

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee

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

Subject: 954 Gainsborough Road
Application By: Royal Premier Homes
Draft Plan of Subdivision for 954 Gainsborough Road
File Number: 39T-22501 & OZ-9502, Ward 7
Public Participation Meeting

Date: June 19, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Royal Premier Homes relating to the property located at 954 Gainsborough Road:

- (a) the request to amend Zoning By-law No. Z.-1 to change the zoning of the subject property **FROM** an Urban Reserve (UR3), Holding Urban Reserve (h-2*UR3) and Open Space (OS5) Zone, **TO** a Residential R4 Special Provision (R4-5(_)) Zone, Residential R5 (R5-5) Zone and a Residential R9 Special Provision Zone (R9-7(_)), **BE REFUSED** for the following reason:
 - i) The Application did not include Holding Provisions, a number of holding provisions are considered necessary to address a range of planning and servicing issues associated with the proposed development.
- (b) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on June 27, 2023, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, *The London Plan*, for the City of London, to change the zoning of the subject property **FROM** an Urban Reserve (UR3), Holding Urban Reserve (h-2*UR3) and Open Space (OS5) Zone **TO** a Holding Residential Special Provision R4 (h*h-100*R4-5(_)) Zone, Holding Residential R5 (h*h-100*R5-5) Zone and a Holding Residential R9 Special Provision Zone (h*h-100*R9-7(_)); and,
- (c) the Planning and Environment Committee **REPORT TO** the Approval Authority the issues, if any, raised through the application review process for the property located at 954 Gainsborough; and,
- (d) the Approval Authority **BE ADVISED** that Municipal Council supports issuing draft approval of the proposed Plan of Subdivision as submitted by Royal Premier Homes. (File No. 39T-22501), prepared by ENG PLUS (Project No. 20.221), certified by Jake Surgenor O.L.S., dated April 13, 2022, as red-line revised, which shows a total of three (3) medium density blocks and five road allowance blocks served by one Neighbourhood Street (Sophia Crescent) and one Neighbourhood Connector (Coronation Drive), **SUBJECT TO** the conditions contained in the attached Appendix "B".

Executive Summary

Summary of Request

Staff recommendation for a zone change from an Urban Reserve (UR3), Holding Urban Reserve (h-2*UR3) and Open Space (OS5) Zone **TO** a Holding Residential Special Provision R4 (h*h-100*R4-5(_)) Zone, Holding Residential R5 (h*h-100*R5-5)

Zone and a Holding Residential R9 Special Provision Zone (h*h-100*R9-7(_)), a request for a Draft Plan of Subdivision to permit a subdivision consisting of: one (1) medium density block to accommodate a six (6) storey apartment building containing 190 units, two (2) medium density blocks to accommodate townhouse dwelling units, and five (5) blocks for road allowances serviced by the extension of Sophia Crescent (Neighbourhood Street) and Coronation Drive (Neighbourhood Connector).

A R9-7(_) Special Provision Zone has been requested to accommodate a:

- Minimum front yard setback of 4.3 metres from Gainsborough Road;
- Minimum exterior side yard setback of 1.5 metres, not withstanding section 4.27 of the Z.-1 Zoning By-law;
- Minimum interior side yard setback of 7 metres;
- Minimum rear yard setback of 4 metres;
- Maximum height of six (6) storeys; and,
- Density of 276 units per hectares.

A R4-5(_) Special Provision Zone has been requested to accommodate a:

- Minimum front yard setback of 3.0 metres from Coronation Drive for the main building;
- Minimum front yard setback of 6.0 metres from Coronation Drive for the garage; and,
- Maximum lot coverage of 46 per cent.

Staff have proposed two holding provisions form part of the zone to ensure the following:

- orderly development and adequate provision of municipal services through an approved Development Agreement (h); and,
- there is adequate water services and appropriate access, a looped watermain system must be constructed and a second public access must be available to the satisfaction of the City Engineer (h-100).

Refusal of the submitted Application for a zone change from a Urban Reserve (UR3), Holding Urban Reserve (h-2*UR3) and Open Space (OS5) Zone, **TO** a Residential Special Provision R4 (R4-5(_)) Zone, Residential R5 (R5-5) Zone and a Residential R9 Special Provision Zone (R9-7(_)), **BE REFUSED** as the Application did not include Holding Provisions, a number of holding provisions are considered necessary to address a range of planning and servicing issues associated with the proposed development.

Purpose and Effect of the Recommended Action

The purpose and effect of the recommended action is for Municipal Council to approve the recommended Zoning By-law Amendments, as well as recommend that the Approval Authority for the City of London issues Draft Approval of the proposed Plan of Subdivision, subject to conditions.

Rationale of Recommended Action

Approval of the recommended Zoning By-law Amendment and Draft Plan of Subdivision because:

1. The recommended zoning by-law amendment is consistent with the Provincial Policy Statement.
2. The recommended zoning conforms to the in-force policies of *The London Plan*, including, but not limited to, the Shopping Area Place Type, City Building and Design, Our Tools, and all other applicable *The London Plan* policies.
3. The zoning will permit development that is considered appropriate and compatible with the existing and future land uses surrounding the subject lands.

4. The proposed and recommended amendments are consistent with the *Provincial Policy Statement 2020*, which promotes a compact form of development in strategic locations to minimize land consumption and servicing costs, provide for and accommodate an appropriate affordable and market-based range and mix of housing type and densities to meet the projected requirements of current and future residents.
5. The proposed and recommended zoning amendments will facilitate an appropriate form of low and medium density residential development that conforms to *The London Plan*.
6. The recommended draft plan supports a broad range of low and medium density residential development opportunities within the site including more intensive, mid-rise apartments along Gainsborough Road. The Draft Plan has been designed to support these uses and to achieve a visually pleasing development that is pedestrian friendly, transit supportive and accessible to the surrounding community.

Linkage to the Corporate Strategic Plan

A well planned and growing community - London's growth and development is well-planned and considers use, intensity, and form.

Climate Emergency

On April 23, 2019, Municipal Council declared a Climate Emergency. Through this declaration the City, is committed to reducing and mitigating Climate Change. Please refer to Appendix "F" for further details on the characteristics of the proposed Application relates to the City's climate action objectives.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

October 16, 2006 – Report to Planning Committee regarding the Hyde Park Significant Woodlands OMB Hearing and Decision

1.2 Planning History

The subject lands are located within the Hyde Park Community Planning Area, which was adopted alongside the associated Official Plan Amendments (OPA 193) by Council in January of 2000. This Planning Area is bounded by the Fanshawe Park Road West to the north, Aldersbrook Road to the East, the Urban Growth Boundary to the west, and the CN railroad right of way to the south.

OPA 193 was appealed by the London Development Institute to the Ontario Municipal Board regarding the redesignation of three woodland patches within the Hyde Park Community Planning Area from "Environmental Review" to "Open Space". Patch #1006 was located at 910 Gainsborough, known as the Van Horik property, which is directly east of the lands subject to this application. This Patch was proposed to be designated as "Open Space" on Schedule A and "Woodland" on Schedule B of the *1989 Official Plan*. The Ontario Municipal Board held hearings in November of 2005 and July of 2006. A decision was issued on August 15, 2006, which found that there was insufficient evidence supporting the change of the designation of the Vegetation to "Open Space" and that it was appropriate to amend OPA 193 for the Vegetation Patch to be designated "Urban Reserve". The other two patches were found to be significant by the Board and approved the designation of "Open Space".

The amended OPA 193 allowed for 910 Gainsborough Road to be developed for residential land uses and the creation of Van Horik Woods to protect the two vegetation patches found to be significant. The Open Space (OS5) lands at 954 Gainsborough Road are remnants of the area proposed for “Open Space” as originally proposed under OPA 193. This designation has not changed as this property was not included in the Appeal.

1.3 Property Description

The subject property is generally located south of Gainsborough Road and east of Hyde Park Road, described as Part of Lots 23 of Concession in the former London Township. There is a mix of built or proposed low and medium density residential to the north, south, east, and west, and Community Facilities north of the subject lands. The proposed Draft Plan of Subdivision and Zoning By-law Amendments would permit the development of townhouse dwelling units and an apartment building. Currently, the site is vacant and approximately 2.17 hectares (5.36 acres) in size. The site would have access to municipal services and is within the Urban Growth Boundary.

1.4 Current Planning Information

- The *London Plan* Place Type – Neighbourhoods
- Existing Zone – Urban Reserve (UR3), Holding Urban Reserve (h-2*UR3) and Open Space (OS5) Zone

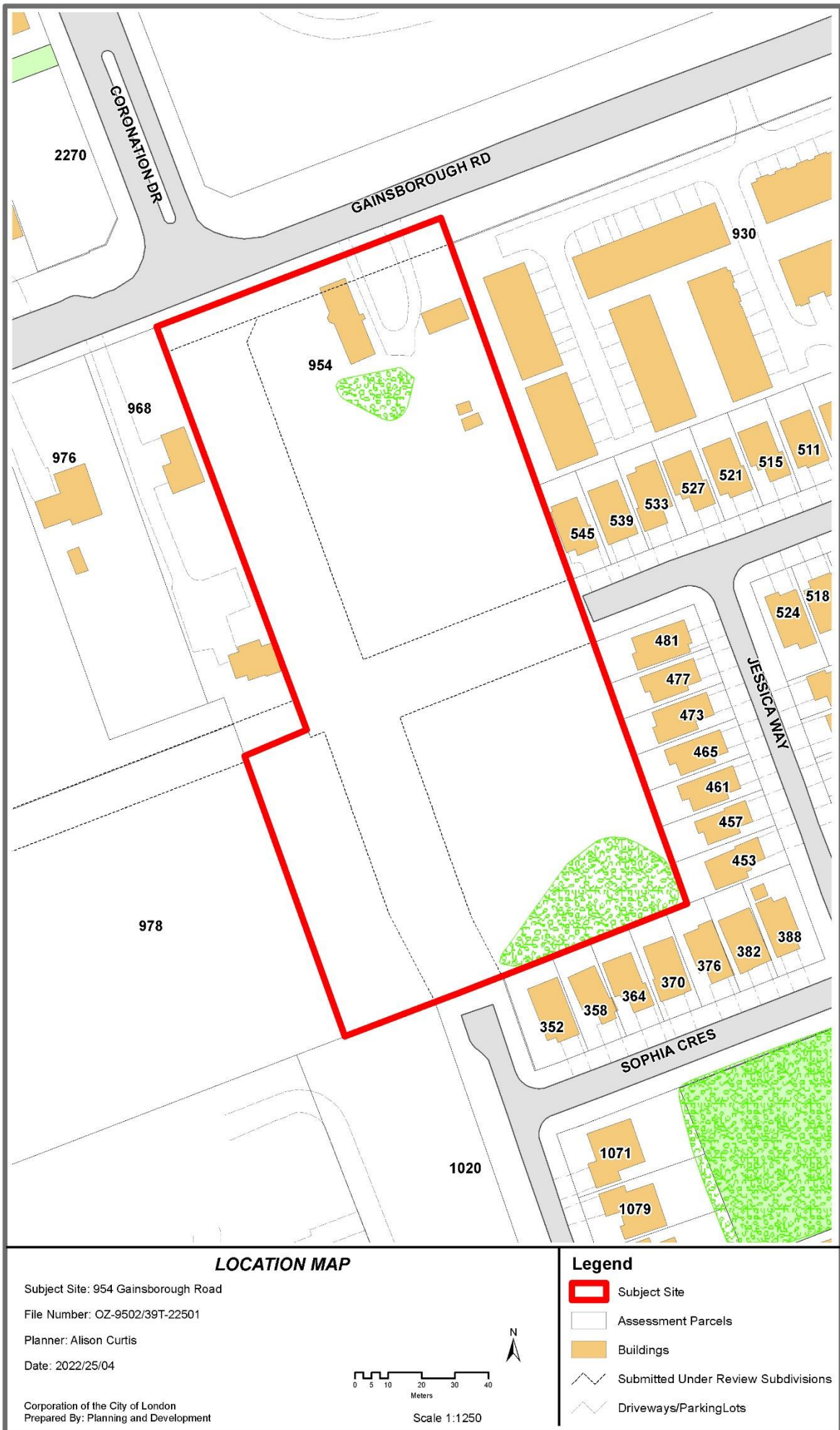
1.5 Site Characteristics

- Current Land Use – Vacant residential
- Frontage – 92.5 metres on Gainsborough
- Depth – 218 metres
- Area – 2.17 hectares (5.36 acres)
- Shape – Rectangular

1.6 Surrounding Land Uses

- North – Community Facility/Residential
- East – Residential
- South – Residential/Open Space
- West – Residential

1.7 Location Map



LOCATION MAP

Subject Site: 954 Gainsborough Road
 File Number: OZ-9502/39T-22501
 Planner: Alison Curtis
 Date: 2022/25/04

Corporation of the City of London
 Prepared By: Planning and Development



Scale 1:1250

Legend

- Subject Site
- Assessment Parcels
- Buildings
- Submitted Under Review Subdivisions
- Driveways/Parking Lots

2.0 Discussion and Considerations

2.1 Development Proposal

The Draft Plan of Subdivision provides for three (3) medium density blocks and five (5) blocks for road allowances. A six (6) storey, U-shaped apartment building containing 190 units is proposed for Block 1. This Block fronts onto Gainsborough Road and is intended to serve as a gateway and transition to the low and medium density residential land uses to the south. Blocks 2 and 3 are proposed to be developed for three rows of two (2) storey townhouses. The proposed Draft Plan will be served by the extension of Sophia Crescent (Neighbourhood Street) and Coronation Drive (Neighbourhood Connector). Please note that the Draft Plan of Subdivision, seen below, may be further refined, and reviewed prior to Draft Approval.

Additional relief from the regulations of the R4-5 Zone may be required for the development of Block 2, but these will be reviewed through a separate Minor Variance Application that will be submitted following Draft Approval of the proposed Subdivision.

The Draft Plan incorporates the following key features:

- Medium density, multiple-attached residential dwellings that will provide a more intensive scale of development that supports a compact urban form, area commercial uses to the west, and transit services, as well as serving as a transition between low density residential to the south and east;
- Residential development on a vacant lot that is within the Urban Growth Boundary and adjacent to existing development within the Built Area Boundary; and,
- Extension of Sophia Crescent and Coronation Drive, improving pedestrian and vehicle connectivity within the subdivision and to the adjacent lands.

Draft Plan Approval Conditions for the proposed subdivision can be found in Appendix "B".

2.2 Requested Amendments

In addition to the Draft Plan of Subdivision, the Applicant has also requested Zoning By-law Amendments to facilitate the proposed subdivision.

The Urban Reserve UR3 Zone permits existing dwellings, agricultural uses, conservation lands, managed woodlots, wayside pits, passive recreation, farm gate sales, kennels, private outdoor recreation clubs and riding stables. This zone is applied to underdeveloped areas within the former City boundaries and to areas that have been reviewed through the Community Plan Process. Conservation lands and works, passive recreation uses, and managed woodlots are permitted within the Open Space (OS5) Zone. The OS5 designation is remnant of woodlands at the former 910 Gainsborough that were deemed to not have significance by the Ontario Municipal Board.

The requested amendments to the Z.-1 Zoning By-law are as follows:

Requested Zoning

Possible Amendments to the Zoning By-law Z.-1 to change the zoning from an Urban Reserve (UR3), Holding Urban Reserve (h-2*UR3) and Open Space (OS5) Zone to:

- Residential R9 Special Provision Zone (R9-7()) (Block 1) – to permit apartment buildings, lodging houses class 2, senior citizens apartment buildings, and continuum-of-care facilities on a minimum lot area of 1000 square metres with a minimum lot frontage of 30 metres. Special Provisions are requested for: minimum front yard setback of 4.3 metres from Gainsborough Road; minimum exterior side yard setback of 1.5 metres, notwithstanding section 4.27 of the Z.-1 Zoning By-law; minimum interior side yard setback of 7 metres; minimum rear yard setback of 4 metres; maximum height of six (6) Storeys; and, density of 276 units per hectares.
- Residential R4 Special Provision (R4-5()) Zone (Block 2) - to permit street townhouse dwellings on lots with a minimum lot area of 145 square metres with special provisions for: minimum front yard setback of 3.0 metres from Coronation Drive for the main building; minimum front yard setback of 6.0 metres from Coronation Drive for the garage; and, Maximum Lot Coverage of 46 per cent.
- Residential R5 (R5-5) Zone (Block 3) – to permit cluster and cluster stacked townhouse dwellings on a minimum lot area of 1000 square metres and a minimum lot frontage of 30 metres.

The initial submission included requests for amendments to the *1989 Official Plan* and *The London Plan* in order to facilitate the proposed development of Block 1. The amendments included:

- To add a special policy to the Multi-Family, Medium Density Residential Designation of the *1989 Official Plan* to permit a density of 276 units per hectare and,
- To add a special policy to the Neighbourhoods Place Type of *The London Plan* to permit a height of nine (9) storeys.

Since the initial submission, the Ontario Land Tribunal ordered that the *1989 Official Plan* be repealed in its entirety and the Applicant revised their submission to a six (6) storey apartment proposed for Block 1. As a result, the requested *1989 Official Plan* and *The London Plan* Amendments are no longer required.

Staff have proposed two holding provisions to form part of the zone to ensure the following:

- orderly development and adequate provision of municipal services through an approved Development Agreement (h); and,
- there is adequate water services and appropriate access, a looped watermain system must be constructed and a second public access must be available to the satisfaction of the City Engineer (h-100).

Please note, a site concept plan has been provided with the Subdivision Application but has not been submitted through the Site Plan Consultation process and will be subject to additional review according to the Site Plan Control By-law and Z.-1 Zoning By-law.

3.0 Financial Impact and Community Engagement

3.1 Financial Impact

Through the completion of the works associated with this application, fees, development charges and taxes will be collected. There are no direct financial expenditures associated with this application.

The extension of Coronation Drive could be considered a Strategic Link, and if it is constructed to a Municipal Standard, surface works within the municipal right-of-way (i.e., road base granular, asphalt, curb, gutter, sidewalk, and streetlights) may be eligible for Development Charge reimbursement subject to an approved Work Plan.

3.2 Community Engagement (more detail in Appendix “C”)

Information regarding the Draft Plan of Subdivision, Official Plan and Zoning By-law Amendments Applications and opportunities to provide comments were provided to the public as follows:

- Notice of the Application was sent to property owners within 120 metres of the subject property and Published in “The Londoner” on May 19, 2022.
- Notice of the Revised Application was sent to property owners within 120 metres of the subject property and Published in “The Londoner” on January 26, 2023.
- Notice of the Public Participation Meeting was published in the Public Notices and Bidding Opportunities section of “The Londoner” on June 1, 2023.
- Notice of the Public Participation Meeting was sent to property owners within 120 metres of the subject property on June 1, 2023.
- Information about the Application was posted on the website on May 19, 2022.

Please refer to Appendix “C” to review comments from external agencies and internal departments.

Responses were received from three members of the public, two were by email and one was by phone. Their comments and concerns were related to:

- Their opposition to the proposed development;
- Loss of green space that currently exists on the lands;
- How much green space is required under the requested zoning;
- Building design and community aesthetics;
- Setbacks of the proposed apartment building to existing dwellings
- Location of parking garage in relation to existing dwellings; and,
- The height requested for the proposed apartment building.

4.0 Policy Analysis (see more detail in Appendix “D”)

Provincial Policy Statement (PPS)

The *Provincial Policy Statement (PPS)* provides policy direction on matters of provincial interest as identified in Section 2 of the *Planning Act*. In accordance with Section 3 of the *Planning Act*, all planning decision shall be consistent with the *PPS* and the land use planning policies:

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

Important policy objectives to highlight are those within Sections 1.1, 1.4 and 1.6. These policies require land use within settlement areas to effectively use the land and resources through appropriate densities, range of uses and the efficient use of infrastructure. Directing new housing development to areas where there are, or will be, appropriate levels of infrastructure and public service facilities will ensure that land and infrastructure are used efficiently and can meet current and future needs. Promoting appropriate densities and mix of housing will also help to ensure current and future housing needs can efficiently be met, as well as supporting the use of active transportation and transit facilities. The requested amendment has been reviewed for consistency with the *PPS*, and the analysis can be found in Appendix “D”.

The London Plan

At the time this Application was submitted, *The London Plan* was subject to an appeal to the *Local Planning Appeals Tribunal* (LPAT) (PL170700). The *Plan* was Council adopted and approved by the Ministry with modifications, and the majority was in force and effect. Policies that were under appeal were indicated with an asterisk (*) throughout reports. Since that time, *The London Plan* has come into full force and effect as of May 25, 2022, following a written decision from the *Ontario Land Tribunal* (OLT).

The London Plan includes criteria for evaluation plans of subdivision through policy 1688* and required consideration of the following sections:

- Our Strategy
- Our City
- City Building policies
- Place Type policies
- Our Tools

The subject lands are currently designated within the Neighbourhoods Place Type along a Civic Boulevard (Gainsborough Road) and proposes to extend another Neighbourhood Connector (Coronation Drive). This Place Type at this location, based on Street Classification, permits single-detached, semi-detached, duplex, converted dwellings, townhouse, secondary suites, home occupations and group homes (Table 10*). A minimum height of two (2) stories, a standard maximum height of four (4) stories and an upper maximum of six (6) stories is permitted at the intersection of the Civic Boulevard and a Neighbourhood Connector (Table 11*). Permitted heights along a Neighbourhood Street are a minimum of one (1), a standard maximum of three (3) and an upper maximum of four (4). The proposed Draft Plan of Subdivision is in keeping with these policies of *The London Plan*.

The vision for the Neighbourhoods Place Type is to ensure that neighbourhoods are vibrant and exciting places that contribute to community well-being and quality of life. This vision is supported by key elements, some of which include strong neighbourhood character; attractive streetscapes; diverse housing choices; well-connected neighbourhoods; alternatives for mobility; employment opportunities close to where people live; and, parks and recreational opportunities. The proposal is in keeping with the vision for the Neighbourhoods Place Type and its key elements. It contributes to neighbourhood character, attractive streetscapes, and a diversity of housing choices. The proposed Subdivision is near to lands designated within the Main Street and Commercial Industrial Place Types, providing for amenities and employment opportunities within a distance appropriate for active transportation. The provision of park and open space provides for recreational opportunities and alternatives for mobility.

The requested amendment has been reviewed with the applicable policies of the Our Strategy, City Building and Design, Neighbourhoods Place Type and Our Tools sections of *The London Plan*. The analysis can be found in Appendix D. An excerpt from *The London Plan* Map 1 – Place Types is found in Appendix E.

Z.-1 Zoning By-law

The appropriateness of the proposed zone change, the permitted uses and regulations have been reviewed against the regulatory requirement of Zoning By-law Z.-1.

The lands are currently zoned Urban Reserve (UR3), Holding Urban Reserve (h-2*UR3) and Open Space (OS5) Zone. The Urban Reserve UR3 Zone permits existing dwellings, agricultural uses, conservation lands, managed woodlots, wayside pits, passive recreation, farm gate sales, kennels, private outdoor recreation clubs and riding stables. This zone is applied to underdeveloped areas within the former City boundaries and to areas that have been reviewed through the Community Plan Process.

Conservation lands and works, passive recreation uses, and managed woodlots are permitted within the Open Space (OS5) Zone. The OS5 zoning was applied to the wooded area on the subject site and the neighbouring lands to the southeast (formerly 910 Gainsborough Road). In a 2006 Ontario Municipal Board hearing, the Board deemed the woodlot not to have ecological significance and could be developed for residential uses. The current OS5 zoned lands are remnant to the removed woodlot.

A zoning map excerpt from the Z.-1 Zoning By-law Schedule A is found in Appendix "E".

Hyde Park Community Plan

The subject lands are within the Hyde Park Community Planning Area and subject to the Hyde Park Community Plan and Urban Design Guidelines to guide development to create a healthy, functional, and pleasing community environment. The Urban Design Guidelines provide a means to ensure compatibility between land uses, create a pedestrian and transit-supportive form, emphasize public spaces, and the integration of the open space network into the Community. Under this plan, the lands are designated Medium Density Residential. The proposal incorporates urban design guidelines for the general streetscape and building design.

5.0 Key Issues and Considerations

5.1 Use

The proposed stacked-townhouse and apartment building development would provide a mix of housing choices in compact form that is street oriented, which contributes to a safe pedestrian environment that promotes connectivity to adjacent lands within the Main Street Place Type. There are lands designated within the Main Street Place Type west of the subject lands at the intersection of Gainsborough Road and Hyde Park Road, providing for amenities and employment opportunities within a distance appropriate for active transportation. The proximity of parks and other open space lands provides for recreational opportunities and attractive alternatives for mobility. Lands within the Neighbourhoods Place Type are located directly to the north, south, east, and west, and there are additional lands further east within the Neighbourhoods Place Type.

The Residential R4, R5 and R9 Zone have been requested by the Applicant in order to facilitate their proposed development. The Residential R4 zone permits street townhouse dwellings, and the Residential R5 Zone permits cluster townhouses and stacked townhouses. Permitted uses with the R9 Zone include: apartment buildings, lodging house class 2; senior citizens apartment buildings; persons with accessibility needs apartment buildings; and, continuum-of-care facilities. The recommended zoning and holding provisions are considered an appropriate use that is generally consistent with Z.-1 Zoning By-law and *The London Plan* and surrounding residential and commercial development.

5.2 Intensity

The subject lands are sufficient in size and configuration to accommodate the development of street townhouses and one (1) apartment building. The Residential R4-5 Zone Variation requires a minimum lot area of 160 square metres per townhouse dwellings unit, while the Residential R5-5 Zone Variation requires a minimum lot area of 1500 square metres for cluster townhouse developments. Blocks 2 and 3 of the Draft Plan of Subdivision satisfy these zoning requirements. East of the subject lands there are townhouse dwellings fronting onto Gainsborough Road. The Residential R9-7 Zone Variation requires a minimum lot area of 1000 square metres, and the proposed Block 1 far exceeds this minimum at 7180 square metres.

The Residential R4-5 Zone Variation does not specify a density maximum as it provides regulations based on one unit per lot, and the Residential R5-5 Zone Variation permits a maximum density of 45 units per hectare. Blocks 2 and 3 of the Draft Plan of Subdivision satisfy these zoning requirements. A maximum density of 150 units per hectare are permitted in the Residential R9-7 Zone Variation and a special provision to permit a maximum density of 276 units per hectare has been requested. Similar densities have been considered and permitted in the R9-7 Zone Variation. The proposed size of Block 1 far exceeds the minimum lot size and is sufficient to accommodate the increased density requested.

Building heights within the Neighbourhoods Place Type, at this location, shall not exceed four (4) storeys. Heights above this, to a maximum of six (6) storeys, may be permitted in conformity with the Our Tools policies of this Plan relating to Zoning to the Upper Maximum Height (Policies 1638 to 1641). The Residential R4-5 Zone Variation permits a height of 10.5 metres and the Residential R5-5 Zone Variation permits twelve (12) metres. Development proposed for Blocks 2 and 3 is compliant with these zone regulations. The Residential R9-7 Zone Variation sets no maximum for height and heights will be included in zones and identified on the Zone Map. A special provision to permit a maximum height of 6 stories has been requested for Block 1.

The street and cluster townhomes proposed for Blocks 2 and 3 will serve as a transition in densities, buffering the existing single-detached dwellings to the south and southeast. Lands further to the west, in the Main Street Place Type and Business District Commercial Zone are currently being developed for, or are planned to accommodate, greater heights and densities appropriate for their location. The height and density proposed for Block 1 will help serve as a transition between the higher density lands to the west and lower density lands to the east.

5.3 Form

As previously noted, the recommended zoning would permit medium density residential development in the form of townhouses and an apartment building, which can be accommodated on the lands. The recommended zoning would facilitate the development of mid-rise development, which aligns with the form identified as appropriate in *The London Plan* and is designed with street and pedestrian orientation in mind to promote connectivity. This connectivity could contribute to walkability to support lands to the west in the Main Street Place Type. The Residential R4-5 Zone Variation requires a minimum lot area of 160 square metres per townhouse dwellings unit, while the Residential R5-5 Zone Variation requires a minimum lot area of 1500 square metres for cluster townhouse developments. Blocks 2 and 3 of the Draft Plan of Subdivision satisfy these zoning requirements. The Residential R9-7 Zone variation requires a minimum lot area of 1000 square metres, and the proposed Block 1 far exceeds this minimum at 7180 square metres. The subject lands are 2.17 hectares (21 700 square metres) in size. Block 1 of the proposed Draft Plan of Subdivision is 7180 square metres and Blocks 2 and 3 are a combined size of 7370 square metres. These block configurations exceed the minimum requirements, and the subject lands can accommodate the proposed development. The subdivision maintains the grid pattern of the surrounding neighbourhood and has connections to the existing street network, which contributes to ease of mobility and walkability for a healthy and connected

community. The extension of Coronation Drive, identified as a possible Strategic Link, will contribute to improved pedestrian and active transportation connectivity between the existing development and Gainsborough Road. The recommended zoning, special provisions and holding provisions are considered an appropriate form that is generally consistent with the existing and proposed future development surrounding.

5.4 Zoning

The Applicant has requested consideration of a zoning By-law amendment to rezone the lands from an Urban Reserve (UR3), Holding Urban Reserve (h-2*UR3) and Open Space (OS5) Zone to a Residential R4 (R4-5) Zone, Residential R5 (R5-5) Zone and a Residential R9 Special Provision Zone (R9-7(_)*H21). Staff are recommending a Holding Residential R4 (h*h-100*R4-5) Zone, Holding Residential R5 (h*h-100*R5-5) Zone and a Holding Residential R9 Special Provision Zone (h*h-100*R9-7(_)). This amendment has been requested to facilitate the development of a six (6) storey apartment building containing 190 units and two (2) medium density blocks to accommodate townhouse dwellings.

Staff have proposed two holding provisions form part of the zone to ensure the following:

- orderly development and adequate provision of municipal services through an approved Development Agreement (h); and,
- there is adequate water services and appropriate access, a looped watermain system must be constructed and a second public access must be available to the satisfaction of the City Engineer (h-100).

Not all of the holding provisions included in the current zone are applicable to the proposed development, and they are not included in Staff's recommended zoning. A summary of the rationale is provided in Appendix "D" – Policy Context.

Three zones have been requested by the Applicant:

- Residential R9 Special Provision Zone (R9-7()) (Block 1) – to permit apartment buildings, lodging houses class 2, senior citizens apartment buildings, and continuum-of-care facilities on a minimum lot area of 1000 square metres with a minimum lot frontage of 30 metres. Special Provisions are requested for: minimum front yard setback of 4.3 metres from Gainsborough Road; minimum exterior side yard setback of 1.5 metres, notwithstanding section 4.27 of the Z.-1 Zoning By-law; minimum interior side yard setback of 7 metres; minimum rear yard setback of 4 metres; maximum height of six (6) Storeys; and, density of 276 units per hectares.
- Residential R4 Special Provision (R4-5()) Zone (Block 2) - to permit street townhouse dwellings on lots with a minimum lot area of 145 square metres with special provisions for: minimum front yard setback of 3.0 metres from Coronation Drive for the main building; minimum front yard setback of 6.0 metres from Coronation Drive for the garage; and, Maximum Lot Coverage of 46 per cent.
- Residential R5 (R5-5) Zone (Block 3) – to permit cluster and cluster stacked townhouse dwellings on a minimum lot area of 1000 square metres and a minimum lot frontage of 30 metres.

Special provisions have been requested for Block 1, and they are as follows:

Reduced Front Yard Setback of 4 metres (Minimum)

Front yard setbacks are intended to ensure adequate space between buildings and lot lines to ensure there are adequate sight lines, landscaping, and space to accommodate future road-widening, should it be required. The requested reduced front yard setback helps to facilitate development that is street and pedestrian oriented by helping to

establish a strong street edge and an active street front, while still allowing sufficient space for sight lines and landscaping.

Reduced Rear Yard Setback of 4 metres (Minimum)

Front yard setbacks are intended to ensure there is sufficient separation between new and existing development to potentially mitigate negative impacts, while also provided access to the rear yard space. The requested reduced rear yard setback helps to facilitate development that is street and pedestrian oriented by helping to establish a strong street edge and an active street front, while still allowing sufficient space for sight lines and landscaping along Sophia Crescent.

Reduced Exterior Side Yard Setback of 1.5 metres (Minimum)

Exterior Side Yard Setbacks are intended to ensure there is sufficient separation between new and existing development to potentially mitigate negative impacts, while also providing adequate space between buildings and lot lines to ensure there are adequate sight lines, landscaping, and space to accommodate future road-widening, should it be required. For the subject lands, the exterior side yard is located adjacent to the extension of Coronation Drive. The requested reduced exterior side yard setback helps to facilitate development that is street and pedestrian oriented by helping to establish a strong street edge and an active street front, while still allowing sufficient space for sight lines and landscaping.

Reduced Interior Side Yard Setback of 7 metres (Minimum)

Interior Side Yard Setbacks are intended to ensure there is sufficient separation between new and existing development to potentially mitigate negative impacts, while also provided access to the interior yard space. For the subject lands, the interior side yard is located adjacent to the existing development to the east. The proposed development locates the buildings closer to the proposed extension of Coronation Drive, which would provide sufficient distance between the proposed and any existing development and there is sufficient access to the interior side yard.

Maximum Density of 276 units per hectare

A maximum density of 150 units per hectare are permitted in the Residential R9-7 Zone Variation and a special provision to permit a maximum density of 276 units per hectare has been requested. Similar densities have been considered and permitted in the R9-7 Zone Variation. The proposed size of Block 1 far exceeds the minimum lot size and is sufficient to accommodate the increased density requested.

The street and cluster townhomes proposed for Blocks 2 and 3 will serve as a transition in densities, buffering the existing single-detached dwellings to the south and southeast. Lands further to the west, in the Main Street Place Type and Business District Commercial Zone are currently being developed for, or are planned to accommodate, greater heights and densities appropriate for their location. The height and density proposed for Block 1 will help serve as a transition between the higher density lands to the east and lower density lands to the west.

Special provisions have been requested for Block 2, and they are as follows:

Reduced Front Yard Setback of 3 metres (Minimum) for the Main Building and 6 metres for a Garage

Front yard setbacks are intended to ensure adequate space between buildings and lot lines to ensure there are adequate sight lines, landscaping, and space to accommodate future road-widening, should it be required. The requested reduced front yard setback helps to facilitate development that is street and pedestrian oriented by helping to establish a strong street edge and an active street front, while still allowing sufficient space for sight lines and landscaping.

Maximum Lot Coverage of 46 per cent

Lot coverage is defined as percentage of a lot covered by the first storey of all buildings and structures on the lot including the principal building or structure, all accessory buildings or structures and all buildings or structures attached to the principal building or structure, excluding balconies, canopies and overhanging eaves which are 2.0 metres (6.6 ft.) or more in height above finished grade. The R4-5 Zone Variation sets a maximum of 40 per cent and a special provision for a maximum of 46 per cent has been requested, which is sufficient to ensure the site functions properly.

5.5 Public Comments

Loss of greenspace and zoning requirements for green space.

The Z.-1 Zoning By-law sets out requirements for landscaped Open Space, which is used for the growth and maintenance of grass, flowers, shrubbery, and other landscaping and includes any surfaced walk, patio, swimming pool or similar area, but does not include any access driveway or ramp, parking area, bus parking area, roof-top area, or any open space beneath or within any building or structure. The Residential R4-5 Zone Variation requires a minimum of 30 per cent Landscaped Open Space, and the Residential R5-5 Zone Variation requires a minimum of 35 per cent. A minimum of 30 per cent is required in the Residential R9-7 Zone Variation.

A Tree Preservation Report has been prepared by the Applicant and Draft Plan Conditions have been included to ensure the recommendations of the Tree Preservation Report are implemented, that removed trees are replaced on site, and that there is appropriate compensation for bat habitat, if required.

Building design and community aesthetics.

Staff have reviewed the proposed development and provided comments to ensure the development incorporates good urban design principles. In addition, the proposed apartment building for Block 1 has been reviewed by the Urban Design Review Panel, which has provided additional comments as to the design of the building. Although some building design features may be considered in the Zoning Amendments, site layout and parking orientation will be dealt with through a Site Plan Approval Application at a later date.

Setbacks of the proposed development to existing dwellings.

As noted in the previous section, setbacks are required to ensure there is adequate space between buildings, sight lines, landscaping, space to accommodate future road-widening, and access to side yards to help mitigate potential negative impacts on new development. The requested reduced front and exterior side yard setbacks help to facilitate development that is street and pedestrian oriented by helping to establish a strong street edge and an active street front, while still allowing sufficient space for sight lines and landscaping. More detailed aspects of a development, such as fencing, light pollution, and other measures to ensure new development does not adversely affect

existing development, will be examined through a Site Plan Approval Application at a later date.

Location of the parking garage in relation to existing dwellings.

The purpose of the requests made by the Applicant are to divide the land into new blocks, apply new zoning and add special policies to permit increased height. Issues relating to site layout, parking orientation and privacy will be dealt with through a Site Plan Approval Application at a later date.

Height requested for the proposed apartment building.

Building heights within the Neighbourhoods Place Type, at this location shall not exceed four (4) storeys. Heights above this, to a maximum of six (6) storeys, may be permitted in conformity with the Our Tools policies of this plan relating to Zoning to the Upper Maximum Height (1638 to 1641). The Residential R4-5 Zone Variation permits a height of 10.5 metres and the Residential R5-5 Zone Variation permits twelve (12) metres. Development proposed for Blocks 2 and 3 is compliant with these zone regulations. The Residential R9-7 Zone Variation sets no maximum for height and heights will be included in zones and identified on the Zone Map. A special provision to permit a maximum height of six (6) storeys has been requested for Block 1.

The street and cluster townhomes proposed for Blocks 2 and 3 will serve as a transition in densities, buffering the existing single-detached dwellings to the south and southeast. Lands further to the west in the Main Street Place Type and Business District Commercial Zone are currently being developed for, or are planned to accommodate, greater heights and densities appropriate for their location. The height and density proposed for Block 1 will help serve as a transition between the higher density lands to the east and lower densities lands to the east.

Conclusion

The development proposal, as recommended by Staff, provides for a mix of housing affordability that will meet the projected requirements of current and future residents. The application is consistent with *The London Plan*, *the Hyde Park Community Plan*, and the *Z.-1 Zoning By-law* to redevelop a vacant and underutilized site with a range of housing options. The recommended zoning and special provisions of the zoning amendment will permit townhouse units and an apartment building that are considered appropriate and compatible with existing and future land uses in the surrounding area. Therefore, staff are satisfied that the proposal represents good planning in the broad public interest and recommends approval.

Staff are recommending refusal of the requested Zoning By-law Amendment, submitted by Royal Premier Homes, because the application did not include a number of holding provisions that are considered necessary to address a range of planning and servicing issues associated with the proposed development. Noting, the Staff recommended zoning amendment will facilitate the Applicant's proposed development while ensuring there is orderly development, adequate provision of municipal services and adequate access.

Prepared by: Alison Curtis, MA
Planner 1, Subdivision Planning

Reviewed by: Bruce Page
Manager, Subdivision Planning

Recommended by: Heather McNeely, MCIP, RPP
Director, Planning and Development

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

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 and Development.

CC: Peter Kavcic, Manager, Subdivisions and Development Inspections
Matt Davenport, Manager, Subdivision Engineering
Michael Pease, Manager, Site Plan

Appendix A: Zoning Amendment Schedule

Appendix "A"

Bill No. (number to be inserted by Clerk's Office)
(2023)

By-law No. Z.-1-23 _____

A bylaw to amend By-law No. Z.-1 to rezone lands located at 954 Gainsborough Road.

WHEREAS Royal Premier Homes has applied to rezone lands located at 954 Gainsborough 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 954 Gainsborough as shown on the attached map comprising part of Key Map No. A101, from a Urban Reserve (UR3), Holding Urban Reserve (h-2*UR3) and Open Space (OS5) Zone to a Holding Residential R4 Special Provision (h*h-100*R4-5()) Zone, Holding Residential R5 (h*h-100*R5-5) Zone and a Holding Residential R9 Special Provision Zone (h*h-100*R9-7(_)).

- 2) Section Number 8.4 of the Residential R4-5 Zone is amended by adding the following Special Provisions:

R4-5(_)

a. Regulations:

- | | | |
|------|--|-------------------------|
| i) | Front Yard Depth for Main Building (Minimum) | 3.0 metres (9.84 feet) |
| ii) | Front Yard Depth for Garage (Minimum) | 6.0 metres (19.68 feet) |
| iii) | Lot Coverage (Maximum) | 46% |

- 3) Section Number 13.4 of the Residential R9-7 Zone is amended by adding the following Special Provisions:

R9-7(_)

a) Regulations:

- | | | |
|------|------------------------------------|------------------------|
| i) | Front Yard Depth (Minimum) | 4.3 metres (14.1 feet) |
| ii) | Rear Yard Depth (Minimum) | 4 metres (13.1 feet) |
| iii) | Interior Side Yard Depth (Minimum) | 7 metres (22.9 feet) |
| iv) | Exterior Side Yard Depth (Minimum) | 1.5 metres (4.92 feet) |

Not withstanding Section 4.27 of this By-law.

- | | | |
|-----|----------------------|----------------------|
| v) | Height
(Maximum) | 6 Storeys |
| vi) | Density
(Maximum) | 276 unit per hectare |

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.

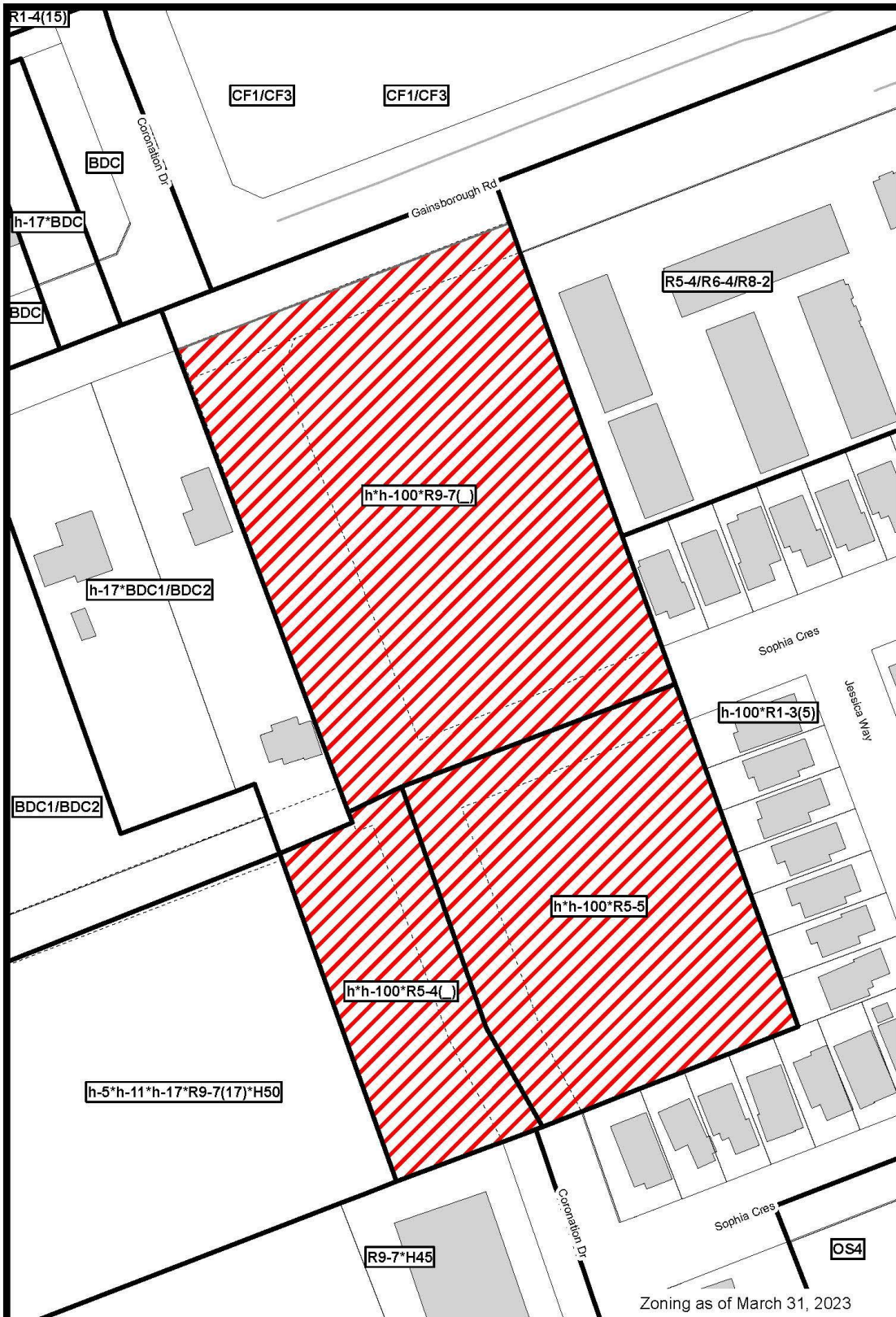
PASSED in Open Council on June 27, 2023

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – June 27, 2023
Second Reading – June 27, 2023
Third Reading – June 27, 2023

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



File Number: 39T-22501
Planner: AC
Date Prepared: 2023/4/25
Technician: JI
By-Law No: Z-1-

SUBJECT SITE 

1:1,200

0 5 10 20 30 40
Meters



Appendix B: Draft Plan of Subdivision Conditions

THE CORPORATION OF THE CITY OF LONDON'S CONDITIONS AND AMENDMENTS TO FINAL APPROVAL FOR THE REGISTRATION OF THIS SUBDIVISION, FILE NUMBER 39T-22501 ARE AS FOLLOWS:

- | NO. | CONDITIONS |
|-----|--|
| 1. | This draft approval applies to the draft plan submitted by Royal Premier Homes, prepared by ENG Plus, certified by Jake Surgenor, OLS, File No. 39T-22501, project no. 20.221, as red-line amended , which shows a total of three (3) medium density blocks and five (5) road allowance blocks served by one (1) Neighbourhood Street (Sophia Crescent) and one (1) Neighbourhood Connector (Coronation Drive). |
| 2. | This approval of the draft plan applies for three (3) years, 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. |
| 3. | The Owner shall enter into a subdivision agreement with the City, in the City's current approved form (a copy of which can be obtained from Planning and Development) , which includes all works and services required for this plan, and this agreement shall be registered against the lands to which it applies. |
| 4. | 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. |
| 5. | In conjunction with the first submission of engineering drawings, street(s) shall be named and the municipal addressing shall be assigned to the satisfaction of the City. |
| 6. | 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. |
| 7. | The Owner shall satisfy all the requirements, financial and otherwise, of the City of London in order to implement the conditions of this draft approval. |
| 8. | Prior to final approval the Owner shall pay in full all financial obligations/encumbrances owing to the City on the said lands, including property taxes and local improvement charges. |
| 9. | Prior to final approval, the Owner shall provide copies of all transfer documentation for all land transfers/dedications and easements being conveyed to the City, for the City's review and approval. |
| 10. | Prior to final approval, for the purposes of satisfying any of the conditions of draft approval herein contained, the Owner shall file with the Approval Authority a complete submission consisting of all required clearances, fees, final plans, <u>and any required studies, reports, data, information or detailed engineering drawings</u> , and to advise the Approval Authority 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 Approval Authority, such submission will be returned to the Owner without detailed review by the City. |

Planning

11. Prior to final approval, appropriate zoning shall be in effect for this proposed subdivision.
12. In conjunction with the first submission engineering drawings, the Owner shall submit a lotting plan which complies with all City standards and zoning regulations all to the satisfaction of the City.
13. In conjunction with the Focused Design Studies submission, the Owner shall have a qualified acoustical consultant prepare a noise study concerning the impact of traffic noise on future residential uses adjacent to arterial roads. The noise study shall be prepared in accordance with the Ministry of the Environment, Conservation and Parks Guidelines and the City of London policies and guidelines. Any recommended noise attenuation measures are to be reviewed and accepted by the City. The final accepted recommendations shall be constructed or installed by the Owner, or may be incorporated into the subdivision agreement.
14. Prior to the issuance of a Certificate of Conditional Approval, the Approval Authority shall be advised that the accepted noise attenuation measures have been constructed or installed or have been incorporated into the subdivision.

Engineering

Sanitary:

15. In conjunction with the Focused Design Studies submission, the Owner shall have his consulting engineer prepare and submit a Sanitary Servicing Study to include the following design information:
 - i) Provide a sanitary drainage area plan and design sheet, including the sanitary sewer routing and the external areas to be serviced to the satisfaction of the City;
 - ii) Provide clarification that the proposed zoning amendments and the respective changes in population, drainage area and the outlet(s) is compatible with accepted record drawings and drainage area plans. Any external areas that are tributary are to be accommodated and routing and sewer extensions are to be shown such that they could connect to their respective outlet locations. Any upgrades, if required, are to be at no cost to the City;
 - iii) Propose a suitable routing for the trunk 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;
 - iv) Provide an hydrogeological report that includes 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 To meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407; and
 - v) Demonstrate that the servicing to the proposed street townhouses can be constructed with adequate separation distances and avoid conflicts with City services, which meet City of London standards and requirements.
16. In accordance with City standards or as otherwise required by the Deputy City Manager, Environment and Infrastructure, 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 250 mm diameter sewer located on Coronation Drive and to the 450mm diameter sanitary sewer on Gainsborough Road for only the northerly portion of the subject lands;
 - ii) Confirm how the northerly portion of these lands will be connected and the need for sanitary and storm sewer extensions;
 - iii) Construct Coronation Drive as a fully serviced road to be extended to Gainsborough Road and confirm that Sophia Crescent will be extended as a fully serviced municipal road;
 - iv) Demonstrate and include external adjacent lands specifically from the west, namely 968, 982, 1006,1018 Gainsborough Road such that they are able to access the future Coronation Drive and the extension of local sewers and services to

- permit in future the anticipated lane in an acceptable alignment from the west that is expected will connect to Coronation Drive;
- v) Demonstrate that all street facing towns or narrow lot units have sufficient frontages to meet municipal standards to attain adequate minimum horizontal separation distances between services. All street facing units are to be individually serviced to the fronting municipal sewer;
 - vi) Demonstrate how proposed Block 3 can be serviced and provide enough detail as to what private access and services are anticipated;
 - vii) 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 Deputy City Manager, Environment and Infrastructure. The local sanitary sewer will be at the sole cost of the Owner. Any exception will require the approval of the Deputy City Manager, Environment and Infrastructure;
 - viii) 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;
 - ix) Oversizing of the internal sanitary sewers in this draft plan to accommodate flows from the upstream lands external to this plan, if necessary, all to the satisfaction of the City; and,
 - x) Implementing all inflow and infiltration mitigation measures to meet allowable inflow and infiltration level as identified by OPSS 407 and OPSS 410 as well as any additional measures recommended in the hydrogeological report.

Storm and Stormwater Management (SWM)

15. In conjunction with Focused Design Studies submission, the Owner shall have their consulting engineer prepare and submit a Storm/Drainage and a SWM Servicing 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 managed, all to the satisfaction of the City;
 - ii) Identifying major and minor storm flow routes for the subject and external lands, and demonstrate these flows can be adequately controlled and conveyed to the final outlet with no impacts to downstream properties or infrastructure, to the satisfaction of the City;
 - iii) Make provisions to oversize and deepen the internal storm sewers in this plan, if necessary, to accommodate flows from upstream lands external to this plan;
 - iv) Ensure that all existing upstream external flows traversing this plan of subdivision are accommodated within the overall minor and major storm conveyance servicing system(s) design (e.g., lands to the west), all to the specifications and satisfaction of the City Engineer;
 - v) Develop sediment and erosion control plan(s) that will identify all sediment and erosion control measures, responsibilities and inspecting/reporting requirements for the subject lands, in accordance with City of London, the Ministry of the Environment, Conservation and Parks (MECP) standards and requirements and current industry standards all to the specification and satisfaction of the City. The sediment and erosion control plan(s) shall confirm and identify all interim and long-term drainage measures, responsibilities, and maintenance requirements, as well as an inspection program that would be required for both registration and construction phasing/staging of the development and any major revisions to these plans after the initial acceptance shall be reviewed/accepted by the City for conformance to our approved Environmental Management Guidelines (EMGs). Prior to any work on site, the Owner's professional engineer shall submit these measures and is to have these measures established and approved all to the satisfaction of the City. Further, the Owner's Professional Engineer must inspect and confirm that the required erosion and sediment control measures are maintained, maintained to adapt to the changing site conditions, and operated as intended during all phases/stages of construction.
 - v) Implement 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 Deputy City Manager, Environment and Infrastructure;

- vi) Ensure the post-development discharge flow from the subject site meets stormwater control requirements for water balance, quality, quantity, and erosion control, and can be accommodated by existing or proposed SWM infrastructure. The subject site shall not exceed the capacity of the stormwater conveyance system, to the satisfaction of the City. In an event where the above condition cannot be met, the Owner shall provide SWM on-site controls that comply with the accepted design requirement for Permanent Private Stormwater Systems, to the satisfaction of the City, at no cost to the City. For blocks identified in the face of the Draft Plan as medium density, the Owner is to provide a runoff coefficient value representative to the anticipated impervious surfaces such as houses and hardscaping to ensure the future proposed development of those blocks does not exceed the capacity of the stormwater conveyance system;
 - vii) Provide the functional SWM report supporting the proposed SWM strategy, objectives, and targets including, but not limited to, minor flow design for internal and external catchment areas tributary to the City owned Hyde Park 1 SWM facility, overland flow route capacity calculations and associated drawings for the conveyance of the major overland flows from this plan of subdivision to the intended receiving system, water balance strategy, etc. to the satisfaction of the City; and,
 - viii) Identify on-site SWM control targets and requirements for any high density, medium density, and commercial blocks where PPS stormwater controls will be subject to a future site plan or condominium application. If freehold lots are proposed within a medium density block, a municipal stormwater strategy to address water quality/quantity for uncontrolled flows may accommodate the future freehold lots and be included in the Stormwater Servicing Report. SWM quantity controls are to be contained within each high or medium density blocks.
16. The subdivision to which this draft approval relates shall be 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.
17. The Owner shall have a consulting professional engineer design and construct the proposed storm/drainage and SWM servicing works for the subject lands all to the satisfaction of the City and according to the requirements of the following:
- i) The SWM criteria and environmental targets for the Stanton Drain Subwatershed Study;
 - ii) The accepted Hyde Park Community Storm Drainage and Stormwater Management Servicing Schedule 'B' Municipal Class EA Assessment report (Earth Tech, August 2002) and any addendum completed by the City;
 - iii) The Hyde Park Community Storm Drainage and Stormwater Management Servicing Municipal Class EA Addendum - Final Report (Aecom, March 2018);
 - iv) The approved Functional Design SWM facility No 1 Hyde Park South (Earth Tech, February 2003) and all applicable revisions and updates;
 - v) The approved Storm/Drainage and SWM Servicing functional Report for the subject lands;
 - 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 (2003); and,
 - viii) Applicable Acts, Policies, Guidelines, Standards and Requirements of all required approval agencies, including but not limited to the City of London approved Environmental Management Guidelines (EMGs), etc.
18. In accordance with City standards or as otherwise required by the Deputy City Manager, Environment and Infrastructure, the Owner shall complete the following for the provision of stormwater management (SWM) and stormwater services for this draft plan of subdivision:

- a) Construct storm sewers to serve this plan, located within the drainage area described in the accepted Hyde Park Community Storm Drainage and Stormwater Management Servicing Schedule 'B' Municipal Class EA Assessment report (Earth Tech, August 2002) and the Hyde Park Community Storm Drainage and Stormwater Management Servicing Municipal Class EA Addendum - Final Report (Aecom, March 2018), and connect storm servicing to serve this Plan to the existing municipal storm sewer system, namely, the 900 mm diameter storm sewer on Coronation Drive.
19. The Owner acknowledges that the existing storm sewer along Gainsborough Road may have limited capacity and therefore the Owner agrees to make any efforts to service the entire site for minor and major flows by the minor and major outlet provided by the existing Coronation Drive south of this site, all to the satisfaction of the City. Design of on-site SWM controls for the entire Block 1 are required to discharge to the storm sewer on Coronation Drive shall be included as part of the functional SWM report and identified in all pertinent servicing drawings.
 20. The Owner shall compensate the City for any costs incurred by the City due to remedial work required to address adverse impacts to downstream infrastructure or natural areas from failure or sufficient maintenance of ESC measures, all to the satisfaction of the City.
 21. The Owner shall have its professional engineer ensure all geotechnical conditions, natural heritage and/or hazard considerations, and required setbacks related to the slope stability and natural features including open watercourses, if any, that services upstream catchments are adequately addressed for the subject lands, all to the satisfaction of the City and UTRCA if applicable.
 22. In accordance with the MECP and City's requirements, adequate setbacks shall be maintained and allocated in accordance with the City Council approved Official Plan Policies relating to open watercourse setbacks, if any. Required setbacks, buffers, regulated areas, and areas to be protected during construction shall be clearly identified within the engineering drawings issued for construction. Required buffers to PSW, if any, are subject to the City's Official Plan and MNRF policies and should be consistent with the approved EIS.
 23. If the subdivision includes any regional SWM work to be constructed by the City, 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.
 24. In conjunction with the Focused Design Studies submission, the Owner shall have a professional engineer or professional geoscientist prepare a hydrogeological investigation and/or addendum/update to the existing hydrogeological investigation(s) based on the final subdivision design, to determine the potential short-term and long-term effects of the construction associated with the development on existing groundwater elevations and to assess the impact on the water balance of the subject plan, identifying all required mitigation measures, including Low Impact Development (LIDs) solutions to the satisfaction of the City. Hydrological support to features identified in the approved EIS should also be included in the functional SWM design. The Owner agrees to coordinate with the City a scoped hydrogeological assessment for the preparation of the hydrogeological investigation. Elements of the hydrogeological investigation should include, but are not to be limited to, the following:
 - i) Analysis of water quality and quantity impacts on the existing PSW, if any, under the existing and post-development conditions and recommendations to minimize any adverse impacts from the proposed land development to the satisfaction of the City and UTRCA where applicable;
 - ii) The pre-development discharges from PSW must be maintained under the post-development conditions and these discharges shall be accommodated in the proposed storm/drainage and SWM servicing works for the subject lands in accordance with existing drainage pattern;
 - iii) Evaluation of the hydrogeological regime, including specific aquifer properties, static groundwater levels, and groundwater flow direction;

- iv) Evaluation of water quality characteristics and the potential interaction between shallow groundwater, surface water features, and nearby natural heritage features;
 - v) Completion of a water balance and/or addendum/update to the existing water balance for the proposed development, revised to include the use of LIDs as appropriate;
 - vi) Completion of a water balance for any nearby natural heritage feature (i.e., all open space Blocks) to include the use of LIDs as appropriate;
 - vii) Details related to proposed LID solutions, if applicable, including details related to the long-term operations of the LID systems as it relates to seasonal fluctuations of the groundwater table and potential road salt application impacts;
 - viii) Evaluation of construction related impacts and their potential effects on the shallow groundwater system;
 - ix) Evaluation of construction related impacts and their potential effects on local significant features;
 - x) Development of appropriate short-term and long-term monitoring plans (if applicable);
 - xi) Development of appropriate contingency plans (if applicable) in the event of groundwater interference related to construction;
 - xii) the effects of the construction associated with this subdivision on the existing ground water elevations and domestic or farm wells in the area;
 - xiii) identify any abandoned wells in this plan;
 - xiv) any fill required in the plan;
 - xv) provide recommendations for foundation design should high groundwater be encountered;
 - xvi) address any contamination impacts that may be anticipated or experienced as a result of the said construction;
 - xvii) provide recommendations regarding soil conditions and fill needs in the location of any existing watercourses or bodies of water on the site; and,
 - xviii) 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.
25. In conjunction with the first submission of engineering drawings, the Owner's professional engineer shall certify that any remedial or other works as recommended in the accepted hydrogeological report are implemented by the Owner, to the satisfaction of the City, at no cost to the City.
26. In conjunction with the first submission of engineering drawings, the Owner's consulting Professional Engineer shall submit, a Monitoring and Operational Procedure Manual for the maintenance and monitoring program for each of the SWM Facilities within this plan (i.e., Dry ponds, LIDs, OGSs, etc.), in accordance with the City's "Monitoring and Operational Procedure for Stormwater Management Facilities" and other available guidance document requirements to the City for review and approval. The program will include but not be limited to the following:
- a) A work program manual for the phasing, maintenance, and monitoring of these facilities during all phases of buildout as well as following assumption; and,
 - b) A verification and compliance monitoring program the developer will need to complete to verify the SWM features meet the intended design prior to assumption.
27. Following construction and prior to the assumption of the stormwater system, the Owner agrees to complete the following at no cost to the city, and all to the satisfaction of the City:
- a) Operate, maintain, and monitor the SWM Facilities in accordance with the approved maintenance and monitoring program and the City's "Monitoring and Operational Procedure for Stormwater Management Facilities"; and,
 - b) Have its consulting Professional Engineer submit semi-annual monitoring reports in accordance with the approved maintenance and monitoring program and the City's "Monitoring and Operational Procedure for Stormwater Management Facilities" to the City for review and approval.

Watermains

28. In conjunction with the first submission of engineering drawings the Owner shall have their consulting engineer prepare and submit a Water Servicing Report including the following

design information, all to the satisfaction of the Deputy City Manager, Environment and Infrastructure:

- i) Water distribution system analysis & modeling and hydraulic calculations for the Plan of Subdivision confirming system design requirements are being met;
 - ii) Identify domestic and fire flows for the future residential/development Blocks from the low-level (high-level) water distribution system;
 - iii) Address water quality and identify measures to maintain water quality from zero build-out through full build-out of the subdivision;
 - iv) Include modeling for two fire flow scenarios as follows:
 - i) Max Day + Fire confirming velocities and pressures within the system at the design fire flows, and
 - ii) Max Day + Fire confirming the available fire flows at fire hydrants at 20 PSI residual. Identify fire flows available from each proposed hydrant to be constructed and determine the appropriate colour hydrant markers (identifying hydrant rated capacity);
 - v) Include a staging and phasing report as applicable which addresses the requirement to maintain interim water quality;
 - vi) Develop a looping strategy when development is proposed to proceed beyond 80 units;
 - vii) Identify any water servicing requirements necessary to provide water servicing to external lands, incorporating existing area plans as applicable;
 - viii) Identify any need for the construction of or improvement to external works necessary to provide water servicing to this Plan of Subdivision;
 - ix) Identify any required watermain oversizing and any cost sharing agreements;
 - x) Identify the effect of development on existing water infrastructure and identify potential conflicts;
 - xi) Include full-sized water distribution and area plan(s) which includes identifying the location of valves & hydrants, the type and location of water quality measures to be implemented (including automatic flushing device settings and outlet), the fire hydrant rated capacity & marker colour, and the design domestic and fire flow applied to development Blocks;
 - xii) An engineering analysis to determine the extent of external watermains are required to serve Blocks within this plan, at no cost to the City; and,
 - xiii) Provide a servicing concept acceptable to the Deputy City Manager, Environment and Infrastructure for the proposed street townhouse (or narrow frontage) lots which demonstrates separation requirements for all services is being achieved.
29. In accordance with City standards, or as otherwise required by the Deputy City Manager, Environment and Infrastructure, the Owner shall complete the following for the provision of water service to this draft Plan of Subdivision:
- a) Construct watermains to serve this Plan and connect them to the existing high-level municipal system, namely the existing 300 mm PVC diameter watermain on Coronation Drive, the 200mm PVC diameter watermain on Sophia Crescent and the existing 600mm watermain on Gainsborough Road (high level system);
 - b) Deliver confirmation that the watermain system has been looped to the satisfaction of the Deputy City Manager, Environment and Infrastructure when development is proposed to proceed beyond 80 units; and,
 - c) 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.
30. The Owner shall obtain all necessary approvals from the Deputy City Manager, Environment and Infrastructure for the servicing of Blocks in this Plan of Subdivision prior to the installation of any water services to or within these Blocks.

Roadworks

31. 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 perpendicular through their intersections and opposite each other thereby having these streets centred with each other, unless otherwise approved by the Deputy City Manager, Environment and Infrastructure.

32. In conjunction with the Focused Design Studies submission, the Owner shall have its consulting engineer provide the following, all to the specifications and satisfaction of the Deputy City Manager, Environment and Infrastructure:
- i) Provide a proposed layout plan of the internal road network including taper details for streets in this plan that change right-of-way widths with minimum 30 metre tapers for review and acceptance with respect to road geometries, including but not limited to, right-of-way widths, tapers, bends, intersection layout, daylighting triangles, 10 metre straight tangents, etc., and include any associated adjustments to the abutting lots. The roads shall be equally tapered and aligned based on the road centrelines and it should be noted tapers are not to be within intersections;
 - ii) 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";
 - iii) At 'tee' intersection, the projected road centreline of the intersecting street shall intersect the through street at 90 degrees with a minimum 10 metre tangent being required along the street lines of the intersecting road, to the satisfaction of the City Engineer;
 - iv) Shall provide a minimum of 5.5 metres along the curb line between the projected property lines of irregular shaped lots around the bends and/or around the cul-de-sacs on streets in this plan of subdivision;
 - v) Shall ensure street light poles and luminaires, along the street being extended, match the style of streetlight already existing or approved along the developed portion of the street, to the satisfaction of the City of London;
 - vi) Shall ensure any emergency access required is satisfactory to the City Engineer with respect to all technical aspects, including adequacy of sight lines, provisions of channelization, adequacy of road geometries and structural design, etc.; and,
 - vii) Shall establish and maintain a Traffic Management Plan (TMP) in conformance with City guidelines and to the satisfaction of the City Engineer for any construction activity that will occur on an assumed street.
33. Prior to the submission of Focused Design Studies, the Owner shall submit a revised draft plan, to the specifications and satisfaction of the City.
34. In conjunction with the Focused Design Studies submission, the Owner shall provide an evaluation of the turning lane offsets at Gainsborough Road, all to the specifications and satisfaction of the City.
34. The Owner shall have its professional engineer design and construct the roadworks in accordance with the following road widths:
- i) Coronation Drive (Neighbourhood Connector) to have a road pavement width (excluding gutters) of 6 metres plus parking lay-bys, with a minimum road allowance of 23.0 metres. Parking lay-bys shall be 2.5 metres in width with dropped curb in between the through lane and the parking lay-by as per City standards. Parking lay-bys shall be maximum 100 metres in length from the start of one lay-by to the start of the next, with tapers and radii to City standards and as per Complete Streets. Parking lay-bys shall have a 10.0 metre tangent section between the end of radius curve from an intersection to the beginning of the lay-by radius curve;
 - ii) Sophia Crescent (Neighbourhood Street) to have a road pavement width (excluding gutters) of 7.5 metres with a minimum road allowance of 20.0 metres;
 - iii) Construct a gateway treatment on Coronation Drive (Neighbourhood Connector) at the intersection of Gainsborough Road with a right of way width of 25.5 metres for a minimum length of 45.0 metres tapered back over a distance of 30 metres to the standard Neighbourhood Connector road right of way width of 23.0 metres, to the satisfaction of the City; and,
 - iv) Taper existing Coronation Drive over 30 metres from the existing road pavement width (excluding gutters) of 9.5 metres with a road allowance of 21.5 metres to 23 metres at the north limit of 33M-702.

35. In conjunction with the first submission of engineering drawings, the Owner shall identify any external works on Gainsborough Road to the satisfaction of the Deputy City Manager, Environment and Infrastructure, at no cost to the City.
36. In conjunction with the first submission of engineering drawings, the Owner shall have its consulting engineer provide the following, all to the specifications and satisfaction of the Deputy City Manager, Environment and Infrastructure:
 - a) Confirm that the centreline of Coronation Drive is aligned with the centreline of existing Coronation Drive in Plan 33M-702, to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
37. In conjunction with the first submission of engineering drawings, the Owner shall align Coronation Drive perpendicular to Sophia Crescent, to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
38. The Owner shall ensure access to lots and blocks adjacent to gateway treatments will be restricted to rights-in and rights-out only.
39. In conjunction with the first submission of engineering drawings, the Owner shall implement barrier curb through this plan of subdivision as per the Design Specifications and requirements Manual (DSRM), to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
40. In conjunction with the first submission of engineering drawings, the Owner shall comply with all City standards as found in the Design Specifications and Requirements Manual (e.g., reverse curves, 10 metre straight tangents, etc.), to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
41. In conjunction with the first submission of engineering drawings, the Owner shall comply with the Complete Streets Manual to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
42. The Owner agrees that, if a parking plan is required for this subdivision, and increased pavement width is proposed to accommodate the parking plan, the road allowance width will be increased a corresponding amount in order to maintain the standard 6.0-metre-wide boulevards on either side of the road. Further, the Owner agrees that any proposed widening of the pavement and the road allowance will be to the satisfaction of the Deputy City Manager, Environment and Infrastructure.

Sidewalks

43. In conjunction with the first submission of engineering drawings, the Owner shall provide details of a 1.5 metre sidewalk on both sides of Coronation Drive and Sophia Crescent, all to the satisfaction of the City.

Pavement Markings & Signs

44. The Owner shall install pavement markings & signs to the satisfaction of the City, at no cost to the City.
45. In conjunction with the Focused Design Studies submission, the Owner shall provide a pavement marking plan, to include all turn lanes (if necessary), to the satisfaction of the City.
46. In conjunction with the first submission of engineering drawings, the Owner shall provide details of the following pavement markings and signs, as per City standard to the satisfaction of the City:
 - a) No Parking signs within 20 metres of all stop signs; and,
 - b) Speed cushion signs and pavement markings.

Streetlights

47. In conjunction with the submission of engineering drawings, the Owner shall have a qualified professional engineer provide to the Deputy City Manager, Environment and Infrastructure for review and acceptance appropriate drawings and calculations (e.g., photometric) for streetlights that exceeds the street lighting standards in new subdivisions as required by the Deputy City Manager, Environment and Infrastructure, at no cost to the City.

48. In conjunction with the first submission of engineering drawings, the Owner shall provide details of street lighting on all streets and walkways in this plan to the satisfaction of the City, at no cost to the City.
49. In conjunction with the first submission of engineering drawings, the Owner shall provide photometrics at the intersection of Gainsborough Road and Coronation Drive, to the specifications and satisfaction of the City.

Boundary Road Works

50. In conjunction with the Focused Design Studies submission, the Owner shall submit a transportation study in accordance with the Transportation Impact Study Guideline to determine the impact of this development on the abutting arterial roads to the satisfaction of the City. Prior to undertaking this study, the Owner shall contact the Transportation Planning and Design Division regarding the scope and requirements of this study. The Owner shall undertake any recommendations of the study, to the satisfaction of the City and at no cost to the City.
51. In conjunction with the first submission of engineering drawings, the Owner shall implement all recommendations outlined in the approved Transportation Impact Assessment to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
52. In conjunction with the first submission of engineering drawings, the Owner shall identify minor boulevard improvements on Gainsborough Road 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.
53. In conjunction with first submission of engineering drawings, the Owner shall make adjustments, if necessary, to the existing streetlights on Gainsborough Road or provide temporary streetlights to provide for sufficient illumination at the intersection of Coronation Drive and Gainsborough Road, at no cost to the City, to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
54. In conjunction with the first submission of engineering drawings, the Owner shall have its professional consulting engineer submit design criteria for turn lanes and identify, if necessary, as per the recommendations of the Transportation Impact Study for review and acceptance by the City.

Road Widening

55. The Owner shall be required to dedicate sufficient land to widen Gainsborough Road to 18.0 metres from the centreline of the existing road, to the satisfaction of the City.
56. The Owner shall be required to dedicate 6.0 m x 6.0 m "daylighting triangles" at intersections with arterial roads.

Vehicular Access

57. The Owner shall ensure that no vehicular access will be permitted to Block 1 from Gainsborough Road. All vehicular access is to be via the internal subdivision streets.
58. The Owner shall restrict access to Gainsborough Road by establishing blocks for 0.3 metre (1') reserves along the entire Gainsborough Road frontage, to the satisfaction of the City.
59. The Owner shall provide a 0.3 metre reserve from Gainsborough Road southerly for 75 metres on the east side of Coronation Drive, to the satisfaction of the City.
60. The Owner shall provide a 0.3 metre reserve from Gainsborough Road southerly to Sophia Crescent on the west side of Coronation Drive, to the satisfaction of the City.

Traffic Calming

61. In conjunction with the first submission of engineering drawings, the Owner shall have its professional engineer provide a conceptual design of the proposed traffic calming measures, to be constructed along Coronation Drive, including parking bays, curb extensions, speed cushions and other measures, to the satisfaction of the City.
62. The Owner shall install the following traffic calming measures to the satisfaction of the City, at no cost to the City:
 - a) Traffic Calming shall be provided in the form of speed cushions as per City standards, spaced at 100m, avoiding maintenance covers on Coronation Drive, and

- b) The traffic calming measures selected for these locations are subject to the approval of the Transportation Planning & Design Division and are to be designed and constructed to the satisfaction of the Deputy City Manager, Environment and Infrastructure.

Speed cushions shall be installed on base asphalt within two weeks of placement of base asphalt and remain in place. Speed cushions may be removed one week prior to placement of topcoat asphalt and shall be reinstated within one week of placement of the topcoat asphalt.

Construction Access

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

Tree Preservation

64. As part of the Focused Design Studies, the Owner shall provide an updated Tree Preservation Report that incorporates the comments from the City. Implement the recommendations of the Revised Tree Preservation Report and Plan prepared for lands within the proposed draft plan of subdivision as required by the Tree Inventory, and incorporate the approved Tree Preservation Plan on the accepted grading plans. Identify on engineering drawings areas of tree compensation/replacement consistent with replacement rates within *The London Plan* and boundary tree protection measures.

Parkland Dedication

65. The Owner shall include a cash-in-lieu payment in accordance with the provisions By-law CP-25.

Ecology

66. In conjunction with the Focused Design Studies submission, the Owner shall provide an addendum to the EIS identifying any endangered species or bat habitat, and any recommendations included in the addendum will be implemented as part of the engineering review. Alternatively, the Owner may provide for the appropriate number of bat boxes in adjacent woodlots.

General

67. 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.
68. Once construction of any private services, i.e.: water storm or sanitary, to service the lots and blocks in this plan is completed and any proposed re-lotting of the plan is undertaken, the Owner shall reconstruct all previously installed services in standard location, in accordance with the approved final lotting and approved revised servicing drawings all to the specification of the Deputy City Manager, Environment and Infrastructure and at no cost to the City.
69. The Owner shall connect to all existing services and extend all services to the limits of the draft plan of subdivision as per the accepted engineering drawings, at no cost to the City, all to the specifications and satisfaction of the Deputy City Manager, Environment and Infrastructure.
70. The Owner's professional engineer shall provide full time 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 Deputy City Manager, Environment and Infrastructure.
71. Prior to the construction of works on existing City streets and/or unassumed subdivisions, the Owner shall have its professional engineer notify new and 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 along with any remedial works prior to assumption, all in accordance with Council policy for “Guidelines for Notification to Public for Major Construction Projects”.

72. The Owner shall not commence construction or installations of any services (e.g. 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 (e.g. Ministry of the Environment, Conservation and Parks Certificates, City/Ministry/Government permits: Permit of Approved Works, water connection, water-taking, crown land, navigable waterways, approvals: Upper Thames River Conservation Authority, Ministry of Natural Resources and Forestry, Ministry of the Environment, Conservation and Parks, City, etc.)
73. In conjunction with the first submission of engineering drawings, 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.
74. 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.
75. In conjunction with registration of the Plan, the Owner shall provide to the appropriate authorities such easements and/or land dedications 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.
76. 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.
77. All costs related to the plan of subdivision shall be at the expense of the Owner, unless specifically stated otherwise in this approval.
78. 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 municipal or private services in the said easement(s) until such time as they are removed and replaced with appropriate municipal and/or private services and these services are operational, 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.
79. In conjunction with first submission of engineering drawings, the Owner shall submit a Development Charge work plan outlining the costs associated with the design and construction of the DC eligible works. The work plan must be approved by the Deputy City Manager, Environment and Infrastructure and Deputy City Manager, Finance Supports (as outlined in the most current DC By-law) prior to advancing a report to Planning and Environment Committee recommending approval of the special provisions for the subdivision agreement.
80. In conjunction with the Focused Design Studies submission, the Owner shall have it geotechnical engineer identify if there is any evidence of methane gas within or in the vicinity of this draft plan of subdivision, to the satisfaction of the City. Should it be determined there is any methane gas within or in the vicinity of this draft plan of subdivision, the Owner’s geotechnical engineer shall provide any necessary recommendations. The Owner shall implement any recommendations of the geotechnical engineer, under the supervision of the geotechnical engineer, to the satisfaction of the

City, at no cost to the City.

81. In conjunction with the Focused Design Studies submission, the Owner shall have its geotechnical engineer identify if there is any evidence of contamination within or in the vicinity of this draft plan of subdivision, to the satisfaction of the City. Should it be determined there is any contamination within or in the vicinity of this draft plan of subdivision, the Owner's geotechnical engineer shall provide any necessary recommendations. The Owner shall implement any recommendations of the geotechnical engineer to remediate, remove and/or dispose of any contaminants under the supervision of the geotechnical engineer to the satisfaction of the City, at no cost to the City.
82. In conjunction with the Focused Design Studies submission, the Owner shall provide, 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;
 - x) Cutting/filling, erosion, maintenance, and structural setbacks related to slope stability associated with the existing wetlands, all to the satisfaction of the City and the Upper Thames River Conservation Authority; and,
 - xi) Any other requirements as needed by the City, all to the satisfaction of the City.
83. In conjunction with the first submission of engineering drawings, the Owner shall implement all geotechnical recommendations to the satisfaction of the City.
84. In conjunction with the first submission of engineering drawings, the Owner shall provide a minimum lot frontage of 6.7 metres as per City standards to accommodate street townhouses within this draft plan of subdivision, all the specifications and satisfaction of the City.
85. Where site plan approval is required, the Owner shall install servicing on streets in this plan of subdivision for these blocks only after site plan approval has been obtained or as otherwise approved by the City, all to the satisfaction of the City, at no cost to the City.
86. The Owner shall have the common property line of Gainsborough Road graded in accordance with the City of London Standards and as per the accepted engineering drawings, at no cost to the City.
87. In conjunction with the Focused Design Studies submission, the Owner shall have its 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.
88. In conjunction with the first submission of engineering drawings, the Owner shall identify locations of all existing infrastructure, i.e., Water, septic, storm, hydro, driveways, etc. and provide details of any decommissioning or relocation, to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
89. In conjunction with the Focused Design Studies submission, the Owner shall have his consulting engineer investigate whether there is a municipal drain located on this site. Should there be a municipal drain, the Owner shall identify and prepare a report of any

works required to keep the municipal drain in operation or the decommissioning of the drain, to the satisfaction of the Deputy City Manager, Environment and Infrastructure.

90. The Owner shall have its professional engineer design and supervise the construction of Coronation Drive and Sophia Crescent to City standards with regards to the existing grade and conditions along the boundary of these streets and the abutting lands, to the specifications of the Deputy City Manager, Environment and Infrastructure. The Owner shall make any necessary adjustments to the right-of-way, pavement, boulevard, sidewalks, utilities, and services to accommodate the existing grades and conditions without required a retaining wall and to the satisfaction of the Deputy City Manager, Environment and Infrastructure, at no cost to the City.
91. In conjunction with the first submission of engineering drawings, the Owner shall make adjustments to the existing works and services on Gainsborough Road, Coronation Drive and Sophia Crescent, adjacent to this plan to accommodate the proposed works and services the blocks in this plan fronting this street (e.g. Private services, street light poles, traffic calming, etc.) in accordance with the approved design criteria and accepted drawings, all to the satisfaction of the Deputy City Manager, Environment and Infrastructure, at no cost to the City.
92. The Owner/Developer shall provide to Union Gas the necessary easements and/or agreements required by Union Gas for the provision of gas services for this project, in a form satisfactory to Enbridge.
93. The Owner/Developer shall provide London Hydro the necessary blanket easements for the provisions of services for this project.
94. The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.
 - i) The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.”;
 - ii) The Owner is advised to contact Bell Canada at planninganddevelopment@bell.ca during the detailed utility design stage to confirm the provision of communication/telecommunication infrastructure needed to service the development;
 - iii) It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada’s existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure; and,
 - iv) If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.

Appendix C: Public Engagement

Internal Department Comments

Parks Planning and Design

Parks Planning and Design staff have reviewed the submitted Notice of Application for draft plan of subdivision, official plan and zoning by-law amendments for the above noted development and offer the following comments:

- Parkland dedication for this development is required. The City has no need for parkland within this development. Cash in lieu as per By-law CP-25 will be required for the proposed medium and high-density blocks.

Urban Design

Please find below the Urban Design comments related to Block 1 of the Subdivision at **954 Gainsborough Road (39T-22501)**:

Major Comment

The proposed development at 954 Gainsborough Road is located in the Neighbourhood Place Type and at the intersection of a Civic Boulevard and a future Neighbourhood Connector which permits a minimum two storey height and a standard maximum of 4 storeys. The proposal is generally consistent with the Hyde Park Community Plan - Community and UD Guidelines (HPCP).

Urban Design is generally supportive of the proposed development provided the intensity is justified and there is an appropriate transition in the form of the proposed development without having any negative impacts on the surrounding low density residential use and the public realm. Refer to The London Plan, Policy 163

The Applicant is commended for incorporating the following site and building design features and is advised to continue through the site plan application stage:

1. Limiting the surface parking to minimum and designing the built form to screen the parking from the view of the public streets.
2. Creating an attractive interface between Gainsborough Rd and the proposed development
 - Providing a main sidewalk and the landscaped boulevard that is consistent with the design guidelines for arterial roads in the HPCP.
3. Providing individual entrances to ground floor units on the street facing elevations and designing amenity spaces as open courtyards or front porches extending into the front setback to create a pedestrian-oriented streetscape.
 - Providing direct walkway access from ground floor units to the public sidewalk on Gainsborough Rd and establishing the neighbourhood character at a key gateway to reinforce a pedestrian oriented streetscape.
4. Establishing a direct connection between the outdoor amenity space and the apartment building for better functionality

Site Design

1. Provide direct walkway access from the ground floor units to the public sidewalk on New Coronation Drive to reinforce the public realm. Refer to The London Plan, Policy 268
2. Ensure that the landscape buffer along the street frontages and around the internal parking area offers privacy and screens noise and dust while still providing clear sight lines to activate frontage and promote passive surveillance. Refer to the London Plan, Policy 228

3. Provide an adequate landscape buffer between the property line and the proposed ramp/parking areas to allow space for additional landscaping and avoid any negative impacts on the adjacent properties on the east. Refer to The London Plan, Policy 253, 258

Building Design

1. Ensure that the proposed building design conforms to the design guidelines for mid-rise as stated in the City Building Policy. Refer to The London Plan, Policy 289
2. The forecourt with outdoor amenity space and the recessed façade treatment to address the corner at the intersection of New Coronation St and New Sophia Crescent has been acknowledged.
 - Consider providing a forecourt or extend the paved part further to the east and provide a corner canopy to address the corner at the intersection at Gainsborough Road and New Coronation St. This would add prominence to the primary entrance and to facilitate wayfinding. Refer to The London Plan, Policy, 289_1, 290.
3. Providing a step-back of (5m) above 2nd floor along Gainsborough Rd and New Coronation St for providing a comfortable pedestrian environment. Refer to The London Plan, Policy 286, 292
4. The transition of building height along the south wing is acknowledged. Provide a similar step-down for the north wing abutting the low-rise residential area on the east to mitigate shadow and overlook issues. Refer to The London Plan, Policy 298
5. Ensure all rooftop mechanical and elevator equipment are enclosed within the architectural detail of the building. Refer to The London Plan, Policy 289_3 & 296
6. Consider integrating the underground parking ramp into the building rather than as a stand-alone structure to allow for additional amenity space and to minimize visual impact. Refer to The London Plan, Policy 275.

Ecology

Because the wooded area on the property is too small now to be considered a natural feature from the London Plan perspective and NRSI has confirmed in their memo that it is not considered Significant Wildlife Habitat for bat maternity roosting, Ecology is satisfied from the City's perspective that requirements are fulfilled.

The implications relating to the Endangered Species Act requirements will come from direction from the MECP. NRSI has provided the correspondence they've provided to MECP, but no response from MECP has been provided yet. Any mitigation/compensation requirements from MECP for impacts to potential SAR bat habitat should be followed through by the proponent.

It should be noted that the active breeding bird season is still during this period and in order to prevent contravention of the Migratory Birds Convention Act (1994) vegetation removals should take place outside of April 1 – August 30. In simple habitats where nests would be easily visible, a qualified Ecologist may clear the vegetation prior to removal during the active bird nesting season. However, with the mature trees present on this site this approach may not be applicable. Therefore due to potential harm to individual roosting bats as well as migratory birds nests, it is still recommended that vegetation removal occur outside of the active bat and bird periods

Landscape Architecture

The site will need to have a Tree Preservation Report prepared as there are trees on site and adjacent property to west. This is required to:

- establish the ownership of trees growing along property lines, including the identification of boundary trees that are protected by the province's Forestry Act 1998, c. 18, Sched. I, s. 21. It is the responsibility of the developer to

adhere to the Forestry Act legislation and to resolve any tree ownership issues or disputes. Tree Preservation Plans will not be accepted without letters of consent for removal from all owners of trees.

- Identify rare or endangered species that are protected by the province's Endangered Species Act, 2007, S.O., C.6. An endangered tree can have provincially legislated setbacks and protection policies.
- Determine total dbh proposed for removal to determine tree replacement. London Plan Policy 399 requires 1 tree for every cm dbh removed.

The development will not impact any City owned trees or tree protection areas.

Engineering Comments

Zoning By-law Amendment

Planning and Development and the above-noted engineering divisions have no objection to the proposed Zoning By-law Amendment for the proposed revised draft plan of subdivision subject to the following:

1. 'h' holding provision is implemented with respect to servicing, including sanitary, stormwater and water, to the satisfaction of the Deputy City Manager, Environment and Infrastructure and the entering of a subdivision agreement.
2. 'h-100' holding provision is implemented with respect to water services and appropriate access that no more than 80 units may be developed until a looped watermain system is constructed and there is a second public access available, to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
3. R4-5 zone to have a minimum lot frontage of 6.7 metres (not 5.5 metres) as per City standard SW-7.0, to provide adequate separation between services and avoid conflicts with City infrastructure.

Official Plan Amendment

Planning and Development and the above-noted engineering divisions have no objection to the proposed Official Plan Amendment associated with the proposed draft plan of subdivision.

Required Revisions to the Draft Plan

Note: Revisions are required to the draft plan as follows:

- i) Identify the centreline radius on Coronation Drive where it transitions from 23.0 metres to 21.5 metres in width. Smooth out transitions.
- ii) Add 0.3 metre reserve along the entire west limit of Coronation Drive to Sophia Crescent.
- iii) Add 0.3 metre reserve along the entire limit of Block 1 abutting Gainsborough Road.
- iv) Add 0.3 metre reserve along the east limit of Coronation Drive (abutting Block 1) 75 metres southerly from the centreline of Gainsborough Road.
- v) Dedicate sufficient land to widen Gainsborough Road to 18.0 metres from the centreline of the existing road to the satisfaction of the City.
- vi) Remove pavement widths from face of draft plan as these are identified in the conditions.
- vii) Revise the alignment of the intersection of Sophia Crescent/Coronation Drive. The centrelines of the rights-of-ways are to align through the intersection.
- viii) Widen Coronation Drive (Neighbourhood Connector) at the intersection of Gainsborough Road to a right of way width of 28.0 metres for a minimum length of 45.0 metres tapered back over a distance of 30 metres to the standard Neighbourhood Connector road right of way width of 23.0 metres.

- ix) Ensure all geotechnical issues and all required (structural, maintenance and erosion) setbacks related to slope stability for lands within this plan, to the satisfaction and specifications of the City.
- x) Remove the Parking lay-bys on Coronation Drive from the face of the draft plan.
- xi) The following intersections are to be aligned in accordance with the requirements specified below:
 - xii) Coronation Drive – north and south limits
- xiii) Revise right-of-way widths, tapers, bends, intersection layout, daylighting triangles, etc., and include any associated adjustments to the abutting lots, if necessary.
- xiv) The Owner shall eliminate the deflection(s) shown in the street line along Coronation Drive by providing a radius to City standards.
- xv) Remove lot fabric from Blocks 2 and 3. Noting minimum narrow lot frontage widths of 6.7 metre for R4 zones.
- xvi) Remove ghosted road from Block 3 and the future private driveways to Block 1 and Block 3; these will be reviewed at site plan stage.
- xvii) Extend the private laneway access southerly across Block 2 to be consistent with the 12m easement dimension through the Coronation Drive and red-line Block 2 if necessary;

Please include in your report to Planning and Environment Committee that there will be increased operating and maintenance costs for works being assumed by the City.

Note that any changes made to this draft plan will require a further review of the revised plan prior to any approvals as the changes may necessitate revisions to our comments.

External Agency Comments

Bell Canada

We have reviewed the circulation regarding the above noted application. The following paragraphs are to be included as a condition of approval:

“The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.

The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.”

The Owner is advised to contact Bell Canada at planninganddevelopment@bell.ca during the detailed utility design stage to confirm the provision of communication/telecommunication infrastructure needed to service the development.

It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada’s existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure.

If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.

To ensure that we are able to continue to actively participate in the planning process and provide detailed provisioning comments, we note that we would be pleased to receive circulations on all applications received by the Municipality and/or recirculations.

Please note that WSP operates Bell's development tracking system, which includes the intake of municipal circulations. WSP is mandated to notify Bell when a municipal request for comments or for information, such as a request for clearance, has been received. All responses to these municipal circulations are generated by Bell but submitted by WSP on Bell's behalf. WSP is not responsible for Bell's responses and for any of the content herein.

UTRCA

The Upper Thames River Conservation Authority (UTRCA) has reviewed this application with regard for the policies within the Environmental Planning Policy Manual for the Upper Thames River Conservation Authority (June 2006), Section 28 of the *Conservation Authorities Act*, the *Planning Act*, the Provincial Policy Statement (2020), and the Upper Thames River Source Protection Area Assessment Report.

CONSERVATION AUTHORITIES ACT

The subject lands **are not** affected by any regulations (Ontario Regulation 157/06) made pursuant to Section 28 of the *Conservation Authorities Act*.

DRINKING WATER SOURCE PROTECTION: Clean Water Act

For policies, mapping and further information pertaining to drinking water source protection please refer to the approved Source Protection Plan at:

<https://www.sourcewaterprotection.on.ca/approved-source-protection-plan/>

RECOMMENDATION

The UTRCA has **no objections** or requirements to this application and a Section 28 permit will not be required. Thank you for the opportunity to comment.

London Hydro

Servicing the above proposal should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearances from L.H. infrastructure is mandatory. A blanket easement will be required. **Note:** Transformation lead times are a minimum 16 weeks. Contact engineering Dept. to confirm requirements and availability.

London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. However, London Hydro will require a blanket easement.

Hydro One

We are in receipt of your Draft Plan of Subdivision Application, 39T-21504 dated April 21, 2022. We have reviewed the documents concerning the noted Plan and have no comments or concerns at this time. **Our preliminary review considers issues affecting Hydro One's 'High Voltage Facilities and Corridor Lands' only.**

For proposals affecting 'Low Voltage Distribution Facilities' please consult your local area Distribution Supplier.

To confirm if Hydro One is your local distributor please follow the following link:

<http://www.hydroone.com/StormCenter3/>

Enbridge Gas (Union Gas)

Thank you for your correspondence with regards to draft plan of approval for the above noted project.

It is Enbridge Gas Inc.'s request that as a condition of final approval that the owner/developer provide to Union the necessary easements and/or agreements required by Union for the provision of gas services for this project, in a form satisfactory to Enbridge.

Should you require any further information, please contact the undersigned.

Public Comments

Email Correspondences

Hello,

I hope all is well.

My name is Sangev.

I writing in regards to 954 Gainsborough Road. File: 39T-22501 & OZ-9502.

I am just inquiring about the green space Behind my home? Will that be left alone or will it be developed? Also how much geenspace is mandatory for the city to maintain?

Sincerely,

Sangev Bharij MRT(MR)(R)

Hello,

I hope all is well.

I am just inquiring about the proposed plan of subdivision and zoning amendment for both 954 & 978 Gainsborough Road.

As much as new housing is trying to be tabled and developed, the environmental impact needs to be assessed as well. I believe there is a percentage of greenspace that needs to be maintained and this has not been outlined in the proposals of either document.

Also, you have probably already heard from others that the sightline that was an initial proposition of the neighborhood will be severely impacted due to the new infrastructure being tabled.

What is the impact of the nearby ponds and wildlife?

Was the farmhouse that was torn down not a historical structure? Why was the dismantling of a historical structure allowed to take place?

When we bought my home in 2017, we were enamoured by the view of the field, pumpkins (when in season) and the farmhouse that resided directly behind us. We were expecting at the time and wanted our child and now children to grow up with this same perspective. The destruction and lack of communication in the process that has followed has really dampened my opinion of the city as a whole. London is supposed to be the "Forest City." We have not just become another engulfment of the metropolis that is Toronto.

As outlined by the questions above, I and my family are not in favor of the proposed plans for 954 and 978 Gainsborough Road.

Sincerely,
Sangev

From: Diane Harris

Sent: Friday, June 10, 2022 10:17 AM

To: Doc Services

Subject: [EXTERNAL] Planning 954 Gainsborough Rd

Hello,

Re: 954 Gainsborough Rd.

I received notification of Royal Premier Homes development application. As a resident of the neighbourhood. I have some serious concerns about this proposal. Firstly, my house sits next door to the proposed 9 story apartment building. I was quite shocked and disappointed by the proposal.

I bought my house with the knowledge that future developments would include single family homes. I would have not purchased my home had I known an apartment building would be built beside me. The proposal draft is not very detailed. I have so many questions. How far will the apartment be from my house? What will be done with the land between my property line and the apartment building? Will there be a fence? What will the new development look like? Will it enhance or devalue the aesthetic of the neighbourhood? Who is responsible for revising the proposal?

Looking forward to your response.

Diane Harris

From: Diane Harris

Sent: Saturday, June 11, 2022, 12:57 AM

To: Curtis, Alison

Subject: Re: [EXTERNAL] Planning 954 Gainsborough Rd

The plans are unacceptable. I will not allow a parking lot to be constructed next to my house. This is in poor taste and extremely unsafe. This is outrageous!! I will appeal the design of the apartment building and parking area.

Hello,

I reside on ***** , in London Ontario. I received a notice for a zoning amendment, file 39T-22501 & OZ-9502. I would like to vote NO to this application, please and thank you.

Thank you,

Dan Bee

We are residents if ***** . We are unable to attend the public meeting with the planning and environmental committees on June 19, 2023 but want to voice our support for the rezoning and extension of Coronation Dr to Gainsborough Rd.

Thank you,

Heather and David Denton

Phone Correspondences

Dan Bee – February 28, 2023

“I am opposed to this Application”

Appendix D: Policy Context

Planning Act

The *Ontario Planning Act* delegates and assigns much of the authority and responsibility to municipalities to undertake land use planning within their jurisdiction, as well as establishing the rules and legislation that municipalities must conform to, or be consistent with, when making planning decisions. The *Act* identifies twenty (20) matters of Provincial Interest in Section 2, that all planning authorities shall have regard for when carrying out their responsibilities. Section 51, Subsections 24 and 25 set out further criteria and conditions when considering draft plans of subdivision. Planning and Development Staff have reviewed this criterion, and the proposed draft plan of subdivision has regard for the health, safety, convenience, and welfare of the present and future inhabitants of the Municipality.

Provincial Policy Statement (PPS), 2020

The *Provincial Policy Statement (PPS)* provides policy direction on matters of provincial interest as identified in Section 2 of the *Planning Act*. In accordance with Section 3 of the *Planning Act*, all planning decision shall be consistent with the *PPS* and the land use planning policies: Building Strong Healthy Communities; Wise Use and Management of Resources; and, Protecting Public Health and Safety. The *PPS* is to be read in its entirety. This Draft Plan of Subdivision is consistent with several *PPS* policies, which are outlined below.

Building Strong Healthy Communities

This first policy section of the *PPS* outlines the policies to achieve sustainability through efficient land use and development patterns that promote strong, livable, healthy, and resilient communities. This section also seeks to avoid development and land use patterns that result in inefficient expansion of settlement areas and that the necessary infrastructure and public service facilities are, or will be, available to meet current and projected needs.

Policy Sections 1.1.1, 1.1.3 and 1.6 requires land use within settlement areas to effectively use the land and resources through appropriate densities, range of uses and the efficient use of infrastructure. This contributes to resilient development and the creation of healthy, livable, and safe communities. This proposal redevelops vacant lands, which are within the settlement area with have full access to municipal services and were redesignated with the intent they be used for residential uses. A compact form of development is supported through this proposal and will contribute to a mix of housing options in keeping with the *PPS 2020* (Section 1.4).

The *PPS* seeks to create healthy and active communities through planned public streets, spaces and facilities that are safe, foster social interaction and facilitate active transportation and community connectivity (Section 1.5.1) It also identifies that planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management (Section 1.6.1). The proposed Draft Plan of Subdivision is within walking distance of a number of public parks, including Maple Grove Park, Gainsborough Meadows, and Coronation Park North. Extending Coronation Drive and Sophia Crescent, and the inclusion of sidewalks through the subdivision will contribute to community connectivity and provide a pedestrian link to this park space. The lands are also adjacent to bike lanes and public transit routes on Hyde Park Road. These aspects of the proposal will help to support energy conservation and help to improve air quality, which is consistent with Section 1.8 of the *PPS*

Wise Use and Management of Resources

Section 2 of the *PPS* acknowledges that the long-term prosperity, environmental health, and social well-being of Ontario depends upon the conservation and protection of our

natural heritage and agricultural resources. The policies outlined in this section serve to protect sensitive areas, natural features, and water resources.

The *PPS* states that “Natural features and areas shall be protected for the long term” and that “Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.” (Sections 2.1.1 and 2.1.8). In accordance with discussions with City Staff, a Tree Preservation Report has been prepared in lieu of an Environmental Impact Study, as well as a brief study to identify bat habitat. Draft Plan Conditions have been included to ensure the recommendations of the Tree Preservation Report are implemented, that removed trees are replaced on site, and that there is appropriate compensation for bat habitat, if required.

This section of the *PPS* sets out policies for the protection of significant built heritage resources and significant cultural heritage landscapes to ensure they are conserved, and development or site alteration shall not be permitted adjacent to protected heritage property, except where the proposed development or site alteration has been evaluated and demonstrated that the heritage attributes of the protected property will be conserved (Sections 2.6.1 and 2.6.3). A Stage 2 Archaeological Assessment was conducted for the subject lands, and no archaeological resources were found. The Ministry of Culture, Tourism and Sport was satisfied by the fieldwork and reporting, and the report was entered into the Ontario Public Register of Archaeological Reports.

Protecting Public Health and Safety

Section 3 of the *PPS* acknowledges that the long-term prosperity, environmental health, and social well-being of Ontario depends upon reducing the potential for public cost or risk to residents from natural or human-made hazards. Policies in this Section direct development away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property-damage, as well as to not create new, or aggravate existing, hazards. The proposal does not direct development towards any natural human hazards and is of a sufficient distance away from human made hazards.

The London Plan

At the time this Application was submitted, *The London Plan* was subject to an appeal to the *Local Planning Appeals Tribunal* (LPAT) (PL170700). The *Plan* was Council adopted and approved by the Ministry with modifications, and the majority was in force and effect. Policies that were under appeal were indicated with an asterisk (*) throughout reports. Since that time, *The London Plan* has come into full force and effect as of May 25, 2022, following a written decision from the *Ontario Land Tribunal* (OLT). Policies under appeal at the time of submission, but now in full force and effect are indicated with an asterisk (*) throughout this report.

The London Plan includes criteria for evaluating plans of subdivision through policy 1688* and require consideration of the following sections:

- Our Strategy
- Our City
- City Building policies
- Applicable Place Type policies
- Our Tools
- Relevant Secondary Plans and Specific Policies.

Our Strategy

This section of *The London Plan* outlines the values and vision that will guide our planning process to create an exciting, exceptional, and connected city. The Key

Directions contained in this section outline the planning strategies that will help to achieve the vision. Applicable Key Directions include:

Direction #1 is to *Plan strategically for a prosperous city* (55). The proposed Draft Plan of Subdivision helps to achieve this key direction by providing new residential growth within the Urban Growth Boundary that will be able to support adjacent commercial land uses and business.

Direction #5 is to *Build a mixed-use compact city* (59). The proposed subdivision is within the Urban Growth Boundary and within an area that is designated for growth. The proposal contributes to a mix of housing choices and densities within the surrounding context and provides for opportunities to access green space, for recreational opportunities, and transit services.

Direction #7 is to *Build strong, healthy, and attractive neighbourhoods for everyone* (61). This key direction is achieved as the proposed subdivision provides a mix of housing choices that meet the needs of people of all ages, incomes, and abilities, and allowing for affordability and ageing in place within the community. It also helps to implement “placemaking” by promoting a neighbourhood design that promotes active living, walkability, and connectedness within and around the community.

Direction #8 is to *Make wise planning decisions* (62). The proposed Draft Plan of Subdivision has been assessed for conformity with Provincial and Municipal planning policies, and balances economic, environmental, and societal considerations.

Our City

The policies contained in this section of *The London Plan* are designed to plan for the population and economic growth the City will experience over the next twenty (20) years. Growth and development will be in a compact form and directed to strategic locations. The required infrastructure and services to support growth will be planned in a way that is sustainable from a financial, environmental, and social perspective.

“Inward and upward” growth is emphasized in the *Plan* to achieve a compact urban form, and residential intensification is identified as playing a large role in achieving this goal. Residential intensification can take the following forms: secondary dwelling units; expansion of buildings to accommodate a greater residential intensity; adaptive re-use of existing, non-residential buildings, for residential uses; infill development of vacant and underutilized lots; severance of existing lots and, redevelopment, at a higher than existing density, on developed lands (Policy 80). A minimum of 45 per cent of new residential development will be achieved within the Built-Area Boundary (Policy 81). This target is referred to as the “intensification target” in *The London Plan*. The proposed Draft Plan of Subdivision is located close to the border of the Built Area Boundary, but represents infill development of a vacant and underutilized lot within the Urban Growth Boundary.

The City is comprised of neighbourhoods, including Hyde Park, and business areas that were built in different eras and with different forms. The purpose of Urban Regeneration is to support sensitive growth and change within these areas so that they are sustainable and prosperous over the long term (Policy 153). Some of the efforts of Urban Regeneration that are applicable to this application are: facilitate intensification within our urban neighbourhoods, where it is deemed to be appropriate and in a form that fits well within the existing neighbourhood; and, expand the City’s range of housing choices and create opportunities for affordable housing in London through the regeneration of urban neighbourhoods. The Draft Plan of Subdivision represents intensification within an urban neighbourhood that will provide affordable housing, and will be in a form that is keeping with the surrounding neighbourhood.

City Building Policies

This section of *The London Plan* provides a platform for growth that supports the *Plan’s*

vision and priorities, and sets out policies for the shape, character, and form of the City over the next twenty (20) years.

Development proposals within existing neighbourhoods are required to articulate the neighbourhood's character and demonstrate a good fit within that context (Policy 199). The Applicant's Final Proposal Report identified the mainly low-density residential character of the neighbouring lands, and commercial high-density residential character of the lands to the west. Building heights in this area range from one and a half (1.5) to three (3) storeys, with higher density development located further west in the Main Street Place Type. The proposed development would provide a mix of medium and low-density development, including two (2) storey townhomes to serve as a transition between the proposed six (6) storey apartment building and existing single-detached residential dwellings. This will help to ensure the development fits with the context of the surrounding neighbourhood.

Policies for the street network require the following: the configuration of streets planned for new neighbourhoods will be a grid or modified grid; cul-de-sacs and dead ends will be limited; new neighbourhood streets will be designed to have multiple direct connections to existing and future neighbourhoods; street patterns will be easy and safe to navigate by walking and cycling and will be supportive of transit services; and, blocks within a neighbourhood should be of a size and configuration that supports connections to transit and other neighbourhood amenities, typically within a ten minute walk (212, 213, 218 and 228). The proposed subdivision maintains a grid pattern of the surrounding context and will provide a new direct connection from Gainsborough Road. No dead-ends or cul-de-sacs are included in the Draft Plan of Subdivision. The proposed blocks are of a size and configuration that supports connections to transit services in the neighbourhood on Hyde Park Road, as well as provide for safe and easy walking and cycling on Hyde Park Road. To support walkability, sidewalks shall be located on both sides of all streets (349). The Draft Plan of subdivision includes sidewalks on both sides of Coronation Drive and Sophia Crescent.

The policies relating to buildings promote an active street front at a human scale to support pedestrian activity and safety (285 and 286). The built form, site layout, key entrances and streetscape should be designed to establish a sense of place and character consistent with the planning vision of the place type and the surrounding area (197, 202, 221 and 252). These policies are addressed through the proposed Draft Plan of Subdivision as the requested reduced front yard and exterior side yard setbacks would site the proposed development for Block 1 close to the street to create an active street front at a human scale.

Neighbourhoods Place Type

The subject lands are currently designated within the Neighbourhoods Place Type along a Civic Boulevard (Gainsborough) and proposes to extend another Neighbourhood Connector (Coronation Drive). This Place Type at this location, based on Street Classification, permits single-detached, semi-detached, duplex, converted dwellings, townhouse, secondary suites, home occupations and group homes (Table 10*). A minimum height of one (1) storey, a standard maximum height of four (4) stories and an upper maximum of six (6) stories is permitted at the intersection of the Civic Boulevard and a Neighbourhood Connector (Table 11*). Permitted heights along a Neighbourhood Street are a minimum of one (1), a standard maximum of three (3) and an upper maximum of four (4). The proposed Draft Plan of Subdivision is in keeping with these policies of *The London Plan*.

The vision for the Neighbourhood Place Type is to ensure that neighbourhoods are vibrant and exciting places that contribute to community well-being and quality of life. This vision is supported by key elements, some of which include: strong neighbourhood character; attractive streetscapes; diverse housing choices; well-connected neighbourhoods; alternatives for mobility; employment opportunities close to where people live; and, parks and recreational opportunities. The proposal is in keeping with the vision for the Neighbourhood Place Type and its key elements. It contributes to neighbourhood character, attractive streetscapes, and a diversity of housing choices.

The proposed Subdivision is near to lands designated within the Main Street and Commercial Industrial Place Types, providing for amenities and employment opportunities within a distance appropriate for active transportation. The proximity to parks and open spaces provides for recreational opportunities and alternatives for mobility.

Our Tools

Policy 1578 outlines evaluation criteria for planning and development applications. Section 5 of this policy requires that municipal services be available in conformity with the Civic Infrastructure chapter of and the Growth Management/Growth Financing policies of *The London Plan*. Municipal services are available to service the subject lands. Conditions of draft approval will ensure that servicing reports are prepared and submitted in conjunction with the engineering drawing review to ensure that servicing capacity in the sewer and water systems are not exceeded.

Subsection 6 of Policy 1578 outlines the potential impacts on adjacent and nearby properties to consider when reviewing an application, and the degree to which these potential impacts could be managed and mitigated. They include:

- a. Traffic and access management.
- b. Noise.
- c. Parking on streets or adjacent properties.
- d. Emissions generated by the use such as odour, dust, or other airborne emissions.
- e. Lighting.
- f. Garbage generated by the use.
- g. Loss of privacy.
- h. Shadowing.
- i. Visual impact.
- j. Loss of views.
- k. Loss of trees and canopy cover.
- l. Impact on cultural heritage resources.
- m. Impact on natural heritage features and areas.
- n. Impact on natural resources.

The above list is not exhaustive

The subdivision has been assessed according to these criteria. The individual blocks will be accessed by the internal street within the subdivision. Vehicular traffic will have access to public road connections at Gainsborough Road. The proposed residential uses are not expected to generate excessive noise and emissions. On-site parking will be required as per the applicable Zoning By-law requirements based on the dwelling type. There are no concerns with respect to garbage, visual or privacy impacts, or any issues with loss of views or tree cover. The proposed apartment building on Block 1 of the Draft Plan of Subdivision could cast shadows on the neighbouring property to the east. A separate Site Plan Approval application will review the proposed development and its potential impacts. As previously noted, the wooded area on the subject lands is remnant of a wooded area deemed to not be significant by the Ontario Municipal Board and tree removal is to be compensated for within the subject lands.

Subsection 7 of Policy 1578 sets out a proposal must be shown to be sensitive to, and compatible with, its context. The fit of a proposal within its context could be assessed based on the following:

- a. Policy goals and objectives for the place type.
- b. Policy goals and objectives expressed in the City Design chapter of this Plan.
- c. Neighbourhood character.
- d. Streetscape character.
- e. Street wall.
- f. Height.
- g. Density.
- h. Massing.
- i. Placement of building.
- j. Setback and step-back.

- k. Proposed architectural attributes such as windows, doors, and rooflines.
- l. Relationship to cultural heritage resources on the site and adjacent to it.
- m. Landscaping and trees.
- n. Coordination of access points and connections

The proposed Draft Plan of Subdivision contributes to the neighbourhood character envisioned by the Neighbourhoods Place Type and the *Hyde Park Community Plan*. It provides a compact form of development with a mix of housing opportunities and amenities within walking distance to enhance the day-to-day living experience. The proposed zoning for Block 1 includes reduced front yard and exterior side yard setbacks to activate the street front along Gainsborough Road and the extension of Coronation Drive. This will also help to establish this intersection as a focal point and gateway to the community. The proposed height is generally appropriate and maintains the intent and purpose of *The London Plan*. Landscaping will be included through the subdivision, and any trees removed will be replaced on site. As previously outlined, the Draft Plan of Subdivision includes the extension of Coronation Drive and Sophia Crescent, coordinating access with Gainsborough Road and with the adjacent lands.

Therefore, based on Staff's review of *The London Plan* policies, this proposal is found to be in keeping and in conformity with the Key Directions, City Building and Design, Place Type, and Our Tools policies.

1989 Official Plan

On May 25, 2022, the Ontario Land Tribunal ordered that the *1989 Official Plan* be repealed in its entirety and *The London Plan* came into full force and effect. At the time the Application was submitted, the *1989 Official Plan* was still in force and effect and the Application has been reviewed to ensure that it is in keeping and in conformity with the applicable policies.

The subject lands Low Density Residential, Multi-Family, Medium Density Residential and a small portion is designated Multi-Family, High Density Residential. A small portion on the southern extent of the lands is within the Low-Density Residential Designation. Objectives of the Low-Density Residential designation are to enhance the character and amenities of residential areas by directing higher intensity to locations where existing land uses are not adversely affected, and encourage development of subdivisions that provide for energy conservation, public transit, and the retention of desirable natural features (Section 3.1.2). Permitted uses in the Low-Density Residential designation include single-detached, semi-detached, and duplex dwellings (Section 3.2.1). Multiple-attached buildings, such as row houses or cluster houses may also be considered if they do not exceed the permitted upper limit of 30 units per hectare (Section 3.2.2).

The Multi-Family, Medium Density Residential (MFMDR) Designation in the *1989 Official Plan* was also applied to the subject lands. The permitted uses in this residential designation include: row houses or cluster houses; low-rise apartment buildings; rooming and boarding house; emergency care facilities; converted dwellings; and, small-scale nursing homes, rest homes, and homes for the aged (3.3.1 Permitted Uses). The proposed medium density blocks are in keeping with these permitted uses. One of the preferred locations for the MFMDR designation is abutting arterial, primary collector or secondary collector streets (3.3.2 Location). Development within this designation shall be low-rise in form with a density and site-coverage that serve as a transition between low density residential areas and more intensive forms, such as commercial, industrial, or high density residential (3.3.3 Scale of Development). The proposal is in keeping with these policies as it abuts arterial and secondary collector roads, and provides the appropriate densities permitted in the MFMDR designation.

The Multi-Family, High Density Residential designation (MFHDR) in the *1989 Official Plan* was applied to a small portion of Block 2 of the proposed Draft Plan of Subdivision. This designation permitted low-rise and high-rise apartment buildings; apartment hotels;

multiple-attached dwellings; emergency care facilities; nursing home; rest homes; homes for the aged; and rooming and boarding houses (3.4.1 Permitted Uses). The proposed development is in keeping with these permitted uses. Preferred locations for this Designation include periphery of the Downtown that are appropriate for redevelopment; lands in proximity to Enclosed Regional Commercial Nodes or New Format Regional Commercial Nodes or Community Commercial Nodes, Regional Facilities or designated Open Space areas; and, lands abutting or having easy access to an arterial or primary collector road (3.4.2 Locations). It is further stipulated it should not be located adjacent to uses that would be adversely affected by high density development. Net residential densities will normally be less than 150 units per hectare for lands outside of Central London (3.4.3 Scale of Development).

The initial submission included requests for amendments to the *1989 Official Plan* To add a special policy to the Multi-Family, Medium Density Residential Designation of the *1989 Official Plan* to permit a density of 276 units per hectare in order to facilitate the proposed development of Block 1. The lands proposed for Block 1 are designated Multi-Family, Medium Density Residential (MFMDR), which permits row houses, cluster houses, and low-rise apartment buildings. Development within this designation will have a low-rise profile that can serve as a transition between Low Density and more intense forms of land use. Heights within this designation should not exceed four (4) storeys at a maximum net density of 75 units per hectare. Developments with this designation can exceed 75 units per hectare but are limited to a maximum of 100 units per hectare.

The requested density of 276 units far exceeds both the upper limit under the MFMDR designation, as well as the 150 units permitted for lands outside of the Central London Area under the Multi-Family, High Density Residential Designation (MFHDR). High density uses are intended for lands adjacent to major employment centers, shopping areas, major public open space, transportation routes and where high-density development will not adversely affect surrounding land uses. In addition, increased density beyond what is permitted in the MFHDR Designation should be located adjacent to two arterials or an arterial/primary collector intersection. The requested height and density are not in keeping with the intent for development within the MFMDR or MFHDR Designations. Bonusing to permit increased height and density was permitted under the *1989 Official Plan* but should not result in a scale of development that is incompatible with adjacent uses or exceeds the capacity of the available municipal services. The original application proposed nine (9) storey apartment building that would have been located adjacent to low-density, single detached residential lots resulting a scale of density that is incompatible.

The Applicant revised their submission to reduce the height of the proposed apartment building to six (6) storeys, which is in keeping with the permissions of *The London Plan* for this location, and the *1989 Official Plan* was repealed rendering the requested amendment unnecessary.

Hyde Park Community Plan

The subject lands are within the Hyde Park Community Planning Area and subject to the Hyde Park Community Plan and Urban Design Guidelines to guide development to create a healthy, functional, and pleasing community environment. The Urban Design Guidelines provide a means to ensure compatibility between land uses, create a pedestrian and transit-supportive form, emphasize public spaces, and the integration of the open space network into the Community. Under this plan, the lands are designated Medium Density Residential.

The proposal incorporates urban design principles identified for the general streetscape and building design. Guidelines for streetscape that are reflected in the proposal include: orient buildings to the street to define the public space associated with the street; buildings and structures are located at the termination of a street and corner buildings should take advantage of the prominent location; sidewalks should be

provided along one or both sides of the street; utility poles, lights, signs and other vertical elements should be located along the same planting line as street trees, where possible, to create a continuous street edge; and, landscape design should complement and unify other urban design objectives including building form, pedestrian and vehicular access points, parking location and signage.

Guidelines for building design reflected in the proposal include: buildings should be oriented to the street and located at the termination of a street; buildings on corner lots should be designed with side elevations detailing similar to the front elevation; building terminating vistas should have special attention to siting, massing and architectural detailing; a diversity in architectural expression is encouraged; building façades should be varied and articulated; and, façade design should clearly emphasize the main entrance of buildings.

Z.1 Zoning By-law

The following provides a synopsis of the recommended zoning and permitted uses to be applied to the subject lands. Reference should be made to the Zoning Amendment Map found in Appendix A of this report.

The lands are currently zoned Urban Reserve (UR3), Holding Urban Reserve (h-28*UR3) and Open Space (OS5) Zone. The Urban Reserve UR3 Zone permits existing dwellings, agricultural uses, conservation lands, managed woodlots, wayside pits, passive recreation, farm gate sales, kennels, private outdoor recreation clubs and riding stables. This zone is applied to underdeveloped areas within the former City boundaries and to areas that have been reviewed through the Community Plan Process. Conservation lands and works, passive recreation uses, and managed woodlots are permitted within the Open Space (OS5) Zone. The OS5 designation is remnant of woodlands at the former 910 Gainsborough that were deemed to not have significance by the Ontario Municipal Board.

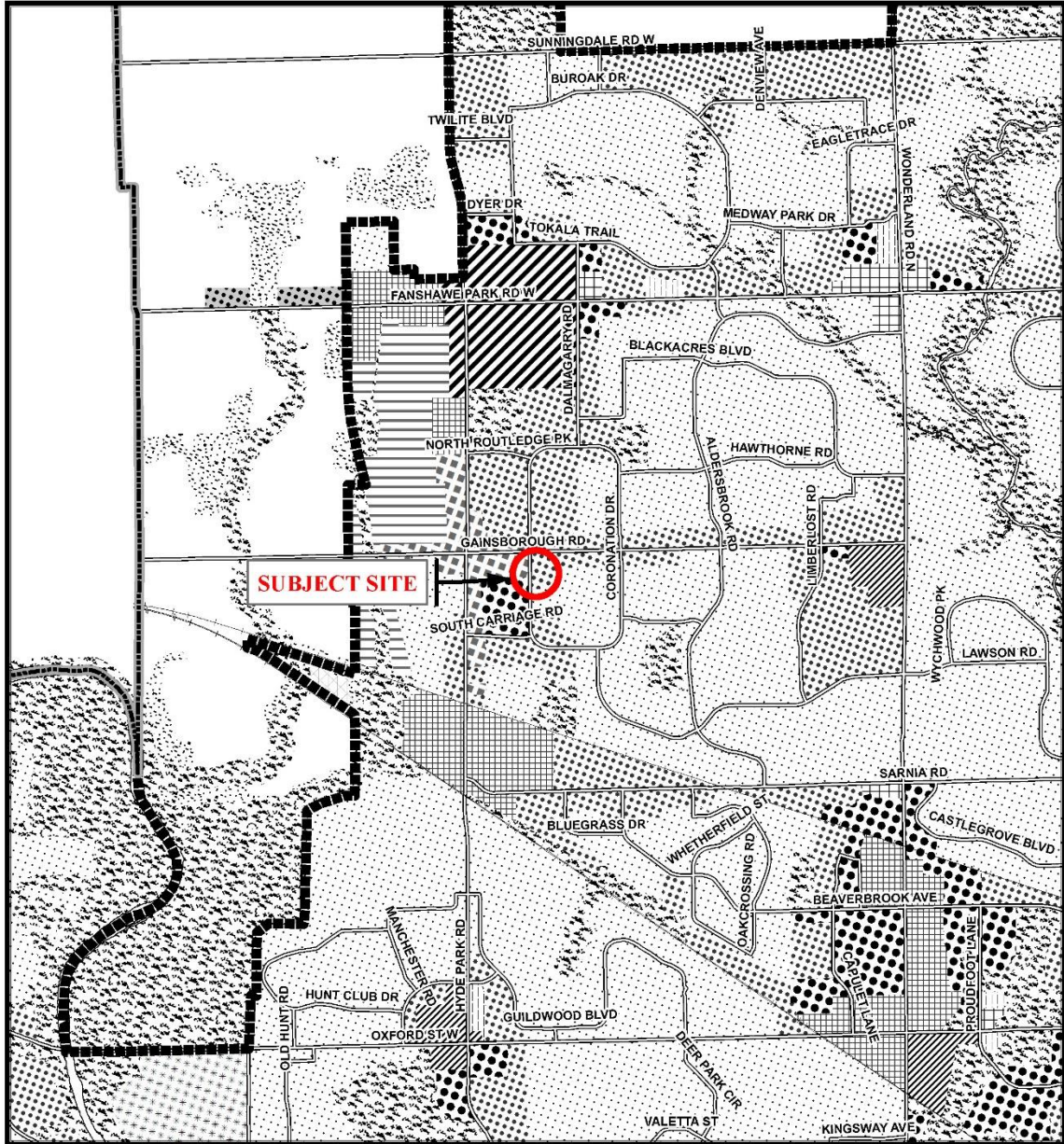
The h-2 Holding Provision is currently applied to a portion of the subject lands and is placed to determine the extent to which development will be permitted and ensure that development will not have a negative impact on relevant components of the Natural Heritage System of the Official Plan. It is not to be removed until Environmental Impact Study (EIS) or Subject Lands Status Report has been prepared in accordance with the provisions of the Official Plan and to the satisfaction of the City of London. This holding provision is applied around the lands designated Open Space OS5, which are to be rezoned as a part of this application. In accordance with discussions with City Staff, a Tree Preservation Report has been prepared in lieu of an EIS, as well as a brief study to identify bat habitat. Draft Plan Conditions have been included to ensure the recommendations of the Tree Preservation Report are implemented, that removed trees are replaced on site, and that there is appropriate compensation for bat habitat, if required.

Staff have proposed two holding provisions form part of the zone to ensure the following:

- orderly development and adequate provision of municipal services through an approved Development Agreement (h); and,
- there is adequate water services and appropriate access, a looped watermain system must be constructed and a second public access must be available to the satisfaction of the City Engineer (h-100).

Appendix E: Additional Maps

1989 Official Plan Excerpt



Legend

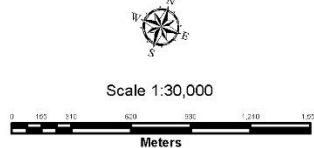
Downtown	Multi-Family, Medium Density Residential	Office Business Park
Wonderland Road Community Enterprise Corridor	Low Density Residential	General Industrial
Enclosed Regional Commercial Node	Office Area	Light Industrial
New Format Regional Commercial Node	Office/Residential	Commercial Industrial
Community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

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OFFICIAL PLAN SCHEDULE A
- LANDUSE -

PREPARED BY: Graphics and Information Services



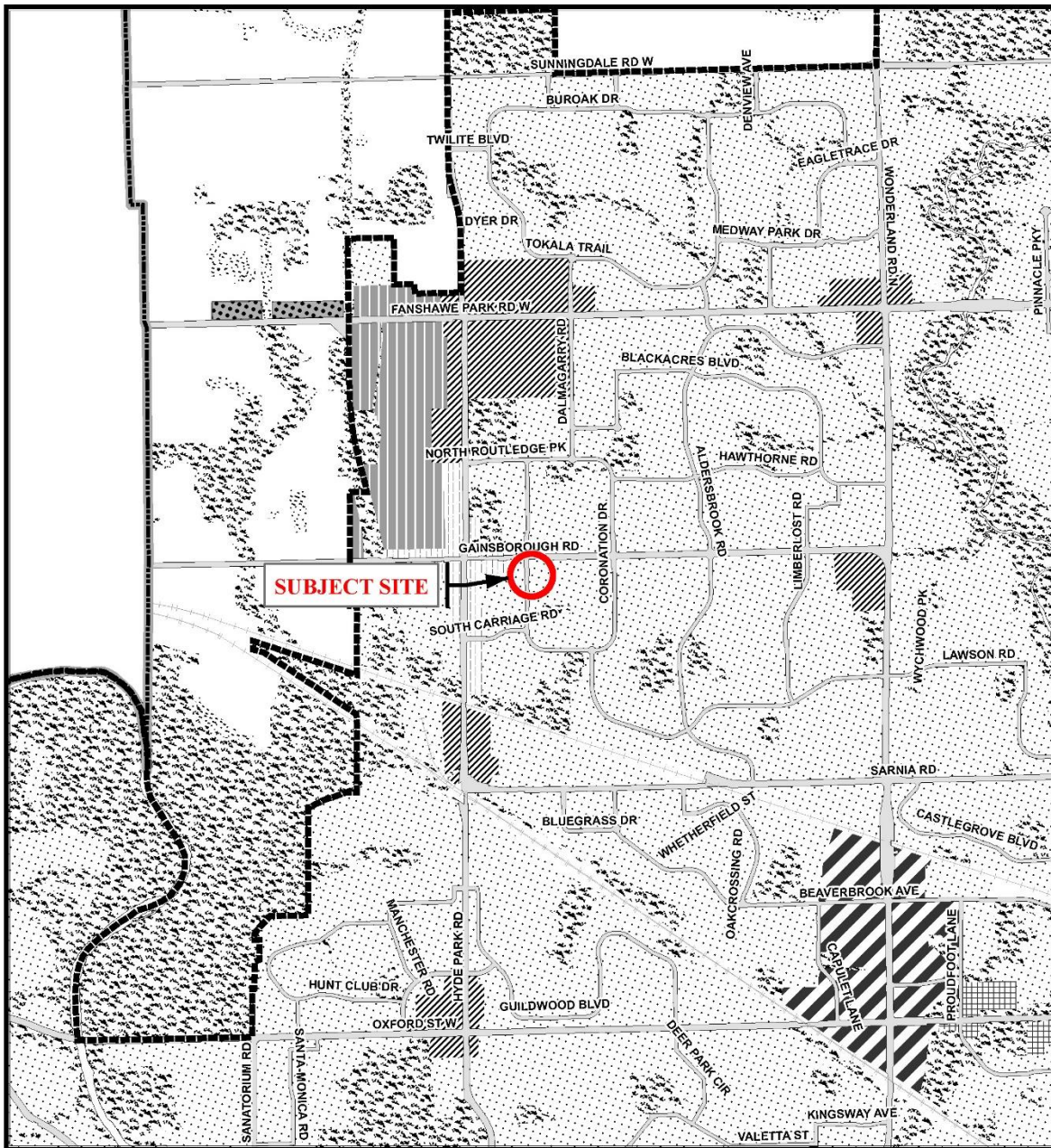
FILE NUMBER: OZ-9502

PLANNER: AS

TECHNICIAN: RC

DATE: 2022/05/03

The London Plan Excerpt



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.

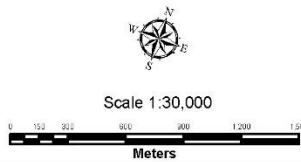
At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

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LONDON PLAN MAP 1 - PLACE TYPES -

PREPARED BY: Planning Services



File Number: OZ-9502

Planner: AC

Technician: RC

Date: May 3, 2022

Z.-1 Zoning By-law Excerpt



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

- | | |
|--|---|
| <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> 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 |
|--|---|

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



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

FILE NO:

OZ-9502 MC

MAP PREPARED:

2022/02/08 RC

1:2,000

0 10 20 40 60 80
Meters

Appendix F: Climate Emergency

On April 23, 2019, Municipal Council declared a Climate Emergency. Through this declaration the City, is committed to reducing and mitigating Climate Change. The following are characteristics of the proposed Application that are related to the City's climate action objectives.

Infill and Intensification

Located within the Built Area Boundary: **No**
Located within the Primary Transit Area: **No**
Net density change: **N/A**
Net change in affordable housing units: **N/A**

Reduce Auto-dependence

Proximity to the nearest London Transit stop: **0.36 km**
Completes gaps in the public sidewalk network: **No**
Connection from the site to a public sidewalk: **Yes**
Connection from the site to a multi-use pathway: **No**
Site layout contributes to a walkable environment: **Yes**
Proximity to nearest dedicated cycling infrastructure: **0.36 km**
Secured bike parking spaces: **Unknown**
Secured bike parking ratio: **Unknown**
New electric vehicles charging stations: **Unknown**
Vehicle parking ratio: **1.55 spaces per unit for residential units (66 parking spaces allocated to the townhomes - 2 spaces per unit, and 190 parking space allocated to the apartment building – 1.47 spaces per unit)**

Environmental Impacts

Net change in permeable surfaces: **Yes**
Net change in the number of trees: **Unknown**
Tree Protection Area: **No**
Landscape Plan considers and includes native and pollinator species: **Consideration through a future Site Plan Control Application**
Loss of natural heritage features: **No**
Species at Risk Habitat loss: **No**
Minimum Environmental Management Guideline buffer met (Table 5-2 EMG, 2021): **N/A**

Construction

Existing structures on site: **Yes**
Existing structures repurposed/adaptively reused: **No**
Green building features: **Unknown**
District energy system connection: **No**