

## Report to Planning and Environment Committee

**To:** Chair and Members  
Planning & Environment Committee

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

**Subject:** Application By: 1103125 Ontario Inc.  
146 Exeter Road (Richardson North Subdivision)  
File Number: Z-9528, 39T-22502, Ward 12  
Public Participation Meeting

**Date:** July 17, 2023

## Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of 1103125 Ontario Inc., relating to the lands located at 146 Exeter Road (Richardson North Subdivision):

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting July 25, 2023, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, to change the zoning of the subject property **FROM** an Urban Reserve (UR6) Zone and Holding Light Industrial (h-17\*LI3) Zone **TO** a Residential Special Provision R1 (R1-13(7)), Residential Special Provision R4 (R4-4(2)), Residential Special Provision R5/R6 (R5-4( )/R6-5( )), Restricted Service Commercial Special Provision/ Arterial Commercial Special Provision (RSC1/RSC2( )/RSC3(16)/RSC4(14)/RSC5(16)/(AC4( )), Open Space (OS1), Open Space (OS5), Open Space Special Provision (OS5( )) and Urban Reserve (UR4) Zone on the proposed Draft Plan of Subdivision;
- (b) 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 146 Exeter Road; and
- (c) The Approval Authority **BE ADVISED** that Municipal Council supports issuing draft approval of the proposed plan of residential subdivision, submitted by 1103125 Ontario Inc., (File No. 39T-22502), prepared by Monteith Brown Planning Consultants, Project No. 20-20801, dated May 18, 2022, which shows 307 single detached lots; sixteen (16) low density townhouse blocks, four (4) medium density residential blocks; one (1) commercial block; (2) open space/drainage blocks; twelve (12) road widening and reserve blocks, serviced by six (6) new local streets (Street Q, R, S, T, U and V), **SUBJECT TO** the conditions contained hereto in attached Appendix "B".

## Executive Summary

### Summary of Request

The request is to permit a rezoning to allow for the development of a residential plan of subdivision consisting of single detached dwellings, low to mid-rise apartment buildings, townhouse units, open space, and public road access to Bradley Avenue West and Exeter Road via Stewart Avenue and Mia Avenue on the lands located at 146 Exeter Road.

## **Purpose and the Effect of Recommended Action**

The purpose and effect of the recommended action is for Municipal Council to approve the recommended Zoning By-law Amendments to permit the use, intensity and form of the associated proposed plan of subdivision, which is being considered by the Approval Authority.

## **Rationale of Recommended Action**

1. The proposed amendments and plan 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.
2. The proposed zoning amendments conform to The London Plan and the Southwest Area Plan.
3. The related plan of subdivision, under review by the Approval Authority, supports a broad range of low and medium density residential development opportunities within the site including more intensive, mid-rise apartments and townhouses along the Bradley Avenue West corridor and commercial/industrial uses along Wharncliffe Road South. The red-lined 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**

**December 12, 2016** - Report to Planning and Environment Committee to recommend approval of the draft plan of subdivision and associated zoning by-law amendments. (39T-15501/Z-8470)

**January 21, 2019** – Report to Planning and Environment Committee to rezone a portion of land (Block 30 and portion of Block 31, 39T-15501) within a draft plan of subdivision by adding an additional Residential (R7) Zone to permit a long-term care facility in addition the existing range of residential uses permitted. (Z-8969)

**May 27, 2019** - Report to Planning and Environment Committee to rezone portion of 146 Exeter Road (Block 36 and 37), Richardson Subdivision 39T-15501 (OS-0934), and to amend the Official Plan and Southwest Area Plan as well as rezone 146 Exeter Road to permit 12 single detached dwellings and amend land use to low density residential and open space (OZ-9038).

## **1.2 Planning History**

The Southwest London Area Plan (SWAP) was initiated in 2009 and presented to Planning Committee on April 26<sup>th</sup>, 2010. The Area Plan was intended to provide a comprehensive land use plan, servicing requirements and a phasing strategy for future development within the Urban Growth Area south of Southdale Road, east of Dingman Creek and north of the Highway 401/402 corridor. On November 20, 2012, Municipal Council passed By-Law No. C.P.-1284-(st)-331 to approve Official Plan Amendment 541 (relating to the Secondary Plan). The Secondary Plan was appealed by numerous parties on the basis that it was incomplete and incapable of providing direction expected of a secondary plan and for various site-specific land use issues. The outcome of the appeal resulted in changes to the plan. The plan (with amendments) was approved by the Ontario Municipal Board April 29, 2014.

## **Stormwater Management and Subwatershed Studies**

The subject area has been a part of several Environmental Assessments (EA) and subwatershed studies. The original Dingman Creek Subwatershed Study was completed in 1995 and updated in 2005. In July 2001, the City of London completed a “Schedule B” Municipal Class Environmental Assessment (EA) to address storm drainage and stormwater management (SWM) requirements for the White Oak Area. The Pincombe Drain Stormwater Environmental Assessment was completed in 2011 and finalized in 2014. The Pincombe Drain EA identified the location of the stormwater management pond (shown as Block 68 on the proposed draft plan) – this pond is known as the Pincombe Drain SWMF 3. The White Oak EA identified another stormwater management pond which is to be located outside of this plan of subdivision on adjacent lands to the east. This pond is known as the White Oaks SWMF 3. Both of these ponds are necessary for the full development of this site.

Since the original application, the City initiated the Dingman Creek Stormwater Municipal Class Environmental Assessment in November 2015 to optimize the stormwater management strategy for significant tributaries within the subwatershed, including Pincombe Drain and White Oak Drain. The strategy is intended to include a “complete corridor” to convey water, people, and native species as well as the latest SWM practices (i.e. Low Impact Development/Green Infrastructure).

The abutting lands to the west 146 & 184 Exeter Road (39T-15501) were Draft Approved on January 27, 2017. Since draft approval, the Applicant has registered two phases of the subdivision. Phase 1 consisted of two (2) medium density multi-family blocks, one future street block, and 6 reserve (0.3 m, 1 ft.) blocks, all served by two new local streets, Mia Avenue and Kennington Way. It was registered on July 12, 2019 as 33M-765. Phase 1A consisted of forty-two (42) single family lots, one (1) medium density blocks, two (2) open space blocks, four (4) 0.3 metre reserves, all served by two (2) new streets, namely Middleton Avenue and Kennington Way. It was registered on October 9, 2019 as 33M-769.

## **1.3 Property Description**

The subject site consists of (27.38 ha (67.6 acres)) parcel of land located on the north side of Exeter Road, with approximately 233 metres of frontage on Wharncliffe Road South. It is situated midpoint between Wonderland Road South and White Oaks Road, in the former Township of Westminster. Portions of this property include the former site of the Southwest Optimist Baseball Complex, which at one time contained up to 16 baseball diamonds. The future Bradley Avenue extension has been dedicated to the City and is not included in the Draft Plan of Subdivision lands.

## **1.4 Current Planning Information (see more detail in Appendix D)**

- The London Plan Place Type – “Neighbourhoods”, “Farmland”, “Environmental Review” and “Green Space”
- Existing Zoning – Urban Reserve (UR6), Environmental Review (ER), Light Industrial (LI3)

### **1.5 Site Characteristics**

- Current Land Use – vacant
- Frontage – 233 metres (764 ft)
- Depth – varies
- Area – 27.38 ha (67.6 acres)
- Shape – irregular

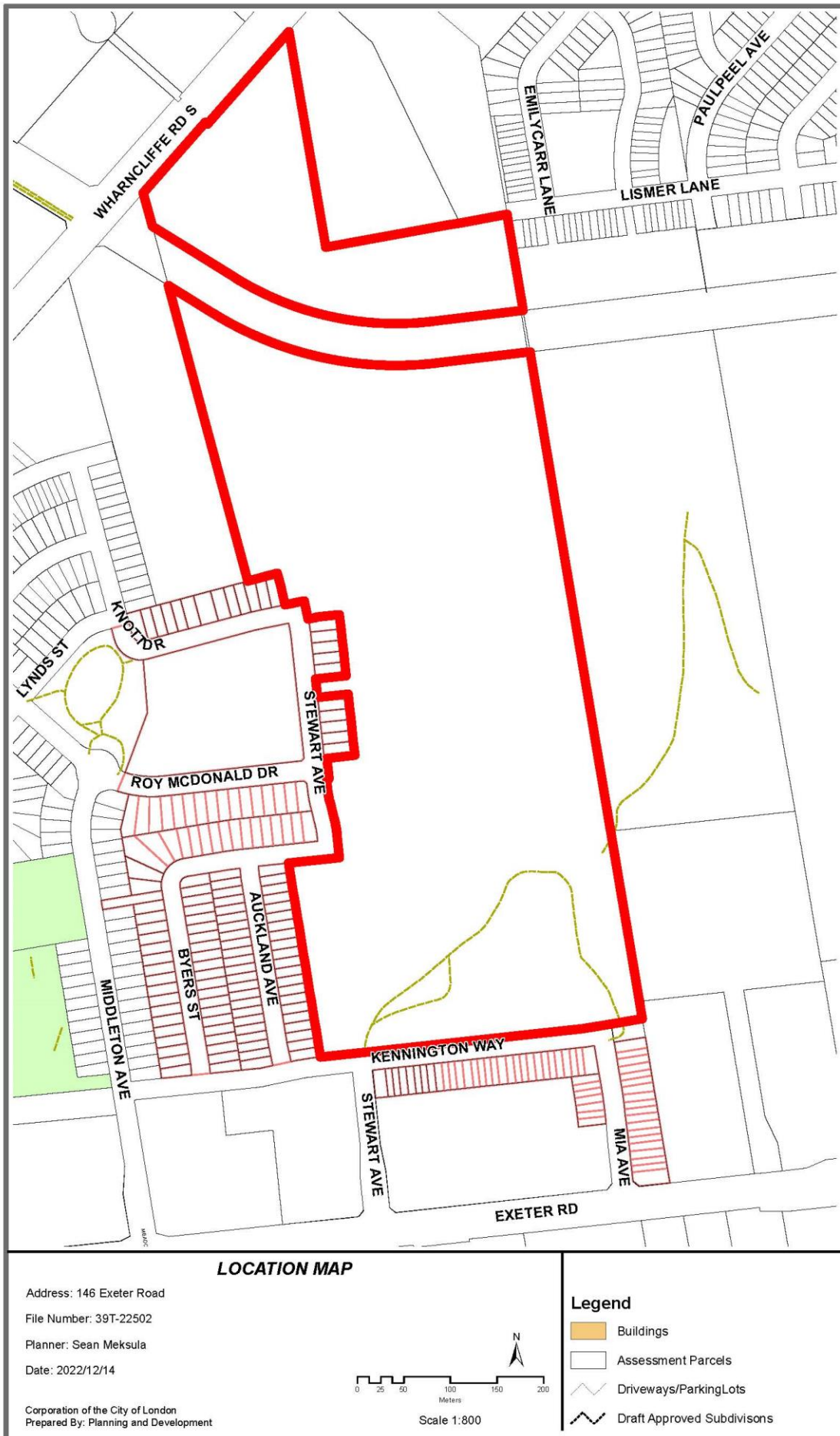
### **1.6 Surrounding Land Uses**

- North – retail, residential, future residential and commercial (Bostwick Subdivision)
- East – industrial and automotive uses, vacant lands
- South – industrial and commercial uses (industrial mall), warehousing, vacant industrial
- West – residential

### **1.7 Additional Details**

- Archaeological clearance has been confirmed through this application process.

# 1.8 Location Map



## 2.0 Discussion and Considerations

### 2.1 Applicant's Requested Amendment

The Applicant has submitted a Zoning By-Law amendment to permit the creation of 307 single detached lots; sixteen (16) low density townhouse blocks, four (4) medium density residential blocks; one (1) commercial block; (2) open space/drainage blocks; twelve (12) road widening and reserve blocks, serviced by six (6) new local streets (Street Q, R, S, T, U and V). Public road access via future Bradley Avenue extension to Wharncliffe Road South to the northwest and by Mia Avenue to Exeter Road to the south.

Request to amend to the zoning by-law to change the zoning from an Urban Reserve UR6 Zone and Holding Light Industrial h-17\*LI3 to the following zones:

- R1 Special Provision R1 (R1-13(7)) Zone (Lots 1-307) to permit single detached dwellings on lots with a minimum rear yard setback of 6.0 metres and garages shall not project beyond the façade of the dwelling or façade (front face) of any porch and shall not occupy more than 50% of lot frontage;
- Residential R4 Special Provision (R4 (R4-4(2)) Zone (Blocks 308-323) to permit street townhouse dwellings with a minimum lot frontage of 6.7 metres, minimum exterior side yard of 1.2 metres, minimum interior side yard of 1.2 metres and a maximum lot coverage of 45%;
- Compound Residential R5/R6 Special Provision (h\*h-100\*h-198\*R5-4(\_\_)/R6-5(\_\_)) Zone (Blocks 324-327) to permit medium density cluster housing uses such as single detached, semi-detached, duplex, triplex, apartment buildings, townhouses and stacked townhouses, at a maximum height of 12.0 metres, with a special provision for a minimum density of 30 units per hectare and maximum density of 75 units per hectare. These zones permit a wide range of housing forms, with further detail on orientation and placement of entrances to be detailed at site plan. The special provision to require minimum and maximum densities is as per the SWAP;
- Compound Restricted Service Commercial Special Provision/ Arterial Commercial Special Provision (RSC1/RSC2(\_\_)/RSC3(16)/RSC4(14) /RSC5(16)/(AC4(\_\_)) (Block 328);
- Open Space OS1 Zone (Block 329) to permit such uses as conservation lands, conservation works, golf courses, public and private parks, recreational buildings associated with conservation lands and public parks, campgrounds, and managed forests;
- Open Space Special Provision (OS5(\_\_)) Zone (Complete Corridor and Natural Heritage Features) to permit such uses as conservation lands, conservation works, passive recreation uses which include hiking trails and multi-use pathways, and managed woodlots; and,
- Urban Reserve Special Provision (UR6(9)) (Complete Corridor and Natural Heritage Features) Urban Reserve to permit such uses as conservation lands, conservation works, passive recreation uses which include hiking trails and multi-use pathways, and managed woodlots.

### 2.2 Development Proposal

The requested zoning by-law amendment is intended to allow for a draft plan of subdivision proposal that incorporates low density residential blocks within the internal neighbourhood, and multi-family residential blocks along the arterial roads. These designations were applied through the Southwest Area Plan (SWAP) and provide for a variety of housing types and designs for this area. This proposal supports a mix of densities and housing types as per the policies of the London Plan and SWAP. As shown on the concept plan below, the proposed draft plan will accommodate multi-family

medium density residential forms of housing along the Wharncliffe Road and Bradley Avenue frontages. The residential uses will have safe and convenient access to future public transit, shopping along Wharncliffe Road South and Wonderland Road South, public open space (one proposed park, with road connections to parks to the west), and other amenities (such as a school).

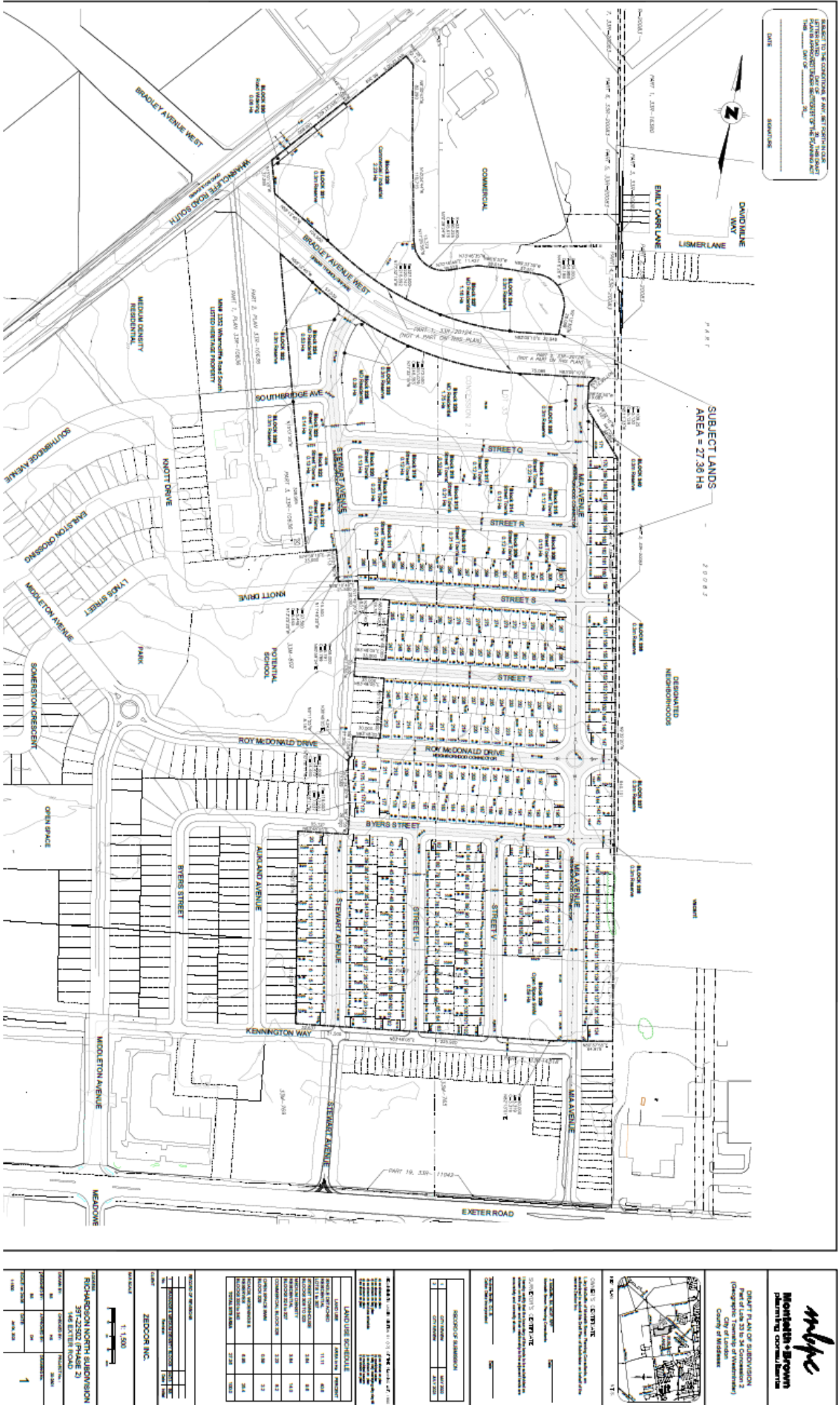
The Draft Plan incorporates the following key features:

- 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 Mia Avenue, Stewart Avenue and Bradley Avenue, improve pedestrian and vehicle connectivity within the subdivision and to the adjacent lands.

A map of the draft plan of subdivision is shown below.

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

## 2.3 Draft Plan of Subdivision





### **3.0 Financial Impact/Considerations**

#### **3.1 Financial Impact/Considerations**

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.

#### **3.2 Community Engagement (see more detail in Appendix C)**

Through the public circulation process no comments/concerns were received from the community for this application. Internal Staff and agency comments are attached to this report in Appendix "C".

### **4.0 Policy Context (see more detail in Appendix D)**

#### **Provincial Policy Statement (PPS)**

The Provincial planning policy framework established through the *Planning Act* (Section 3) and the *Provincial Policy Statement, 2020 (PPS)*. The *Planning Act* requires that all municipal land use decisions affecting planning matters shall be consistent with the *PPS*.

The mechanism for implementing Provincial policies is through the Official Plan, *The London Plan*. Through the preparation, adoption, and subsequent Ontario Land Tribunal (OLT) approval of *The London Plan*, the City of London has established the local policy framework for the implementation of the Provincial planning policy framework. As such, matters of provincial interest are reviewed and discussed in *The London Plan* analysis below.

As the application for a Zoning By-law amendment complies with *The London Plan and Southwest Area Secondary Plan*, it is staff's opinion that the application for a zoning-by-law amendment and proposed draft plan of subdivision is consistent with the *Planning Act* and the *PPS*.

#### **The London Plan**

With respect to The London Plan, the subject lands are within the "Neighbourhoods" Place Type permitting a range of uses such as single detached, semi-detached, duplex dwellings, converted dwellings, townhouses, triplexes, fourplexes, stacked townhouses, low-rise apartment buildings and small-scale community facilities as the main uses. The proposed Zoning By-law amendment and Draft Plan incorporates a high degree of neighbourhood connectivity to multi-use pathway systems to Middleton Park, consistent with walking and cycling routes identified on the Active Mobility Network mapping.

The London Plan includes criteria for evaluating plans of subdivision through policy 1688 that requires consideration of:

1. Our Strategy
2. Our City
3. City Building policies
4. The policies of the place type in which the proposed subdivision is located
5. Our Tools
6. Relevant Secondary Plans and Specific Policies

Staff are of the opinion that all the above criteria have been satisfied.

#### **Southwest Area Secondary Plan**

In addition to the general land use policies, the Southwest Area Secondary Plan (SWAP) also includes policy direction for future development with respect to urban design and built form. The Central Longwoods Residential Neighbourhood requires development within the Low Density Residential (LDR) designation to be at a minimum

density of 18 units/ha and a maximum density of 35 units/ha. Building heights shall not exceed four storeys and shall be sensitive to the scale of development in the surrounding neighbourhood. The Medium Density Residential (MDR) policies require residential development to be at a minimum density of 30 units/ha and a maximum density of 75 units/ha.

The Applicant has requested a range of cluster housing along Exeter Road, which includes freehold street townhomes and cluster housing. The proposed cluster housing limits the development to a maximum of units per hectare (the R5-4 requires a maximum density of 40 units per hectare, while the R6-5 requires a maximum density of 35 units per hectare) but does not include minimum densities. Heights can range from 10.5m to 12.0 only, which translate into 2-4 storeys. The Applicant has not requested additional densities or height above that which is currently permitted in the zoning. Staff recommend minimum and maximum densities based on the special policy for the R5 and R6 Zone variation, as well as a maximum height that is in keeping with the special policy within SWAP. Overall, a range of lots, densities and housing types will be encouraged through this development. The proposed development conforms to both The London Plan and the Secondary Plan (SWAP).

### **Z.-1 Zoning By-law**

The appropriateness of the proposed zone changes permitted uses and regulations have been reviewed against the regulatory requirements of Zoning By-law Z.-1. These lands are currently zoned Urban Reserve UR6 Zone and Holding Light Industrial h-17\*LI3.

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

## **5.0 Key Issues and Considerations**

### **5.1 Use**

This proposal consists of a mix of low and medium density housing types consisting of single detached dwellings, but also permits various forms of cluster housing, townhouses, and low-rise apartment buildings to take advantage of planned services and community facilities, and to contribute to a neighbourhood that is complete and supportive of aging in place. The proposed development is part of a larger planned residential community that incorporates various elements in creating a strong neighbourhood character and sense of place and identity. The inclusion of the small passive park as a neighbourhood focal point and gathering place within this subject subdivision plan is just one example. The proposed draft plan also implements the objective of creating a highly connected neighbourhood with access to amenities and facilities within the neighbourhood, and to other locations through the city-wide Thames Valley Parkway multi-use pathway system.

### **5.2 Intensity**

The proposed development contributes to neighbourhood character as envisioned by the Central Longwoods residential neighbourhood and the principle of creating an attractive, connected, and complete community. The proposal also demonstrates a reasonable level of compatibility with existing uses in the surrounding area. The lot pattern and streetscape are generally consistent with the pattern of the existing development to the north. Single detached dwellings are expected to be similar in character and features and contain dwellings of a similar height and massing. There will be a transition in use, form and intensity from low density single detached dwellings to the medium density residential development blocks enhanced by the park block placement adjacent Block 326 on the north side of Bradley Avenue. Based on the proposed zoning densities, the site could potentially yield approximately 15 cluster townhouse dwellings units up to a maximum height of 3 storeys.

### 5.3 Form

The subdivision plan maintains a modified grid pattern with connections to the existing street network of the abutting subdivision to the west resulting in ease of mobility and a neighbourhood that is more walkable, healthy, and connected. The subdivision plan is also integrated with the larger pedestrian and cycling network which includes sidewalks, multi-use paths, linear park corridors, and passive trails; and the development proposal is oriented to and supportive of future public transit. The extension of Mia Avenue, Stewart Avenue and Bradley Avenue, will contribute to improved pedestrian and active transportation connectivity between the existing development and Wharncliffe Road South. 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.

The applicant will dedicate in advance of registration of this plan the headwater drainage feature WCT-3 (also identified as Tributary WCT-3 in Dingman Creek EA stage 1) to facilitate the City's design and construction of Bradley Avenue, the Complete Corridor and the wetland compensation area. Initial studies were not able to provide definitive boundary delineation of the compensation area. As these studies are advanced and refined, additional land may be required and redlined from Block 327.

### 5.4 Zoning

The appropriateness of the proposed zone changes permitted uses and regulations have been reviewed against the regulatory requirements of Zoning By-law Z.-1. These lands are currently zoned Urban Reserve UR6 Zone and Holding Light Industrial h-17\*LI3. The future development for the multi-family medium density Blocks will ensure orientation to the street frontages through the holding provision.

Single Detached Dwelling Lots 1 to 307 – Holding Residential R1 Special Provision R1 (h\*h-100\*R1-13(7)) Zone to permit single detached dwellings on lots with a minimum rear yard setback of 6.0 metres and garages shall not project beyond the façade of the dwelling or façade (front face) of any porch and shall not occupy more than 50% of lot frontage.

Holding Residential R1 Special Provision R1 (h\*h-100\*R1-13(7)) Zone (Lots 1-307) to permit single detached dwellings on lots with a minimum rear yard setback of 6.0 metres and garages shall not project beyond the façade of the dwelling or façade (front face) of any porch and shall not occupy more than 50% of lot frontage.

Holding Residential R4 Special Provision (h\*h-100\*\*h-198\*R4 (R4-4(2)) Zone (Blocks 308-323) to permit street townhouse dwellings with a minimum lot frontage of 6.7 metres, minimum exterior side yard of 1.2 metres, minimum interior side yard of 1.2metres and a maximum lot coverage of 45%.

Compound Holding Residential R5/R6 Special Provision (h\*h-100\*h-198\*R5-4(\_\_\_\_)/R6-5(\_\_\_\_)) Zone (Blocks 324-327) to permit medium density cluster housing uses such as single detached, semi-detached, duplex, triplex, apartment buildings, townhouses and stacked townhouses, at a maximum height of 12.0 metres, with a special provision for a minimum density of 30 units per hectare and maximum density of 75 units per hectare. These zones permit a wide range of housing forms, with further detail on orientation and placement of entrances to be detailed at site plan. The special provision to require minimum and maximum densities is as per the SWAP. The Residential R5 Special Provision (R5-4(\_))/R6-5 Zone were requested for a minimum density 30 units per hectare, maximum density of 75 units per hectare and a maximum height of 14.0 metres, in place of 12.0 metres; a reduced maximum front yard depth of minimum 1 metre and maximum 4.5 metres in place of 8.0 metres from arterial roads; and a minimum outdoor amenity space of 5 square metres.

Compound Holding Restricted Service Commercial Special Provision/ Arterial Commercial Special Provision (RSC1/RSC2( )/RSC3(16)/RSC4(14) /RSC5(16))/(AC4(

) (Block 328). The Restricted Service Commercial RSC Zone provides for and regulates a range of moderate intensity commercial uses, and trade service uses, which may require significant amounts of land for outdoor storage or interior building space and a location on major streets. The Special Provision in the RSC( ) would prohibit the following uses, which have the potential to generate negative impacts on adjacent residential uses: dry cleaning and laundry plants; manufacturing and assembly industries with related sales; printing establishments; brewing on premises establishments; and laboratories. The Arterial Commercial AC4 Zone permits a mix of small-scale retail, office, personal service, and automotive uses along arterial roads is appropriate. The proposed Arterial Commercial Special Provision AC4( ) zone permits a broad range of uses, including but not limited to day care centres, personal service establishments, and retail stores. A special provision is proposed to prohibit residential uses notwithstanding Section 26.2 of the Zoning By-law, as residential uses are not permitted in the Commercial Industrial Place Type and uses that may generate negative impacts on adjacent residential areas.

Open Space OS1 Zone (Block 329) to permit such uses as conservation lands, conservation works, golf courses, public and private parks, recreational buildings associated with conservation lands and public parks, campgrounds, and managed forests.

Open Space Special Provision OS5( ) Zone (Complete Corridor and Natural Heritage Features) to permit such uses as conservation lands, conservation works, passive recreation uses which include hiking trails and multi-use pathways, and managed woodlots. The Open Space blocks provided at the north end of the site (on either side of Bradley Avenue) to facilitate the creation of a complete corridor for swm management and habitat restoration are proposed to be zoned Open Space 5 with a special provision for Block 330 to permit a lot area of 1,500 m<sup>2</sup>, where a minimum lot area of 4,000 m<sup>2</sup> is permitted as-of-right.

Urban Reserve (UR4) Zone to permit the future alignment of Lismer Lane.

#### Holding Provisions

The following holding provisions have been recommended for this development:

1. The 'h' holding provision is implemented to address servicing, including sanitary, stormwater and water, to the satisfaction of the City Engineer, and the entering of a subdivision agreement. This will be applied to all lands for development in the area. It will ensure that municipal services are available.
2. The 'h-100' holding provision is implemented with respect to water services and appropriate access. No more than 80 units may be developed until a looped watermain system is constructed and a second public access is available, to the satisfaction of the City Engineer. This will be applied to all lands for development in the area.
3. The 'h-198' holding provision is applied to medium density blocks adjacent to the arterial road. The purpose of the holding provision is to encourage street-oriented development and discourage noise attenuation walls along arterial roads, a development agreement shall be entered into to ensure that new development is designed and approved consistent with the design guidelines in the Southwest Area Plan, to the satisfaction of the City.

## Conclusion

The proposed 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 and provide for a range of housing types and densities to meet projected requirements of current and future residents. The proposed changes to the Zoning By-law No. Z.-1 will implement the related draft plan of subdivision, which will ultimately support the proposed medium and low-density residential development

opportunities within the site, including more intensive, mixed-use apartments and townhouses along Bradley Avenue West and commercial uses on Wharncliffe Road South. The Draft Plan of subdivision has been designed to support these uses and to achieve an aesthetically pleasing, mixed development that is pedestrian friendly, transit supportive and accessible to the surrounding area. Therefore, staff are satisfied the proposal represents good planning and recommend approval.

**Prepared by:** Sean Meksula, MCIP, RPP  
Senior Planner, 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

**cc:** Peter Kavcic, Manager, Subdivisions and Development Inspections  
Matt Davenport, Manager, Subdivision Engineering  
Michael Pease, Manager, Site Plans

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## 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 146 Exeter  
Road.

WHEREAS 1103125 Ontario Inc. has applied to rezone lands located at 146 Exeter 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 146 Exeter Road as shown on the attached map comprising part of Key Map No. A111, from a Urban Reserve UR6 Zone and Holding Light Industrial h-17\*LI3 Zone to a Holding Residential R1 Special Provision R1 (h\*h-100\*R1-13(7)), Holding Residential Special Provision R4 (h\*h-100\*h-198\*R4-4(2)), Holding Residential Special Provision R5/R6 (h\*h-100\*h-198\*R5-4( )/R6-5( )), Holding Restricted Service Commercial Special Provision / Arterial Commercial Special Provision h/RSC1/RSC2( )/RSC3(16)/RSC4(14)/RSC5(16)/(AC4( )), Open Space (OS1), Open Space (OS5), Open Space Special Provision (OS5( )) and Urban Reserve (UR4) Zone on the proposed Draft Plan of Subdivision.
- 2) Section Number 9.4 of the Residential R5-4 Zone is amended by adding the following Special Provisions:

R5-4( )

a. Regulations:

- |   |   |
|---|---|
| i) Front Yard Depth<br>(Minimum Arterial Road)<br>(Maximum Arterial Road) | 1.0 metres (3.28 feet)<br>4.5 metres (19.68 feet) |
| ii) Height<br>(Maximum)   | 14 metres (45.9 feet)                             |
| iii) Density<br>(Minimum)<br>(Maximum)                                    | 30 units per hectare<br>75 units per hectare      |
| iv) Outdoor Amenity Space<br>(Minimum)                                    | 5 square metres                                   |

- 3) Section Number 10.4 of the Residential R6-5 Zone is amended by adding the following Special Provisions:

R6-5( )

a. Regulations:

- |       |  |   |
|-------|--|---|
| v)    | Front Yard Depth<br>(Minimum Arterial Road)<br>(Maximum Arterial Road) | 1.0 metres (3.28 feet)<br>4.5 metres (19.68 feet) |
| vi)   | Height<br>(Maximum)  | 14 metres (45.9 feet)                             |
| vii)  | Density<br>(Minimum)<br>(Maximum)                                      | 30 units per hectare<br>75 units per hectare      |
| viii) | Outdoor Amenity Space<br>(Minimum)                                     | 5 sq. m.  |

- 4) Section Number 26.4 of the Arterial Commercial AC4 Zone is amended by adding the following Special Provisions:

AC4( )

a) Prohibited Uses:

- i) Residential Uses

- 5) Section Number 28.4 of the Restricted Service Commercial RSC2 Zone is amended by adding the following Special Provisions:

RSC2( )

a) Prohibited Uses:

- i) Dry cleaning and Laundry Depots

- 6) Section Number 36.4 of the Open Space 5 Zone is amended by adding the following Special Provisions:

OS5( )

b) Regulations:

- |    |                                     |             |
|----|-------------------------------------|-------------|
| i) | Minimum Lot Area (min)<br>(Minimum) | 1500 sq. m. |
|----|-------------------------------------|-------------|

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 July 25, 2023.

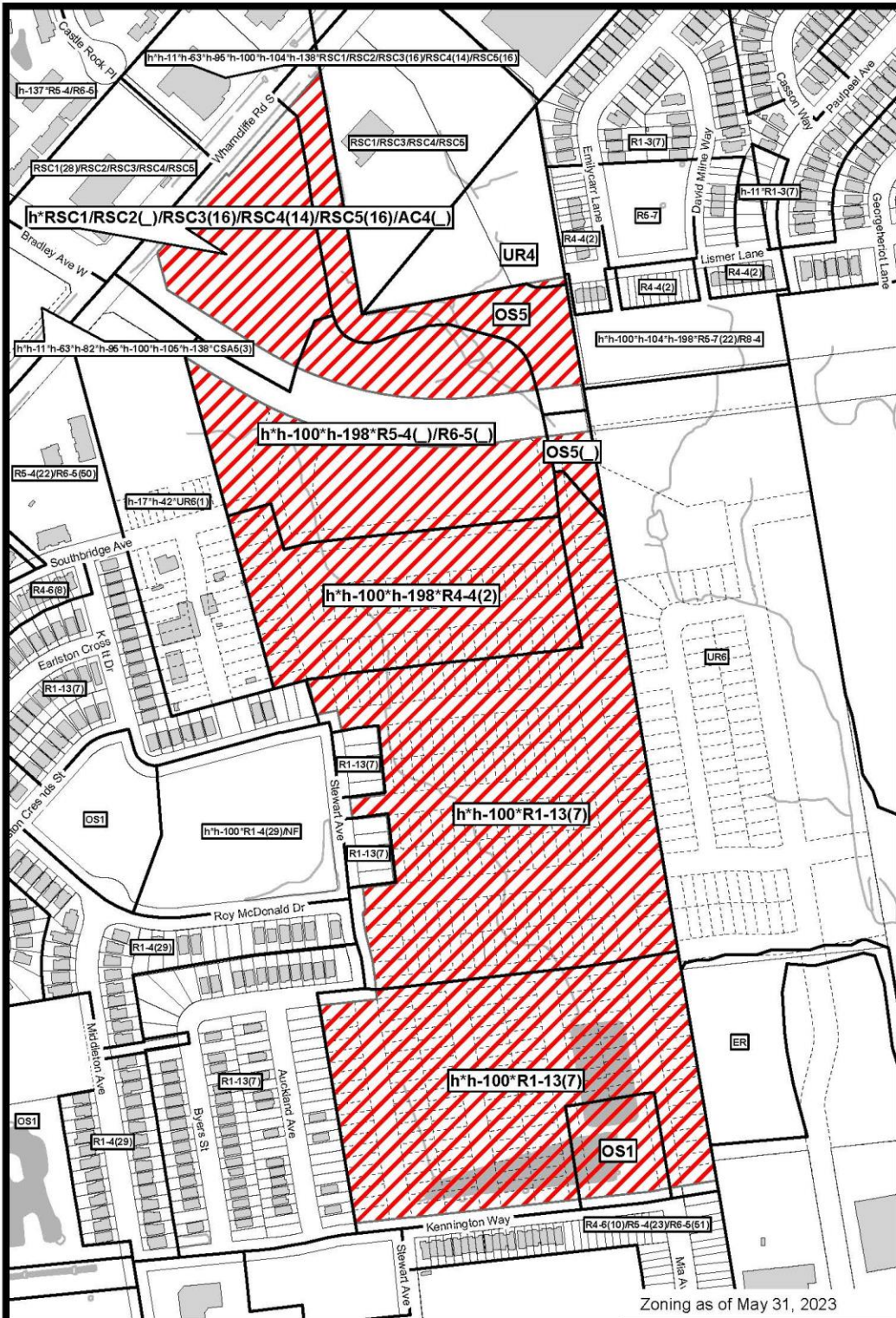
Josh Morgan  
Mayor

Michael Schulthess  
City Clerk

First Reading – July 25, 2023  
Second Reading – July 25, 2023  
Third Reading – July 25, 2023



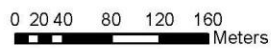
AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z.-1)



File Number: 39T-22502  
 Planner: SM  
 Date Prepared: 2023/06/26  
 Technician: JI  
 By-Law No: Z.-1-

SUBJECT SITE 

1:4,500



## Appendix B

### THE CORPORATION OF THE CITY OF LONDON'S CONDITIONS AND AMENDMENTS TO DRAFT APPROVAL FOR THE REGISTRATION OF THIS SUBDIVISION, FILE NUMBER 39T-22502, ARE AS FOLLOWS:

1. This draft approval applies to the draft plan submitted by 1103125 Ontario Inc. Zedcor, prepared by Callon Dietz Incorporated, certified by Andrew Smith, OLS, File No. 39T-22502, project no. 20-2801, **as red-line amended**, which shows a total of 307 single detached residential lots, sixteen (16) street townhouse blocks, four (4) medium density, one (1) commercial block, one (1) open space swm block, two (2) open space/drainage blocks, twelve (12) road widenings & and reserve blocks, nine (9) road allowance blocks served by one (1) Neighbourhood Street (Roy McDonald Drive) and one (1) Urban Thoroughfare (Bradley Avenue).
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 Development Services), 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, and any required studies, reports, data, information or detailed engineering drawings, 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. The owner agrees to register on title and include in all Purchase and Sale Agreements for corner lots to be zoned as R1-13 i.e. lots (1, 20, 21, 41, 42, 62, 63, 82, 83, 102, 103, 113, 114, 123, 124, 141, 142, 146, 147, 158, 159, 171, 172, 176, 195, 196, 227, 228, 266, 267, 286, 307) a requirement that the purchaser/home builder shall provide concept plans and elevations prior to the application for a building permit which demonstrate that both elevations facing the public streets or/and exterior areas to which members of the public have access (the front and exterior side elevations) are designed as front elevations with entrances facing the public Street/publicly accessible exterior areas and with connections to the future public sidewalk. Both elevations should be constructed to have a similar level of architectural details (materials, windows (size and amount) and design features, such as but not limited to porches, wrap-around materials and features, or other architectural elements that provide for street-oriented design) and limited chain link or decorative fencing along no more than 50% of the exterior side-yard abutting the exterior side-yard frontage, to the satisfaction of the City.

### **Parks Planning**

14. The complete corridor will be acquired through SWM Development Charge processes and will not be acquired using parkland dedication (CP-9).
15. Required parkland dedication shall be taken as Cash in Lieu as per Parkland Conveyance and Levy By-law - CP-25.
16. In conjunction with Focused Design Studies, the Owner's qualified consultant shall prepare and submit a conceptual pathway plan that includes safe pedestrian crossings at all street and corridor crossings that intersect with the pathway system, all to the satisfaction of the City.
17. In conjunction with first Engineering submission, the Owner's qualified consultant shall incorporate pathways in accordance with the accepted conceptual pathway plan and City standards into the engineering drawings to the satisfaction of the City.
18. The Owner shall construct 1.5m high chain link fencing without gates in accordance with current City Park standards (SPO 4.8) or approved alternate, along the property limit interface of all existing and proposed private lots adjacent to Complete Corridor. Fencing shall be completed to the satisfaction of the City, within one (1) year of the registration of the plan.

### **Engineering**

#### Sanitary:

19. In conjunction with the Focused Design Studies submission and prior to the submission of engineering drawings, 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, including the sanitary sewer routing and the external areas to be serviced to the satisfaction of the Deputy City Manager, Environment and Infrastructure ; (ie Mun 1210, 1240, 1330, 1350 and 1352 Wharnccliffe Road S, and a preliminary routing of the proposed sanitary sewer)
  - ii) Provide the maximum population and tributary sanitary area to each respective outlet consistent with existing accepted sanitary drainage area plans and design sheets as the populations exceed the previous request;
  - iii) Propose a suitable routing for the trunk sanitary sewer to be constructed through this plan, if necessary, and external areas to be serviced. 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 a 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;
- v) Provide detail of the routing and confirm the proposed populations are consistent with area plans and external areas for lands north of future Bradley, namely block 328 and block 327.
- vi) Provide confirmation of the minimum lot sizes being proposed for street townhouse dwellings and stacked townhouses to ensure proper service separation distances for the proposed street facing townhomes meet City Standards and will attain adequate horizontal separation between water services, PDC's and consider conflicts with other utilities such as street lights, hydrants, driveways, boulevard trees, snow storage, on street parking etc.
- vii) Make provision for Bradley Avenue extension that will need to be dedicated to the City for the purpose of a right of way and may require the construction of sewers and sanitary servicing adjacent blocks.
- viii) Confirm the location of the existing sanitary septic system and water well that service 1350/1352 Wharncliffe Road South. Should any portion of septic system be located within this plan, provide a proposal to address the encroachment of these works. Should the existing septic system and infrastructure be decommissioned, provide a proposal, including timing, regarding the decommissioning of any septic systems and infrastructure.
- ix) Identify the sanitary servicing route for Blocks 327 and 328 and make provision for the construction of sanitary sewers and appurtenances to service Blocks 327 and 328 in this plan. The preferred sanitary servicing route is to be co-ordinated with the City for either Bradley Avenue construction or the Complete Corridor construction.

20. 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 proposed sanitary servicing to serve this Plan to the existing municipal sewer system, namely, the 200 mm diameter sanitary sewer on Stewart Avenue, the 200 mm diameter sanitary sewer on Byers Street, the 200 mm diameter sanitary sewer on Stewart Avenue (south leg), the 200 mm diameter sanitary sewer stub on Mia Avenue and the 200 mm diameter sanitary sewer on Kennington Way and ultimately to the 375mm (15") diameter sewer located on Exeter Road.
- ii) Make provisions for oversizing of the internal sanitary sewers in this draft plan to accommodate flows from the upstream lands external to this plan, all to the specifications of the Deputy City Manager, Environment and Infrastructure . This sewer must be extended to the limits of this plan and/or property line to service the upstream external lands;
- iii) 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;
- iv) 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;
- v) Where sewers are greater than 8 metres in depth and are located within the municipal roadway, the Owner shall construct a local sanitary sewer to provide servicing outlets for private drain connections, to the satisfaction of the City Engineer. The local sanitary sewer will be at the sole cost of the Owner. Any exception will require the approval of the City Engineer.

## Storm and Stormwater Management (SWM)

21. In conjunction with the 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, all to the specifications and satisfaction of the Deputy City Manager, Environment and Infrastructure;
  - 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 a monitoring 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 City standards and the Erosion and Sediment Control Guideline for Urban Construction (TRCA, December 2019). 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, modified, if required, to adapt to the changing site conditions, and functioning as intended during all phases/stages of construction.
  - vi) 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; and,
  - vii) 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 accommodate by existing or proposed SWM infrastructure in the interim and ultimate condition. 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 the commercial and medium density blocks north of Bradley Avenue, the Owner shall identify detailed on-site control targets to inform future site plan applications. For blocks identified as Low/Medium density, if any, the owner shall 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.

- viii) Provide supporting information the overall SWM strategy for this plan includes but not limited to interim and ultimate minor and major flow conveyance, interim and ultimate water quality and quantity controls, interim and ultimate water balance strategy, capacity calculations and associated drawings for the conveyance of the major overland flows within this plan of subdivision to the intended receiving system.
22. The subdivision to which this draft approval relate 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.
23. The Owner shall prior to the first phase of development dedicate to the City any additional lands required for all municipal work and services associated with the construction and realignment of the headwater drainage feature WCT-3 (also identified as Tributary WCT-3 in Dingman Creek EA stage 1) and wetland compensation area, to the specifications and satisfaction of the City.
24. The Owner is responsible to provide any natural heritage compensation measures for relocated wetlands at the Owner's expense, all in accordance with the approved compensation plan and to the satisfaction of the City. The Owner also agrees to coordinate compensations measures with the City through the headwater drainage feature design process.
25. The Owner agrees that any additionally lands required for the above adjustment will be taken from Block 326.
26. The above-noted Storm/Drainage and SWM Servicing Functional Report or a SWM Servicing Letter/Report of Confirmation, prepared by the Owner's consulting professional engineer, shall be in accordance with the recommendations and requirements of the following:
  - i) The City's SWM criteria and the environmental targets for the accepted Dingman Creek Stage 1 Municipal Class EA Assessment Schedule 'B' report (Aquafor Beech Limited, September 2020);
  - ii) The approved Storm/Drainage and SWM Servicing functional Report for the subject lands;
  - iii) The City's Waste Discharge and Drainage By-Laws, lot grading standards, policies, requirements, and practices;
  - iv) The Ministry of the Environment SWM Practices Planning and Design Manual (2003), and;
  - v) Applicable Acts, Policies, Guidelines, Standards and Requirements of all required approval agencies, including but not limited to the Erosion and Sediment Control Guideline for Urban Construction (TRCA, December 2019), etc.
27. The Owner acknowledges the City will design and construct the complete corridor along the headwater drainage feature WCT-3 (also identified as Tributary WCT-3 in Dingman Creek EA stage 1) between Wharnccliffe Road and Exeter Road which will incorporate the ultimate quantity SWM controls identified in the Dingman Creek Stage 1 Municipal Class EA Assessment Schedule 'B' report (Aquafor Beech Limited, September 2020), natural heritage features, multiuse pathway system, etc. Any natural heritage compensation measures

required for the site are the Owner's responsibility and may be coordinated through the complete corridor process at the Owner's expense.

28. The Owner acknowledges that according to the City's GMIS, the target to construct this complete corridor is 2025. The Owner further acknowledges that the City will be coordinating with landowners of all lands traversed by the headwater drainage feature WCT-3 (also identified as Tributary WCT-3 in Dingman Creek EA stage 1) the complete corridor design and construction.
29. The Owner acknowledges the major flow outlet for the portion of the site north of Bradley Avenue will be provided by the upstream portion of the complete corridor. In the event site plan applications for blocks north of Bradley Avenue are filed in advance of having the complete corridor functional and operational, an interim SWM strategy may be required to manage major flows up to and including the 250-year return period.
30. The Owner shall as part of the first phase of development dedicate to the City land required for all municipal work and services associated with the construction of the headwater drainage feature WCT-3 (also identified as Tributary WCT-3 in Dingman Creek EA stage 1) complete corridor external to this plan of subdivision to enable the completion of the complete corridor and associated servicing, to the specifications and satisfaction of the City.
31. The Owner shall design and construct water quality controls and the White Oaks 3 – West Dry SWM Facility (quantity control) during the development of the first phase of this site including the required land dedication to the specifications and satisfaction of the City. The White Oaks 3 – West Dry SWM Facility shall be designed to provide peak flow attenuation for all design storm events up to and including the 250-year return period storm events. The release rate from the White Oaks 3 – West Dry SWM Facility shall not exceed the conveyance capacity of the existing 600mm storm sewer on Mia Avenue under free-flowing condition.
32. In conjunction with the Focused Design Studies submission, to coordinate the draft plan with the complete corridor design the application shall include an Environmental Management Plan (EMP) that coordinates detailed design drawings with the stormwater management strategy, water balance requirements, EIS recommendations, ESC plan, interim works, and inspection and monitoring requirements. The EMP shall address how phasing will be addressed in each area noted above and address during construction.
33. 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 the headwater drainage feature WCT-3 (also identified as Tributary WCT-3 in Dingman Creek EA stage 1) that services upstream catchments are adequately addressed for the subject lands, all to the satisfaction of the City and UTRCA.
34. The Owner ensures that in accordance with the MECP and City's requirements, adequate setbacks will be maintained and allocated in accordance with the City Council approved Official Plan Policies relating to open watercourse setbacks. 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 the headwater drainage feature WCT-3 (also identified as Tributary WCT-3 in Dingman Creek EA stage 1) and significant ecological features, if any, are subject to the City's Official Plan and MNR policies and should be consistent with the approved EIS.
35. 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.

36. 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:
- i) Construct storm sewers to serve this plan, located within the Dingman Creek Subwatershed, and connect storm servicing to serve this Plan to an outlet acceptable to the City.
  - ii) Grade and drain the boundaries of Block 329 to blend in with the abutting road and Lots in this Plan, at no cost to the City;
  - iii) Construct and implement erosion and sediment control measures as accepted in the Storm/Drainage and SWM Servicing Functional Report or a SWM Servicing Letter/Report of Confirmation for these lands and the Owner shall correct any deficiencies of the erosion and sediment control measures forthwith;
  - iv) Decommissioning of any existing sediment basins in this Plan
37. 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. 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 headwater drainage feature WCT-3 (also identified as Tributary WCT-3 in Dingman Creek EA stage 1) and significant ecological features (e.g., PSWs) 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;
  - ii) The pre-development discharges from the headwater drainage feature WCT-3 (also identified as Tributary WCT-3 in Dingman Creek EA stage 1) and significant ecological features (e.g., PSWs) 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 any existing water balance for the proposed development, revised to include the use of LIDs (or third pipe conveyance system) as appropriate;
  - vi) Completion of a feature-based water balance for any nearby natural heritage feature (i.e., all open space Blocks) to include the use of LIDs (or third pipe conveyance system) as appropriate;
  - vii) Details related to proposed LID solutions (or third pipe conveyance system), if applicable, including details related to the long-term operations of the LID systems (or third pipe conveyance system) 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.
  - 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 all to the satisfaction of the City.
38. In conjunction with the first submission of engineering drawings, the Owner's professional engineer shall identify on the engineering drawings any remedial or other works as recommended in the accepted hydro geological report are implemented by the Owner, to the satisfaction of the City, at no cost to the City.
39. 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, third pipe conveyance system, 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:
- i) A work program manual for the phasing, maintenance and monitoring of these facilities during all phases of buildout as well as following assumption.
  - ii) A verification and compliance monitoring program the developer will need to complete to verify the SWM features meet the intended design prior to assumption.
40. 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:
- i) 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"
  - ii) 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.
41. In the event that the Owner constructs temporary stormwater works and until said works are decommissioned, the Owner shall complete the following to the satisfaction of the Deputy City Manager, Environment and Infrastructure, and at no cost to the City:
- i) Operate, monitor and maintain the temporary works;

- ii) In the event that the works include a stormwater facility, have their professional engineer submit semi-annual monitoring reports to the Deputy City Manager, Environment and Infrastructure demonstrating that the works perform in accordance with the approved design criteria. The reports are to provide test results on the volume and nature of the sediment accumulating in the works. The timing and content of the monitoring reports is to be in accordance with the City's "Monitoring and Operational Procedure for Stormwater Management Facilities" guidelines. The Owner shall ensure that the monitoring program commences when building permits have been issued on fifty percent (50%) of the lots in the Plan and shall continue until the temporary works are decommissioned;
- iii) Remove and dispose of any sediment to an approved site;
- iv) Address forthwith any deficiencies of the temporary works and/or monitoring program;
- v) Decommission the temporary works within six months of the permanent works being constructed and operational.

The Owner is responsible for all costs related to the temporary works including decommissioning and any redirection of sewers and overland flow routes.

#### Watermains

42. In conjunction with the Focused Design Studies submission 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 (residential A.D.D. shall be 255 litres per capita per day; maximum residual pressure 80 psi);
  - i) Identify domestic and fire flows for the future development Blocks from the low-level water distribution system;
  - ii) Address water quality and identify measures to maintain water quality from zero build-out through full build-out of the subdivision;
  - iii) Include modeling as per section 7.14 of the City Design Standards as well 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);
  - iv) Include a staging and phasing report as applicable which addresses the requirement to maintain interim water quality;
  - v) Develop a looping strategy when development is proposed to proceed beyond 80 units;
  - vi) Identify any water servicing requirements necessary to provide water servicing to external lands, incorporating existing area plans as applicable;
  - vii) Identify any need for the construction of or improvement to external works necessary to provide water servicing to this Plan of Subdivision;
  - viii) Identify any required watermain oversizing and any cost sharing agreements;
  - ix) Identify the effect of development on existing water infrastructure and identify potential conflicts;
  - x) 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.

43. 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:
- i) Construct watermains to serve this Plan and connect them to the existing low-level municipal system, namely the existing 200mm watermain on Stewart Avenue, the 250mm watermain on Roy McDonald Drive, the 250mm watermain on Mia Avenue, the 250mm watermain on Kennington Way and the 300mm watermain on the future Bradley Avenue road extension;
  - ii) 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;
  - iii) The Bradley Avenue road extension is scheduled for construction in 2023 which will include the construction of a 300mm watermain. If the subdivision is to proceed prior to the Bradley Avenue road extension, alternative water looping for the north part of the subdivision may be required;
  - iv) 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; and
  - v) Have their consulting engineer confirm to the City that the watermain system has been constructed and is operational;
44. 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.
45. With respect to any proposed development Blocks the Owner shall include in all agreements of purchase and sale, and/or lease of Blocks in this Plan, a warning clause advising the purchaser/transferee that if it is determined by the Ministry of Environment and Climate Change (MOECC) that the water servicing for the Block is a regulated drinking water system, then the Owner or Condominium Corporation may be required to meet the regulations under the Safe Drinking Water Act and the associated regulation O.Reg. 170/03. If deemed a regulated system, there is potential the City of London could be ordered to operate this system in the future. As such, the system would be required to be constructed to City standards and requirements.

#### Roadworks

46. 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.
47. 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:
- 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 m 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 Deputy City Manager, Environment and Infrastructure.
  - 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 street light 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 Deputy City Manager, Environment and Infrastructure with respect to all technical aspects, including adequacy of sight lines, provisions of channelization, adequacy of road geometries and structural design, etc.
  - vii) shall establish and maintain a Traffic Management Plan (TMP) in conformance with City guidelines and to the satisfaction of the Deputy City Manager, Environment and Infrastructure for any construction activity that will occur on an assumed street.
48. The Owner shall have its professional engineer design and construct the roadworks in accordance with the following road widths:
- i) Roy McDonald Drive (Neighbourhood Connector) to have a road pavement width (excluding gutters) of 10 metres and include buffered bike lanes in accordance the Complete Street Design Manual with a minimum road allowance of 23.0 metres. It is noted 30 metre tapers are required between differing existing and proposed road widths
  - ii) Stewart Avenue, with the exception of Stewart Avenue between Kennington Way and Byers Street, (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 2.5m 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 100m 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 10.0m tangent section between the end of radius curve from an intersection to the beginning of the layby radius curve. Parking laybys shall only be provided in areas where at least 6.7m clearance is provided in between driveways. It is noted 30 metre tapers are required between differing existing and proposed road widths
  - iii) Stewart Avenue between Kennington Way and Byers Street to have a road pavement width of 9.5 metres including lay-bys with a minimum road allowance of 21.5 metres. Parking lay-bys shall be 2.5m 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 100m 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 10.0m tangent section between the end of radius curve from an intersection to the beginning of the layby radius curve. Parking laybys shall only be provided in areas where at least 6.7m clearance is provided in between driveways
  - iv) Mia Avenue (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 2.5m 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 100m 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

10.0m tangent section between the end of radius curve from an intersection to the beginning of the layby radius curve. Parking laybys shall only be provided in areas where at least 6.7m clearance is provided in between driveways. It is noted 30 metre tapers are required between differing existing and proposed road widths

- v) Byers Street (Neighbourhood Street) to have a road pavement width (excluding gutters) of 7.5 metres with a minimum road allowance of 20.0 metres.
  - vi) Street Q (Neighbourhood Street) to have a road pavement width (excluding gutters) of 7.5 metres with a minimum road allowance of 20.0 metres.
  - vii) Street R (Neighbourhood Street) to have a road pavement width (excluding gutters) of 7.5 metres with a minimum road allowance of 20.0 metres.
  - viii) Street S (Neighbourhood Street) to have a road pavement width (excluding gutters) of 7.5 metres with a minimum road allowance of 20.0 metres.
  - ix) Street T (Neighbourhood Street) to have a road pavement width (excluding gutters) of 7.5 metres with a minimum road allowance of 20.0 metres.
  - x) Street U (Neighbourhood Street) to have a road pavement width (excluding gutters) of 7.5 metres with a minimum road allowance of 20.0 metres.
  - xi) Street V (Neighbourhood Street) to have a road pavement width (excluding gutters) of 7.5 metres with a minimum road allowance of 20.0 metres.
  - xii) Unlabelled Southbridge Avenue abutting 1350/1352 Wharncliffe Road South (Neighbourhood Street) to have a road pavement width (excluding gutters) of 7.5 metres with a minimum road allowance of 20.0 metres
  - xiii) Mia Avenue and Stewart Avenue (Neighbourhood Connector) at the intersection of Bradley Avenue West shall have a right of way width of 24.0 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, per DSRM 2.1.6., to the satisfaction of the City.
49. The Owner shall ensure access to lots and blocks adjacent to gateway treatments will be restricted to rights-in and rights-out only.
50. 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.
51. In conjunction with the first submission of engineering drawings, the Owner shall comply with the Complete Streets Design Manual to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
52. In conjunction with the first submission of engineering drawings, the Owner shall ensure all streets with bends of approximately 90 degrees shall have a minimum inside street line radius with the following standard:
- | <u>Road Allowance</u> | <u>S/L Radius</u> |
|-----------------------|-------------------|
| 20.0m                 | 9.0 m             |
53. The Owner shall not develop Blocks 327 and 328 until Bradley Avenue West is constructed by the City.
54. In conjunction with the first submission of engineering drawings, the Owner shall submit a parking plan, to the specifications and satisfaction of the City.
55. In conjunction with the first submission of engineering drawings, the Owner shall ensure all neighbourhood connectors have a minimum radius of 110m as per City standards.

56. The Owner shall construct Stewart Ave, Street U, Street V, Mia Ave and Byers Street as a fully serviced road connection to the existing roads outside of the limits of this subdivision, including restoration of adjacent lands, all to the specifications and satisfaction of the Deputy City Manager, Environment and Infrastructure, at no cost to the City.
57. The Owner shall provide a temporary working easement along the Bradley Avenue West frontage of Blocks 324, 325, 326, 327 and 328 in order to allow for the construction of Bradley Ave W, which shall be released by the City when it is no longer needed, at no cost to the City.

#### Sidewalks

58. In conjunction with the first submission of engineering drawings, the Owner shall provide details of a 1.5 metre sidewalk on both sides of all streets in this Plan in accordance with The London Plan to the specifications and satisfaction of the City. A 2.50m boulevard width (back of curb to sidewalk) shall be provided.
59. Should the Owner direct any servicing within any walkway or a walkway is to be used as a maintenance access, the Owner shall provide a 4.6 metre wide walkway designed to the maintenance access standard, to the specifications of the City.

#### Pavement Markings & Signs

60. 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:
  - i) No Parking signs within 20m of all stop signs
  - ii) Pavement markings
  - iii) speed cushion signs and pavement markings
59. The Owner shall install pavement markings & signs to the satisfaction of the City, at no cost to the City.

#### Street Lights

60. 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 (eg photometric) for street lights 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.
61. 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.

#### Boundary Road Works

62. 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.
63. 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.
64. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall implement all recommendations outlined in the approved Transportation Impact Assessment, to the satisfaction of the Deputy City Manager, Environment and Infrastructure, at no cost to the City.

65. In conjunction with Design Studies submission, the Owner shall provide a pavement marking plan, to include all turn lanes, etc., to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
66. The Owner acknowledges that the City, in accordance with the City's current Growth Management Implementation Strategy (GMIS) may be constructing Bradley Avenue West in 2023. The Owner shall co-ordinate and co-operate with the City, as necessary, to complete the project, including design and construction of site services under Bradley Avenue, providing access to their lands and easements as necessary.
67. In conjunction with the first submission of engineering drawings, the Owner shall identify minor boulevard improvements on Bradley Avenue and existing streets 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.
68. In conjunction with the Focused Design Studies submission, the Owner shall verify the adequacy of the decision sight distance on Stewart Avenue at Bradley Avenue and on Mia Avenue at Bradley Avenue. If the sight lines are not adequate, this street is to be relocated and/or road work undertaken to establish adequate decision sight distance at this intersection, to the specifications of the Deputy City Manager, Environment and Infrastructure, at no cost to the City.
69. In conjunction with the first submission of engineering drawings, the Owner shall provide details of all required road works to address the sight line requirements, to the satisfaction of the Deputy City Manager, Environment and Infrastructure, at no cost to the City.
70. In conjunction with the first submission of engineering drawings, the Owner shall provide details of street lighting at the intersection of Stewart Avenue and Bradley Avenue and Mia Avenue and Bradley Avenue, to the specifications of the City, at no cost to the City.

#### Road Widening

71. The Owner shall be required to dedicate sufficient land to widen Bradley Avenue to 22.5 metres from the centreline of the original road allowance, to the satisfaction of the City. It is noted 10.0 metre temporary construction easements shall be required on each side of the Bradley Avenue right-of-way.
72. The Owner shall be required to dedicate sufficient land to widen Wharncliffe Road South to 18.0 metres from the centreline of the original road allowance, to the satisfaction of the City.
73. The Owner shall be required to widen Wharncliffe Road South to 24.0 metres for a distance of 150 metres from the Bradley Avenue intersection, to the satisfaction of the City.
74. The Owner shall be required to dedicate 6.0 m x 6.0 m "daylighting triangles" at the intersection Bradley Avenue with Stewart Avenue and Mia Avenue', in accordance City standards.
75. The Owner shall be required to dedicate 3.0 m x 3.0 m "daylighting triangles" at the intersection of all streets in the Plan to satisfy requirements necessary for servicing bus transit routes, as specified by the Deputy City Manager, Environment and Infrastructure.

#### Vehicular Access

76. The Owner shall ensure that no vehicular access will be permitted to Blocks 324, 325 and 326 from Bradley Avenue. All vehicular access is to be via the internal subdivision streets.
77. The Owner shall restrict access to Bradley Avenue by establishing blocks for 0.3 metre reserves along the entire Bradley Avenue frontage, to the satisfaction of the City.
78. The Owner shall restrict access to Wharncliffe Road by establishing a block for a 0.3 metre reserve along the entire length of Wharncliffe Road frontage, to the satisfaction of the City.

79. Barricades are to be maintained at the north limits of Stewart Avenue and Mia Avenue until Bradley Avenue is constructed and operational by the City.
80. The Owner shall restrict access by establishing 0.3 m reserves 60 metres southerly on Stewart Avenue and Mia Avenue from Bradley Avenue West as per the Access Management Guidelines, all to the specifications and satisfaction of the City.
81. The Owner shall restrict access by establishing 0.3 metre reserves at the west limit of Southbridge Avenue, and east limits of Street 'S', Roy McDonald Drive and Byers Street, all to the specifications and satisfaction of the City.
82. The Owner shall provide access for Block 324 from Southbridge Avenue or 1352 Wharncliffe Road South, all to the specifications and satisfaction of the City.
83. In conjunction with the Focused Design Studies submission, the Owner shall submit concept plans of the restricted accesses on Bradley Avenue at Stewart Avenue, including any proposed islands, to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
84. The Owner shall restrict access on Bradley Avenue at Stewart Avenue to right in and right out only in accordance with the City's Access Management Guidelines (AMG), to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
85. The Owner shall have it's consulting engineer design this Plan of Subdivision as follows:
  - i) Interim condition of Bradley Avenue to Mia Avenue is permitted to be a full access with a temporary left turn lane to be provided on Bradley Avenue and Mia Avenue.
  - ii) Future connection to Paulpeel Avenue east of this Plan is required, with auxiliary lanes and other appropriate requirements, as this is the major north/south neighbourhood connector as determined in the future design.
  - iii) Once the future connection to Paulpeel Avenue is created, the City reserves the right to restrict access off Bradley Avenue on Mia Avenue to right in and right out.

#### Traffic Calming

86. The Owner shall install the following traffic calming measures to the satisfaction of the Deputy City Manager, Environment and Infrastructure, at no cost to the City:
  - i) Roundabout at the intersection of Roy McDonald Drive and Mia Avenue. The Owner shall red-line the plan to ensure the radii on the roundabout is 17.0 metres, if necessary
  - ii) Traffic Calming shall be provided in the form of speed cushions as per City standards, spaced at 100m, avoiding maintenance covers and intersects as follows:
    - a) Mia Avenue
    - b) Roy McDonald Avenue
    - c) Stewart Avenue

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.
87. 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.
88. In conjunction with the first submission of engineering drawings, the Owner shall provide details of all traffic calming measures.



## Construction Access/Temporary/Second Access Roads

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

## General

90. 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.
91. 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.
92. 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.
93. 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.
94. 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".
95. 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, Ministry of the Environment, Conservation and Parks, City, etc.),
96. 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.
97. 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 Deputy City Manager, Environment and Infrastructure, at no cost to the City.
98. 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.

99. 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.
100. All costs related to the plan of subdivision shall be at the expense of the Owner, unless specifically stated otherwise in this approval.
101. 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.

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 City Treasurer (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.

102. In conjunction with the engineering drawings 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.
103. In conjunction with the engineering drawings submission, the Owner shall have it 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 contaminates under the supervision of the geotechnical engineer to the satisfaction of the City, at no cost to the City.
104. 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 any other requirements as needed by the City, all to the satisfaction of the City.
105. In conjunction with the first submission of engineering drawings, the Owner shall implement all geotechnical recommendations to the satisfaction of the City.
  106. In conjunction with the 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.
  107. The Owner shall service the narrow lot street facing townhomes (R4 Zone) in accordance with City standard SW-7.1 to the satisfaction of the City.
  108. Where site plan approval is required, which includes street facing townhouse blocks, 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.
  109. The Owner shall have the common property line of Bradley Avenue graded in accordance with the City of London Standard "Subdivision Grading Along Major Roads" and the Bradley Avenue Environmental Assessment as per the accepted engineering drawings, at no cost to the City.
  110. 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.
  111. In conjunction with the first submission of engineering drawings, the Owner shall identify locations of all existing infrastructure, ie. Water, septic, storm, hydro, driveways, etc. and their decommissioning or relocation, to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
  112. In conjunction with the first submission of engineering drawings, 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.
  113. The Owner shall co-ordinate the work associated with this Plan of Subdivision with the City's proposed construction of the Bradley Avenue adjacent to the north and south boundary of this plan, to the satisfaction of the City, at no cost to the City.
  114. In conjunction with the first submission of engineering drawings, the Owner shall provide details of the removal and relocation of any existing earth stockpile generally located in this Plan, all to the satisfaction of the City and at no cost to the City.
  115. In conjunction with the first submission of engineering drawings, the Owner shall remove any temporary DICBS, etc. and the existing easements in this Plan may be quit claimed, all to the satisfaction and specifications of the Deputy City Manager, Environment and Infrastructure and at no cost to the City.

116. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall make adjustments to any existing works and services adjacent to this Plan, to accommodate the proposed works and services for this Plan of Subdivision (eg. private services, street light poles, traffic calming, etc.) in accordance with the approved design criteria and accepted engineering drawings, all to the satisfaction of the Deputy City Manager, Environment and Infrastructure, at no cost to the City.
117. In order to develop this site, the Owner shall make arrangements with the adjacent property owners to the west to regrade a portion of the property abutting this Plan, in conjunction with grading and servicing of this subdivision, to the specifications of the City, at no cost to the City.
118. In conjunction with the Focused Design Studies submission, the Owner shall identify the location of all communication towers (eg. 1352 Wharnccliffe Road South), all adjacent infrastructure and identify any existing easements, that may affect this plan of subdivision, to the satisfaction of the City.
119. The Owner shall hold Blocks 327 and 328 out of development until Bradley Avenue is constructed as a fully serviced road, including municipal servicing, to the satisfaction of the City. Development of Block 328 is subject to site plan review and access may be limited by the construction of Bradley Avenue.
120. The Owner acknowledges at the time of Part Lot Control for street townhouses, an easement, width to be determined, is to be provided at the rear of all units for access purposes, to the specifications and satisfaction of the City.

## Appendix C: Public Engagement

### Internal Department Comments

#### **Subdivision Engineering**

Please find attached the recommended conditions for the draft plan relating to engineering matters for the above-noted subdivision application. These conditions represent the consolidated comments of Planning and Development, the Transportation Planning and Design Division, the Sewer Engineering Division, the Water Engineering Division and the Stormwater Engineering Division.

#### **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 is available, to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
3. holding provision is implemented for development north of Bradley Avenue until the regional stormwater management pond/complete corridor is constructed and operational.
4. A holding provision shall be implemented on R4-4 zone (street townhouse) until the Deputy City Manager, Environment and Infrastructure is satisfied with the servicing arrangements to provide adequate separation between services and avoid conflicts with City services.  
A minimum lot frontage of 6.7 metres as per SW-7.0 will be required to accommodate street townhouses within this draft plan of subdivision.
5. holding provision is implemented for Blocks 327 and 328 371 and 372 until Bradley Avenue is constructed.

#### **Required Revisions to the Draft Plan**

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

- i) Revise streets in this plan to comply with London Plan policies such as 21.5 metre right-of-ways to be revised to 23.0 metre right-of-ways (eg. Stewart Street, Roy McDonald Drive and Mia Avenue) with the exception of Stewart between Kennington Way and Byers Street. This section may remain at 21.5 metre right-of-way to match into existing road on both sides
- ii) Red-line the plan on Stewart Avenue to ensure the City's standard centreline radius of 110 metres is met.
- iii) ~~Red-line the plan to shift the Mia Avenue connection at Bradley Avenue to the west to avoid potential grading challenges with the open channel, if necessary. It is noted attention should be taken into consideration of the existing drainage course to ensure flow is maintained. There may also be a need to adjust the SW corner of the culvert headwall.~~
- iv) ~~Label Street (Southbridge Drive) adjacent to Lot 366~~
- v) Add 0.3 metre reserves at the following locations:
  - ~~—frontages of Bradley Avenue West and Wharnccliffe Road~~
  - ~~— east limits of Street S, Roy McDonald Drive and Byers Street~~
  - ~~— West limit of Southbridge Drive~~
  - ~~— 60 metres southerly on Stewart Avenue and Mia Avenue from Bradley Avenue as per the Access Management Guidelines~~

- vi) Widen Wharnccliffe Road South to 24.0 metres for a distance of 150 metres from the Bradley Avenue intersection, to the satisfaction of the City.
- vii) Revise Block 329 373 to be identified as SWM Block
- ~~viii) Remove all references to traffic calming eg. Parking lay by locations, as this will be determined in the Conditions~~
- ~~ix) Add 6.0 m x 6.0 m "daylighting triangles" at the intersection Bradley Avenue with Stewart Avenue and Mia Avenue', in accordance City standards.~~
- ~~x) Add 3.0 m x 3.0 m "daylighting triangles" at the intersection of all streets in the Plan to satisfy requirements necessary for servicing bus transit routes, as specified by the Deputy City Manager, Environment and Infrastructure.~~
- xi) Revise connections of Stewart and Mia should adequacy of the decision sight distance on Stewart Avenue at Bradley Avenue and on Mia Avenue at Bradley Avenue not be sufficient
- xiv) 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.
- xv) All intersections are to be aligned with streets in the streets to the west, to the satisfaction of the City.
- xvi) Revise right-of-way widths, tapers, bends, intersection layout, daylighting triangles, etc., and include any associated adjustments to the abutting lots, if necessary.
- ~~xvii) The Owner shall ensure all streets with bends of approximately 90 degrees shall have a minimum inside street line radius with the following standard:~~

<u>Road Allowance</u>	<u>S/L Radius</u>
20.0 m	9.0 m
- xviii) Identify all radii and ensure all radii meet City standards
- xiv) Confirm the roundabout radii on Roy McDonald Drive and Mia Avenue to be in accordance with City standards (eg. radius to be 17.0 metres). Make all necessary revisions.
- xv) Redline Mia Avenue (Neighbourhood Connector) at the intersection of Bradley Avenue West shall have a right of way width of 24.0 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, per DSRM 2.1.6., to the satisfaction of the City
- xvi) Red-line Stewart Avenue to have a right-of-way width of 23.0 metres to meet the City standard DSRM 2.1.6. with no gateway treatment. It is noted Stewart Avenue is to be rights- in/rights- out as per Draft Plan of Subdivision conditions.

## Heritage Impact Assessment

This memo is to confirm that I have reviewed the following and find the report's (analysis, conclusions, and recommendations) to be sufficient to fulfill the heritage impact assessment requirements for (39T-22502/Z-9528):

- AECOM Canada Ltd. (2021 September). *Heritage Impact Assessment, Proposed Development 146 Exeter Road, Adjacent to 1352 Wharncliffe Road, a Heritage Listed Property.*

Please be advised that heritage planning staff recognizes conclusions of the heritage impact assessment (HIA) that identify the mature tree line associated with the driveway at 1352 Wharncliffe Road and the trees in the vicinity of the main residence, secondary residence, and work areas as heritage attributes. The HIA further states that "[t]here is potential for indirect impacts to the trees given their proximity to the development area." (pp15;19)

*Given that the proposed lots along 386-400, as shown in the Draft Plan of Subdivision, share a boundary with [1352 Wharncliffe Rd S], there is potential for indirect impacts to the trees within the [1352 Wharncliffe Rd S], and those landscape elements will require protection during construction. (p15)*

Based on recommendations of the heritage impact assessment, the following should be considered as part of the approval of the proposed Plan of Subdivision for 146 Exeter Road:

1. Ensure that 1352 Wharncliffe Road South is marked as a heritage Listed property on the Final Draft Plan of Subdivision.
2. During construction, the property at 1352 Wharncliffe Road South should be protected, specifically along lots 386-400 (i.e. with silt fence).

- 
3. Due to the proximity of lots 386-400 to 1352 Wharncliffe Road South, a permanent fence (i.e., chain link or wood) should be installed along that shared boundary post-construction.

Based on the review of the HIA, and implementation of recommended mitigation measures, heritage staff is satisfied that there will be no adverse impacts to the adjacent LISTED property at 1352 Wharncliffe Road South as a result of development at 146 Exeter Road. It has been sufficiently demonstrated that significant heritage attributes will be conserved, and the HIA can be accepted to meet heritage requirements for (39T-22502/Z-9528).

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## **Landscape Architect**

Within the EIS prepared by Natural Resource Solutions Inc, April 2022 for Richardson Deferred Lands is a statement that a Tree Inventory and Preservation Plan will be prepared by NRSI once final grading plans are available as part of the detailed design. It is anticipated that trees along the western property boundary will be removed as part of site grading and will be compensated for within the development area. My following comment is in response to this statement.

In area abutting 1330 Wharncliffe, units 352-366 Stewart:

-Prior to tree removals and prior to grading within the critical root zones of trees growing close to property lines, tree trunks must be located by a professional survey to clearly establish where all trunks align in relation to property lines. Take into consideration deviations when locating with GPS under canopy. According to provincial legislation, a tree is considered a boundary tree if any part of its trunk crosses the property line. Boundary trees are shared property of the two (or more) adjacent land owners. Sometimes it is very clear that a tree's trunk crosses a property line. At other times it is much less clear. The information offered is based on the 2013 Ruling, upheld

in 2014 by the Ontario Court of Appeal. It is the responsibility of the developer to adhere to the Forestry Act legislation and to resolve any tree ownership issues or disputes

## **ECAC**

### **Proposed Residential Land Development/Subdivision Planning Application (Richardson North Subdivision) at 146 Exeter Rd. London, ON**

**Subdivision Planning Act Applications' review comments for the submitted Environmental Impact Assessment (EIS), Hydrogeological Assessment, Erosion Hazards Reports (received in September) and Preliminary SWM Report received by ECAC Working Group in October, 2022.**

**Reviewers: Sandy Levin, Stephen Evens and Berta B. Krichker**

Submitted October 19, 2022

*Overview - ECAC reviewed the proposed Land Development/Subdivision Planning Act Application (Richardson North Subdivision) at 146 Exeter Road, London, Ontario. Please see the following ECAC concerns and comments that emphasize and suggest: effective appropriate measures/options to address and mitigate potential ecological/environmental and water resources adverse impacts of the proposed land development; and to employ an effort to preserve/maintain or improve existing system conditions and on the surrounded/adjacent lands that are located within the White Oak catchment area of the Dingman Creek Sub-watershed:*

## **NON WATER RESOURCES COMMENTS/RECOMMENDATIONS**

- A. Preparation and acceptance of an Environmental Management Plan (EMP) must be a condition of draft plan approval.
- B. The EMP should have a longer monitoring period than two years for water quality and invasive species control particularly phragmites.
- C. It is ECAC's opinion that monitoring for only two years after date of installation (EIS p. 48) is woefully insufficient. For example, it will be much more than two years before the vegetation will contribute to increased allochthonous inputs and much more than two years to fight phragmites.
- D. There should be a fund established as part of the approval to be used for on-going monitoring and removal of phragmites. Alternatively this would be part of either the road extension and / or the complete corridor project
- E. Ideally the new watercourse should connect to the Dingman Creek which would allow it to become fish habitat
- F. The construction of the Bradley Avenue extension and the complete corridor should be coordinated and constructed by the City and should proceed any development. This is particularly important as the complete corridor crosses this property to the adjacent one.
- G. Although it is agreed as the impact analysis states on page 44 of the EIS, "The channel realignment, wetland compensation and complete corridor enhancements present an opportunity for a positive impact on water quality, flood attenuation and species diversity" the lack of specifics of the detail design and the complete corridor construction INCLUDING the adjacent property, leaves many unknowns. It is unclear how and when they will be addressed, who will pay for them, and what long term monitoring will be applied to prove these benefits have actually occurred?
- H. ECAC does not support the removal of a Significant Woodland until more detail is provided as to the proposed compensation, (p 39 EIS).

## **WATER RESOURCES COMMENTS**

1. Ensure that the existing ecological/environmental and water resources conditions (open courses branches/reaches) will be preserved/maintained or mitigated to allow the proposed land development to proceed, and employ all necessary effective measures and design options to minimize/eliminate potential adverse impacts that



may occur as a result and construction activities of the proposed land development on the existing environmental system and/or adjacent lands in accordance with accepted, approved applicable Dingman Creek studies, Ontario and City's requirements act regulations, by-laws.

2. Ensure that the proposed Subdivision Application Approvals for the subject property will include, but should not be limited to, the special provisions that will be required to deliver the following:

- the protection to maintain/improve existing ecological/environmental health and conditions, water resources functions and features, including the existing watercourse/tributary (s), including preservation/potential improvements of fishery habitat;
- sufficient erosion buffers/setbacks will be included in the proposed meander belt corridor for the identified existing and proposed watercourse branches (presented in the Erosion Hazards and Preliminary SWM Reports);
- the detailed final design Grading/Drainage and SWM Servicing Plan (s) that will include, but not be limited to: the storm/drainage utilities and SWM services dealing with the water quality, erosion quantity controls that will incorporate the presented geotechnical and hydrogeological conditions and will secure a long term reliable life expectancy for the proposed SWM system; the water balance that will reflect the Geotechnical (the soil conditions with mostly low permeability) and Hydrogeological (dominating the high groundwater table) conditions; the robust effective erosion sediment control during the construction activities; and all proposed works will be in compliance with the Dingman Creek Sub-watershed, studies and identified criteria, MECP, MNRF, UTRCA and City's standards and requirements for this system.

**Item #1- The existing ecological/environmental and water resources conditions (open courses reaches) shall be preserved/maintained or mitigated to allow the proposed land development to proceed, and employ all necessary effective measures and design options to minimize/eliminate potential adverse impacts on the existing environmental conditions of the subject and/or adjacent lands that may occur as a result of the proposed land development and construction activities.**

Taking into consideration all critical factors, the following factors such as:

- The presented EXP's Hydrogeological (HydroG) Assessment and previous HydroG report completed in 2017-2018 identified that the subject site is covered with low permeability soil such as clay, silty clay, till, sandy silt and silty sand together with an identified high level of groundwater elevations less than 1 m "with shallow flow over" that were mostly recorded on the larger portion of the subject land by the monitoring wells installed in February 2017 for a short period of app. two weeks and during a considered dry season not the wet season. Also, HydroG and the preliminary SWM Report identified that the dewatering during the construction activities will be required and a Permit To Take Water (PTTW) as a highest category-PTTW Category 3 very likely will be required. Furthermore, the waterproofing works for the constructed basements will be required to manage the potential groundwater conditions on the subject lands, as well as the developer and City will bear a liability to protect the people and the properties in accordance with the Ontario requirements.
- The constraints presented in the Geotechnical, HydroG and Preliminary SWM assessments and reports clearly identified the existing soil and groundwater conditions neither in favour nor supporting LID or infiltration measures/options, however, they are considered as the best management practice and this SWM report recommended them as SWM measures and potentially as the private systems.
- There are two drains that have two reaches that are piped underground. These drains "are likely functioning as indirect fish habitat by providing flow to downstream system" and are required to be addressed at the proposed SWM strategy for the subject lands.

- The recorded existing conditions identified above suggest that the identified estimated water balance of 82% under the post-construction conditions would be unlikely achievable. Therefore, the final water balance evaluation for the subject site becomes the most important and critical assessment and the City must require confirmation of this water balance assessment (**which according to the SWM Report will likely require more than just LID measures**) together with the completion of the Storm/drainage and SWM final servicing detailed report and the supported geotechnical report.

***ECAC recommends that the existing ecological/environmental, water resources functions and features will be preserved and maintained, any wetland features and functions losses, is a subject of required compensation that will be scientifically justified and require further review by ECAC. EIS and all servicing reports shall include all required references for the proposed modification in recommendations and justifications. The proposed land development planning and servicing design components will incorporate all required works and measures to protect the existing ecological,/environmental and water resource conditions for the subject and surrounding lands.***

**Item # 2-Buffers Setbacks and specifically erosion buffers for the existing and new reaches of water course/tributary (s) for each required areas**

The Erosion Hazards Report presented information that identified the following assessments and recommendations:

- A proposed delineation of the meander belt for the existing and proposed reaches of the watercourse/channel is intended to define the movement limits beyond which the interaction between the channel/watercourse and adjacent property (s). This reduces the potential erosion hazardous impacts resulting from the watercourse. The corridor allocated for the meander belt in accordance with Ontario requirements (MNRP) shall include an erosion buffer 8-15 m in the Dingman Creek Subwatershed.
- Results of analyses recommend that for the existing two branches/reaches to be maintained a complete corridor of 65-73 m, and a corridor for new branches/reaches of only 25 m that also included the proposed erosion setback.

***ECAC recommends the existing and proposed buffers/setbacks, specifically erosion buffers for the existing and new reaches of water course/tributary (s) for each required area must be identified and be sufficient, based on the existing provincial, UTRCA and City requirements and regulations. All encroachments on the Buffers Setback areas are to be prohibited.***

*The recommended buffers/setbacks requirements shall be consistent with the City London Plan Policies and requirements, completed and accepted by the City Council and consistent with Subwatershed and Municipal Class EA studies for the subject area, MECP, MNRP and UTRCA Acts, Regulations and requirements. In accordance with the OWRA definitions, storm drainage and SWM systems, including the SWM Facilities, are considered to be a sewer system. Taking into consideration the climate change potential stream events and potential erosion hazard adverse impacts, the developer and City will bear liability and accountability to protect the people and the properties in accordance with the Ontario requirements.*

**Item # 3 Ensure that the proposed Subdivision Application Approval for the subject property will include special provisions that will be required to deliver the required services/infrastructure, specifically storm/drainage and SWM services and protection/maintenance and reclamation of ecological/environmental and water resources system conditions**

Taking into consideration that the Preliminary SWM Report identified the following:

- The subject land is tributary to the future White Oak SWM Facility #3, because these lands are located between reaches 3 and 4 of the West Central tributary of the

Dingman Creek. Due to the modifications identified in the Dingman Creek Class EA (2020), this catchment area divided in two 'decrypt' areas. This land is allowed to proceed with land development and to develop the SWM strategy, by constructing a Dry SWM Facility (#3, in the Open Space block) to provide all required quantity, quality control at enhance level (Level 1-80% TSS removal).

- The SWM Report does not discuss any erosion storage and attenuation requirements applicable for the Dingman Creek sub watershed catchment areas and how it will be addressed. Also, the report has not clearly identified the proposed minor and major flow conveyances and the proposed outlet discharges to the municipal storm system, as well as estimated available remaining capacities for these flows in the municipal system ensuring that it will not be overloaded by the additional proposed flows. It is also suggested that the 100 and 250 year return period storm flows would not be routed through the proposed SWM Facility #3 but that some runoff will be uncontrolled. It is not clear to where these flows are headed.
- The report does not identifying how the water quality could be achieved in the Dry SWM Level 1-80% TSS removal with an attenuation of less than 48 hours and resuspension of particles that will occur in the regular dry facility.
- The SWM report identified that the subject site is covered with low permeability soil such as silty clay, till, sandy silty and silty sand together with identifying a high level of groundwater elevations less than 1 m. Therefore LDI and infiltration measures **are not effective and should not be recommended.**
- **The City must ensure that the proposed Subdivision Application Approvals for the subject property will include, but should not be limited to, the special provisions that will be required to deliver the following:**
  - **the protection to maintain/improve existing ecological/environmental health conditions, water resources functions and features, including the existing watercourse/tributary (s), including preservation/potential improvements of fishery habitat;**
  - **sufficient erosion buffers/setbacks will be included in the proposed meander belt corridor as identified in the existing and proposed watercourse branches (identified in the presented Erosion Hazards and Preliminary SWM Reports);**

***ECAC recommends that the proposed Subdivision Application for the subject property should include the special provisions, which will require that the proposed detailed final design Grading/Drainage and SWM Servicing Plan (s) need to include, but not be limited to, the storm/drainage utilities and SWM services to deal with the water quality, erosion quantity controls based on the presented geotechnical and hydrogeological conditions and that will secure a long term reliable life expectancy of the proposed SWM system; for the water balance that will reflect the Geotechnical (the soil conditions with mostly low permeability) and Hydrogeological (dominating the high groundwater table) conditions; and the robust effective erosion sediment control and be in compliance with the Dingman Creek Sub-watershed, MECP, MNRF, UTRCA and City's standards and requirements for this system.***

*Erosion sediment control, as well as possible substantial dewatering process and MECP, MNRP, UTCA approvals requirements and water discharges that will be in compliance with the Dingman Creek Subwatershed system requirements, MECP, MNRP, DFO, UTRCA and City's standards and requirements for this system.*

### **Long Range Planning, Research and Ecology**

Within the EIS prepared by Natural Resource Solutions Inc, April 2022 for Richardson Deferred Lands is a statement that a Tree Inventory and Preservation Plan will be prepared by NRSI once final grading plans are available as part of the detailed design. It is anticipated that trees along the western property boundary will be

removed as part of site grading and will be compensated for within the development area. My following comment is in response to this statement.

In area abutting 1330 Waharncliffe, units 352-366 Stewart:

-Prior to tree removals and prior to grading within the critical root zones of trees growing close to property lines, tree trunks must be located by a professional survey to clearly establish where all trunks align in relation to property lines. Take into consideration deviations when locating with GPS under canopy. According to provincial legislation, a tree is considered a boundary tree if any part of its trunk crosses the property line. Boundary trees are shared property of the two (or more) adjacent land owners. Sometimes it is very clear that a tree's trunk crosses a property line. At other times it is much less clear. The information offered is based on the 2013 Ruling, upheld in 2014 by the Ontario Court of Appeal. It is the responsibility of the developer to adhere to the Forestry Act legislation and to resolve any tree ownership issues or disputes.


## Ecology

1. Table 1 (The London Plan) - Refer to policy 1432\_ for more accurate wording (features have specific trigger distances other than the 120m cited and do not need to be designated on Map 5).
2. Table 1 (City of London Environmental management Guidelines) - As per Table 13 of the London Plan Environmental Policies, the trigger distance for Unevaluated Wetlands is 120m.
3. Section 4.2 – Provide definition of “Designated Natural Areas” and consider rewording to “Natural Heritage System Components (Designated on Map 5 of The London Plan)” to better align with policy documents.
4. **Section 6.0 – It is noted that the wetland size on the Subject Lands north of Bradley Ave is 0.3787 ha and would therefore qualify for a reduced buffer from the typical 30m minimum buffer requirement (15m is proposed) because it is less than 0.5 ha (Environmental Management Guidelines, 2021). However, the wetland delineation on the adjacent property to the north at 1210-1240 Wharncliffe identified a contiguous wetland area of 0.4376 ha. Therefore, the overall size of the contiguous wetland feature is 0.8163 ha which increases the overall size to greater than 0.5 ha. As per the minimum buffer requirements in Table 5-2 of the EMG's, a 30m buffer should be implemented.**
5. Section 7.0 & 8.1 – Provide more clarity on proposed buffers/corridor width for the L-shaped segment of DC1-3 north of Bradley Ave, as it is currently unclear on how buffers relate to channel meander belt and associated recommended corridor width between the two adjacent parcels. Identify in more detail with specific measurements shown on Map 3. A minimum of 15m buffer on both sides of the high-water mark should be implemented. Also identify the proposed restoration works for this portion of the watercourse and associated buffers (native species plantings in buffer).
6. Table 5 – For net impact assessments, clearly identify whether it is positive, negative or no net impact.
7. Section 9.1 – Provide reasoning for “rare” or “charismatic Carolinian species” not being recommended for use.
8. Section 9.1 – Include recommendation that tree removals identified in the TIPP from the Subject Property will be compensated at the appropriate ratio within the complete corridor.
9. Section 9.1 – Include recommendation that the compensated wetlands should serve to replace and/or enhance the ecological functions of the impacted wetlands.
10. Section 9.1 – Include recommendation to zone all wetlands, buffers and corridors to appropriate Open Space zoning.
11. Section 9.2 – Increase monitoring time period for establishment of native species plantings and European Reed to 3-5 years, 2 years may be insufficient time to gauge establishment.

12. Section 9.2 – Include recommendation for a monitoring plan to determine success of relocated wetland as it relates to wetland function (beyond just successful establishment of native species plantings).
13. Map 3 – Include clear measurements of proposed wetland buffer widths on Map 3.
14. Map 3 – The triangular parcel adjacent to the southwest of the proposed wetland south of Bradley Avenue should be included in the complete corridor.

**London Hydro**

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**Reply Sheet for City of London Applications  
to be Reviewed by  
London Hydro Engineering**

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Date: July 29, 2022

To: City of London Planning Division – Room 609

Attn: Sean Meksula

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RE:   Address:   Richardson North Subdivision - 146 Exeter Road

      Applicant:  1103125 Ontario Inc.

      File/Ref #:  39T-22502 / Z-9528

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**London Hydro Response:**

<p>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. <b>Note:</b> Transformation lead times are minimum 16 weeks. Contact the Engineering Dept. to confirm requirements &amp; availability.</p>	<input checked="" type="checkbox"/>
<p>This site is presently serviced by London Hydro. Contact the Engineering Dept. if a service upgrade is required to facilitate the new building. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearances from L.H. infrastructure is mandatory. <b>Note:</b> Transformation lead times are minimum 16 weeks. Contact the Engineering Dept. to confirm requirements &amp; availability.</p>	<input type="checkbox"/>
<p>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. <b>Note:</b> Transformation lead times are minimum 16 weeks. Contact Engineering Dept. to confirm requirements &amp; availability.</p>	<input type="checkbox"/>
<p>London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation of the existing service will be at the expense of the owner.</p>	<input checked="" type="checkbox"/>
<p>London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. However, London Hydro will require a blanket easement.</p>	<input type="checkbox"/>

Signed:   
Hans Schreff  
Manager - Developer & Operations Support,  
Engineering & Operations Administration Dept.  
519-661-5800 ext. 5014

Committee of Adjustment     Notice of Application     Site Plan Consultation     Site Plan Application

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**Hydro One Networks Inc.**

Hello,

We are in receipt of your Draft Plan of Subdivision Application, 39T-22502 dated July 28, 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:

### Parks Planning and Design

- The complete corridor will be acquired through SWM Development Charge processes and will not be acquired using parkland dedication (CP-9).
- Required parkland dedication shall be taken as Cash in Lieu as per Parkland Conveyance and Levy By-law - CP-9.
- In conjunction with Focused Design Studies, the Owner's qualified consultant shall prepare and submit a conceptual pathway plan that includes safe pedestrian crossings at all street and corridor crossings that intersect with the pathway system, all to the satisfaction of the City.
- In conjunction with first Engineering submission, the Owner's qualified consultant shall incorporate pathways in accordance with the accepted conceptual pathway plan and City standards into the engineering drawings to the satisfaction of the City.
- The Owner shall construct 1.5m high chain link fencing without gates in accordance with current City Park standards (SPO 4.8) or approved alternate, along the property limit interface of all existing and proposed private lots adjacent to Complete Corridor. Fencing shall be completed to the satisfaction of the City, within one (1) year of the registration of the plan.

### **Bell**

#### **Draft Plan of Subdivision (39T-22502) and ZBLA (Z-9528), 146 Exeter Rd., London; Your File No. 39T-22502,Z-9528**

To Whom this May Concern,

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.”

Upon receipt of this comment letter, the Owner is to provide Bell Canada with servicing plans/CUP at their earliest convenience to [planninganddevelopment@bell.ca](mailto:planninganddevelopment@bell.ca) 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.

We note that WSP operates Bell Canada's development tracking system, which includes the intake and processing of municipal circulations. However, **all responses to circulations and requests for information, such as requests for clearance, will come directly from Bell Canada, and not from WSP.** WSP is not responsible for the provision of comments or other responses.

### **Urban Design**

Please see below for urban design comments related to the Planning Application for Draft Plan of Subdivision and Zoning By-law Amendment for **146 Exeter Road:**

**The Applicant is commended for incorporating the following Urban Design comments through zoning:**

1. Providing minimum (1.0m) and maximum (4.5m) front yard setback for the medium density residential blocks. Refer to the London Plan, Policy 259, SWASP 20.5.3.9.iii).b)
2. Orienting the front façade and primary entrances of the medium density developments to the adjacent public street and provide direct pedestrian connections to the public sidewalks
3. Ensuring attached garages for the single detached dwellings does not contain garage doors that occupy more than 50% of the unit width and does not project beyond the façade of the dwelling or the façade of any porch. Refer to SWASP 20.5.3.9.iii)e)
  - o **Zoning shall ensure that the same is applicable to all medium density residential forms with attached garage facing the public streets (i.e. R4, R5 & R6 zones)**
4. Providing minimum outdoor amenity space of 5m<sup>2</sup> for the medium density residential blocks
5. Considering higher intensities in the form of apartments and townhouses in the medium density blocks (R4, R5 and R6 zones)

**Urban Design requirements to be addressed through the SPA process:**

1. Medium density and low-density blocks shall be structured generally on a grid with enhanced pedestrian connectivity (including mid-block connections). Refer to SWASP 20.5.3.9.i).c)
  - o Currently, the low-density blocks are too long to support connectivity, transit and active mobility. Refer to SWASP 20.5.3.9.i).i)
2. All buildings and dwelling units shall front the highest order street and/or open space with primary entrances and active building elements with enhanced articulation (i.e., windows or openings, porches, canopies, architectural details and materials) along the street and/or open space and direct pedestrian connections to the public sidewalk.
3. The below-grade units in stacked townhouses shall be designed as through units with one side having finished floor at or above the grade, or as two-storey units.
4. Window streets and garages will not be permitted along arterial streets (Bradley Ave and Wharncliffe Road).
5. Surface parking shall be broken into smaller areas along the internal roads to reduce the amount of hard-surface area. Refer to SWASP 20.5.3.9.iii).g)
  - o Surface parking should be located away from Bradley Avenue and Wharncliffe Road South street frontages
  - o All surface parking shall be screened from the street by buildings or enhanced landscaping (only when buildings are not applicable).
6. Buildings located at the termination of vistas/view corridors shall incorporate architectural design elements and massing that enhances the terminal view and stand as landmarks to mitigate wayfinding issues.

- Garages shall be located on the portion of the building closest to the interior property line, and away from the intersection.
  - Consider establishing a view terminus from Stewart Avenue across Bradley Avenue West into Block 327 with a built form or landscape features as opposed to surface parking. Refer to the London Plan, Policy 257, SWASP 20.5.3.3.iv).d)
7. Noise walls and non-transparent fencing (i.e., board on board) shall not be permitted adjacent to public street and public open space. Refer to SWASP 20.5.3.9. ii).f)
- Fencing will be limited to only decorative transparent fencing with a maximum height of 4ft (1.2m) with openings for pedestrian access along public streets or open space.

**Condition for the Subdivision Agreement:**

The owner agrees to register on title and include in all Purchase and Sale Agreements for corner lots to be zoned as R1-13 i.e. lots (1, 20, 21, 41, 42, 62, 63, 82, 83, 102, 103, 113, 114, 123, 124, 141, 142, 146, 147, 158, 159, 171, 172, 176, 195, 196, 227, 228, 266, 267, 286, 307) a requirement that the purchaser/home builder shall provide concept plans and elevations prior to the application for a building permit which demonstrate that both elevations facing the public streets or/and exterior areas to which members of the public have access (the front and exterior side elevations) are designed as front elevations with entrances facing the public Street/publicly accessible exterior areas and with connections to the future public sidewalk. Both elevations should be constructed to have a similar level of architectural details (materials, windows (size and amount) and design features, such as but not limited to porches, wrap-around materials and features, or other architectural elements that provide for street-oriented design) and limited chain link or decorative fencing along no more than 50% of the exterior side-yard abutting the exterior side-yard frontage, to the satisfaction of the City.

Please let me know if you have any questions. Thanks.



## UTRCA



*"Inspiring a Healthy Environment"*



April 28, 2023

City of London - Development Services  
P.O. Box 5035  
London, Ontario N6A 4L9

**Attention: Sean Meksula** (sent via e-mail)

**Re: File No. 39T-22502 and Z-9528**  
**Application for Draft Plan of Subdivision and Zoning By-law Amendment**  
**Richardson North Subdivision (Phase II)**  
**Applicant: 1103125 Ontario Inc.**  
**Agent: Monteith Brown Planning Consultants c/o Hannah Surgenor**  
**146 Exeter Road, London**

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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 (PPS, 2020), and the Upper Thames River Source Protection Area Assessment Report.

### BACKGROUND & PROPOSAL

The subject lands are approximately 29.3ha (72.5ac) in size and are currently used for agricultural purposes and temporary placement of fill for the abutting subdivision. These lands form part of Phase II of the Richardson/Middleton Subdivision. The current application has been revised to replace the previous Draft Plan of Subdivision that was submitted to the City in February 2015.

The applicant is proposing to develop a residential subdivision consisting of 366 single detached residential lots, one (1) low density residential block, four (4) medium density residential blocks, one (1) commercial/industrial block, and three (3) green space blocks serviced by four (4) new streets. The draft plan has been designed to consider connections to existing development to the west, and future development proposals to the north and west. The future Bradley Avenue Extension will also transect the northern portion of these lands.

A portion of the open space component of this development will include a "complete corridor", re-designing an existing watercourse to improve the flows across these lands. As noted across the various technical reports, the complete corridor will have a width ranging from 65m to 73m. The corridor will encompass a naturalized watercourse, stormwater management facilities, a trail, and wetland(s).

A Zoning By-law Amendment application is required to appropriately zone these lands for development. The proposed amendment includes:

- A change from Urban Reserve UR6 zone and Holding Light Industrial h-17 LI3; and,
- A change to
  - Residential R1-13, R4-4(2), R5-4/R6-5 with special provisions;
  - Restricted Service Commercial RSC1/RSC2/RSC3/RSC4/RSC5 with special provisions;
  - Arterial Commercial AC4 with special provisions;
  - Open Space OS1/OS5 with special provisions; and,
  - Urban Reserve UR4(9).

Amendments to the London Plan are not requested as the lands are within the *Neighbourhoods* and *Commercial Industrial Place* Types.

The UTRCA has received and review the following technical reports/information included within the submission package:

- Final Proposal Report prepared by MBPC, dated June 2022;
- Environmental Impact Study prepared by Natural Resources Solutions Inc. (NRSI), dated April 2022;
- Hydrogeological Assessment prepared by EXP, dated April 2022;
- Fluvial Geomorphological Assessment and Erosion Hazard Assessment prepared by Ecosystem Recovery Inc., dated February 2022;
- Preliminary Stormwater Management Strategy prepared by Development Engineering (London) Limited, dated March 2022.

Comments on these documents have been provided herein.

### **CONSERVATION AUTHORITIES ACT**

The UTRCA has the provincially delegated responsibility for the natural hazard policies of the PPS, as established under the "Provincial One Window Planning System for Natural Hazards" Memorandum of Understanding between Conservation Ontario, the Ministry of Natural Resources and Forestry (MNRF) and the Ministry of Municipal Affairs and Housing. This means that the Conservation Authority represents the provincial interest in commenting on *Planning Act* applications with respect to natural hazards and ensures that the proposal is consistent with the PPS.

The UTRCA's role in the development process is comprehensive and coordinates our planning and permitting interests. Through the plan review process, we ensure that development proposals meet the tests of the *Planning Act*, are consistent with the PPS, and conform to municipal planning documents as well as the policies in the UTRCA's Environmental Planning Policy Manual (2006). Permit applications must meet the requirements of Section 28 of the *Conservation Authorities Act* and the Environmental Planning Policy Manual. This approach ensures that the principle of development is established through the *Planning Act* approval process and that the necessary approvals can be issued under Section 28 of the *Conservation Authorities Act* once all of the planning matters have been addressed.

#### ***Section 28 Regulations - Ontario Regulation 157/06***

The subject lands are regulated by the UTRCA in accordance with Ontario Regulation 157/06, made pursuant to Section 28 of the *Conservation Authorities Act*. The regulation limit is comprised of:

- Riverine flooding hazards associated with UT-DC-264, UT-DC-275, UT-DC-282, and UT-DC-283 - tributaries of the White Oaks Drain and Dingman Creek; and,
- Unevaluated wetlands and their surrounding areas of interference (identified through the EIS).

Please refer to the attached mapping for the location of these identified features. It should be noted that where a discrepancy in the mapping occurs, the text of the regulation prevails and a feature determined to be present on the landscape is regulated by the UTRCA. NRSI Ecological Land Classification (ELC) mapping further delineates some of the features present on the landscape.

The UTRCA has jurisdiction over lands within the regulated area (determined through text based description) and requires that landowners obtain written approval from the Authority prior to undertaking any site alteration or development within this area including filling, grading, construction, alteration to a watercourse and/or interference with a wetland.

### **UTRCA ENVIRONMENTAL PLANNING POLICY MANUAL (2006)**

The UTRCA's Environmental Planning Policy Manual is available online at:  
<http://thamesriver.on.ca/planning-permits-maps/utrca-environmental-policy-manual/>

#### **NATURAL HAZARDS**

As indicated, the UTRCA represents the provincial interest in commenting on *Planning Act* applications with respect to natural hazards. The PPS directs new development to locate and avoid natural hazards. In Ontario, prevention is the preferred approach for managing hazards in order to reduce or minimize the risk to life and property. This is achieved through land use planning and the Conservation Authority's regulations with respect to site alteration and development activities.

The UTRCA's natural hazard policies are consistent with the PPS and those which are applicable to the subject lands include:

#### ***3.2.2 General Natural Hazard Policies***

These policies direct new development and site alteration away from hazard lands. No new hazards are to be created and existing hazards should not be aggravated. The Authority also does not support the fragmentation of hazard lands through lot creation which is consistent with the PPS.

#### ***3.2.3 Riverine Flooding Hazard Policies***

These policies address matters such as the provision of detailed flood plain mapping, flood plain planning approach and uses that may be allowed in the flood plain subject to satisfying the UTRCA's Section 28 permit requirements.

Tributary UT-DC-275 is located within the Dingman Creek Subwatershed, which is subject to a revised flooding hazard that was updated through an Environmental Assessment (EA) process. To help contain flows and improve drainage across these lands, the EA has identified that this corridor be improved by utilizing the "complete corridor" improvement strategy. As noted across the various technical reports, the complete corridor will have a width ranging from 65m to 73m. The corridor will encompass a naturalized watercourse, stormwater management facilities, a trail, and compensation areas.

#### ***3.2.6 & 3.3.2 Wetland Policies***

New development and site alteration is not permitted in wetlands. Furthermore, new development and site alteration may only be permitted in the area of interference surrounding a wetland if it can be demonstrated through the preparation of an Environmental Impact Study (EIS) that there will be no impact on the hydrological function of the wetland feature and no potential hazard impact on the development.

The subject and adjacent lands contain pockets of wetlands, as identified by NRSI through field investigations. Please refer to the ELC mapping for the extent of these features. Based on the development concept prepared for these lands, the applicant is proposing to retain these features within the complete corridor with sufficient buffers.

An EIS has been completed to identify and assess the features on these lands. In addition to an EIS, a Hydrogeological Assessment, Water Balance, and Fluvial Geomorphological Assessment have also been provided to aid in the design of these lands. Comments on these documents are provided below.

#### **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/>

## **REVIEW COMMENTS**

The UTRCA has reviewed the application and supporting documentation, and offer the following comments:

### **Final Proposal Report**

1. In connection to the comments provided below on the Fluvial Geomorphological Assessment, please revise Figure 19 to ensure that the proposed pathway is adequately setback from the top of bank of the proposed channel.
  - a) Please revise this figure to show how the proposed concept will align with the specific site design, including delineation of the relocated/compensation wetlands and buffers, the extent of the meanderbelt analysis, and the extent of the 250-year regulatory storm.
2. Overall, the UTRCA is supportive of the revised Draft Plan of Subdivision shown on Figure 27. This revised Draft Plan appears to encompass all natural hazard lands and buffers within the proposed Open Space blocks (Block 374 and 375). Should any additional revisions be required, please provide detailed measurements in this area to confirm implementation of the recommendations from the technical reports.
3. The UTRCA is supportive of the proposed Green Space Place Type and Open Space OS5 zoning that is proposed for the complete corridor.

### **Environmental Impact Study**

4. Map 2 identifies two (2) wetland communities within the study area, a Reed-canary Grass Mineral Meadow March Type MAM2-2 and a Mineral Thicket Swamp Ecosite SWT-2. Both are located in the north-eastern extent of the subject lands, with SWT-2 extending onto adjacent lands. Through the complete corridor design, these features are proposed to be relocated and compensated for.
  - a) Section 5.1 states that the approximate area of wetland on the subject lands is 0.37ha (3,787m<sup>2</sup>), with Section 6.0 stating the total wetland compensation being 0.38ha (3,830m<sup>2</sup>).
    - i. Please provide a breakdown of the existing areas based on the ELC communities, not just the total area. This shall also be done for the total relocation/compensation areas based on community.
    - ii. The UTRCA generally requests a compensation ratio of 3:1. Please provide rationale for the reduce compensation rate.
    - iii. Section 7.0 describes wetland compensation totalling 435m<sup>2</sup> within the portion of the corridor connection to Goldfield 1, south of the Bradley Avenue Extension. Please confirm if this wetland compensation is in addition to the areas mentioned above in Section 5.1, along with further details on the type of compensation.
  - b) Please revise the legends of Map 2 and Map 3 to include area calculations based on the aforementioned comment.
  - c) Please identify how the compensated wetland will re-create the existing form and function of the Mineral Meadow March and Mineral Thicket Swamp.
  - d) Section 6.0 further states that there will be a continued connection between the relocated/compensation Mineral Thicket Swamp and the retained portion on the adjacent lands. The UTRCA is supportive of this continued connection to the retained portion of the feature.
  - e) As per an email request dated February 26, 2023, the UTRCA is satisfied with a proposed buffer of 26m from the edge of the relocated wetlands and meander belt analysis. Please advise if Map 3 will be revised to delineate the approved 26m buffer, whereas Section 6.0 previously stated 15m for the wetland alone.
    - i. If a 15m buffer remains, please identify if/where a proposed pathway can be accommodated within the buffer. Generally the UTRCA is only supportive of pathways within the buffer where the buffer distance is 30m.

5. Section 10.0 speaks to ecological restoration and enhancement (pg 55), and states that drawings will be prepared to detail the realigned channel and wetland areas. While it is recognized that grading and other details will be provided at a later date, please provide additional information, consistent with comment 18 below.
6. Please identify the width of corridor south of Bradley Avenue Extension in connection with the Goldfield 1 lands.
7. The existing watercourse forming part of the complete corridor supports downstream fish species with cool water preferences. Please provide further information as to how the complete corridor design will ensure the amount, timing and quality (including temperature) of water will be maintained or improved under post development conditions.
  - a) Please ensure the corridor is vegetated and graded appropriately to ensure sedimentation and erosion issues are mitigated.
8. The report has studied the intermittent watercourse(s) that transects the western portion of the subject lands, labelled DC2-4-1, DC2-4, DC2-3, DC2-2, DC2-2-2, DC2-1 on Map 2. Through the previous approval process for the Richardson subdivision, UTRCA staff agreed in principle to the approach of removing these features and incorporating flows into a stormwater management combined with the complete corridor identified in the Dingman Subwatershed Stormwater Servicing Environmental Assessment. No further action is required.

#### Hydrogeological Assessment & Water Balance

The UTRCA has deferred the formal review of the Hydrogeological Assessment to the City of London.

#### Preliminary Stormwater Management Report

9. Please consider the effects of groundwater recharge on the proposed SWM infrastructure.
10. Please ensure that the infiltration values being utilized are consistent within the SWM report and the water balance.
11. Section 7.1.1 proposes an Etobicoke infiltration trench system for finite infiltration during the average rainfall event. The UTRCA encourages only infiltration of clean water only due to the shallow groundwater across these lands.
12. Section 7.2.1 proposes an overflow weir to provided conveyance of storm flows in excess of the 100-year return period, and for redundancy in the event of a blockage. Please provide control for the 250-year regulatory storm.
13. The ROW cross section identifies ponding depths of 323.1mm and 353.9mm, which are higher than the allowable 300mm on impervious surface during a major storm. Please re-consider.

#### Fluvial Geomorphology Assessment

14. Please confirm that the materials and methods used for the natural channel design will withstand the maximum velocities during major flows, including the 250-year regulatory storm.
15. Please revise the figures to delineate the extent of the 250-year regulatory storm, along with the meander belt information.
16. Please ensure that the channel design utilizes the updated and revised flows for the Dingman Creek revised flood model.
17. Please provide details of proposed mitigation measures to reduce/avoid erosion.
18. Please provide additional figures to expand upon the findings of Figure 3-1:
  - a) A plan view drawing identifying cross sections across various sections of the watercourse.
  - b) Profile drawings of each cross section identifying the bankfull width and extent of the meanderbelt.
19. Please provide additional information on the culvert under the proposed Bradley Avenue Extension, and how it will connect into this project and proposed design.

**MUNICIPAL PLAN REVIEW FEES**

Consistent with UTRCA Board of Directors approved policy, Authority Staff are authorized to collect fees for the review of *Planning Act* applications. The applicant will be invoiced as follows, based on the UTRCA's 2022 Fee Schedule:

Draft Plan of Subdivision	\$13,500 (\$160 per lot, to a maximum of \$13,500)
Zoning By-law Amendment	\$1,300
Technical Review of Scoped EIS	\$2,200
Technical Review of Preliminary Stormwater Management	\$1,200
Technical Review of Fluvial Geomorphology Assessment	\$1,200
	TOTAL \$18,400
	REVISED TOTAL \$9,200

Please be advised that this fee will be reduced by 50% due to the delay in providing comments. Additional fees may be collected upon submission of future and/or revised reports.

**SUMMARY & RECOMMENDATION**

As indicated, the subject lands are regulated by the UTRCA due to the presence of riverine flooding hazards associated with tributaries of the White Oaks Drain and Dingman Creek, and various wetlands and their surrounding areas of interference located on the subject lands and adjacent lands. These features have been confirmed through an EIS prepared by NRSI in 2022.

The subject lands have also been identified through the Dingman Creek Environment Assessment to include a complete corridor across the lands which encompasses a realigned watercourse, SWM infrastructure, wetland compensation areas, and a pathway. Further information has been requested to detail the proposed complete corridor design, in particular the conveyance of the regulatory flood.

Overall, the reports provided alongside this application are well-written and only lack select details to confirm the proposed design is acceptable. Further information to address the comments above is requested prior to providing conditions of Draft Plan Approval.

We recommend that this application be deferred until additional information has been provided to satisfy our requirements for this stage of the development process.

Thank you for the opportunity to comment.

Yours truly,  
UPPER THAMES RIVER CONSERVATION AUTHORITY



Stefanie Pratt  
Planning Coordinator

Enclosure: UTRCA Regulation Limit Mapping (please print on legal size paper for accurate scales)

c.c.: Bruce Page, City of London Development Services (Subdivisions) Manager  
Dara Honeywood, Z Group  
Jessica Schnaithmann, UTRCA Land Use Regulations Officer

# Regulated Areas

Regulation under s.28 of the Conservation Authorities Act  
Development, interference with wetlands, and alterations  
to shorelines and watercourses. O Reg. 157/06, 07/04.

## Legend

Watercourse (UTRCA)

— Open

- - - Tied

Middlesex NHSS Woodland (2014)

Candidate for Ecologically Important

Ecologically Important

Significant Ecologically Important

Wetlands (MNR)

Evaluated-Provincial

Evaluated-Other

Not Evaluated

Regulated Wetland

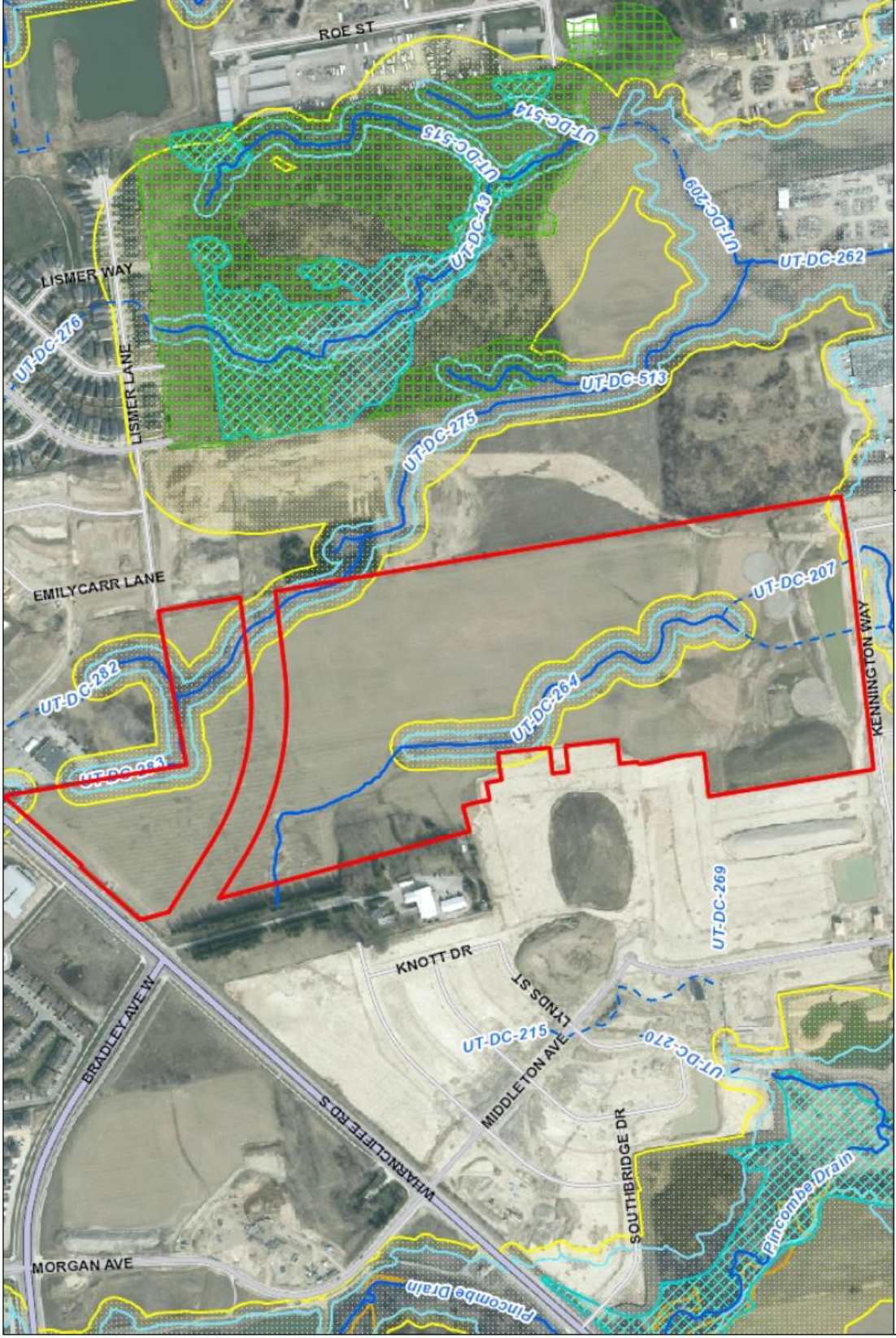
Flooding Hazard Limit

Erosion Hazard Limit

Regulation Limit 2021

The mapping is for information screening purposes only, and shows the approximate regulation limits. The text of Ontario Regulation 157/06 supersedes the mapping as represented by this map. The mapping is for information screening purposes only. This map is not a Plan of Survey. The UTRCA does not warrant, represent or guarantee as to the content, sequence, accuracy, timeliness, completeness or any of the data depicted and provided herein. The UTRCA assumes no liability for any errors, omissions or inaccuracies in the information provided herein and further disclaims any liability for any such errors, omissions or inaccuracies. This map is not a substitute for professional advice. Please contact UTRCA staff for any changes, updates and amendments to the information provided. This document is not a Plan of Survey. The UTRCA does not warrant, represent or guarantee as to the content, sequence, accuracy, timeliness, completeness or any of the data depicted and provided herein. The UTRCA assumes no liability for any errors, omissions or inaccuracies in the information provided herein and further disclaims any liability for any such errors, omissions or inaccuracies. This map is not a substitute for professional advice. Please contact UTRCA staff for any changes, updates and amendments to the information provided. This document is not a Plan of Survey.

Upper Thames River Conservation Authority  
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Notes:  
146 Exeter Road, London  
Created By: JP April 14, 2023

\* Please refer. Any reference to scale on the map is only appropriate when it is printed in landscape on A4 paper (210 x 297 mm).

## 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 Middleton Park and Morgan Park. Extending Roy McDonald Drive, Stewart Avenue, Mia Avenue, 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 Wharnccliffe Road South and Bradley Avenue. 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 Central Long Woods, 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, commercial and medium-density residential character of the lands to the north. Building heights in this area range from one and a half (1.5) to three (3.5) storeys, with higher density development at the north end of the subdivision fronting Bradley Avenue an Urban Thoroughfare. The proposed development would provide a mix of medium and low-density development, including 16 (3) storey townhomes to serve as a transition between the proposed 4 (3.5) storey townhomes and future and existing residential development to the west of these blocks. 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 Wharnccliffe Road South and Bradley Avenue, as well as provide for safe and easy walking and cycling on Bradley Avenue. 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 Bradley Avenue, Stewart Ave, Mia Avenue and Roy McDonald Drive.

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 Shopping Area 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 Wharncliffe Road South, Bradley Avenue and Exeter 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. A separate Site Plan Approval application will review the proposed townhouse development on Blocks 324, 325, and 326 and their potential impacts. As previously noted, buffers have been established for the wetlands on the northeast of the plan north of Bradley Avenue. The Owner is responsible to provide any natural heritage compensation measures for relocated wetlands at the Owner's expense, all in accordance with the approved compensation plan and to the satisfaction of the City. The Owner also agrees to coordinate compensations measures with the City through the headwater drainage feature design process. The Owner agrees that any additionally lands required to adjust the road network with the subdivision namely Mia Avenue must be taken from Block 326.

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 *Southwest Area Secondary 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 includes reduced front yard setbacks to activate the street front along Bradley Avenue, Mia Avenue and Stewart Avenue. This will also help to establish this section 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 Bradley Avenue, Mia Avenue and Stewart Avenue, coordinating access 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.

### **Southwest Secondary Plan**

The subject lands are within the Southwest Secondary Plan is listed within and forms part of The London Plan. The vision and principles of the Southwest Plan are coincident with the London Plan. With respect to the Place Types mapping, the subject lands are within the "Neighbourhoods" Place Type permitting a range of uses such as single detached, semi-detached, duplex, triplex, and townhouse dwellings, and small-scale community facilities. A small portion of the lands are within the "Green Space" Place Type. Within this place type various types of public parks are permitted including district, city-wide, and regional parks, and some neighbourhood parks; private green space uses such as cemeteries and private golf courses; agriculture, woodlot management, horticulture and urban gardens; conservation; essential public utilities and municipal services, storm water management, and recreational and community facilities.

The proposed development is located along an Urban Thoroughfare (Bradley Avenue), Civic Boulevards (Wharncliffe Road and Exeter Road) and Neighbourhood Connectors (proposed primary and secondary collectors). The London Plan identifies Civic Boulevards and Urban Thoroughfares as major streets that represent important mobility corridors for automobiles as well as active forms of mobility such as transit, cycling and walking. Specifically, rear-lotting will not be permitted onto public rights-of-way and side-lotting will be discouraged on Civic Boulevards and Urban Thoroughfares. The proposed development is consistent with the classification of streets and their intended character, goals and functions as it, provides for a high-level quality pedestrian realm along the Civic Boulevard and neighbourhood connector. The proposed zoning provides for form, height and intensities that will provide for a quality pedestrian realm and high standard of urban design. Provides single detached residential uses on the neighbourhood streets.

### **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 (UR6). The Urban Reserve UR6 Zone permits existing dwellings, agricultural uses, conservation lands, managed woodlots, wayside pits, passive recreation, farm gate sales, kennels, private outdoor recreation clubs, riding stables and existing defined industrial uses. This zone is applied to underdeveloped areas within the former City boundaries and to areas that have been reviewed through the Community Plan Process.

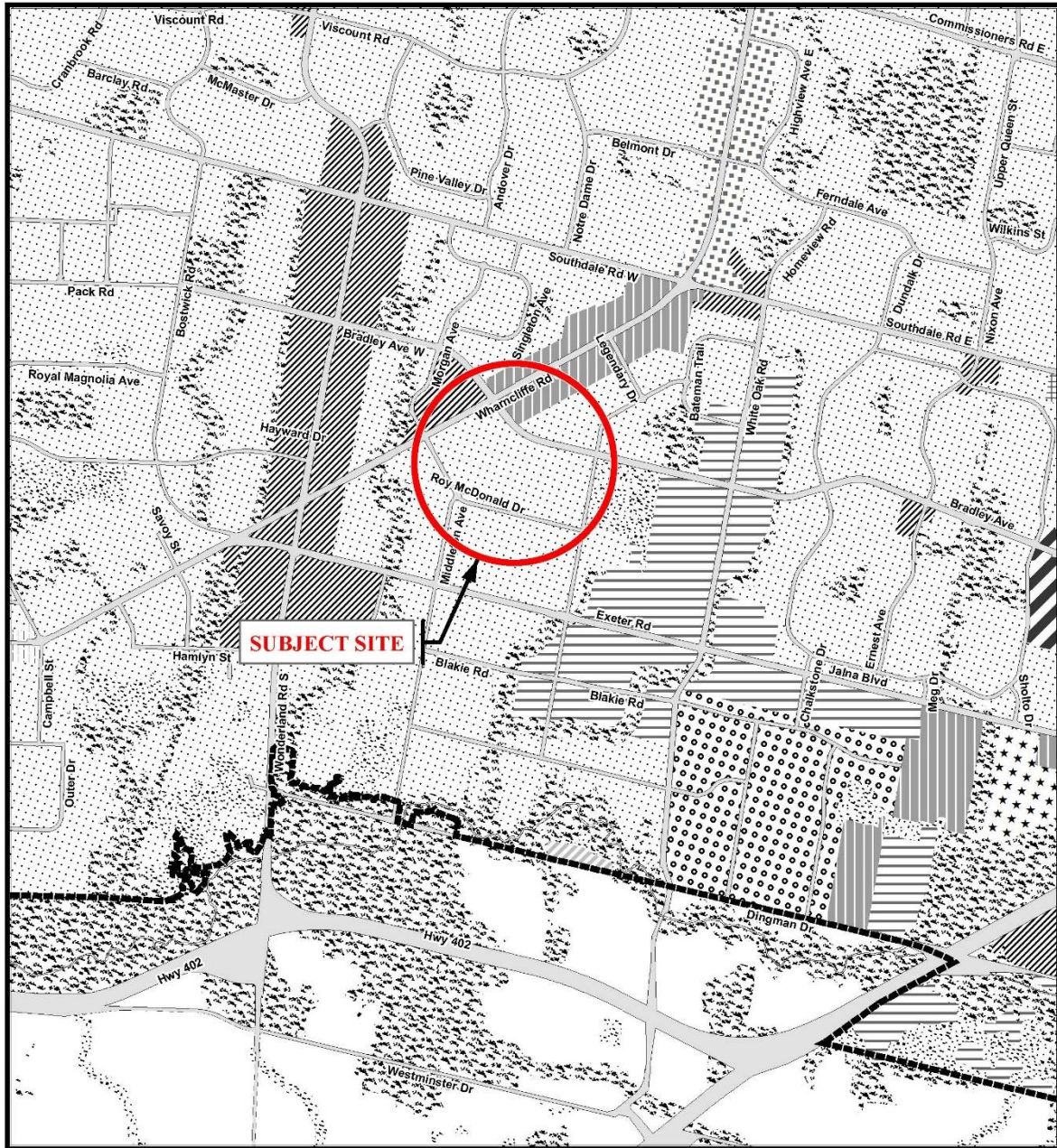
- R1 Special Provision R1 (R1-13(7)) Zone (Lots 1-307) to permit single detached dwellings on lots with a minimum rear yard setback of 6.0 metres and Garages shall not project beyond the façade of the dwelling or façade (front face) of any porch and shall not occupy more than 50% of lot frontage;
- Residential R4 Special Provision (R4 (R4-4(2)) Zone (Blocks 308-323) to permit street townhouse dwellings with a minimum lot frontage of 6.7 metres, minimum exterior side yard of 1.2 metres, minimum interior side yard of 1.2metres and a maximum lot coverage of 45%;
- Compound Residential R5/R6 Special Provision (h\*h-100\*h-198\*R5-4(\_\_)/R6-5(\_\_)) Zone (Blocks 324-327) to permit medium density cluster housing uses such as single detached, semi-detached, duplex, triplex, apartment buildings, townhouses and stacked townhouses, at a maximum height of 12.0 metres, with a special provision for a minimum density of 30 units per hectare and maximum density of 75 units per hectare. These zones permit a wide range of housing forms, with further detail on orientation and placement of entrances to be detailed at site plan. The special provision to require minimum and maximum densities is as per the SWAP.
- Compound Restricted Service Commercial Special Provision/ Arterial Commercial Special Provision (RSC1/RSC2(\_\_)/RSC3(16)/RSC4(14) /RSC5(16)/(AC4(\_\_)) (Block 328)
- Open Space OS1 Zone (Block 329) to permit uses such as conservation lands, conservation works, golf courses, public and private parks, recreational buildings associated with conservation lands and public parks, campgrounds, and managed forests; and,
- Open Space Special Provision (OS5(\_\_)) Zone (Complete and Natural Heritage Features) to permit such uses as conservation lands, conservation works, passive recreation uses which include hiking trails and multi-use pathways, and managed woodlots.
- Urban Reserve Special Provision (UR4) (Complete and Natural Heritage Features) Urban Reserve to permit such uses as conservation lands, conservation works, passive recreation uses which include hiking trails and multi-use pathways, and managed woodlots.

Staff have proposed three holding provisions to ensure the following:

- orderly development and adequate provision of municipal services through an approved Development Agreement (h);
- 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); and,
- holding provision be applied to medium density blocks adjacent to the arterial road. The purpose of the holding provision is to encourage street-oriented development and discourage noise attenuation walls along arterial roads, a development agreement shall be entered into to ensure that new development is designed and approved consistent with the design guidelines in the Southwest Area Plan, to the satisfaction of the City (h-198).

# Appendix E: Additional Maps

## The London Plan Excerpt



### Legend

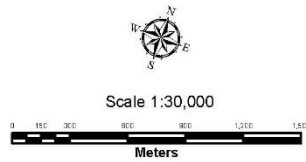
- |                        |                          |   |
|------------------------|--------------------------|---|
| Downtown               | Future Community Growth  | Environmental Review                    |
| Transit Village        | Heavy Industrial         | Farmland                                |
| 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 Planning & Development's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

**CITY OF LONDON**  
Official Plan

LONDON PLAN MAP 1  
- PLACE TYPES -

PREPARED BY: Planning & Development



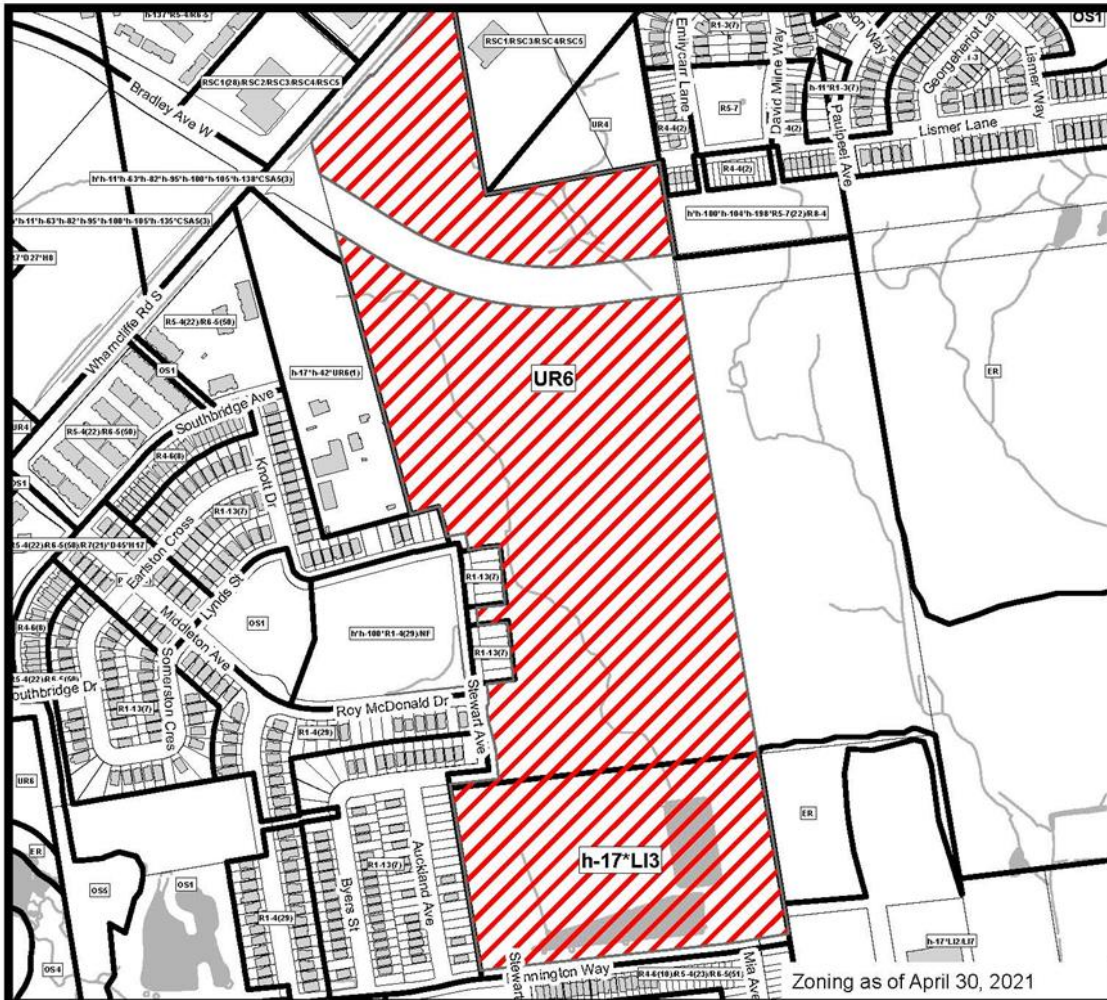
File Number: 39T-22502

Planner: SM

Technician: JI

Date: 2022/12/14

# Z-1 Zoning By-law Excerpt – Existing Zones



 **COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: UR6 / h-17\*LI3**

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

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>R1 - SINGLE DETACHED DWELLINGS</li> <li>R2 - SINGLE AND TWO UNIT DWELLINGS</li> <li>R3 - SINGLE TO FOUR UNIT DWELLINGS</li> <li>R4 - STREET TOWNHOUSE</li> <li>R5 - CLUSTER TOWNHOUSE</li> <li>R6 - CLUSTER HOUSING ALL FORMS</li> <li>R7 - SENIOR'S HOUSING</li> <li>R8 - MEDIUM DENSITY/LOW RISE APTS.</li> <li>R9 - MEDIUM TO HIGH DENSITY APTS.</li> <li>R10 - HIGH DENSITY APARTMENTS</li> <li>R11 - LODGING HOUSE</li> <br/> <li>DA - DOWNTOWN AREA</li> <li>RSA - REGIONAL SHOPPING AREA</li> <li>CSA - COMMUNITY SHOPPING AREA</li> <li>NSA - NEIGHBOURHOOD SHOPPING AREA</li> <li>BDC - BUSINESS DISTRICT COMMERCIAL</li> <li>AC - ARTERIAL COMMERCIAL</li> <li>HS - HIGHWAY SERVICE COMMERCIAL</li> <li>RSC - RESTRICTED SERVICE COMMERCIAL</li> <li>CC - CONVENIENCE COMMERCIAL</li> <li>SS - AUTOMOBILE SERVICE STATION</li> <li>ASA - ASSOCIATED SHOPPING AREA COMMERCIAL</li> <br/> <li>OR - OFFICE/RESIDENTIAL</li> <li>OC - OFFICE CONVERSION</li> <li>RO - RESTRICTED OFFICE</li> <li>OF - OFFICE</li> </ul> | <ul style="list-style-type: none"> <li>RF - REGIONAL FACILITY</li> <li>CF - COMMUNITY FACILITY</li> <li>NF - NEIGHBOURHOOD FACILITY</li> <li>HER - HERITAGE</li> <li>DC - DAY CARE</li> <br/> <li>OS - OPEN SPACE</li> <li>CR - COMMERCIAL RECREATION</li> <li>ER - ENVIRONMENTAL REVIEW</li> <br/> <li>OB - OFFICE BUSINESS PARK</li> <li>LI - LIGHT INDUSTRIAL</li> <li>GI - GENERAL INDUSTRIAL</li> <li>HI - HEAVY INDUSTRIAL</li> <li>EX - RESOURCE EXTRACTIVE</li> <li>UR - URBAN RESERVE</li> <br/> <li>AG - AGRICULTURAL</li> <li>AGC - AGRICULTURAL COMMERCIAL</li> <li>RRC - RURAL SETTLEMENT COMMERCIAL</li> <li>TGS - TEMPORARY GARDEN SUITE</li> <li>RT - RAIL TRANSPORTATION</li> <br/> <li>"h" - HOLDING SYMBOL</li> <li>"D" - DENSITY SYMBOL</li> <li>"H" - HEIGHT SYMBOL</li> <li>"B" - BONUS SYMBOL</li> <li>"T" - TEMPORARY USE SYMBOL</li> </ul> |
|--|---|

**CITY OF LONDON**

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:  
39T-22502 SM

MAP PREPARED:  
2022/12/14 JI

1:6,500  
0 30 60 120 180 240 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: **0.2 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: **Yes**  
Site layout contributes to a walkable environment: **Yes**  
Proximity to nearest dedicated cycling infrastructure: **0.2 km**  
Secured bike parking spaces: **Unknown**  
Secured bike parking ratio: **Unknown**  
New electric vehicles charging stations: **Unknown**  
Vehicle parking ratio: **N/A**

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