly Scherr, P.ENG., MBA, FEC** **Managing Director** **Environmental and Engineering Services and City Engineer**
Recommended by:	**John M. Fleming, MCIP, RPP** **Managing Director, City Planning and City Planner**
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Planning Services	

April 17, 2019
BO/bo

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Attach: Appendix A: Hamilton Road Streetscape Master Plan Concept – Background Document
Appendix B: Hamilton Road Streetscape Master Plan Concept

cc:

Appendix A: Hamilton Road Streetscape Master Plan Concept – Background Document

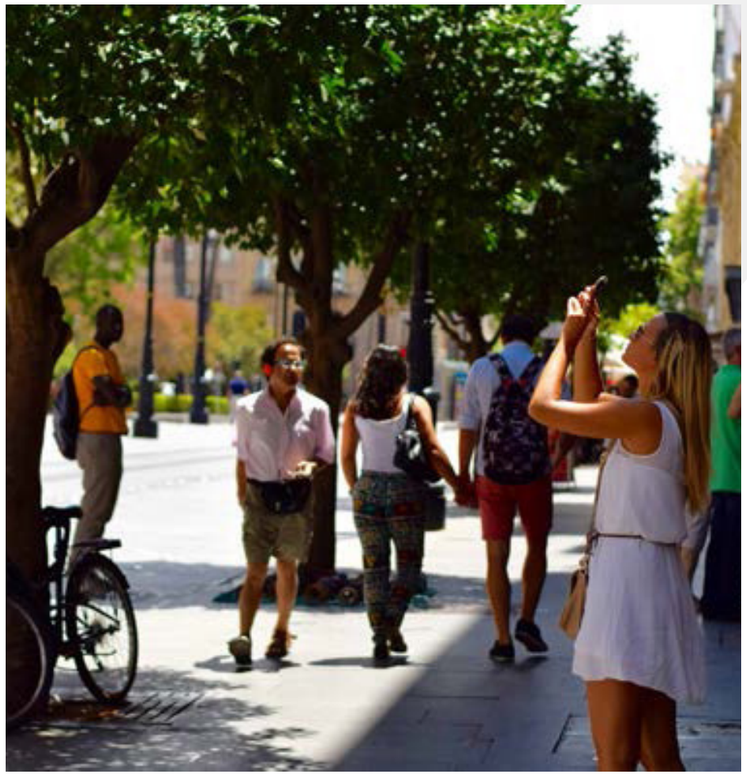
HAMILTON ROAD

Streetscape Master Plan Concept Background Document

// July 2018

Contents

Figures



Executive Summary

Within central London, Hamilton Road has been identified as a key area for growth and development. With public and private sector collaboration already in the planning process, a major transformation of this corridor is imminent.

The Streetscape Master Plan Concept will support the transformation of the streetscape from a primarily car-oriented corridor to a shared and vibrant public realm. The Master Plan Concept will guide streetscape development and provide strategies to strengthen and reinforce the sense of place.

The project consists of 3 phases:

- Phase 1: review of background policy, existing conditions, and opportunities and constraints;
- Phase 2: development of concepts for the purposes of evaluation and identification of long term streetscape enhancement potential;
- Phase 3: detailed design of a focus segment of Hamilton Road between Chesley Avenue and Egerton Street.

An analysis of existing conditions revealed that the corridor currently operates as a car-dominated corridor with a constrained right-of-way. However, according to a Hamilton Road Traffic Review (included in Section 3), certain intersections operate well below peak capacity during AM and PM peak hours. Meanwhile, pedestrian infrastructure is limited, there is minimal tree presence throughout the corridor, and there is significant presence of utility poles and infrastructure throughout the streetscape.

This document outlines Phase 1 of the project. Phases 2 and 3 are outlined in the Hamilton Road Streetscape Master Plan Concept.

The report is organized in the following sequence:

Introduction

- Outlines project background, project scope and roles and responsibilities.

Project Conditions

- Provides an overview of land use context, community improvement plan, existing conditions, SWOT analysis, and key challenges.

Traffic Analysis

- Analyzes the key issues pertaining to the outcome of the traffic review.

Project Vision & Objectives

- Highlights the united project vision and objectives.

1.0 Introduction

1.1 Project Background

IBI Group has been retained by the City of London to develop the Hamilton Road Streetscape Master Plan Concept. There are two main components to the Hamilton Road Project:

1. Infrastructure Renewal: which will see new municipal services installed along Hamilton Road from Chesley Avenue to Egerton Street and on Sackville Street in 2018, with other sections to follow within the next 10 years.

2. Streetscape Master Plan Concept: for the entire section of Hamilton Road from Horton Street to Highbury Avenue - The Hamilton Road Streetscape Master Plan Concept was developed in coordination with the Hamilton Community Improvement Plan, parts of this plan will be incorporated into the restoration works for the 2018 construction project.

This resulting Streetscape Master Plan Concept presents a vision for long-term development and regeneration of the Hamilton Road corridor, focusing on streetscape design recommendations for the area between Horton Street to Highbury Avenue.

The Streetscape Master Plan Concept outlines a streetscape design concept, which represents different streetscape design approaches and intensities of investment throughout the corridor and at specific nodes where Hamilton Road intersects with other roadways.

A series of consultations were held throughout this project to discuss community and municipal priorities for the Hamilton Road Streetscape Master Plan Concept vision. The stakeholders discussed key issues pertaining to urban design, culture, heritage conservation, pedestrian safety and vehicular circulation.

The aim of the consultations were to develop a clear and united vision for the Streetscape Master Plan Concept, informed by the objectives of the Community Improvement Plan, London Plan, Draft Bicycle Master Plan, and the New Mobility Transportation Master Plan for London.

Figure 1: Project Study Area

2.0 Project Conditions

2.1 Land Use Context

The Hamilton Road Streetscape Master Plan Concept is informed by City of London policy documents and guidelines. The following documents were particularly important in the development of the Streetscape Concept for Hamilton Road:

- The London Plan (2016)
- London ON Bikes Cycling Master Plan (2016)
- A New Mobility Transportation Master Plan for London: 2030 (2013)
- Transportation Master Plan Smart Moves (2013)

The London Plan classifies all major streets in the City of London, outlining the intended character and function of the streets in order to inform design and planning decisions moving forward.

The London Plan designates Hamilton Road as Main Street and Civic Boulevard, with each being defined as follows:

Civic Boulevard

a. Priority on pedestrian, cycle and transit movements

b. Moves medium to high volumes of vehicular traffic

c. Very high-quality pedestrian realm

d. Very high standard of urban design

Main Street

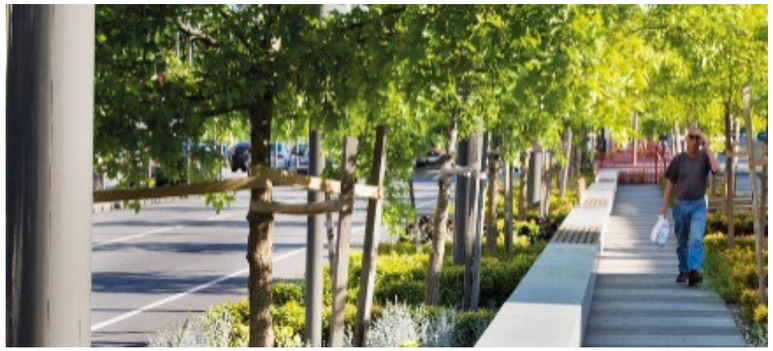
a. Priority for pedestrians

b. Moves medium to high volumes of cycle, transit and vehicular traffic

c. Minimize width of vehicle zone

d. Highest-quality pedestrian realm

e. Highest standard of urban design



Accordingly, the Streetscape Master Plan Concept works towards providing pedestrian priority with a high-quality pedestrian realm, while ensuring well designed infrastructure for vehicular travel. The Streetscape Concept upholds a high standard of urban design and caters to potential new development occurring along the corridor.

The London Plan outlines 10 Place Types (plus 2 city-wide) that apply to all lands within the Urban Growth Boundary. Breaking from typical land use designations, Place Types plan for the vision of the future, seeking to "plan highly-functional, connected, and desirable places."

The Urban Corridor and Main Street represent 2 Place Types which are applicable to Hamilton Road.

The London Plan denotes Urban Corridors as areas set for vibrant, mixed-use, mid-rise intensification to varying degrees over the long-term, predominantly consisting of mid-rise residential and mixed-use development.

The London Plan identifies the Main Street Place Type as applying to segments of Urban Corridors:
"Main Street segments are streets that have been developed, historically, for pedestrian-oriented shopping or commercial activity in the older neighbourhoods of the city...These areas will be in a linear configuration and street-oriented, meaning buildings will be close to the street with parking generally located to the rear of the site or underground. A broad range of uses at a walkable neighbourhood scale will be permitted within these areas."

Main Streets are historic areas that are rich in cultural heritage. The London Plan outlines preservation, sensitive repurposing, intensification and infill as important goals for the areas.

Hamilton Road is zoned primarily as an Arterial Commercial Zone, with areas of Neighbourhood Facility Zone, Residential Zone, Community Facility Zone, and Automobile Service Station Zone.

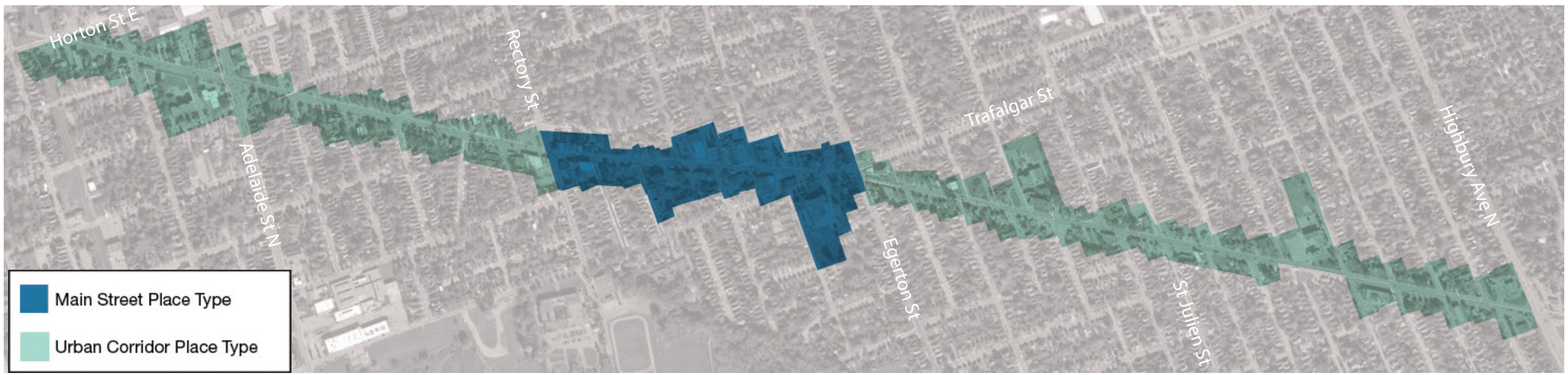


Figure 2: Place Type Map

Figure 3: Land Use Zone Map

2.2 Community Improvement Plan

The City of London has undertaken a Community Improvement Plan (CIP) for the Hamilton Road Community. With efforts from the Hamilton Road Area Community, Municipal Council and staff, as well as local organizations, the CIP is an Action Plan that contains a vision, goals and strategies for the community which inform improvements to the area. The actions are used to guide city budgets and works projects, coordinate between departments and other organizations, stimulate private section investment and provide financial incentives programs.

The CIP's vision for the Hamilton Road Area is as follows:

"By 2027, the Hamilton Road Area will be an attractive destination in London filled with heritage, diverse local businesses and multi-cultural restaurants, as well as for being a safe and welcoming neighbourhood."

The Objectives of the CIP are the following:

- Improve the existing pedestrian environment along Hamilton Road;
- Stimulate private sector investment in revitalizing and rehabilitating the Hamilton Road area;
- Encourage the conversation and restoration of local heritage resources;
- Build upon the success of the local small businesses and restaurants to create a healthy, vibrant, and mixed-use main street;
- Provide additional parking opportunities for local businesses to encourage residents and visitors to leave their vehicles and explore the neighbourhood;
- Improve long-term community safety to create a family-friendly environment at all times, in all seasons;
- Foster great streetscapes with a visually interesting, accessible and clean public realm;
- Support the existing and new community organizations that nurture the well-being of all Hamilton Road area residents;
- Coordinate municipal servicing infrastructure improvements with planning and development activity to help reduce disruptions in the neighbourhood; and
- Improve access to fresh food along Hamilton Road.

The CIP identifies traffic as a predominant issue in the community. Consequently, the CIP encourages the Hamilton Road Streetscape Master Plan Concept to promote active transportation, such as walking. Further, the CIP encourages a strong identity for the community, active streets and a strong sense of place through built and cultural heritage. These ideas have been brought forward to the Hamilton Road Streetscape Master Plan Concept.

2.3 Existing Conditions

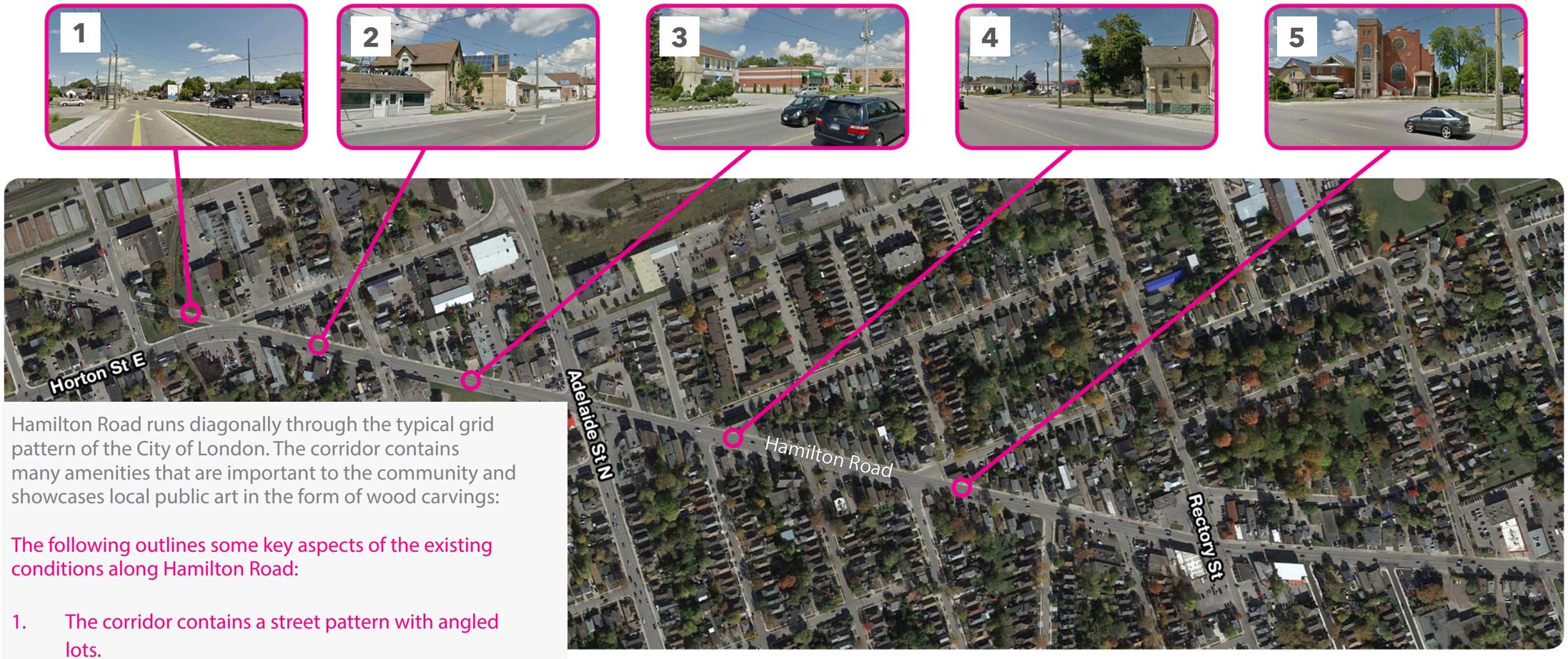
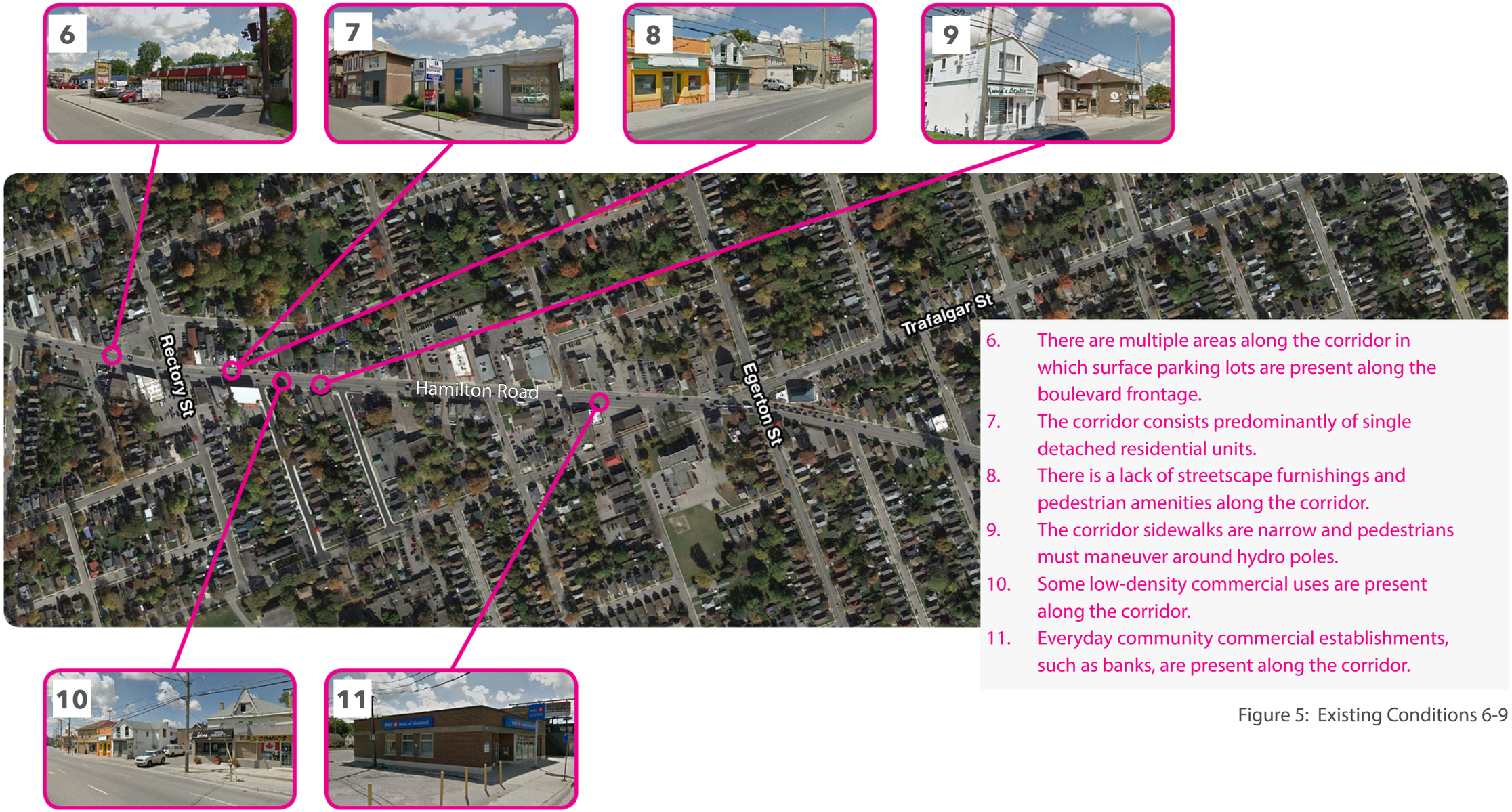


Figure 4: Existing Conditions 1-5

Hamilton Road runs diagonally through the typical grid pattern of the City of London. The corridor contains many amenities that are important to the community and showcases local public art in the form of wood carvings:

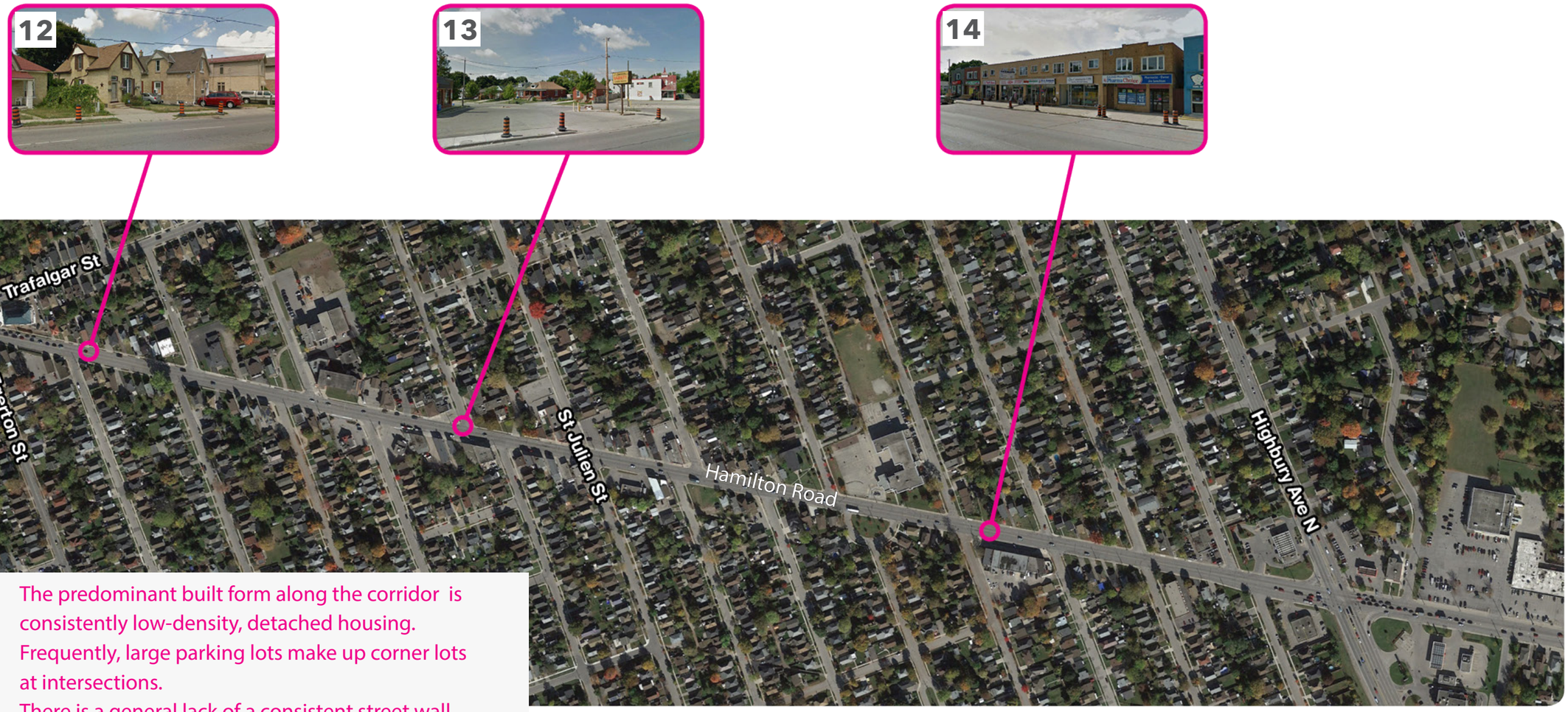
The following outlines some key aspects of the existing conditions along Hamilton Road:

1. The corridor contains a street pattern with angled lots.
2. Numerous private driveways front onto Hamilton Road, frequently interrupting the sidewalk.
3. There is a lack of connections to active transportation networks.
4. Pedestrian crosswalks are long due to angled streets.
5. At times, side streets terminate at Hamilton Road, breaking the street grid.



6. There are multiple areas along the corridor in which surface parking lots are present along the boulevard frontage.
7. The corridor consists predominantly of single detached residential units.
8. There is a lack of streetscape furnishings and pedestrian amenities along the corridor.
9. The corridor sidewalks are narrow and pedestrians must maneuver around hydro poles.
10. Some low-density commercial uses are present along the corridor.
11. Everyday community commercial establishments, such as banks, are present along the corridor.

Figure 5: Existing Conditions 6-9



12. The predominant built form along the corridor is consistently low-density, detached housing.
13. Frequently, large parking lots make up corner lots at intersections.
14. There is a general lack of a consistent street wall along Hamilton Road.

Figure 6: Existing Conditions 12-14

2.4 SWOT Analysis

The following analysis of Strengths, Weaknesses, Opportunities and Threats (SWOT) informs the Streetscape Master Plan Concept.

Strengths

The following elements are strengths of Hamilton Road that should be fostered throughout the Streetscape Master Plan Concept.

- Hamilton Road provides an arterial connection to and from Downtown London and consequently many community members frequent the corridor.
- The corridor has a strong independent business community.
- Hamilton Road is surrounded by multicultural neighbourhoods.
- The City of London is open to innovative ideas that can foster a vibrant public realm along Hamilton Road.

Weaknesses

The following elements are weaknesses of Hamilton Road that should be mitigated throughout the Streetscape Master Plan Concept.

- Hamilton Road currently does not have a continuous street wall and consequently is not reaching its potential for street-level animation.
- Current traffic volumes within the constrained Hamilton corridor lead to an auto-dominated environment, forsaking other users such as pedestrians, cyclists and transit users.
- A tight right-of-way (ROW) and narrow public realm creates constrained conditions for pedestrians.

Opportunities

The following elements are opportunities available for Hamilton Road that should be capitalized on throughout the Streetscape Master Plan Concept.

- There is potential to reconfigure the intersection of Hamilton Road and Egerton Street to benefit the pedestrian realm.
- Narrower traffic lanes could provide a more robust pedestrian realm, and slow traffic speeds.
- Private tree planting incentives could increase the canopy along the corridor.
- There is potential for a shared street design for Sackville Street.
- There is potential for Low Impact Design, such as rain gardens at Pearl Street.
- There is potential for a pedestrian signalized crosswalk at Little Hill Street and Mamelon Street.
- There is potential for tree planting at existing/ potential park space – Horton Street East, Adelaide Street North, Trafalgar Street, Delaware Street, Pine Lawn Avenue.
- There is potential for consistent linear flowering shrub borders on the north and south sides of the street or shade trees on the north side with shrub borders on the south side of the street (dependent on traffic alignments).
- There is potential for intensification along the north side, between Sackville Street and Egerton Street.

Threats

The following elements are threats to the Hamilton Road Streetscape Master Plan Concept that should be considered throughout the process.

- There are prevailing crime and safety concerns along the corridor.
- There are limited project budgets and short timelines.
- There will likely be a period of adjustment to new traffic regimen.
- Maintenance issues are often overlooked or deferred and should be considered throughout the design process and a clear maintenance plan needs to be established.

2.5 Key Challenges

In summary, there are a number of key challenges that must be taken into account in the Streetscape Master Plan Concept.

- Hamilton Road has a discontinuous street wall due to the diagonal nature of the street with the grid pattern of the surrounding urban fabric. It can be challenging to foster vibrant, animated corridors without a continuous street wall.
- Hamilton Road is currently auto-dominated, particularly at the complex intersection of Hamilton Road and Egerton Street. Creating a pedestrian realm with a strong sense of place can be challenging in these conditions.
- Hamilton Road has a relatively narrow public right-of-way (ROW) and consequently there is limited space for streetscape improvements.

3.0 Traffic Analysis

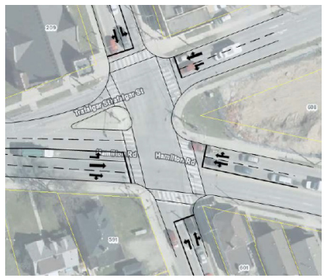
3.1 Existing Traffic Conditions

There are 3 intersections that are identified as having critical movements under existing conditions. They are:

- Adelaide Street
- Egerton Street / Trafalgar Street
- Highbury Avenue

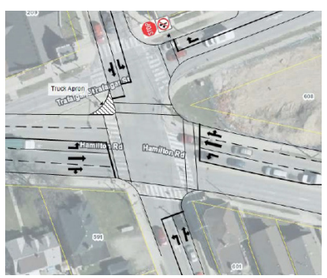
All other intersections within the study area are operating well within capacity during both the AM and PM peak periods. Hamilton Road and Egerton Street intersection design was looked at for reconfiguration and redesign. After testing various scenarios, 2 options were conceived:

Option 1



- Maintains existing intersection operations
- Through movement from Trafalgar Street reduced to one lane
- Some reclaimed public space on the northwest corner

Option 2



- Southbound approach relocated closer to Hamilton Road
- Intersection converted into standard 4-legged configuration
- Westbound Trafalgar Street must turn right at Egerton Street
- Reduced pedestrian crossing distances
- Significant reclaimed public space on the northwest corner
- Added westbound turn-lane

3.2 Parking Strategy

The parking strategy ultimately aims to address parking coordination through opting for a more favourable on-street option. An inventory of the existing signed on-street parking regulations was conducted along Hamilton Road and its intersecting local roads. Currently, there are 13 different signed parking regulations (e.g., variations in parking permissions by time-of-day, day-of-week, duration, etc.).

The majority of these parking regulations are variations of either no parking anytime, 1 hour parking, or 2 hour parking. In some sections, the 1 or 2 hour parking is permitted during the peak periods, which effectively reduces the capacity of the roadway while adding to congestion and weaving.

Consideration should be given to standardizing the parking regulations along the corridor. This will promote a consistent parking strategy, which can support the vision of the corridor by reducing driver confusion and misuse, creating a more positive user experience, and promoting the desired patterns of land use through the corridor.

In particular, there are recognized opportunities for strategic on-street parking along Hamilton Road during the off-peak hours, which can be effective in improving road safety for all users, while simultaneously sustaining local businesses. This is demonstrated in the Streetscape Master Plan Concepts (Section 3).

Existing Conditions Traffic Study

Hamilton Road at	Overall LOS	Overall Delay	Overall V/C	Critical Movement				
				Movement	LOS	V/C Ratio	95th Percentile (m)	Storage Capacity (m)
AM Peak Period								
Adelaide St	C	27	0.78	SBL	C	0.76	40	35
Egerton Street / Trafalgar Road	D	52	0.95	WBT	E	1.03	120	-
				SWL	E	0.87	86	-
				SWR	F	0.95	86	-
Highbury Avenue	D	44	0.95	EBL	E	0.42	22	55
				EBT	E	0.63	51	-
				EBR	E	0.18	33	90
				WBL	F	0.96	104	200
				NBL	D	0.85	160	150
				SBT	E	0.95	222	-
PM Peak Period								
Adelaide Street	D	37	0.92	WBL	D	0.87	59	45
				NBT	D	0.92	152	-
				SBL	D	0.88	79	35
Egerton Street / Trafalgar Road	D	52	1.03	EBL	E	0.95	40	40
				NBL	F	0.87	38	65
				NBT	E	0.98	120	-
				SBL	F	0.85	38	45
				SBT	F	1.12	149	-
				SWR	E	0.86	75	-
Highbury Avenue	E	60	1.28	EBR	F	1.22	188	90
				WBL	F	0.95	100	200
				NBL	F	1.31	149	150

Legend

LOS
Level of Service, an indicator of intersection performance based on the average delay per vehicle.

V/C
Volume-to-Capacity ratio, a measure of the vehicular demand relative to the theoretical carrying capacity of the roadyway.

95th Percentile
The "maximum" estimated number of queued vehicles for a given lane group over the analysis period.

***** The current scope does not include the Hamilton Road and Highbury Avenue intersection. Moreover, future design phases should cross-reference different data analyses that have been conducted to date.

4.0 Project Vision & Objectives

Hamilton Road's primary function is to support local business, active transportation options and vehicular movement in order to foster a vibrant pedestrian-realm that is distinct and serves as a community hub in London.

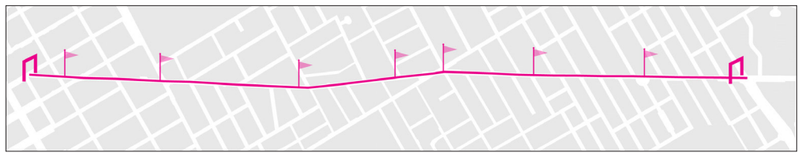
Streetscape Vision

The focus at this stage is to further a streetscape vision for Hamilton Road that optimizes the unique opportunities that the diagonal grid offers and build upon a transformation of the public realm through a place-based approach to create a connected, pedestrian-oriented, walkable urban corridor.

Streetscape Objectives

The Hamilton Road Streetscape Master Plan Concept identified five objectives to transform Hamilton Road from an auto-dominated through-way to an inviting and vibrant place. The five objectives are as follows:

1. Create a Strong Identity

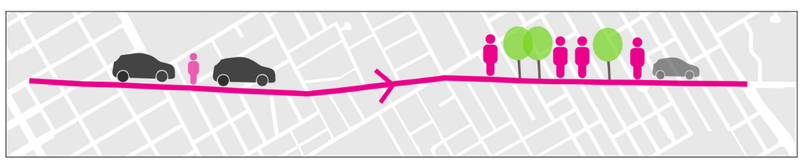


The Streetscape Master Plan Concept sets out to reinforce a strong identity and sense of place for Hamilton Road. The corridor is already equipped with a distinctive character and public art initiative. The streetscape concept will reinforce this identity through establishing a strong sense of place along the corridor.

A strong sense of place can be achieved through:

- Creating gateways to the corridor with a unique design and cohesive material and plant palette;
- Carrying the plant and material palette through the streetscape design;
- Introducing context- specific design elements throughout the corridor;
- Capitalizing on potential public realm opportunities;
- Creating seasonal interest through planting selection; and
- Optimizing public art opportunities.

2. Shift from Auto-Dominated to Shared Place



Currently, Hamilton Road is an auto-dominated through-way as a result of traffic, vehicular speeds, long crosswalks, lack of pedestrian amenities and auto-oriented intersections. The following intersections were identified as key focus areas with significant potential for streetscape improvements:

- The intersection of Hamilton Road and Horton Street East;
- The intersection of Hamilton Road and Sackville Street; and
- The intersection of Hamilton Road and Egerton Street.

3. Maximize Opportunities for Greenscape

The Streetscape Master Plan Concept works towards initiatives for a greener London set out in the London Plan. By optimizing opportunities for planting along the corridor, Hamilton Road will provide a sustainable streetscape that is more enjoyable for community members. Maximizing opportunities for greenscape can be achieved through:

- Introducing context-appropriate species of trees to line the street wherever possible;
- Utilizing hydro-form species were applicable;
- Introducing planters along the corridor; and
- Optimizing green space wherever possible in the public realm (i.e. through gateways).

4. Reclaim and Enhance Public Realm

Due to the diagonal nature of Hamilton Road, there are a number of instances along the corridor where there is an area of space not currently being used that could be transformed into public realm. The Streetscape Master Plan Concept explores these opportunities, reclaiming certain spaces and enhancing other public spaces that already exist.

The Streetscape Master Plan Concept is focused on:

- Optimize the intersection of Hamilton Road and Horton Street East;
- Optimize Sackville Street at Hamilton Road; and
- Rework the intersection of Hamilton Road and Egerton Street.

5. Encourage an Animated, Intensified Streetwall

The Streetscape Master Plan Concept should encourage intensification of the corridor to stimulate an animated, vibrant area. The streetscape should support the urban design guidelines set out in the London Plan. An animated, intensified streetwall can be obtained through:

- Providing a continuous built form and appropriate setbacks;
- Supporting buildings that front onto Hamilton Road;
- Encourage alternate forms of parking and avoiding parking lots that front onto the streetscape; and
- Encouraging architectural variety.

References

A New Mobility Transportation Master Plan for London: 2030 Transportation Master Plan SmartMoves (2013)

Cycling Master Plan, City of London (2016)

Hamilton Road Area Community Improvement Plan (CIP) (2018)

The London Plan (2016)

Appendix B: Hamilton Road Streetscape Master Plan Concept

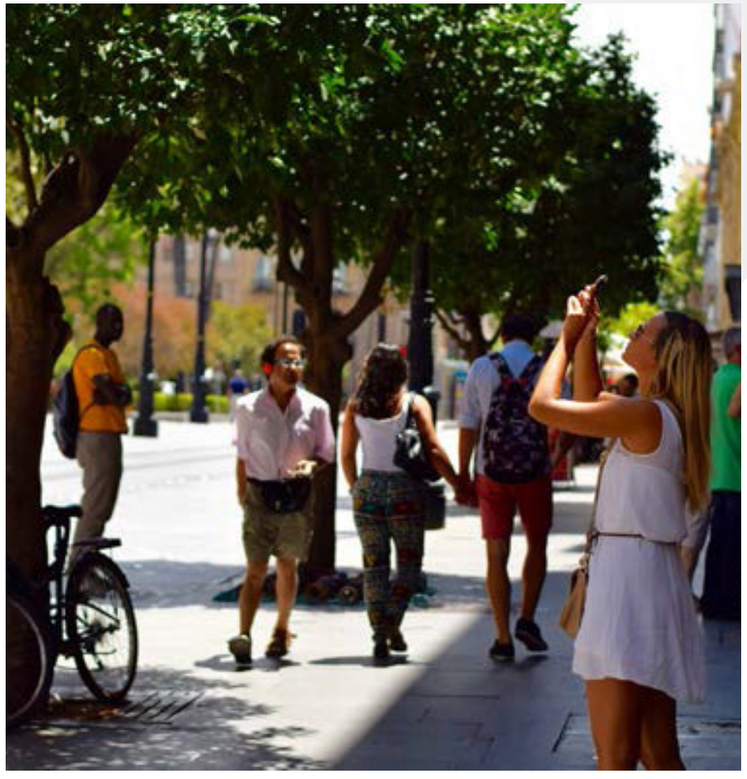
HAMILTON ROAD

Streetscape Master Plan Concept

// July 2018

Contents

Figures



Executive Summary

Within central London, Hamilton Road has been identified as a key area for growth and development. With public and private sector collaboration already in the planning process, a major transformation of this corridor is imminent.

The Streetscape Master Plan Concept will support the transformation of the streetscape from a primarily car-oriented corridor to a shared and vibrant public realm. The Master Plan Concept will guide streetscape development and provide strategies to strengthen and reinforce the sense of place.

The project consists of 3 phases:

- Phase 1: review of background policy, existing conditions, and opportunities and constraints;
- Phase 2: development of concepts for the purposes of evaluation and identification of long term streetscape enhancement potential;
- Phase 3: detailed design of a focus segment of Hamilton Road between Chesley Avenue and Egerton Street.

An analysis of existing conditions revealed that the corridor currently operates as a car dominated corridor with a constrained right-of-way. However, according to a Hamilton Road Traffic Review (included in Section 4), certain intersections operate well below peak capacity during AM and PM peak hours. Meanwhile, pedestrian infrastructure is limited, there is minimal tree presence throughout the corridor, and there is significant presence of utility poles and infrastructure throughout the streetscape.

These issues have been minimized through a context-driven Streetscape Master Plan Concept which works to transform Hamilton Road into a multi-modal place that celebrates the unique identity of the area.

This document outlines Phase 2 and Phase 3 of the project. For Phase 1, refer to the Hamilton Road Streetscape Master Plan Concept Background Document.

The report is organized in the following sequence:

Introduction

Outlines project background, project scope and roles and responsibilities.

Project Approach

- Outlines the approach to selecting concepts.

Streetscape Master Plan Concept

- Presents the final concepts, including its key elements through the use of sections and plans.

1.0 Introduction

1.1 Project Background

IBI Group has been retained by the City of London to develop Hamilton Road Streetscape Master Plan Concept. There are two main components to the Hamilton Road Project:

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A series of consultations were held throughout this project to discuss community and municipal priorities for the Hamilton Road Streetscape Master Plan Concept vision. The stakeholders discussed key issues pertaining to urban design, culture, heritage conservation, pedestrian safety and vehicular circulation.

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Figure 1: Project Study Area

2.0 Project Approach

2.1 Big Moves

A project approach has been developed that is grounded in the SWOT (Strengths, Weakness, Opportunities and Threats) analysis of the corridor outlined in the Hamilton Road Streetscape Master Plan Concept Background Document.

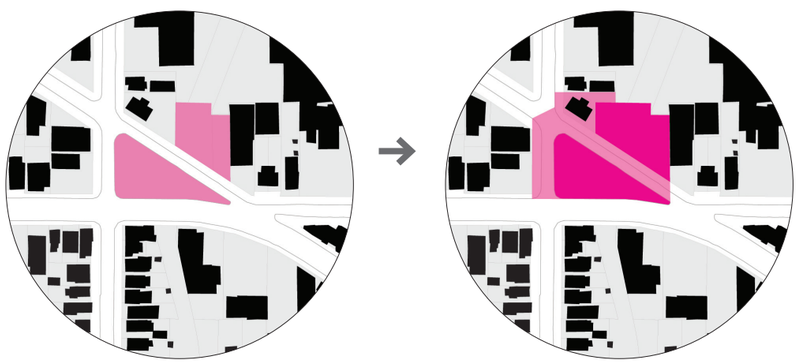
The project approach seeks to improve the existing challenges rooted in physical design regarding the configuration of Hamilton Road, the location of parking, access to existing development, and support of public realm improvements. The approach used to arrive at the concepts reflect the general land use pattern suggested by the London Plan, which is a continuation of the existing pattern of development.

Due to the unique conditions of Hamilton Road, there are a number of opportunities inherent in the context. The Hamilton Road Streetscape Master Plan Concept takes advantage of these unique opportunities.

The following 7 Big Moves are utilized throughout the streetscape for the Streetscape Master Plan Concept:

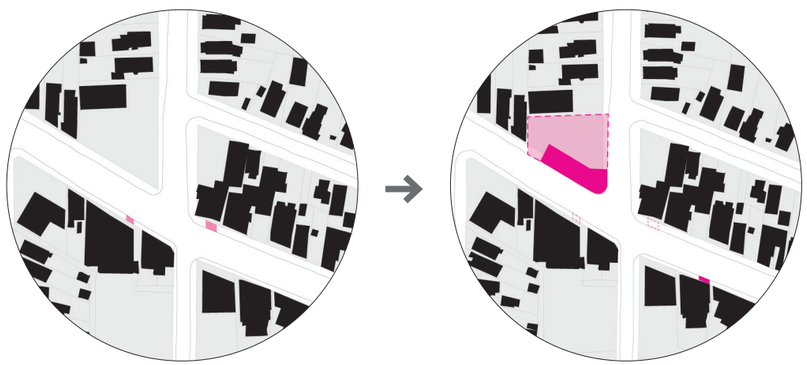
1. Create Public Realm Destinations
2. Optimize Bus Stops
3. Introduce Parkettes
4. Reconfigure Intersections
5. Create a Linearscape
6. Create a Paving Pattern Inspired by the Corridor
7. Implement Public Art in Key Locations

1. Create Public Realm Destinations



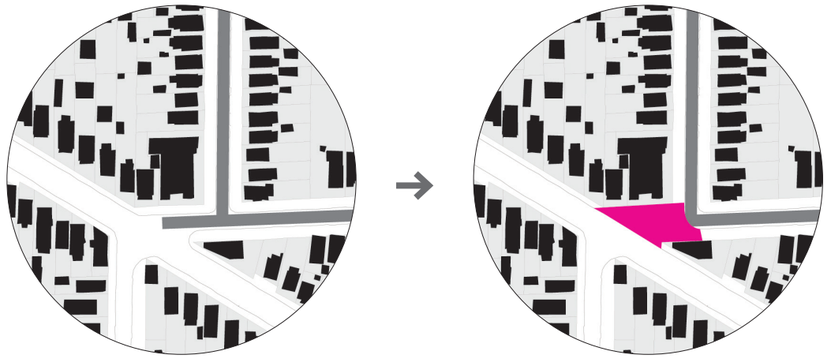
The Streetscape Master Plan Concept establishes public realm destinations by utilizing available spaces along the corridor (i.e. a civic park at Horton Street East, or a plaza at Sackville Street).

2. Optimize Bus Stops



The Streetscape Master Plan Concept optimizes the placement of bus stops in order to enhance service and the surrounding public realm where applicable.

3. Introduce Parkettes

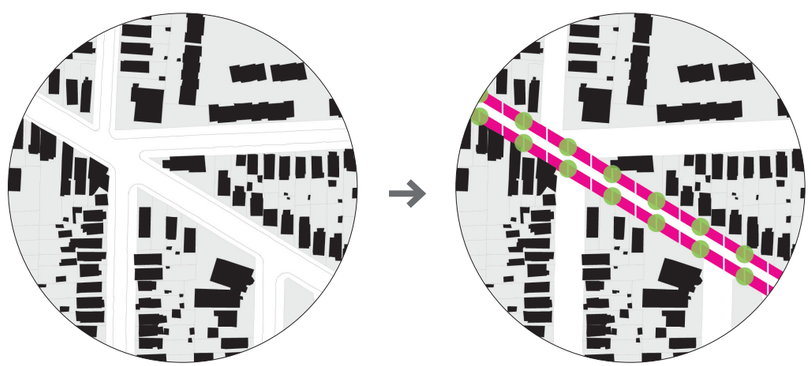


Where opportunities are available to reclaim space for public realm, the Streetscape Master Plan Concept introduces parkettes (i.e. Little Hill Street, Trafalgar Street, or Sackville Street).

4. Reconfigure Intersections

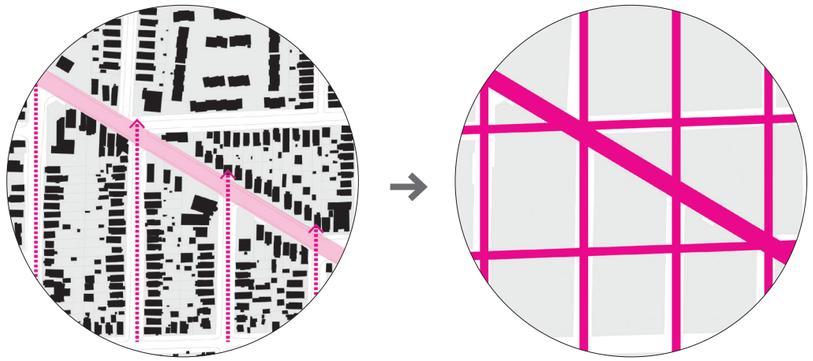
The intersection of Hamilton Road and Egerton Street is a complex junction of 3 roads. The Streetscape Master Plan Concept works to simplify these types of intersection, to optimize vehicular circulation and provide a more pedestrian-oriented area.

5. Create a Linearscape



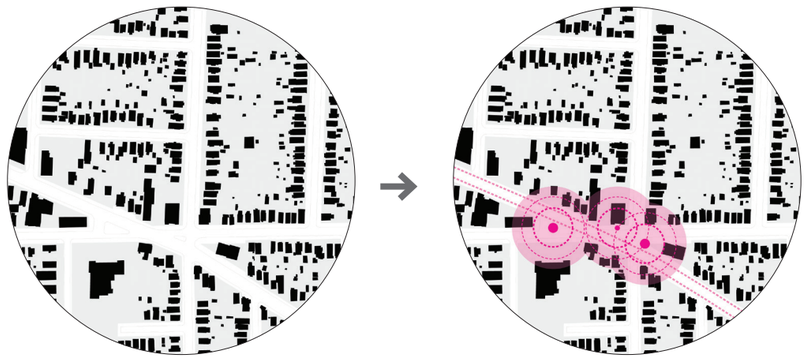
The Streetscape Master Plan Concept implements landscape treatments along Hamilton Road in order to create a linearscape.

6. Create Paving Pattern Inspired by Context



The Streetscape Master Plan Concept design is informed by the surrounding context, with a paving pattern inspired by the unique diagonal pattern and context of the surrounding urban fabric.

7. Implement Public Art in Key Locations



The Streetscape Master Plan Concept optimized opportunities to incorporate public art into the corridor through the use of public art pieces in major public open spaces, banner design, and hydro pole beautification.

3.0 Streetscape Master Plan Concept

3.1 Streetscape Typologies

Throughout the Hamilton Road corridor, the character of the street, as well as the Place Type and Street Classifications from the London Plan, differ. Consequently, the Streetscape Concept applies two Streetscape Typologies along the corridor for long term:

- Main Street Typology, and
- Civic Boulevard Typology.

Along Hamilton Road, there are some areas with more constrained right-of-ways. As a result, each Streetscape Typology provides options for a constrained condition, distilling what is most important to remain consistent throughout the corridor. It is also important to note that cycling facilities were reviewed but not recommended due to spatial constraints. Further, the Streetscape Master Plan Concept is intended to guide the long-term implementation approach.

Main Street applies to segments of Hamilton Road classified by the London Plan as Main Street which, for the most part, is surrounded by Main Street Place Type lands.

The Main Street typology for Hamilton Road contains the following:

- A minimum 1.8 m wide concrete sidewalk on both sides with decorative banding,
- A minimum 1.6 m wide street furnishing zone with unit pavers on both sides (containing planters, street trees, street furniture, street lights with pedestrian lights, banners, hanging baskets),
- In constrained conditions, a 1.4 m wide street furnishing zone is slated on both sides (containing movable planters, street furniture, street lights with pedestrian lights, banners, hanging baskets),
- Two vehicular lanes in either direction, 3.3 m wide for curbside lanes and 3.0 m wide for the inner lanes,
- Opportunity for off-peak parking on curbside lanes,
- Left-turn lanes at intersections.

Civic Boulevard applies to segments of Hamilton Road classified by the London Plan as Urban Corridor, which is primarily surrounded by Urban Corridor Place Type lands.

The Civic Boulevard typology for Hamilton Road contains the following:

- A minimum 1.8 m wide concrete sidewalk on both sides with decorative banding,
- A minimum 1.8 m wide street furnishing zone with unit pavers (containing planters, street furniture, street lights with pedestrian luminaries, banners, hanging baskets) on the north side of the street,
- A 0.8 m wide paved buffer on the south side,
- Two vehicular lanes in either direction, 3.3 m wide for curbside lanes and 3.0 m wide for the inner lanes,
- Opportunity for off-peak parking on curbside lanes,
- Left-turn lanes at intersections.

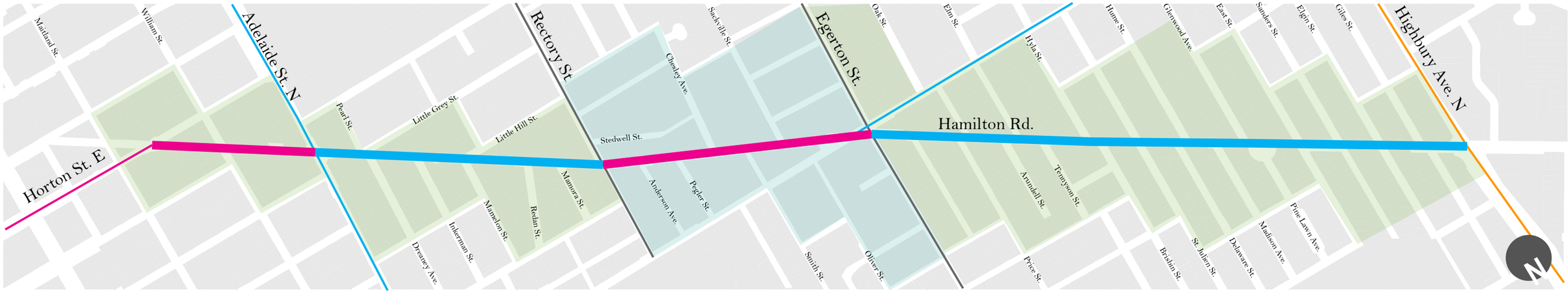
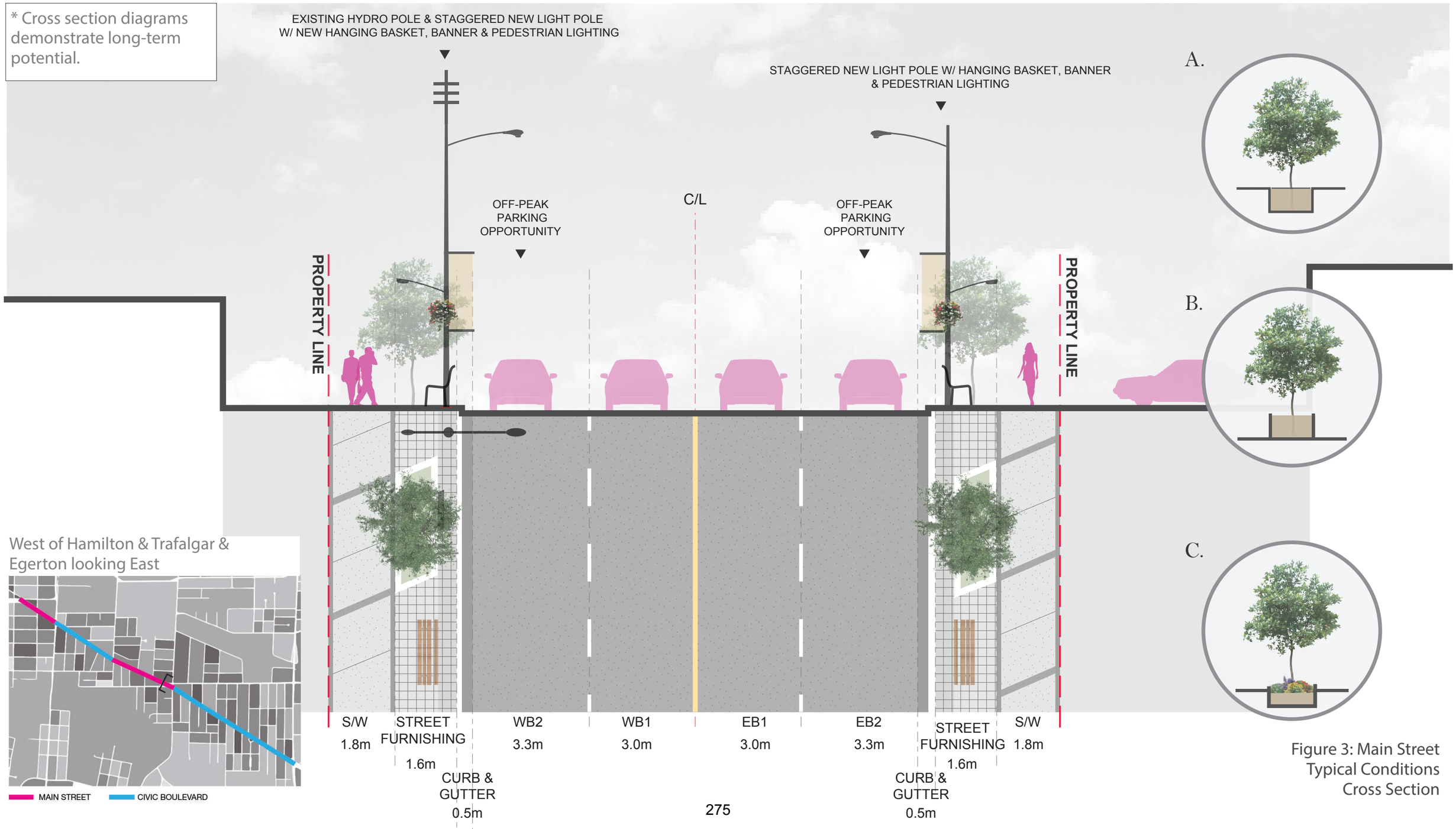


Figure 2: Place Type and Streetscape Typologies Map

- Main Street Place Type
- Urban Corridor Place Type
- Main Street
- Civic Boulevard
- Urban Thoroughfare
- Neighbourhood Connector

3.1.1 Main Street Typical Conditions

* Cross section diagrams demonstrate long-term potential.



West of Hamilton & Trafalgar & Egerton looking East

Figure 3: Main Street Typical Conditions Cross Section

3.1.2 Main Street Constrained Conditions

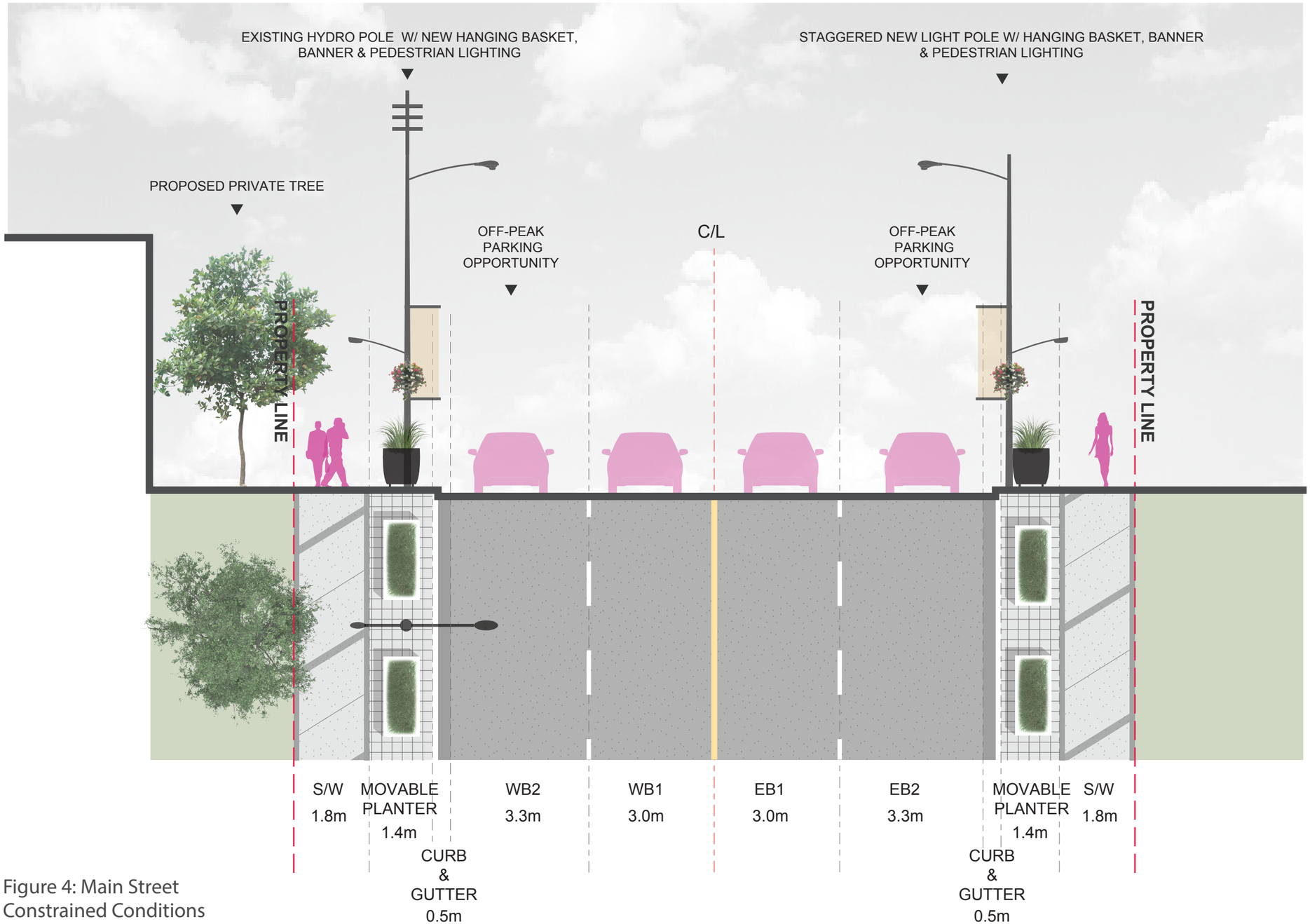


Figure 4: Main Street Constrained Conditions Cross Section

* Cross section diagrams demonstrate long-term potential.

Between Adelaide & William
Looking East

3.1.3 Civic Boulevard Typical Conditions

* Cross section diagrams demonstrate long-term potential.

EXISTING HYDRO POLE W/ NEW BANNER

PROPOSED PRIVATE TREE

PROPOSED PRIVATE TREE

PROPERTY LINE

PROPERTY LINE

OFF-PEAK PARKING OPPORTUNITY

SHIFTED C/L (0.8m)

OFF-PEAK PARKING OPPORTUNITY

S/W 1.8m

SHRUB 1.8m

PAVED BUFFER 0.6m

CURB & GUTTER 0.5m

WB2 3.3m

WB1 3.0m

EB2 3.0m

EB1 3.3m

CURB & GUTTER 0.5m

PAVED BUFFER 0.8m

S/W 1.8m

Between Mamelon & Inkerman
Looking East

Figure 5: Civic Boulevard Typical Conditions Cross Section

3.1.4 Civic Boulevard Constrained Conditions at Intersection

* Cross section diagrams demonstrate long-term potential.

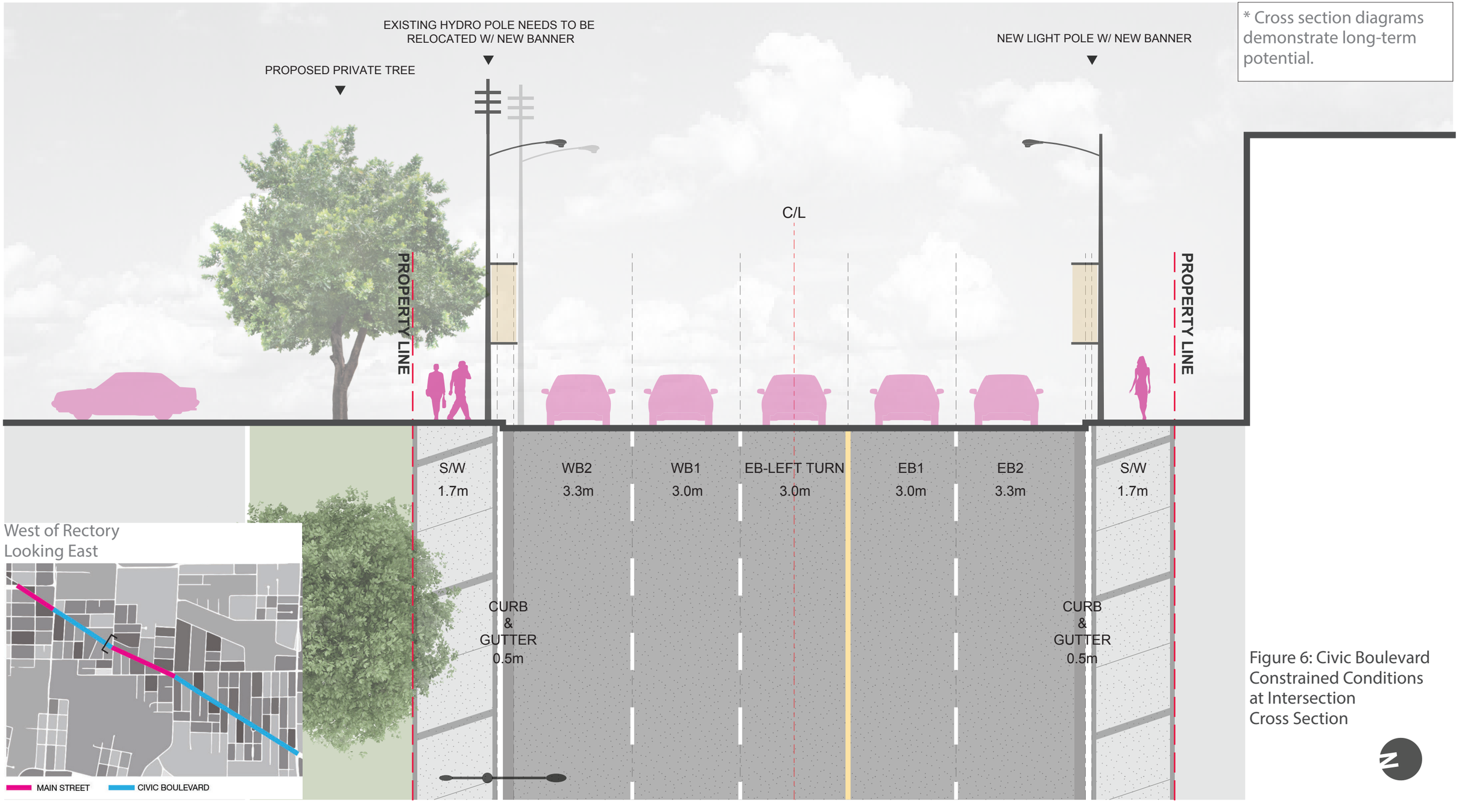


Figure 6: Civic Boulevard Constrained Conditions at Intersection Cross Section

3.2 Focus Areas

Key Intersections

Six key intersections along Hamilton Road have been identified as areas of interest for the Streetscape Master Plan Concept. The intersections are as follows:

A Horton Street East
B Adelaide Street North
C Little Hill Street
D Rectory Street
E Sackville Street
F Egerton Street
G Highbury Avenue

These intersections provide opportunities for optimizing the public realm through right-sizing the roadways.

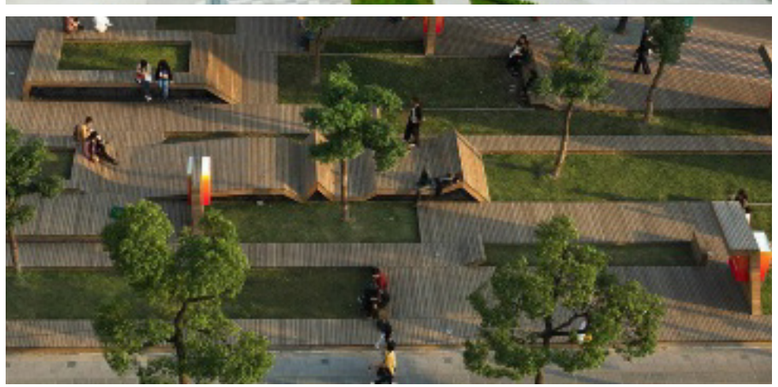
The intersections of Hamilton Road and Horton Street East, and Hamilton Road and Egerton Street will serve as gateways to the streetscape. Each gateway has a unique design, however a cohesive material palette will be used to tie the spaces together.

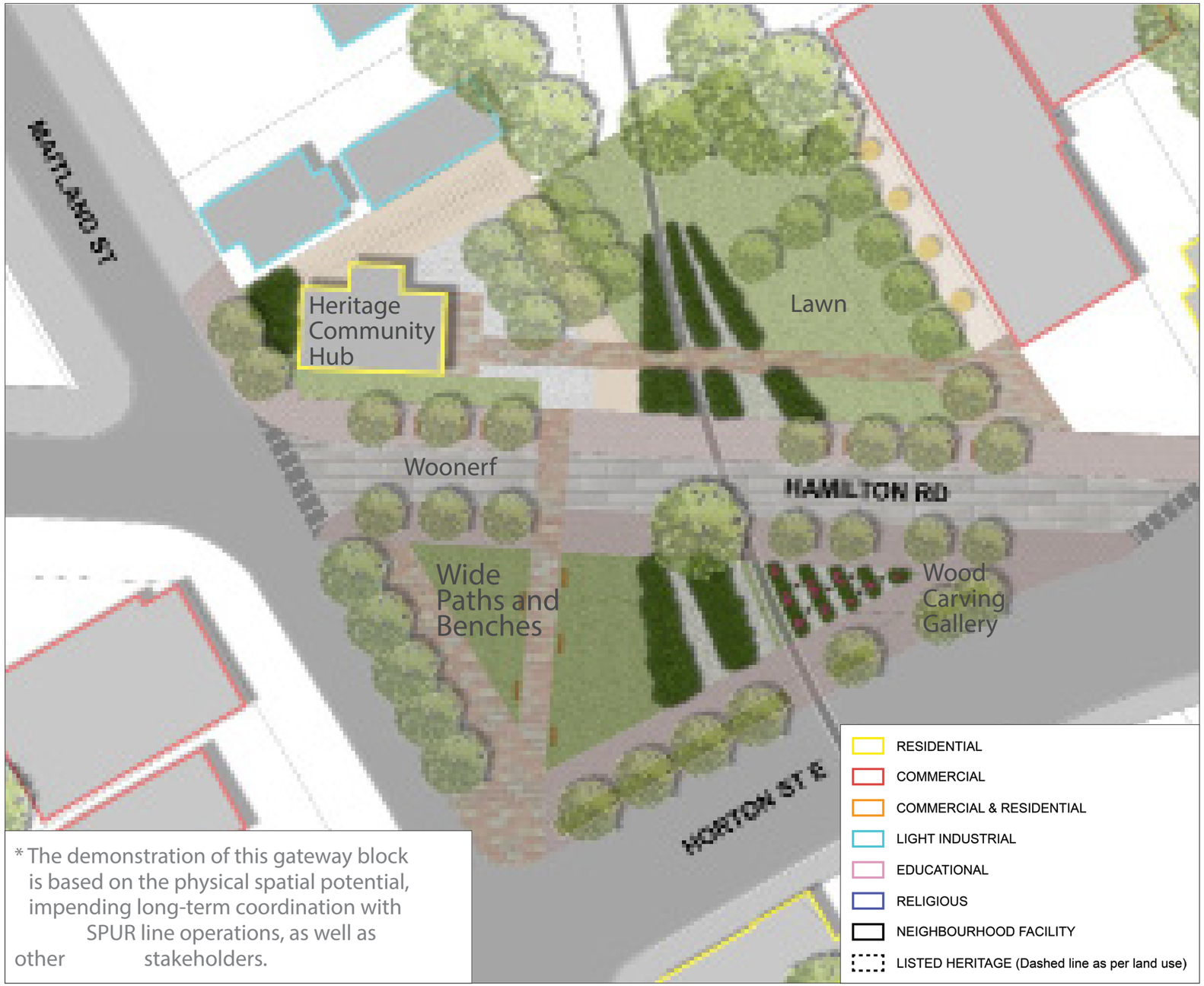
Figure 7: Focus Areas / Key Intersections Map

A Option 1: Gateway at Horton Street East

Approaches:

- Turn Hamilton Road into a woonerf street.
- Integrate the railway land / green space on both sides of Hamilton Road into one civic park as a gateway amenity, with sensitive landscape treatment for the railway land.
- Unlock future intensification, culture and industrial heritage regeneration for a new city place just outside of downtown.
- Maximize greenspace and provide programmable space for community use.
- Showcase local arts, including carved wood and industrial heritage of the railway.





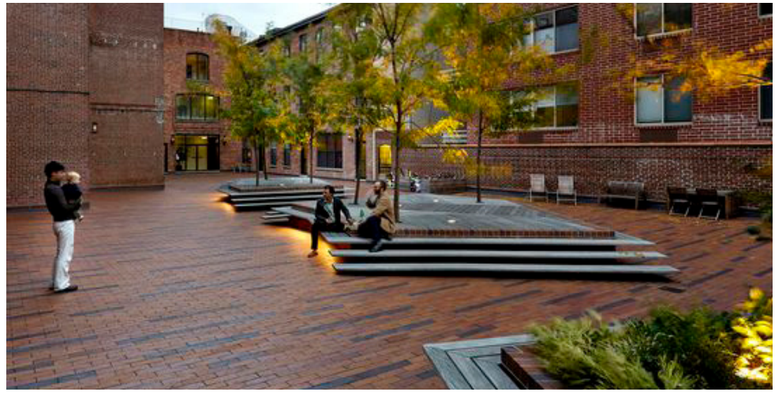
* The demonstration of this gateway block is based on the physical spatial potential, impending long-term coordination with SPUR line operations, as well as other stakeholders.

Figure 8: Option 1: Gateway at Horton Street East - Plan

A Option 2: Gateway at Horton Street East

Approaches:

- Turn Hamilton Road into a woonerf street.
- Highlight the rail corridor through a trellis element, accent lighting and built in seating.
- Reference the unique nature of Hamilton Road through celebrating the diagonal pattern of the urban context.
- Develop a strong sense of place through custom unique planters / benches.
- Create a sense of visual cohesion between the two open spaces.
- Create a sense of arrival to Hamilton Road through a gateway feature.
- Provide opportunity to showcase public art.



* The demonstration of this gateway block is based on the physical spatial potential, impending long-term coordination with SPUR line operations, as well as other stakeholders.

Figure 9: Option 2: Gateway at Horton Street East - Plan

B Hamilton Road | Adelaide Street

Approaches:

- Special paving treatment to define the public realm at the intersection.
- Switch the bus stops from the existing constrained locations to the opposite quadrants' far-side locations for a more generous experience.
- Provide a linear green path for active transportation to avoid the intersection.
- Provide decorative street banners to improve identity.

Rain Garden

Bus Stop, Boulevard de Maisoneuve, Montreal

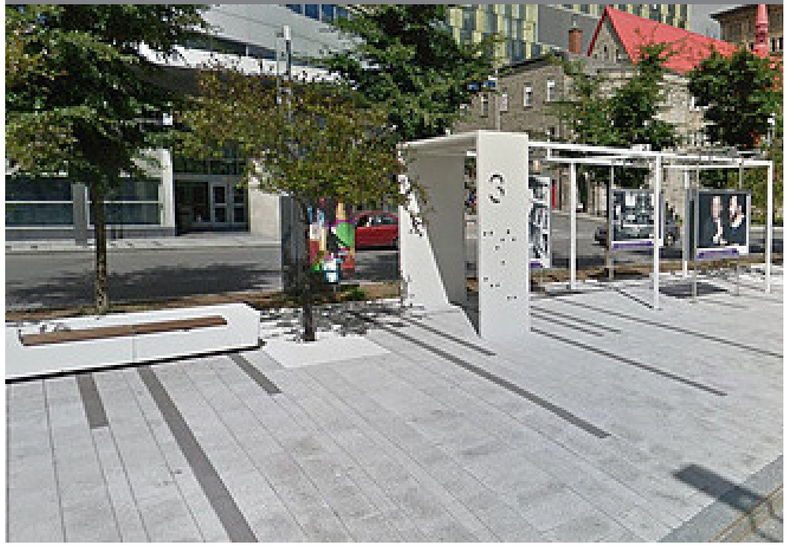
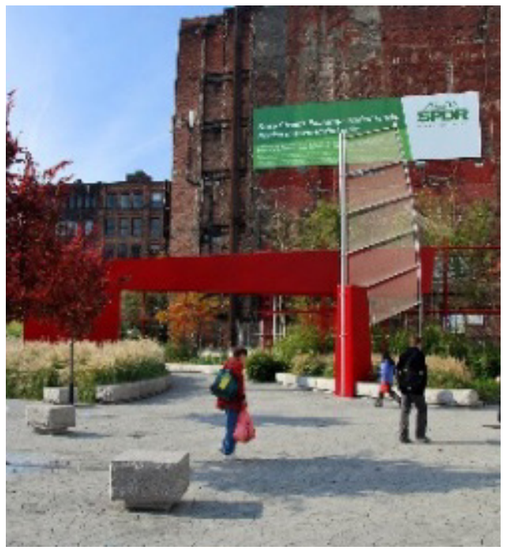


Figure 10: Hamilton Road and Adelaide Street - Plan

C Hamilton Road | Little Hill Street | Mamelon Street

Approaches:

- Close off Little Hill exit to Hamilton Road and turn the space into an urban open space in front of the religious institution.
- Provide a neighbourhood focal point for respite and relaxation.
- Plant clusters of trees to provide shade and focal areas.
- Implement a special paving treatment at the parkette that is coordinated with the overall corridor paving theme.
- Encourage LID streetscape treatment, permeable paving and rain gardens at locations applicable.



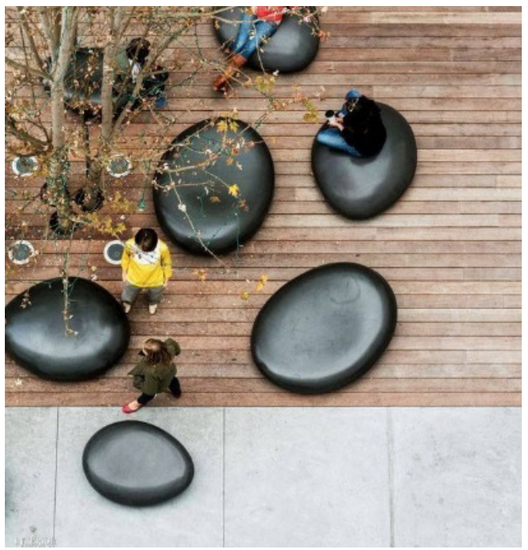


Figure 11: Hamilton Road, Little Hill Street and Mamelon Street - Plan

D Hamilton Road | Rectory Street

Approaches:

- Switch the bus stops from the existing constrained locations to the opposite quadrants' far-side locations for a more generous experience.
- Use a special paving treatment to define the public realm at the intersection, coordinated with the overall corridor theme.
- Provide decorative street banners to improve identity.

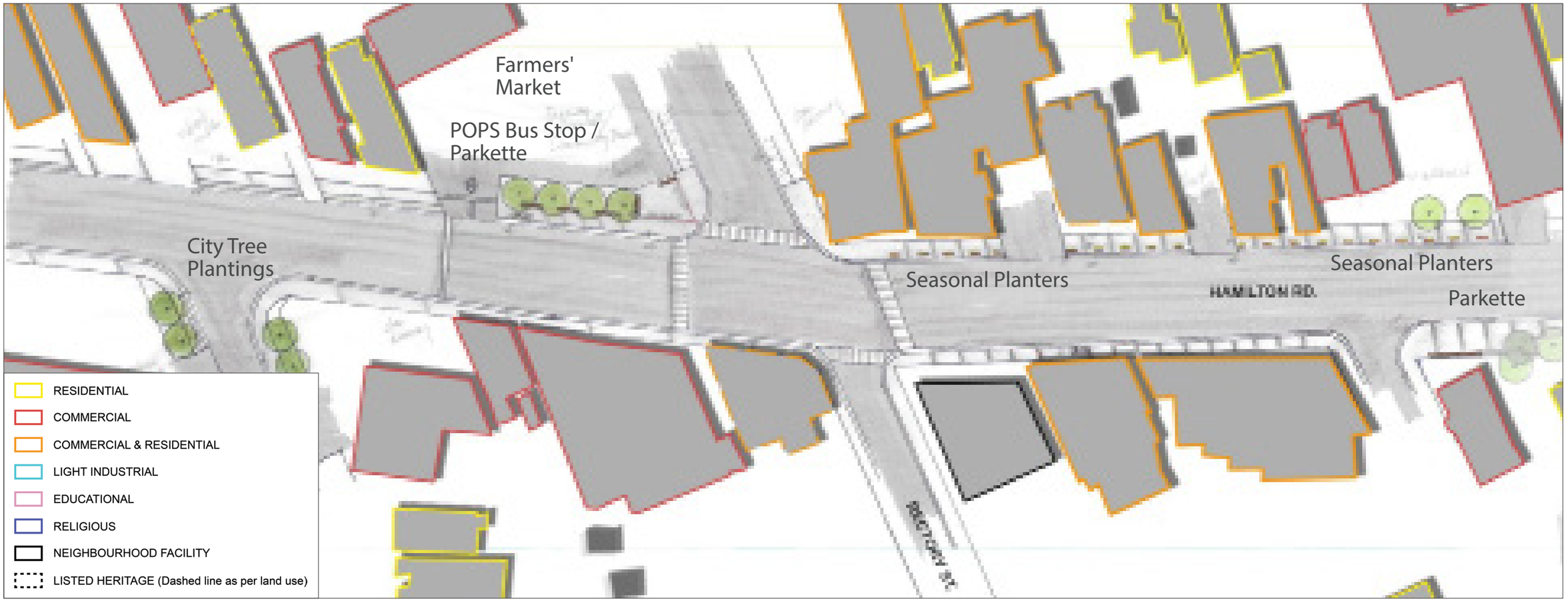


Figure 12: Hamilton Road and Rectory Street - Plan

E Hamilton Road | Node at Sackville Street

Approaches:

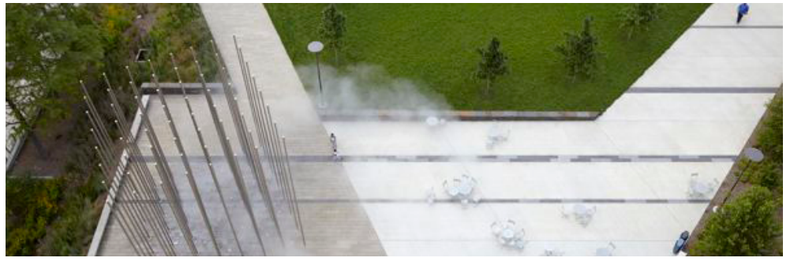
- Blend recent library plaza / bench design into new plaza space with planters, benches, flexibility for events.
- Tie into adjacent lot pedestrian entry to create a new plaza space for expanded public realm and local retail scene.

Figure 13: Node at Sackville Street - Plan

F Gateway at Egerton Street

Approaches:

- Expand the public realm in front of the church by closing off 1 through lane on Trafalgar to form an expanded street plaza in the Hub of Main Street.
- Reclaim the triangular open space between Hamilton and Trafalgar on the west quadrant, for an urban park amenity with enhanced landscape.
- Rethink the configuration of this five-legged crossroads to improve pedestrian crossing times.
- Use public art to frame either end of the 'bow-tie' streetscape .
- Provide public arts, street banners, enhanced pedestrian lighting and a themed paving pattern to establish identity and a sense of arrival.___



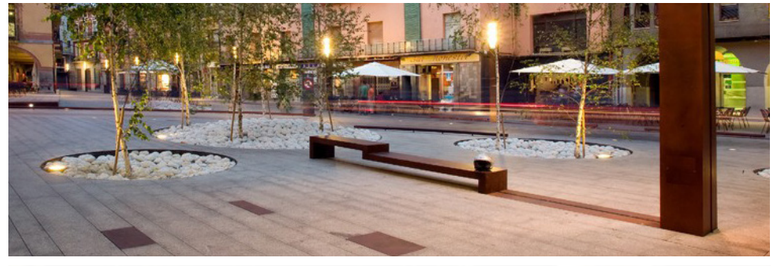


Figure 14: Gateway at Egerton Street - Plan

G Hamilton Road | Highbury Avenue

Approaches:

- Encourage public art as the gateway feature.
- Provide trees in the median to enhance streetscape within the constrained ROW.
- Establish a sense of arrival and branding for the Hamilton corridor through street banners, enhanced pedestrian lighting and a themed paving pattern.
- Optimize public safety and distinguish Hamilton Road from Highway 401 by using appropriate design and rethinking park space at the East Street retail shops.

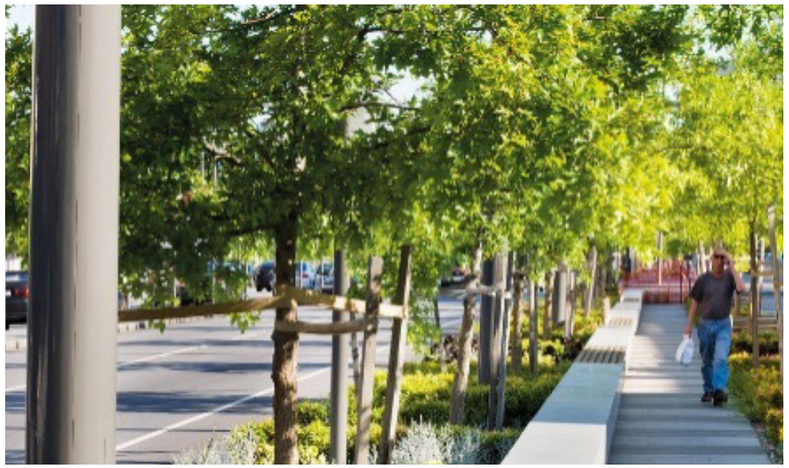


Figure 15: Hamilton Road and Highbury Avenue - Plan