



# Byron Gravel Pits

## Secondary Plan

March 2024









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# 1.0 Introduction

## 1.1 Background

The Byron Gravel Pits is a unique area within the City of London. The site contains an unusually deep glacial deposit that has been used to produce sand and gravel products to supply the London and the surrounding area construction market for over 75 years. At a depth of over 60 metres, this deposit was one of the most productive aggregate resource areas in Ontario. Decades of gravel extraction have created the area's dramatic topography and central pond.

The City of London began the process of exploring the long-term planning for the gravel pits and future use of this area in the early 1990's. This work led to the development of the South-East Byron Area Plan which was approved in 1992.

As the aggregate reserves have been depleted and the extractive industrial operations are ending, there is a renewed focus on the future use of the gravel pit lands. In addition to the large scale, coordinated aggregate rehabilitation project, there is an opportunity to develop a unique community that integrates both the large open space and recreational lands with the surrounding potential future residential and mixed-use lands.



Consideration of potential future uses while progressive pit rehabilitation is underway allows for a coordination of restoration efforts to achieve a specific purpose, including making the shape of the pond more suitable for recreation activities, and introducing certain design elements and planting regimes for better habitat creation.

The process of developing a *Secondary Plan* for this area was initiated in 2016 and was in part prompted by a development proposal. At the same time, work was underway to complete an Environmental Assessment (EA) for the Commissioners Road West Realignment. The EA was completed in 2019, which identified the approved realignment of Commissioners Road West through the *Secondary Plan*. Following the completion of the EA, the City continued work on the *Secondary Plan*.





## 1.2 Location

The Byron Gravel Pits are located on the east side of Colonel Talbot Road, south of Byron Baseline Road and Commissioners Road West. The property lies within the Westmount Neighbourhood, immediately adjacent to the Byron Neighbourhood. The study area is comprised of 14 separate parcels, with some of the properties under similar ownership. There is one parcel, located in the northwest corner of the Study Area that is owned by the City of London. The remainder of the lands within the *Byron Gravel Pits Secondary Plan Area* are privately owned.

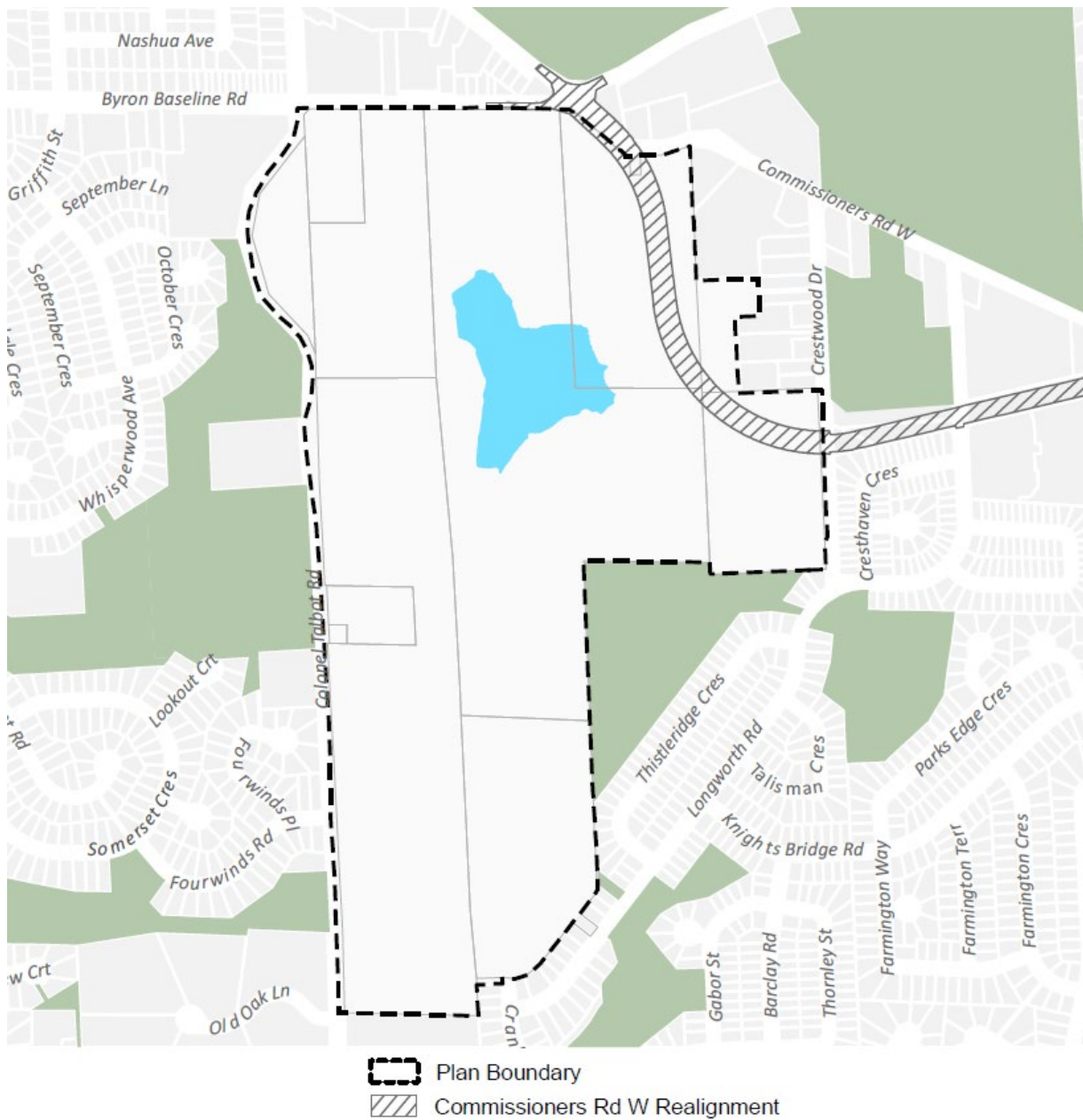




Figure 1 – Plan Boundary

The majority of this area has been licensed under the *Aggregate Resources Act* for sand and gravel extraction. In total, there were six (6) separate licenses within the area, each with a set of Site Plans which directed the operations and rehabilitation of the gravel pits. The aggregate licenses are under the jurisdiction of the Ministry of Natural Resources and Forestry, and the Ministry oversees compliance with operating conditions and rehabilitation of these sites.

In some cases, the land holdings have been leased by an operator to undertake the extraction of the aggregate. The complexity of ownerships and interests in the area requires a significant level of cooperation and coordination as the individual licensed areas are mined and rehabilitated. Over the years, considerable time and effort has been undertaken on a variety of studies and development proposals prepared by the private and public sectors dealing with the extraction, rehabilitation and after-use of the pits and the development of adjacent lands in this Area. On October 26, 2016, Council approved the Terms of Reference for the *Byron Gravel Pits Secondary Plan*, thereby directing Staff to undertake the development of a secondary plan to guide future development.



## 1.3 Purpose, Use and Interpretation

The purpose of the *Secondary Plan* is to establish a vision, principles, and detailed policies for the unique area of the *Byron Gravel Pits Secondary Plan* that provide a consistent framework to evaluate future development, that could occur along the perimeter of the former gravel pit operations, and public realm creation within the center, open space area. The intent of the policies is to provide direction and guidance to ensure the *Byron Gravel Pits Secondary Plan* Area evolves into a vibrant, connected, and mixed-use community that incorporates elements of sustainability, natural heritage, mixed-use development, walkability, passive and active recreation, and high-quality urban design.

The policies in this *Secondary Plan* apply to all properties in the boundary of the *Byron Gravel Pits Secondary Plan*. The development limits for the *Secondary Plan* shall be limited to the extent of the area that is serviceable by the existing gravity servicing elevations, which vary across the site. In general, only the perimeter of the *Byron Gravel Pits Secondary Plan* Area is suitable for residential and mixed-used development. As the ongoing rehabilitation of the site will determine the final grading, exact development limits will be subject to refinement at the time of any *Planning Act* applications.

The policies of this *Secondary Plan* provide a greater level of detail than the policies of the Official Plan, *The London Plan*. Where the policies of the Official Plan provide sufficient guidance to implement the vision of this *Secondary Plan*, these policies are not repeated. As such, the policies of this *Secondary Plan* should be read in conjunction with the Official Plan and any other applicable policy documents. If an instance arises where the Official Plan and this *Secondary Plan* appear to be inconsistent, consideration will be given to the additional specificity of the *Secondary Plan*, and the *Secondary Plan* shall prevail.

The schedules that form part of this *Secondary Plan* have policy status, whereas other figures and photographs included in the *Secondary Plan* are provided for graphic reference, illustration, and information. The policies of this *Secondary Plan* that use the words “will” or “shall” express a mandatory course of action. Where the word “should” is used, suitable alternative approaches that meet the intent of the policy may be considered.

The policies of this *Secondary Plan* will be implemented through mechanisms set out in this *Secondary Plan*, public investments in infrastructure and public realm improvements, as well as other tools available to the City including the Zoning By-law and Site Plan Control By-law. Planning and development applications will be evaluated based on the Planning and Development Application policies in the Our Tools section of *The London Plan* and this *Secondary Plan* to ensure that the permitted range of uses and intensities is appropriate within the surrounding context.



## 1.4 Vision, Principles and Objectives

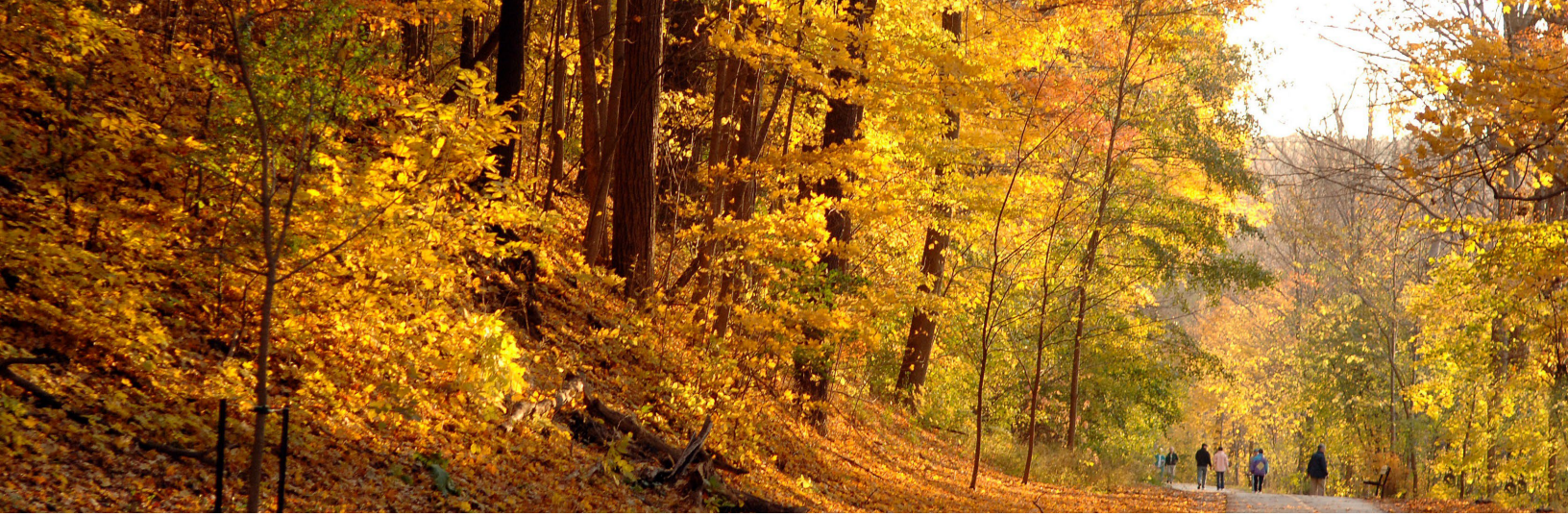
### 1.4.1 Vision

The *Byron Gravel Pits Secondary Plan* area will be an exceptionally designed, mixed-use urban neighbourhood which takes advantage of the unique physical characteristics of the site to provide for: a range of different recreational activities, both active and passive; an opportunity to maintain and grow our natural heritage system; and, create new and unique housing forms with varying levels of intensity. This Area will be an exciting complete community balanced with places to live, shop and recreate while complimenting, and linking, existing and proposed facilities and amenities.

### 1.4.2 Principles

The preparation of this *Secondary Plan* has been guided by a series of principles and objectives that are described below. Any amendments to this *Secondary Plan* shall be consistent with these principles.





#### 1.4.2.1 Promote Unique Opportunities for Recreation

The *Byron Gravel Pits Secondary Plan Area* is unlike any other area in the City of London, shaped by years of aggregate extraction. The area is characterized by unique topography that features a central pond, tablelands, and steep side slopes.

The majority of the Area fronts on roads classified as Civic Boulevards (i.e., Byron Baseline Road, Colonel Talbot Road and Commissioners Road West). The policies will focus on creating a central Green Space for a range of unique recreational uses of regional significance, complemented and supported by a range of residential uses. The predominant open space and recreational uses should be augmented and balanced with residential, and cultural uses, promote season-long and year-round enjoyment and appreciation of the natural heritage features in and around the Area. A Master Park Plan will be prepared and adopted by the City to guide the future design and investment of recreational activities and facilities within the Central Pond and Green Space Policy Area.

Connections to Springbank Park, the Arboretum, Reservoir Park, and other nearby trail systems and natural features and area, are to be encouraged and supported.

#### Objectives:

- i) Promote the use of the site for public and/ or private recreational uses that are unique in London and the Region;
- ii) Optimize use of the unique features of the area including the central pond, high side slopes, viewsheds and topography;
- iii) Organize development and locate buildings within the landscape to maintain and enhance public access to important views. Development will not obstruct significant views and vistas from the public right-of- way;
- iv) Maintain a balance of active and passive recreational uses:
- v) Provide opportunities for public access for trails and recreational uses;
- vi) Consider opportunities for public acquisition of park and open space lands;
- vii) Enhance and compliment other recreational opportunities in the vicinity and it the broader region; and,
- viii) Design parks and recreational facilities to promote a strong sense of identity and place and to serve as a meeting place with appropriate infrastructure to attract and be accessible that supports neighbourhood residents of all ages and demographics.





#### 1.4.2.2 Create a Unique Community that Supports a Mix of Uses and Housing Types

The *Byron Gravel Pits Secondary Plan Area* is intended to be an inclusive, accessible, attractive, mixed-use and connected community with a range of housing and services for local residents integrated with a unique recreational area in the City.

##### Objectives:

- i) Ensure that a range and mix of housing types is provided within the limits of the *Secondary Plan* to achieve a balanced and inclusive residential community;
- ii) Achieve an urban form which makes effective use of land, services, recreational facilities, and related infrastructure;
- iii) Provide a mix of high-quality residential buildings that cater to the needs of all ages, stages of life and income groups;
- iv) Provide complementary, small-scale convenience commercial, community and commercial recreation uses within mixed-use buildings that are appropriate in a residential environment to serve the needs of local residents; and, placement, street pattern, and location of trails and lookouts.

- v) Create an exceptional built form that incorporates the unique topography and physical landscape.

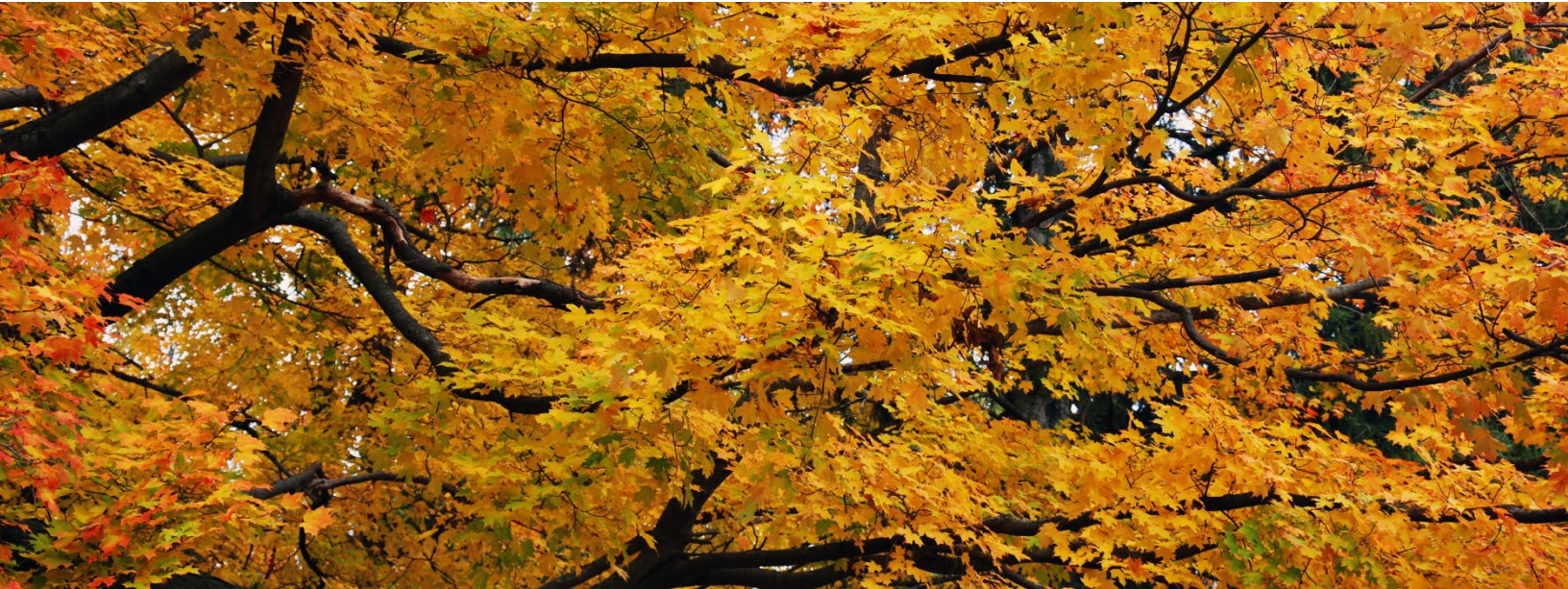
#### 1.4.2.3 Create an Exceptional Community

The *Byron Gravel Pits Secondary Plan Area* is intended to integrate a range of uses that supports urban development, the natural heritage system, and unique active and passive recreational opportunities.

##### Objectives:

- i) Provide for a range of land uses including residential, small-scale commercial, open space, and recreational and leisure facilities;
- ii) Connect and integrate the new community to surrounding neighbourhoods through parks and natural areas, multi-use trails, pedestrian connections, and the street network;
- iii) Enhance recreational opportunities throughout the neighbourhoods by identifying opportunities for places and spaces that foster community identity and highlight the unique topography and habitats of this Area; and,
- iv) Showcase existing views and vistas throughout the Gravel Pit and further enhancement through building





#### 1.4.2.4 Create a Diverse and Resilient Natural Environment

Integrate the unique topography and natural features and areas in a sensitively designed built setting to distinguish the *Byron Gravel Pits Secondary Plan Area* as a high quality, master planned community and recreational destination in a unique and enhanced natural setting.

Objectives:

- i) Ensure appropriate environmental protection and mitigation through environmental studies to assess and confirm the status and significance of natural heritage features and areas as part of development applications;
- ii) Integrate parks, walking trails and multi-use trails appropriately with the natural environment to create a network of recreational and active transportation opportunities;
- iii) Enhance livable neighbourhood values using public green spaces and urban squares/parkettes as significant design features and by designing walkable and accessible neighbourhoods;
- iv) Support development patterns that provide visual and physical connectivity to natural feature areas, within and around the *Byron Gravel*

*Pits Secondary Plan Area*, in ways that are compatible with the protection of the Natural Heritage System;

- v) Integrate protection, naturalization and restoration of a diversity of habitats suited to this Area;
- vi) Integrate strategic plantings of large statured, non-invasive trees to provide cooling, improve air quality and support outdoor activities in a context of climate change;
- vii) Support integration of appropriate on-site infiltration measures to achieve water balances and as part of stormwater management strategies in a context of climate change;
- viii) Provide Pathway Entrances designed as gathering places for residents of the surrounding neighbourhood and region, located at key access points along the multi-use pathway system at central and accessible locations connecting existing and growing neighbourhoods; and,
- ix) Encourage a built form, uses and site design that are attractive and supportive of alternative modes of transportation consistent with the City's Transportation Master Plan (latest version).



#### 1.4.2.5 Sustainable Growth Management

Build sustainability into all aspects of the *Byron Gravel Pits Secondary Plan Area's* growth in an efficient and financially responsible manner.

Objectives:

- i) Establish a high degree of connectivity between residential, open space, commercial and institutional uses within and between existing and new neighbourhoods. Encourage a high standard of design, construction, and landscaping;
- ii) Promote green infrastructure and green building standards. Provide sustainable design strategies, in accordance with City standards, and optimum conditions for the use of passive and solar strategies;
- iii) Integrate publicly accessible networks of sidewalks, trails and multi-use paths with the surrounding trail system, and in particular, encourage connections to Springbank Park and nearby Green Space Place Types;
- iv) Plant native trees, non-native trees and vegetation to enhance biodiversity and resilience to climate change;
- v) Work with the Province to ensure compliance with the *Endangered Species Act* as it relates to confirmed habitat for Species at Risk in the Area; and,
- vi) Ensure the use of housing densities and efficient development patterns that minimize land consumption and servicing costs.











# 2.0 Community Structure

## 2.1 Introduction

The Community Structure Plan is illustrated in Schedule 2 of this *Secondary Plan* and sets out the overall framework for the physical and structural elements of the *Byron Gravel Pits Secondary Plan Area*. The elements described in this section are intended to assist with implementing the Vision and Principles for how the area will grow and develop relating to built form, servicing, the public realm, open space and recreation.

All Planning Applications proposing development within the *Byron Gravel Pits Secondary Plan Area* shall address the following key community structure objectives:

- i) Provide a range of housing types and choices that meet the needs of current and future residents within the limits of the *Secondary Plan*;
- ii) Direct medium and high-rise residential uses to the northern portion of the *Byron Gravel Pits Secondary Plan Area*;
- iii) Accommodate an interconnected multi-use pathway system as a defining feature of the *Byron Gravel Pits Secondary Plan Area*, linking natural heritage features and areas, parks, lookout points, stormwater management areas (including landscaped low impact development measures) and key community destination features;
- iv) Provide opportunities for focal points, such as lookout areas, seating areas, public art, and landscape features;
- v) Integrate access and visibility to privately-owned open spaces from adjacent streets and parks;
- vi) Integrate significant natural heritage features and areas with linkages to the broader open space system; and,
- vii) Provide residents with physical and visual opportunities that are accessible to everyone to enjoy nature in proximity to where they live, work and play.



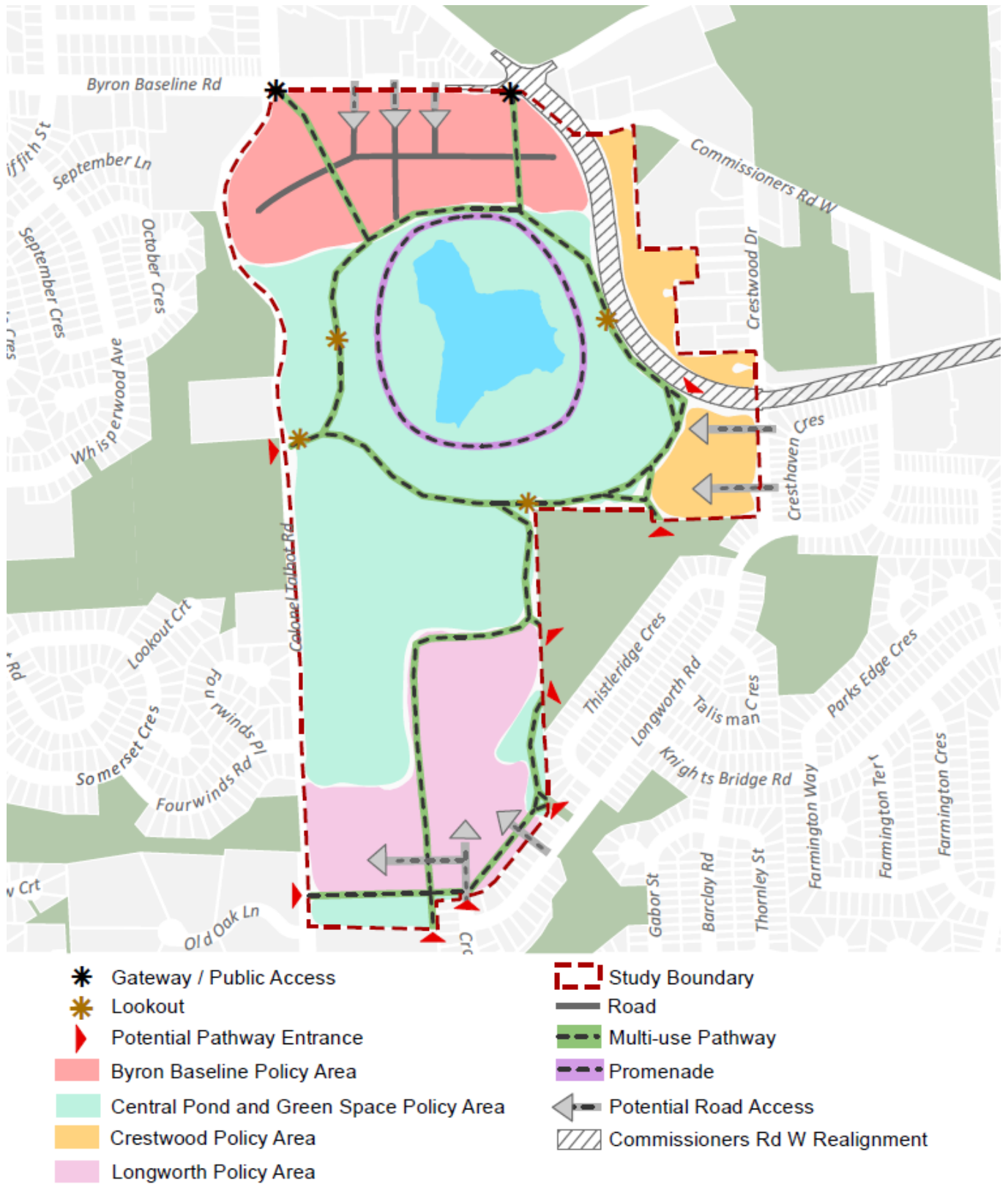


Figure 2: Community Structure Plan

## 2.2 Policy Areas

The area subject to the *Byron Gravel Pits Secondary Plan* has been divided into four Policy Areas. Some of the policies in the *Secondary Plan* apply to the entire area, while others are specific to the individual Policy Areas.

The *Secondary Plan* includes the following Place Types as shown on Schedule 6:

- i) Neighbourhoods: includes the Byron Baseline, Crestwood, and Longworth Policy Areas;
- ii) Green Space: includes the central pond and natural heritage features; and,
- iii) Environmental Review: includes wooded and successional natural areas remaining in the Study Area after the completion of the aggregate extraction activities (including the area west of Cresthaven Woods), consistent with the Place Type Schedule in *The London Plan*.

The boundaries and unique characteristics of each Policy Area are described in the following sections.

### 2.2.1 Byron Baseline Policy Area

The Byron Baseline Policy Area is located in the northern portion of the *Secondary Plan*, and includes the frontage along Byron Baseline Road together with a portion of the existing alignment of Commissioners Road West and Colonel Talbot Road. This Policy Area is intended to provide for the development of a mid- to high-rise, mixed-used district that is pedestrian-oriented; a focal point for the neighbourhood level services and civic functions; and, a gateway to the Byron Gravel Pit neighbourhood and natural areas.







### 2.2.2 Crestwood Policy Area

This area is intended to provide low to medium density residential development that will integrate with, and extend, the existing neighbourhood along Crestwood Drive. The Crestwood Policy Area is located in the eastern portion of the *Secondary Plan*. The adjacent areas are characterized by single detached residential developments, as well as a senior's residence. This Area is adjacent to Cresthaven Woods, a significant woodland, and in proximity to the Cresthaven Park. Realignment of Commissioners Road West, currently planned for 2035, constrains development within this Policy Area.

### 2.2.3 Longworth Policy Area

The Longworth Policy Area is located in the southern portion of the *Secondary Plan*. This Area is bounded by the top of the steep slopes created by the former aggregate extraction activities, some of which support habitat for Species at Risk. This Area is intended to provide low to medium density residential development that will integrate with, and extend, the existing neighbourhood along Longworth Road and Cranbrook Road.

Single detached residential development surrounds this Policy Area to the east, south and west. The Buttonbush Wetland, a Provincially Significant Wetland (PSW), is located nearby this Policy Area in the Longworth Neighbourhood, north of Southdale Road West. This Policy Area is constrained by the steep slopes around the central pond and it is anticipated that this Policy Area will be integrated with the existing residential neighbourhood to the southeast of the *Secondary Plan*.

### 2.2.4 Central Pond and Green Space Policy Area

The Central Pond and Green Space Policy Area includes the side slopes and a pond in the central portion of the site, also by-products of the former aggregate extraction activities, and natural areas not appropriate for development.

At the date of this Plan, the majority of this area remains privately owned. However, the City plans to explore opportunities to bring some or all of these central lands into public ownership to support the provision of passive and active recreational opportunities that take advantage of the area's unique topography and location.





## 2.3 Views and Connectivity

The *Byron Gravel Pits Secondary Plan* is located within the Westmount Neighbourhood, immediately adjacent to the Byron Neighbourhood. Within these established neighbourhoods, the residential street pattern consists of cul-de-sacs, dead-end streets, or crescent-shaped streets which impacts the ability of the future development within the *Byron Gravel Pits Secondary Plan* area to connect with the existing street network. The limited developable lands and topography present an additional challenge for connectivity between the site and surrounding neighbourhoods. Through development, however, landowners are encouraged to create opportunities for connectivity within and outside the site, where possible, in a manner consistent with the adjacent developments.

Decades of aggregate extraction have created a unique topography with dynamic viewpoints and vistas. These visual and physical connections serve to link, or frame, significant elements of the natural, built and open space environments to each other, and are seen as important organizing community structure elements that are integral to the overall vision of the *Secondary Plan*. Creating a pedestrian and active transportation network will enhance these organizing elements and connect areas of residential development within the Gravel Pit Area. The Community Structure Plan identifies opportunities for the preservation, enhancement and creation of these visual and physical linkages. These opportunities are identified on the Community Structure Plan as Lookouts, Gateways/Public Access and Potential Pathway Entrances.









## 3.0 General Policies

The intent of this *Secondary Plan* is to provide a policy framework to guide future development and public projects in the *Byron Gravel Pits Secondary Plan Area*. Policies in this *Secondary Plan* support the vision by providing guidance on land use, open space and recreation, view corridors, connections, public realm design, servicing, and natural heritage.

### 3.1 Mobility and Public Realm

#### 3.1.1 Linkages and Connections

Connections between the Central Pond and Green Space Policy Area and the surrounding pathway system, together with a strong multi-use pathway linkages to Springbank Park and the Arboretum, are priorities for the future development within the *Byron Gravel Pits Secondary Plan Area*. Recreational multi-use pathways with well-designed areas for viewing, gathering, and resting will provide unique recreational amenities and connectivity to surrounding neighbourhoods and the City-wide recreational pathway and park system.

The multi-use pathway network is shown on Schedule 4. These multi-use pathways are intended as recreational facilities for a variety of users, including but not limited to pedestrians, in-line skating, and cyclists with speed limitations, located within a park environment. They are typically asphalt surfaced and shall be designed in accordance with City standards. Lands required for this recreational pathway network may be acquired by the City in accordance with the municipal land dedication requirements of the *Planning Act* or through purchase, donation, bequest and/or expropriation, or any other means authorized by law:





- i) Site design shall incorporate and provide connections of linear pathway/trail and park systems within residential neighbourhoods and between neighbourhoods where possible, and provide significant exposure of the open space feature to the residential community;
  - ii) Multi-use pathway development will be focused along the top of stable slopes between the existing street network, new development, and the lower areas of the rehabilitated pit for optimal recreational experience, accessibility, and delineation of public and private spaces;
  - iii) Multi-use pathways are to be designed with generous safety and operational buffer areas to slopes, adjacent properties, streets, and other uses in accordance with City standards and good design practices including clear sight lines, generous turning radii, and operational considerations such as grading, drainage, and materials; designed in accordance with City standards.
  - iv) The alignment of multi-use pathways and trails within or adjacent to natural heritage features shall be consistent with the Trails in ESA Design Standards - City of London; and,
  - v) Natural heritage linkage will be established through the planning approvals process relating to applications for subdivision, land severance, site plan, and condominium.
- 3.1.1.1 Corridor Width
- The width of the multi-use pathway corridor will vary, but in all relevant cases will be adequate to meet the following functions:
- i) To serve as a natural heritage corridor linking natural heritage features both on private and public property;
  - ii) Pathway Gateway features along Byron Baseline Road, as identified on Schedules 2 and 4, will have a minimum frontage of 30 metres; and,
  - iii) To allow for a landscaped recreational pathway facility, a minimum corridor width of 15 metres is required,





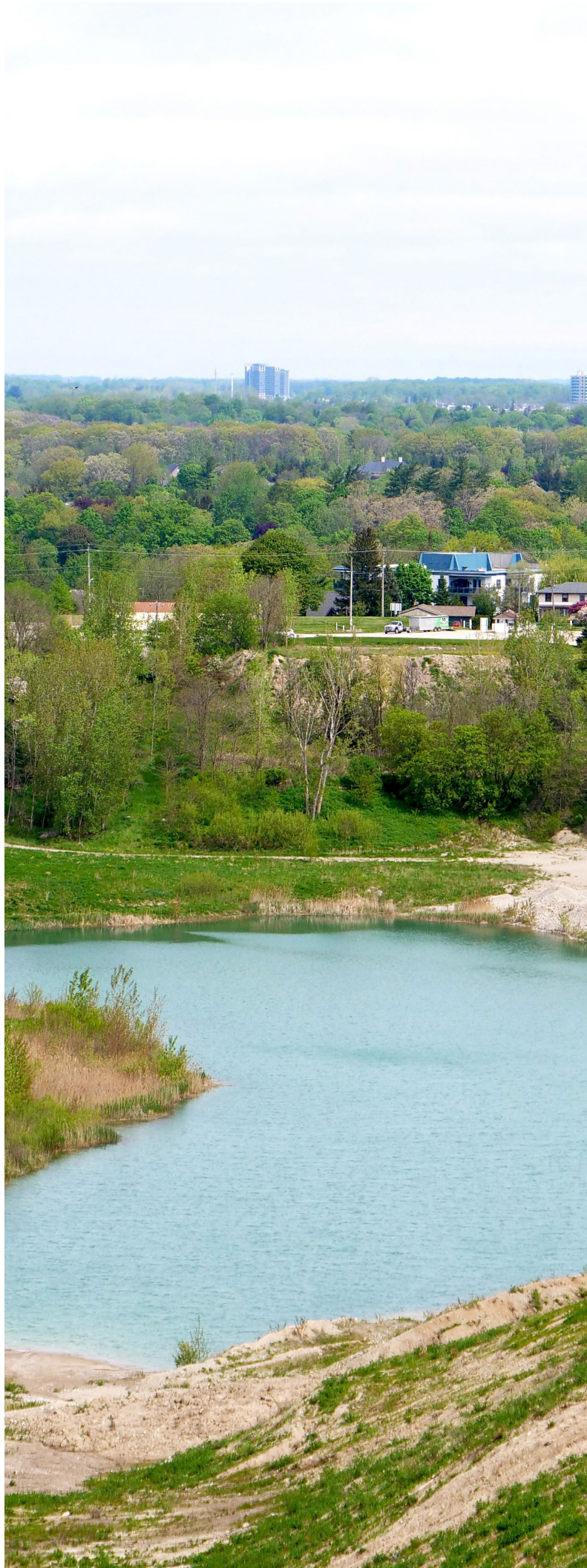
### 3.1.2 Promenade

A promenade is to surround the pond feature as shown on Schedule 4. The promenade is intended to function as an enhanced multi-use facility that is designed to serve the needs of residential, commercial, and emergency access, and achieve a high standard of urban design for the pedestrian realm to foster a shared space.

The development of the promenade and adjacent lands shall:

- i) Include an enhanced pedestrian promenade surrounding the pond feature as a multi-use pathway with landscaping, tree planting and site furnishings;
- ii) Adjacent development shall respond to the context of achieving an animated, activated and pedestrian-oriented amenity that is envisioned for the promenade;
- iii) Develop the portion of the promenade abutting the residential development as a shared use space that provides opportunities for small scale commercial uses that support the recreational use and activation of the pond area and to provide for access to both private development as well as the promenade;
- iv) Develop the promenade as a transition from the balance of the recreational and natural areas surrounding the pond to the neighbourhood; and,
- v) Develop the promenade to include a series of small vista parks and/ or platforms located along the pond to allow viewing and gathering opportunities.





### 3.1.3 View Corridors and View Screening

This area has an important history of aggregate extraction. The required visual screening of the sand and gravel operations resulted in the creation of berms and tree screens around the perimeter of the site. In some cases, the topography of the site also creates a visual screen, as is the case along Colonel Talbot Road. As the gravel pit area is restored and transformed, the views into the gravel pit should be reopened to invite the public into the central part of the site.

The creation of view corridors to establish a connection between the Central Pond and Green Space Area, and surrounding neighbourhoods, is encouraged. Any development application within the *Byron Gravel Pits Secondary Plan Area* will evaluate:

- i) View corridors from Byron Baseline Road and Commissioners Road West to the Gravel Pit area, as well as corridors and lookouts from the Crestwood and Longworth Policy Areas;
- ii) Maintain the existing view corridor along Colonel Talbot Road;
- iii) Screening, to the extent possible, of medium and high density residential and mixed-use development within the *Byron Gravel Pits Secondary Plan Area* from the residential area located west of Colonel Talbot Road; and,
- iv) Provide an Urban Design Brief that will be required to demonstrate how view corridors will be established or maintained.

## 3.2 Natural Heritage

### 3.2.1 Natural Heritage System

In accordance with the Environmental Policies of *The London Plan*, the diversity and connectivity of natural features and areas, and the long-term ecological function and biodiversity of the Natural Heritage System within the *Byron Gravel Pits Secondary Plan Area* will be identified, protected, enhanced and managed, including recognizing linkages between and among natural heritage features and areas, surface water features and groundwater features.

It is important to recognize that there has been extensive alteration of the landscape within the *Byron Gravel Pits Secondary Plan Area*, through decades of aggregate extraction. For example, the Central Pond and dramatic slopes in the area have been created through the extraction and rehabilitation process.

There are also some wooded and successional areas around the perimeter of the former aggregate extraction areas, some of which are associated with the steep slopes which have also been recently documented as supporting habitat for Species at Risk. The Unevaluated Wetland and Unevaluated Vegetation Patches identified in Schedule 3 are to be subject to environmental review in accordance with the applicable environmental policies of *The London Plan* prior to any proposed re-development of the area:

- i) New development or site alteration will require a Subject Lands Status Report (SLSR) and an Environmental Impact Study (EIS), either as standalone or consolidated report, as set out in *The London Plan*, to:
  - a) Assess the extent and significance of the remnant natural features and areas in the *Secondary Plan Area*;
  - b) Identify linkages within and between these features and areas;
  - c) Confirm or refine the boundaries of components of the local Natural Heritage System with regards for the natural features and areas as well as open spaces in the adjacent lands;
  - d) Evaluate the anticipated impacts of any proposed development or site alteration on the Natural Heritage System in the *Secondary Plan Area* or in the adjacent lands; and,
  - e) Identify mechanisms to avoid impacts or, where impacts are unavoidable, measures to mitigate these impacts in accordance with the applicable policies and regulations.
- ii) Where non-provincially significant wetlands are identified, there shall be no net loss of the wetlands' features or functions. For these features, the City (in consultation with the local conservation authority, if applicable), may consider the replacement of wetlands rather than



in situ protection in accordance with the applicable policies in *The London Plan*.

- a) Wetland naturalization and/or creation around the margins of the Central Pond may be considered where appropriate.
- iii) Recognizing the long history of disturbance in the *Secondary Plan Area* and the importance of sustaining and enhancing the local urban forest for its ecological functions as well as its contributions to building community resilience to climate change, there shall be a no net loss of natural wooded areas, including successional tree and/or thicket habitats, and opportunities to enhance and expand these features in the *Secondary Plan Area* shall be explored through the development process.
- a) Development and site alteration shall not be permitted in significant woodlands, and appropriate buffers to these features are to be identified and implemented; and,
  - b) For significant woodlands that are relatively small and/or very disturbed and in poor condition, replacement rather than in situ protection may be considered where the feature(s) and function(s) can be provided elsewhere in the *Byron Gravel Pits Secondary Plan Area* and are demonstrated, through an EIS, to provide a net gain to the Natural Heritage System, including consideration of buffers to adjacent land uses.
- iv) Recognizing the long history of disturbance in the *Secondary Plan Area* has created some types of significant wildlife habitat not previously documented, opportunities to protect and enhance these features in the Study Area shall be identified through the development process.
- a) For significant wildlife habitat, replacement rather than in situ protection may be considered where the feature(s) and function(s) can be provided elsewhere in the *Byron Gravel Pits Secondary Plan Area* and are demonstrated, through an EIS, to provide a net gain to the Natural Heritage System, including consideration of buffers to adjacent land uses.
  - b) Significant wildlife habitat protection and/or creation may overlap with other protected and/or created natural heritage features and areas (e.g., wetlands and/or woodlands).
  - c) Assessments shall also consider local scale upland corridors that support plant and wildlife movement within the Study Area and to natural features and areas outside the *Secondary Plan Area*.





- v) Opportunities to enhance, restore and, where appropriate, expand the Natural Heritage System through Potential Naturalization Areas in locations aligned with the City's objectives for this *Byron Gravel Pits Secondary Plan Area* have been identified on Schedule 3. These opportunities may overlap and/or align with required replacement of wetlands, significant woodlands, woodlands and/or significant wildlife habitat elsewhere in the *Byron Gravel Pits Secondary Plan area*.
- vi) The City is supportive of exploring opportunities to protect existing and / or create new habitat for extant endangered and/or threatened species in the context of this *Byron Gravel Pits Secondary Plan Area*, in accordance with any applicable the *Endangered Species Act* and *Aggregate Resources Act* policies, and in consultation with the appropriate provincial agency(ies).

### 3.2.2 Protection of Significant Natural Features

Portions of the *Byron Gravel Pits Secondary Plan Area* meet the City's criteria for significant woodlands:

- i) Any development or site alteration proposal located adjacent to natural heritage features will be subject to all of the Environmental Policies of *The London Plan* and the *Provincial Policy Statement 2020*.
- ii) Naturalization, restoration and /or habitat creation is to integrate native and non-invasive species appropriate for the site and the target habitat(s).
- iii) Protection and enhancement of natural features should be detailed as part of any future landscape and park plans associated with future development applications.



## 3.3 Green Development

The *Byron Gravel Pits Secondary Plan* is based on a design in which one of the goals is to maximize the potential for sustainable development. This is achieved through such features as enhanced connectivity, mixed-use development, and an inter-connected open space system.

Through development applications, including site design and layout, proponents are encouraged to design and construct development to:

- i) Reduce the consumption of energy, land and other non-renewable resources;
- ii) Minimize the waste of materials, water and other limited resources;
- iii) Create livable, healthy and inclusive environments;
- iv) Maximize opportunities to incorporate green infrastructure;
- v) Reduce greenhouse gases;
- vi) Encourage pedestrian, transit and bike network access, as well as bike parking and storage.

### 3.3.1 Green Development Requirements for New Development Applications

As part of a complete application for development within the *Byron Gravel Pits Secondary Plan Area*, the applicant will demonstrate how the following are incorporated into the design of the proposed development:

- i) Green technologies consistent with the policies and objectives in the Green and Healthy City section of *The London Plan*;
- ii) LEED Neighbourhood Development principles or comparable green standard;
- iii) A range of residential dwelling types that support life-cycle housing, housing choice and affordability, and provide opportunities to age-in-place within the limits of the *Byron Gravel Pits Secondary Plan Area*;
- iv) Implement landscape design and plantings on private development sites which reduces the urban heat-island effect, improves air quality, moderates sun and wind, and improves ground water recharge;
- v) Retention of existing mature trees, including appropriate measures to maintain the health and integrity of these trees in conformance with a Tree Management Strategy completed by a certified arborist; and,
- vi) Quality materials for buildings that are durable and have high levels of energy conservation.





### 3.4 Habitat for Endangered and Threatened Species

Habitat for a provincially threatened bird species has been confirmed within the *Byron Gravel Pits Secondary Plan Area*. It is possible that habitat for other endangered and/or threatened species may be identified or confirmed through further environmental studies. Due to the Study Area's status as a gravel pit undergoing rehabilitation, application of both the Province's *Endangered Species Act* and *Aggregate Resources Act* must be considered together as long as the aggregate license remains active. As such, the following special policies apply:

- i) Ecological Studies to screen for, confirm and delineate habitat for endangered and /or threatened species shall be completed prior to any proposed re-development within the *Secondary Plan Area*;
- ii) Where habitat for a provincially endangered or threatened species is confirmed, the proponent (whether it be a private landowner, the City, or other) shall work with the Province of Ontario to ensure compliance with the *Endangered Species Act* and *Aggregate Resources Act*, if applicable;
- iii) The City is supportive of exploring opportunities to protect existing and/or create new habitat for extant endangered and/or threatened species in the context of this *Byron Gravel Pits Secondary Plan Area*;
- iv) The City is willing to work with other landowners in the Study Area to help protect existing and/or create new habitat for extant endangered and/or threatened species on lands under its ownership within the *Secondary Plan Area* where opportunities exist, in consultation with the Province and in accordance with the applicable legislation; and,
- v) The City is willing to collaborate with other landowners and other interested parties to help protect and monitor existing and/ or created habitat for endangered and/ or threatened species in the Study Area, in consultation with the Province and in accordance with the applicable legislation.



## 3.5 Built Form

The *Byron Gravel Pits Secondary Plan Area* will contain a mix of low- to high-rise development. The vision contemplates a variety of building typologies, including singles, townhouses, apartments, and multi-storey mixed-use buildings.

The following general policies apply:

- i) Adequate setbacks shall be provided to allow for future infrastructure maintenance within the right-of-way. Maximum setback requirement may be established in the Zoning by-law;
- ii) Buildings and structures located at the termination of vistas/ view corridors shall incorporate architectural design elements and massing that enhances the terminal view;
- iii) Garage entrances shall be oriented such that they do not terminate a vista/view corridor;
- iv) Buildings and structures located adjacent to natural heritage features should incorporate architectural element and massing that is compatible with the feature, and should be oriented to take advantage of their location adjacent to the natural heritage feature; and,
- v) To minimize private property interfaces with significant natural heritage features, planning and design measures will be integrated, which may include, where appropriate, features such as: window streets, and public parkland and/ or public access adjacent to natural heritage features are encouraged..







### 3.6 Affordable Housing

The development of the Byron Gravel Pit *Secondary Plan* will provide an opportunity to contribute to the supply of affordable housing and may assist the City in meeting its target for the provision of affordable housing. The following policies shall apply to the *Byron Gravel Pits Secondary Plan Area*:

- i) A 25% affordable housing component at a minimum of 80% the average market rate for a period of 25 years should be encouraged within the limits of *Byron Gravel Pits Secondary Plan Area* through a mix of housing types and sizes;
- ii) Opportunities for affordable housing shall be integrated into neighbourhoods and developments that provide an opportunity for a balanced mix of tenure and housing prices;
- iii) A variety of unit and housing types, including bachelor, 1, 2, and/or 3-bedroom units, should be included in new development applications to allow a diverse range of families to reside in

the area while also providing homes that are inherently more affordable;

- iv) Provide people with the opportunity to live and work near present or prospective jobs in the *Byron Gravel Pits Secondary Plan Area*;
- v) Innovative design elements, building techniques, or other tenure arrangements for residential developments shall be encouraged in order to increase the provision of affordable housing;
- vi) Additional Residential Units to support housing choice are encouraged, in accordance with the policies of *The London Plan*; and,
- vii) Each proposal for site-specific development will be assessed on its ability to contribute to a range of housing alternatives options and supportive amenities.





## 3.7 Servicing

### 3.7.1 General

Municipal infrastructure is located within proximity to the *Byron Gravel Pits Secondary Plan Area*. Available capacity and any required upgrades to the existing infrastructure will be assessed through future development applications, primarily Draft Plan of Subdivision and Site Plan Applications, in accordance with City standards.

In accordance with established policies, municipal infrastructure will be designed and constructed to the satisfaction of the City and all applicable approval agencies having jurisdiction, according to the accepted infrastructure servicing strategies.

The development limits for the *Secondary Plan* shall be limited to the extent of the area that is serviceable by the existing gravity servicing elevations, which vary across the site.

### 3.7.2 Stormwater Management

- i) In considering options for stormwater management, the following principles will apply:
  - a) Stormwater Management (SWM) measures will be designed to provide stormwater quality, quantity, erosion and water balance control targets identified for each policy area;
  - b) The SWM Strategy and associated control targets (e.g., water balance, are to be developed in accordance with the requirements of the natural heritage system to ensure environmental and ecological integrity, and to ensure functionalities are preserved and maintained). Appropriate water balance objectives and mitigation measures should also ensure any groundwater/surface water interactions are maintained across the *Byron Gravel Pits Secondary Plan Area*;
  - c) Low Impact Development (LID) principles and practices will be promoted, including the use of rain gardens/bioretention, green roof systems, or infiltration systems. The approval of these measures will be subject to the presence of adequate geotechnical conditions and land development within the Plan Area;





- d) Development may be accommodated by available stormwater outlets and required control targets. A municipal stormwater management strategy would be required to service the Municipal Right-of-Way and new development. Permanent Private Systems (PPS) may provide the required stormwater targets for development blocks. Where existing SWM measures exist and are to service future developments (e.g. Longworth Policy Area), the development area will be designed to meet development conditions accommodated by the existing infrastructure or include PPS strategies supported by existing infrastructure. The SWM outlet for the Crestwood Policy Area is anticipated to be provided by the future Commissioner's Road West.
- e) Stormwater management systems shall be designed to contribute to the aesthetic components of the greenlands system and support natural heritage features or cultural heritage landscapes at any time in the land development process.
- ii) In accordance with established policies, stormwater management infrastructure will be designed to the satisfaction of the City and all applicable approval agencies having jurisdiction, according to the accepted Stormwater Management Strategy for each Policy Area. Where permitted, Permanent Private Systems (PPS) will provide the water quality and, in some cases, quantity control for storm-drainage.
- iii) The implementation of SWM Best Management Practices (BMPs) is encouraged by the City. The approval of these measures will be subject to the presence of adequate geotechnical



conditions and land development within the Plan Area.

- iv) Stormwater management strategies shall be incorporated into all parking and other hard surface development.

### 3.7.3 Utilities and Telecommunications

- i) All local power and telephone lines and other cable services serving the *Byron Gravel Pits Secondary Plan Area* shall, where possible, be located underground and be grouped into a single utility conduit.
- ii) Utility services shall be permitted in all land use designations.
- iii) The City will support the provision of electronic communications technology involving high-capacity fiber optics to enhance telecommunications services within the *Byron Gravel Pits Secondary Plan Area*.
- iv) Utilities are to be located to provide for a landscaped growing area that supports tree longevity.
- v) Recognizing the importance of creating great streetscapes, to which street trees and street furnishings are vital, existing standard utility locations may be revised in order to accommodate these elements.











## 4.0 Policy Areas

The following character areas form place types unique to the *Byron Gravel Pits Secondary Plan* as shown on Schedule 5. These areas have separate identified character elements, which are defined in the character area policies. The character area policies and general policies of this Plan work together to fulfill the purposes of this *Secondary Plan*.

### 4.1 All Policy Areas

The *Byron Gravel Pits Secondary Plan Area* is envisioned as a dynamic mixed-use community providing for a range of uses and housing forms, centered around the pond and natural features within the Pit. The Intent, Character, Permitted Uses and Built Form and Intensity for each Policy Area are outlined in the following sections. The four policy areas and their general intent are:

- i) The Byron Baseline Policy Area forms the mid- to high-rise, mixed-use portion of the *Byron Gravel Pits Secondary Plan* and is to be pedestrian oriented. This area will further serve as a gateway to the community and including the Central Pond and Green Space Area.
- ii) The Crestwood Policy Area will provide a range of residential housing forms along the realignment of Commissioners Road West and will be integrated with residential areas to the east of the *Byron Gravel Pits Secondary Plan Area*.
- iii) The Longworth Policy Area will provide a range of residential housing forms in the southern portion of the *Byron Gravel Pits Secondary Plan Area* which will be integrated with the residential neighbourhood to the south-east of the *Byron Gravel Pits Secondary Plan Area*.
- iv) The Central Pond and Green Space Policy Area is to provide passive recreational opportunities within the neighbourhood.



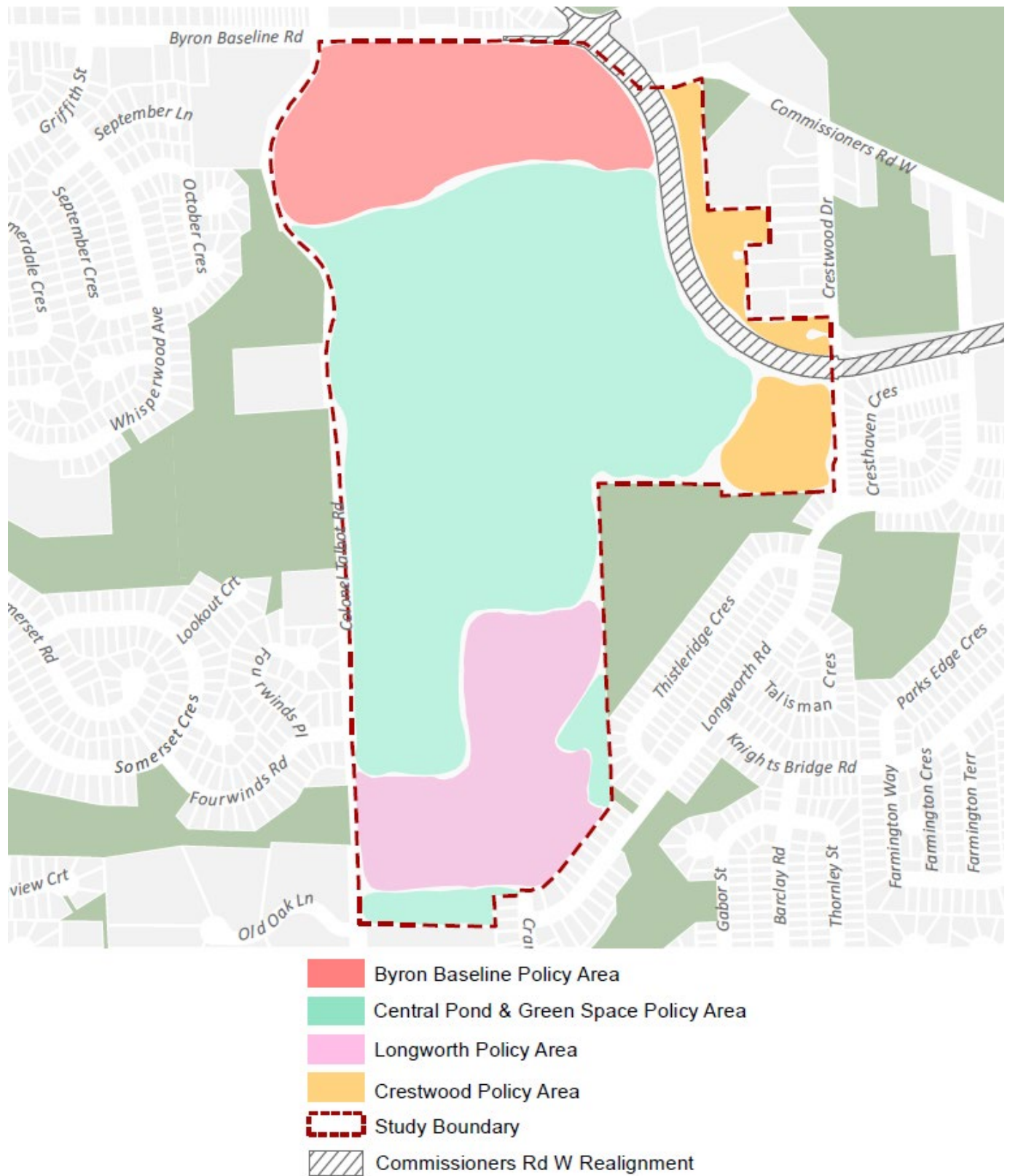


Figure 3: Character Policy Areas





### 4.1.1 Permitted Uses

Permitted uses in this *Secondary Plan* are specific to the Policy Area and will be outlined below.

### 4.1.2 Extent of Policy Area

The exact limit of the developable area within the Byron Baseline, Crestwood and Longworth Policy Areas shall be determined through future development applications. Development applications will be required to submit the appropriate technical reports, including a Geotechnical Report (outlining the stability of the slope), and studies that assess the feasibility of providing access and municipal services. Appropriate and safe setbacks shall be determined prior to any rezoning of the lands within the *Byron Gravel Pits Secondary Plan Area*.

## 4.2 Byron Baseline Policy Area

### 4.2.1 Intent

The Byron Baseline Policy Area fronts onto Byron Baseline Road between Colonel Talbot Road and Commissioners Road West as shown on Schedule 5. Multi-use pathways will connect the Gravel Pit to the intersections of Byron Baseline Road with Colonel Talbot Road and Commissioners Road West and to the parks and pathway system, including Springbank Park and the Arboretum. This Policy Area is intended to provide for the development of a mid- to high-rise, mixed- used district that is pedestrian-oriented, a focal point for the neighbourhood level services and civic functions, and a gateway to the Byron Gravel Pit neighbourhood and natural areas, including the Central Pond and Green Space Policy Area.

There are constraints on development within this area due to the steep slopes and Commissioners Road West Realignment. There are suitable areas for mid- to high-rise development in the northwest, near the intersection of Byron Baseline Road and Colonel Talbot Road, and northeast, near the intersection of Byron Baseline Road and Commissioners Road West. Vehicular access to development will be from connections to Byron Baseline Road given there is no available, direct access to Colonel Talbot Road or Commissioners Road West.



## 4.2.2 Character

The Byron Baseline Policy Area is planned to be a walkable and accessible urban mixed-use “main street” at a pedestrian scale. Buildings will be oriented to the street to create a vibrant human-scale streetscape that supports transit services and mobility options. Minimum and maximum setbacks, building heights and other regulations may be implemented in the Zoning By-law to achieve the desired built form and shall be assessed relative to the average grade of the centreline of Byron Baseline Road. Buildings located on corner lots or adjacent to the Central Green Space will be oriented to provide a primary face on both street frontages, and/or the Central Pond and Green Space. Semi-private outdoor spaces such as stoops, terraces, and porches etc. shall be encouraged on all ground-related residential units and garage doors and/or service facilities shall not be allowed to dominate the view of the streetscape.

In addition to requirements in *The London Plan*, all planning and development applications will be evaluated according to the following development principles:

- i) Establish a human scale along Byron Baseline Road, Colonel Talbot Road and Commissioners Road West using streetscaping that prioritizes pedestrians and active transportation through the provision features, such as wide sidewalks, bicycle paths, street furniture, trees, landscaping, lighting, and other streetscape elements.
- ii) Site and orient buildings to address Byron Baseline Road and the intersections with the future road accesses and Commissioners Road West.
- iii) Animate the streetscape along Byron Baseline Road, Colonel Talbot Road and Commissioners Road West with active ground floor uses, including small-scale commercial, offices and residential within mixed-use buildings.

- iv) Incorporate a variation in building heights to establish visual interest in the skylines and establish views to the Central Pond and Green Space.
- v) Create multi-use pathway corridors which connect to the intersections of Byron Baseline Road with Colonel Talbot Road and Commissioners Road West to the Central Pond and Green Space.
- vi) Maintain and enhance a view corridor into the site from Byron Baseline Road.
- vii) Develop a Promenade laneway adjacent to the pond with barrier-free access points.





### 4.2.3 Permitted Uses

A range of residential and commercial uses are permitted and encouraged within the Byron Baseline Policy Area

#### 4.2.3.1 Residential Uses

Residential uses shall be permitted within standalone or mixed-use buildings. A residential component shall be required as part of any mixed-use development in this designation. In order to achieve the focal point function of the Byron Baseline Policy Area, residential uses within mixed-use buildings shall be located primarily on the second floor or above and non-residential secondary permitted uses shall be located primarily to the ground floor of mixed-use buildings. Non-residential secondary uses may also be located on the ground floor of any residential unit within a live-work built form.

Residential units located on the ground floor should encourage street level activity through features such as pedestrian entrances and porches. Permitted residential uses include:

- i) Apartments;
- ii) Townhouses; and,
- iii) Stacked Townhouses.

#### 4.2.3.2 Commercial and Community Uses

Permitted small-scale convenience commercial, office, community and commercial recreation uses include those which are appropriate in a residential environment, provide a service to local residents, and which do not adversely impact neighbouring residential uses. These uses will only be permitted within mixed-use buildings with a residential component and in a small-scale format, up to a maximum Gross Floor Area of 300 square metres per use. These uses could include, but may not be limited to:

- i) Office uses including medical/dental offices, located on the second floor and above in residential mixed-used buildings;
- ii) Retail stores;
- iii) Restaurants;
- iv) Personal service establishments;
- v) Private and commercial schools;
- vi) Convenience stores;
- vii) Day care centers;
- viii) Specialty food stores;
- ix) Studios and galleries;
- x) Fitness and wellness establishments; and,
- xi) Financial institutions.



#### 4.2.4 Built Form and Intensity

In additional to requirements in the City Design part of *The London Plan*, the following policies apply:

- i) The heights of buildings along Byron Baseline Road shall transition downward from a maximum height at the Road Access Points and will decrease towards the intersections with Commissioners Road West and Colonel Talbot Road.
- ii) Building height will also transition inwards towards the center of the Gravel Pit with the greatest heights being located adjacent to the Central Pond and Green Space Policy Area.
- iii) Buildings in the Byron Baseline Policy Area shall have a minimum height of two storeys.
- iv) The standard maximum building height in the Byron Baseline Policy Area along the Byron Baseline Road frontage shall be four storeys, with an upper maximum of six storeys. At the future intersection of the road access points and Byron Baseline, the maximum height is nine storeys and the upper maximum is 12 storeys. There shall be a transition to the interior of the Policy Area where buildings shall have a standard maximum height of 12 storeys with an upper maximum of 18 storeys for lands fronting onto the Central Pond and Green Space Policy Area. Applications to exceed the standard maximum will be reviewed according to the Our Tools part of *The London Plan*. Applications exceeding the upper maximum heights will not be permitted without an amendment to this Plan in accordance with the Our Tools part of *The London Plan*.
- v) Buildings will be oriented to Byron Baseline Road and the Central Pond to create a vibrant human-scale streetscape that supports transit services.
- vi) Buildings located adjacent in proximity to parks and open spaces will provide opportunities to overlook into the open space.
- vii) Buildings should be designed to accommodate for permitted non-residential uses with residential uses located above.
- viii) The ground floor height of all buildings shall be greater than the height of any upper storey.
- ix) Windows and overhead pedestrian sheltering, taking into account Bird Friendly Design, are encouraged to be incorporated into the building ground level, especially facing streets. Ensure the weather protection reflects the building's architecture.
- x) All parking, storage and loading areas should be located in the interior and rear yard and shall be appropriately screened, landscaped and buffered from all adjacent land uses and road rights-of-way.
- xi) The massing, siting and scale of buildings located adjacent to Byron Baseline Road, or along the edge of the Central Pond and Green Space Policy Area will orient their principal elevations/ entrances to these frontages and be designed to reinforce an animated and pedestrian oriented public space. "Back-of-house" activities such as garbage storage, utilities boxes, etc. are specifically not permitted along the Byron Baseline Road or the Central Pond and Green Space Policy Area.





- xii) Siting and massing of buildings will contribute to the comfort, safety and amenity of the public roads and the Gateway/Public Access on Byron Baseline Road.
- xiii) Provide direct lines of sight from windows and balconies to the sidewalk and adjacent to the Central Pond Area.
- xiv) The ground floor elevation of buildings should step down along sloped frontages to reduce the exposure of foundations and avoid the need for ramps and retaining walls.
- xv) Development and its associated ground disturbance and grading shall provide for adequate buffer to the existing natural features.
- xvi) The implementing Zoning By-law shall include details with respect to front and exterior side yards for the various anticipated development forms and types to achieve the desired built form.
- xvii) Building setbacks adjacent to Byron Baseline Road will be based on defining a pedestrian oriented streetscape, while allowing for the preservation of existing significant trees and the planting of new trees, and will be located close to the property line adjoining the public road.
- xviii) Where a rear or exterior lot line or the rear or side building façade abuts a public road, public open space and/or a residential lot, special landscaping/ building treatments shall be required to ensure that building facades and servicing areas are attractive and/or appropriately screened from view.





- xix) Parking structures should be integrated into the design of buildings to ensure the public realm is not negatively affected. Structured parking will be screened from the Gateway/Public Access and the Central Pond. reflects the General Policies of this *Secondary Plan* and the Built Form and Intensity policies of this Policy Area.
- xx) The size and configuration of each development block will:
  - a) Be appropriate for its intended use;
  - b) Facilitate and promote pedestrian movement;
  - c) Provide a sufficient number of building lots and, where appropriate, a range of building types to achieve cost effective and efficient development; and,
  - d) Not exceed 200 metres in length, to facilitate pedestrian connectivity.
- xxii) Vehicular access to the Byron Baseline Policy Area from the surrounding street network will only be provided from Byron Baseline Road. No access to the realigned Commissioners Road West and Colonel Talbot Road shall be available to the Policy Area.
- xxiii) Site design will provide mid-block pedestrian connections, as identified on Schedule 2 to facilitate access and views to the Central Pond and Green Space Policy Area.
- xxi) Each development block will:
  - a) Have frontage on a public road or Central Pond and Green Space Policy Area; and,
  - b) Be of a sufficient size and appropriate configuration to accommodate development that



## 4.3 Crestwood Policy Area

### 4.3.1 Intent

The Crestwood Policy Area is located on the eastern extent of the *Byron Gravel Pits Secondary Plan* Area on the northeast and south sides of the Commissioners Road West realignment as shown on Schedule 5. The intent of this area is to support a range of housing types in a low-rise form. Existing single-detached residential development is located adjacent to this Policy Area, and new development should be sensitive to these existing uses. No direct access to Commissioners Road West is permitted, so development will not be permitted unless a connection is provided to the surrounding road network via Crestwood Drive and integrated with development to the east of the *Secondary Plan*.

### 4.3.2 Character

The Crestwood Policy Area will be urban residential in nature and will not allow for the identified range and size of non-residential uses anticipated in the Byron Baseline Policy Area. Development shall be street-oriented with the principal entrances facing the street. For corner lots, buildings will be oriented to provide a primary face on both street frontages. Semi-private outdoor spaces such as stoops, terraces, and porches etc. shall be encouraged on all ground-related residential units and garage doors and/or service facilities shall not be allowed to dominate the view of the streetscape. Low- to mid-rise building forms will minimize problems of shadowing, view obstruction and loss of privacy.

In addition to the requirements in *The London Plan*, all planning and development applications will be evaluated according to the following development principles:

- i) Ensure compatibility and integration with existing neighbourhoods to the east of the *Byron Gravel Pits Secondary Plan* Area;
- ii) Protect woodland areas, consistent with *The London Plan*;
- iii) Encourage pedestrian and active transportation links that include cycling pathways;
- iv) Evaluate impact on environmental features for new developments; and,
- v) Provide a lookout along the publicly accessible trail system.





### 4.3.3 Permitted Uses

Permitted uses in the Crestwood Policy Area include single detached, semi-detached, duplex, street townhouses, converted dwellings and cluster housing. Street townhouses, stacked townhouses, triplexes and fourplexes are permitted where appropriate based on *The London Plan* policies.

### 4.3.4 Built Form and Intensity

In addition to requirements in the City Design part of *The London Plan*, the following policies apply:

- i) Primarily, the residential areas will develop as traditional urban residential neighbourhoods with characteristics similar to those found in the adjacent areas to the east, reflecting compact development, a diversity of building massing and types, and walkable amenities to enhance the day-to-day living experience. This Policy Area will have a variety of setbacks, depending on the built form and level of intensity.
- ii) Building heights in the Crestwood Policy Area shall be a minimum of two storeys, up to a standard maximum of four storeys, and an upper maximum of six storeys. Applications to exceed the standard maximum will be reviewed according to the Our Tools part of *The London Plan*. Applications exceeding the upper maximum height will not be permitted without an amendment to this plan in accordance with the Our Tools part of *The London Plan*.
- iii) All development will address the road, and garage door/service facilities shall not dominate the view of the streetscape.



- iv) The size and configuration of each development block will:
  - a) Be appropriate for its intended use;
  - b) Facilitate and promote pedestrian movement; and,
  - c) Provide a sufficient number of building lots and, where appropriate, a range of building types to achieve cost effective and efficient development.
- v) Each development block should:
  - a) Have frontage on a public road; and,
  - b) Be of a sufficient size and appropriate configuration to accommodate development that reflects the General Policies of this *Secondary Plan* and the Built Form and Intensity policies of this Policy Area.
- vi) To support public transit and for reasons of public safety and convenience, primary building entrances shall be clearly visible and located on a public road or onto public spaces. Access from sidewalks and public open space areas to primary building entrances shall be convenient and direct, with minimum changes in grade.
- vii) The implementing Zoning By-law shall include details with respect to front and exterior side yard setbacks for the various anticipated development forms and types to achieve the desired built form.







- viii) The following measures shall be undertaken to promote safety and security in public places, including roads, parks, trails and open spaces, schools, public transit routes and the public activity areas of buildings:
  - a) The design and siting of new buildings shall provide opportunities for visual overlook and ease of physical access to adjacent roads, and the Central Pond Area;
  - b) Clear, unobstructed views to the Central Pond Area shall be provided from the street; and,
  - c) Appropriate lighting, visibility and opportunities for informal surveillance shall be provided for in all walkways, parking lots, garages and outdoor amenity areas.
- ix) Garages on townhouses shall not project beyond the front wall of the dwelling (Front porches do not constitute the front wall).
- x) Townhouse units are encouraged to provide design elements that support activity in the front setback.
- xi) Built form that is three storeys or greater and is not a townhouse unit located at a corner site shall provide for a building entrance, massing, articulation and height that pronounces the corner.
- xii) Buildings located at corner sites shall not have blank walls and shall incorporate design features that assist with signifying its location at a corner site. These features may include, but are not limited to, wrap around front porches and height elements.
- xiii) Conceptual road networks are provided on Schedule 4 and will be reviewed through future development applications.
- xiv) Development will not be permitted unless it can be demonstrated that vehicular access to the Crestwood Policy Area can be provided from Crestwood Drive. No access to the realigned Commissioners Road West shall be available to the Policy Area.



## 4.4 Longworth Policy Area

### 4.4.1 Intent

The Longworth Policy Area is located on the southern extent of the *Byron Gravel Pits Secondary Plan Area* on the east side of Colonel Talbot Road as shown on Schedule 5. The intent of this area is to support a range of housing types in a low-rise form.

Existing single-detached residential development is located adjacent to this Policy Area, and new development should be sensitive to and integrated with these existing uses.

### 4.4.2 Character

The Longworth Policy Area will be urban residential in nature and will not allow for the range and size of non-residential uses anticipated in the other Policy Areas of the *Secondary Plan*. Development shall be street-oriented with the principal entrances facing the street. For corner lots, buildings will be oriented to provide a primary face on both street frontages. Semi-private outdoor spaces such as stoops, terraces, and porches etc. shall be encouraged on all ground-related residential units and garage doors and/or service facilities shall not be allowed to dominate the view of the streetscape. Low- to mid-rise building forms will minimize problems of shadowing, view obstruction and loss of privacy.

In addition to the requirements in *The London Plan*, all planning and development applications will be evaluated according to the following development principles:

- i) Ensure compatibility with existing neighbourhoods;
- ii) Protect woodland areas, consistent with *The London Plan*;
- iii) Encourage pedestrian and active transportation links that include cycling pathways;
- iv) Evaluate impact on environmental features for new developments; and,
- v) Provide a lookout along the publicly accessible trail system.

### 4.4.3 Permitted Uses

Permitted uses in the Longworth Policy Area include single detached, semi-detached, street townhouses duplex, and converted dwellings with the exception of cluster housing. Street townhouses and stacked townhouses are permitted where appropriate based on *The London Plan* policies.





#### 4.4.4 Built Form and Intensity

In addition to requirements in the City Design part of *The London Plan*, the following policies apply:

- i) Primarily, the residential areas will develop as traditional urban neighbourhoods with characteristics similar to those found in the adjacent areas to the east, reflecting compact development, a diversity of building massing and types, and walkable amenities to enhance the day-to-day living experience. This designation will have a variety of setbacks, depending on the built form and level of intensity.
- ii) Building heights in the Longworth Policy Area shall be a minimum of one storey, a standard maximum of three storeys, and an upper maximum of four storeys. Applications to exceed the standard maximum will be reviewed according to the Our Tools Section of *The London Plan*. Applications exceeding the upper maximum height will not be permitted without an amendment to this plan in accordance with the Our Tools part of *The London Plan*.
- iii) All development will address the road, and garage door/service facilities shall not dominate the view of the streetscape.
- iv) The size and configuration of each development block will:
  - a) Be appropriate for its intended use;
  - b) Facilitate and promote pedestrian movement; and,
  - c) Provide a sufficient number of building lots and, where appropriate, a range of building types to achieve cost effective and efficient development.





- v) Each development block will:
  - a) Have frontage on a public road; and,
  - b) Be of a sufficient size and appropriate configuration to accommodate development that reflects the General Policies of this *Secondary Plan* and the Built Form and Intensity policies of this Policy Area.
- vi) Notwithstanding the provisions of this *Secondary Plan*, a lot that does not have frontage on a public road may be permitted, provided that the front lot line adjoins public open space fronting a public road, and the rear lot line adjoins, and has access from a public rear lane.
- vii) Garages on townhouses shall not project beyond the front wall of the dwelling (Front porches do not constitute the front wall).
- viii) Townhouse units and ground level apartments are encouraged to provide design elements that support activity in the front setback. These may include, but are not limited to, front porches.
- ix) Townhouses located at corner sites are to incorporate design features that assist with signifying its location at a corner site. These features may include, but are not limited to, wrap around front porches and height elements.
- x) Single detached dwellings and townhouses, located at corner sites shall not have blank walls and shall incorporate design features that assist with signifying its location at a corner site. These features may include, but are not limited to, wrap around front porches and height elements.
- xi) Conceptual road networks are provided on Schedule 4 and will be reviewed through future development applications.
- xii) Vehicular access to the Longworth Policy Area from the surrounding street network should be provided from Cranbrook Road and Longworth Road.





## 4.5 Central Pond and Green Space Policy Area

### 4.5.1 Intent

The Central Pond and Green Space Policy Area identified in this *Secondary Plan* is meant to provide for high quality, regional-level recreational amenities and facilities at this unique and unprecedented site within the City of London.

Lands within this Policy Area encapsulate opportunities for a wide range of active and passive recreational activities at a regional scale, along with enhancement of ecological features. The Central Pond and Green Space Policy Area will be applied to natural and open space areas throughout the *Byron Gravel Pits Secondary Plan Area* which are recommended for preservation and recreational use.

These natural lands will allow for the protection and enhancement of existing ecological features and wildlife habitat integrated with active recreational uses including a multi-use pathway system. Development shall be directed to areas outside of the Central Pond and Green Space Policy Area.

### 4.5.2 Character

The Central Pond and Green Space Policy Area is characterized by unique topography within the City of London that features a central pond and steep slopes on all sides, as well as connections to surrounding areas. High quality recreational amenities and infrastructure within the Central Pond and Green Space Policy Area will be designed to ensure that the unique features of the pond, topography, natural features, and wildlife habitat will be enhanced and enjoyed by everyone.





### 4.5.3 Permitted Uses

This Policy Area encompasses the following distinct open space functions:

- i) High Quality Regional Recreational Activities and Facilities;
- ii) Open Space Active and Passive Recreational Uses;
- iii) Habitat for Threatened and Endangered Species;
- iv) Significant Natural Heritage Features;
- v) Natural Hazards and Slopes; and,
- vi) Water Resource System

Recreational Activities and Facilities may include, but not be limited to:

- i) Multi-use pathways;
- ii) An enhanced promenade around the central pond;
- iii) Formal and informal gathering places;
- iv) Viewpoints and lookouts;
- v) Connections between the Central Pond and park system outside the *Secondary Plan*; and,
- vi) Other active and passive recreational facilities and uses designed at a regional level.



#### 4.5.4 Policies

The following policies apply:

- i) The City will endeavour to acquire all non-developable lands within the gravel pit through parkland dedication, land acquisition, dedication, or compensation provided for under the *Planning Act* and *The London Plan*.
- ii) A Master Park Plan will be prepared and adopted to guide the future design and investment of recreational activities and facilities within the Central Pond and Green Space Policy Area. This Master Park Plan will be founded on public engagement and City-wide needs.
- iii) Natural Heritage Lands are meant to protect existing ecological features and wildlife habitat. The provision of well-designed and sustainable public access to these lands will limit uncontrolled access that would otherwise be detrimental to these ecological features. Carefully designed public access and amenities will also minimize safety concerns near natural hazards.
- iv) Facilities and structures associated with future recreational uses may include kiosks, pavilions, washrooms, cantina, waterside café and accessory buildings.
- v) Multi-use, pedestrian pathways and bicycle pathways will be incorporated into subdivision designs.











# 5.0 Implementation

## 5.1 Implementation of the Plan

The *Byron Gravel Pits Secondary Plan* shall be implemented through the following implementation mechanisms:

- i) This *Secondary Plan* shall be implemented according to the provisions of the *Planning Act*, the *Provincial Policy Statement*, other applicable Provincial legislation, and the provisions of *The London Plan*, the City of London's Official Plan.
- ii) All municipal related works shall conform with the policies of this *Secondary Plan*.
- iii) All planning and development applications shall be consistent with the policies of this *Secondary Plan*.
- iv) Where applicable, approval of development applications shall be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of any required road and transportation facilities. These works will be provided for in subdivision and development agreements. Phasing of the development, based on the completion of the external road works, may be required by the City of London.
- v) Approval of development applications shall be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of required storm water management, sanitary sewer and water supply facilities. These works shall be provided for in subdivision and development agreements. Phasing of development, based on the completion



of external sewer and water services, may be implemented if required by the City of London.

## 5.2 Interpretation

The following policies are intended to provide guidance in the interpretation and understanding of the policies, objectives, principles and schedules of this *Secondary Plan*.

- i) It is intended that the interpretation of the policies of the *Byron Gavel Pit Secondary Plan* should allow for a limited degree of flexibility according to the following provisions:
  - a) The boundaries between land use areas as shown on the schedules of this *Secondary Plan* are not intended to be rigid, except where they coincide with physical features such as public streets. The exact determination of boundaries that do not coincide with physical features will be the responsibility of Council. Council may permit minor departures from such boundaries if it is of the opinion that the general intent of this *Secondary Plan* is maintained and that departure is advisable and reasonable. Where boundaries between land use designations do not coincide with physical features, any major departure from the boundary will require an Official Plan Amendment to this plan;
  - b) Minor variations from numerical requirements in this *Secondary Plan* may be permitted by Council without an amendment to the Official Plan, provided that the general intent and objectives of this *Secondary Plan* and Official Plan are maintained; and,
  - c) Where lists or examples of permitted uses are provided in the policies related to specific land use designations, they are intended to indicate the possible range and types of uses to be considered. Specific uses which are not listed in this *Secondary Plan*, but which are considered by Council to be similar in nature to the listed uses and to conform to the general intent and objectives of the applicable land use designation, may be recognized as permitted uses in the Zoning By-law.



## 5.3 Municipal Works

Municipal works shall be consistent with the policies of the *Byron Gravel Pits Secondary Plan*. Such works could include:

- i) Sewer, water and wastewater infrastructure
- ii) Road development;
- iii) Public facilities
- iv) Parks; and,
- v) Pedestrian pathways and bridges.

## 5.4 Official Plan

- i) Any amendments to the text or schedules of this *Secondary Plan* represents an Official Plan Amendment. Furthermore, amendments to the schedules of this Plan may require amendments to the associated maps of the Official Plan.
- ii) Any applications to amend this *Secondary Plan* shall be subject to all of the applicable policies of this *Secondary Plan*, as well as all of the applicable policies of *The London Plan*, the City of London *Official Plan*.

## 5.5 Plans of Subdivision, Plans of Condominium and Consent to Sever

Any applications for subdivision, condominium, or consent to sever shall be subject to the policies of *Byron Gravel Pits Secondary Plan* and applicable policies of *The London Plan*, the City of London *Official Plan*.

## 5.6 Zoning By-law

- i) Any applications for amendments to the City of London Zoning By-law shall be subject to the policies of this *Secondary Plan* and applicable policies of *The London Plan*, the City of London *Official Plan*.
- ii) Consideration of other land uses through a Zoning By-law Amendment shall be subject to a Planning Impact Analysis as described in the Our Tools part of *The London Plan*, the City of London *Official Plan*. The Zoning By-law may restrict the use or size of some uses.
- iii) The Zoning By-law will provide more detail on individual permitted heights, which may not include the full range of heights identified in this *Secondary Plan*.
- iv) The lands within the area of this *Secondary Plan* may be zoned with an 'h' holding symbol in accordance with *The London Plan*, the City of London *Official Plan*.
- v) Holding Provisions may be considered in future Zoning By-law Amendment Applications.



## 5.7 Street Creation

New public streets, and private roads and accessways will be created through one of the applicable processes:

- i) Plan of Subdivision;
- ii) Plan of Condominium;
- iii) Site Plan;
- iv) Consent;
- v) Land Dedication; and,
- vi) Land Purchase.

Schedule 4 shows the Mobility Network. This *Secondary Plan* establishes a street pattern that represents the foundation for the community and establishes the framework for the layout of land uses. This *Secondary Plan* identifies the general alignment of roads and allows for minor changes to the street alignments to be made without amendments to this *Secondary Plan* provided that the general intent and objectives of this *Secondary Plan* and *The London Plan*, the Official Plan, are maintained. The street network may need to be modestly realigned to address constraints and opportunities identified through future planning and development applications or to allow for enhanced site or building design. Substantive changes or omissions to any road alignments will require an Official Plan Amendment and shall only be permitted where they are consistent with the underlying principles of the Community Structure Plan and this *Secondary Plan*.

At the subdivision and/or site plan application, stage traffic controls - including the provision of signalized intersections and turning movements - and frontages that may be subject to full or partial restrictions on individual driveway access, shall be identified within traffic studies required as part of a complete application. Access management shall comply with the City's Access Management Guidelines. Speed limit signage, traffic calming techniques such as roundabouts, and other traffic management elements shall be considered as part of the street design.



## 5.8 Required Studies

This *Secondary Plan* identifies the following studies, plans, and assessments that are required to be completed to the satisfaction of the City of London and any agency having jurisdiction, prior to the City considering a development application to be complete and prior to the approval of development applications within parts of, or the entire, *Byron Gravel Pits Secondary Plan Area*. The City shall determine on an application-by-application basis the need for studies, plans and assessments, and the stage in the approvals process for when they may be required:

- i) Final Proposal Report or Planning Justification Report;
- ii) Conceptual Site Design Plan/Building Elevations;
- iii) Urban Design Brief;
- iv) Affordable Housing Strategy or Statement demonstrating response to policies in section 3.6;
- v) Shadow Study;
- vi) Noise Impact and Vibration Study;
- vii) Wind Impact Assessment;
- viii) Financial Impact Study;
- ix) Archaeological Assessments;
- x) Cultural Heritage Evaluation Report;
- xi) Construction Impact Mitigation Study;
- xii) Subject Lands Status Report (SLSR);
- xiii) Environmental Impact Studies;
- xiv) Tree Inventory, Preservation, Protection and Edge Management Plans;
- xv) Green Development Statement demonstrating response to policies in section 3.3;

- xvi) Functional Servicing Plans (sewer, water and stormwater);
- xvii) Hydrogeological studies, including feature based water balance investigations and to support LIDs, as required;
- xviii) Geotechnical Report, including a slope stability assessment;
- xix) Stormwater Management Report, including traditional stormwater control measures, Best Management Practices (BMPs), and demonstrating reasonable measures to include LIDs to support ecological and hydrogeological recommendations;
- xx) Transportation Impact Assessment;
- xxi) Additional study requirements may be identified by the City as development within the *Byron Gravel Pits Secondary Plan* area proceeds; and,
- xxii) Any study may be subject to a peer review to be carried out by the City, at the full cost to the applicant, and subject to approval by the City and any other authority having jurisdiction.

## 5.9 Site Plan Control

Any applications for Site Plan Control shall be subject to the policies of the *Byron Gravel Pits Secondary Plan* and applicable policies of *The London Plan*.

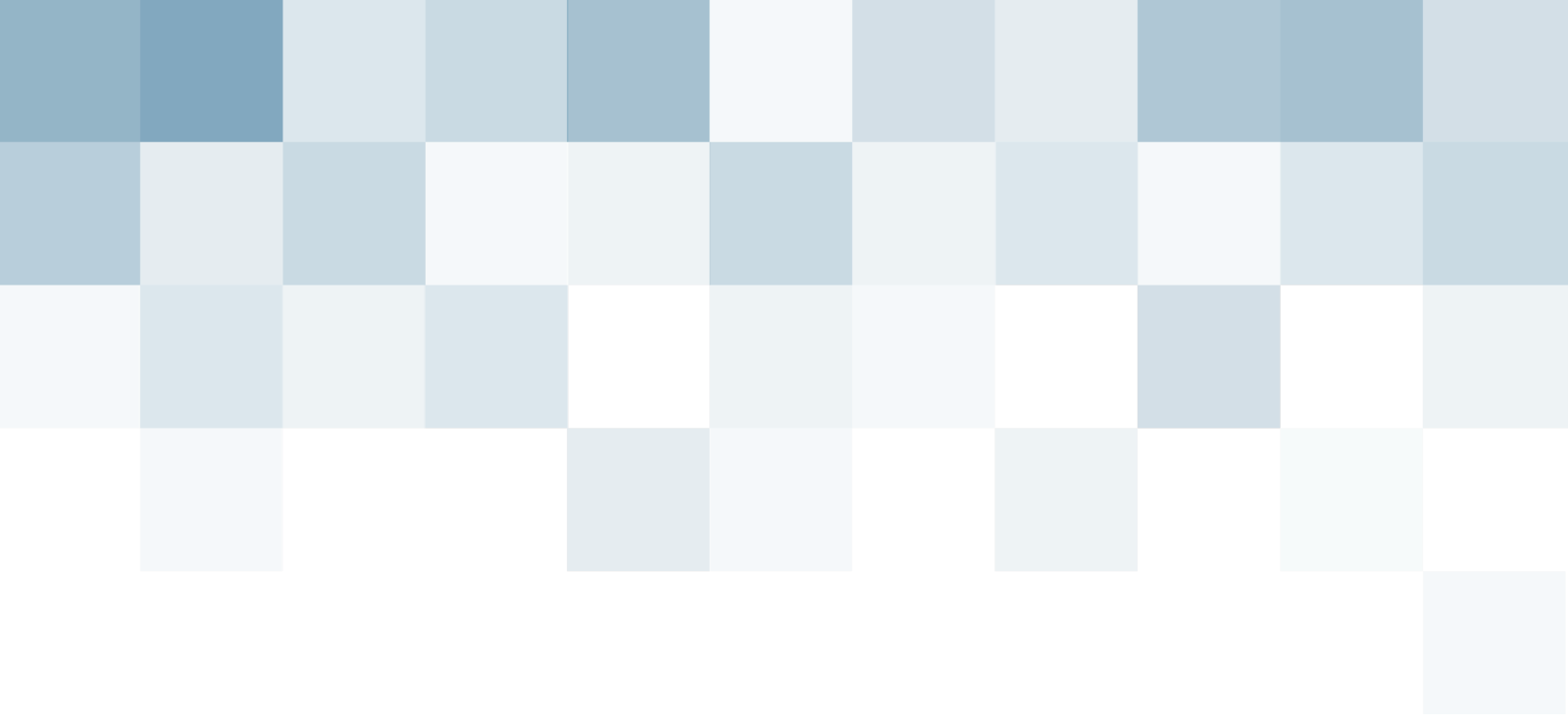
## 5.10 Guideline Documents

Guideline documents may be adopted by Council to provide greater detail and guidance for development and the public realm elements of the *Byron Gravel Pits Secondary Plan Area*.





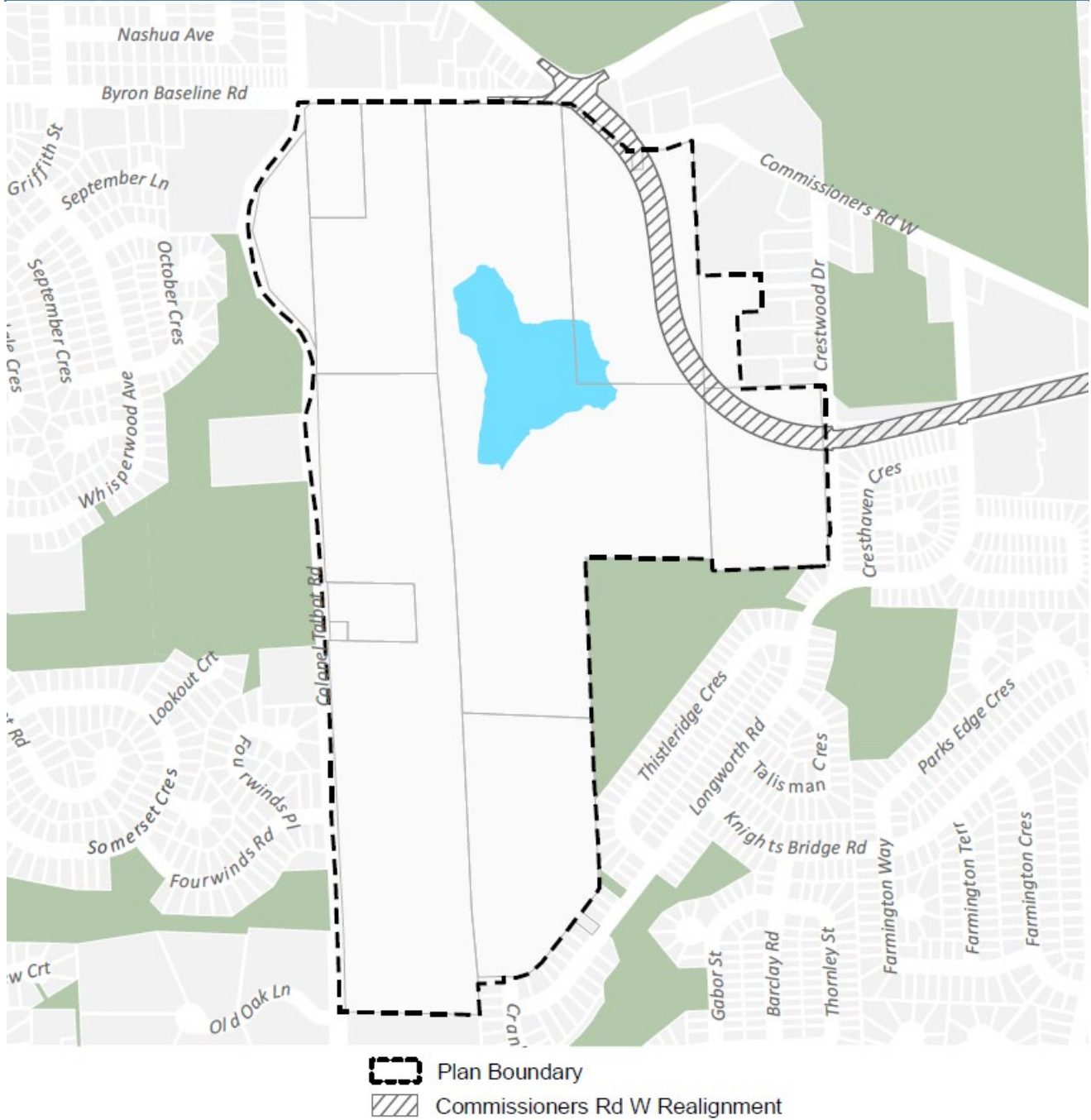




## **6.0 Schedules**

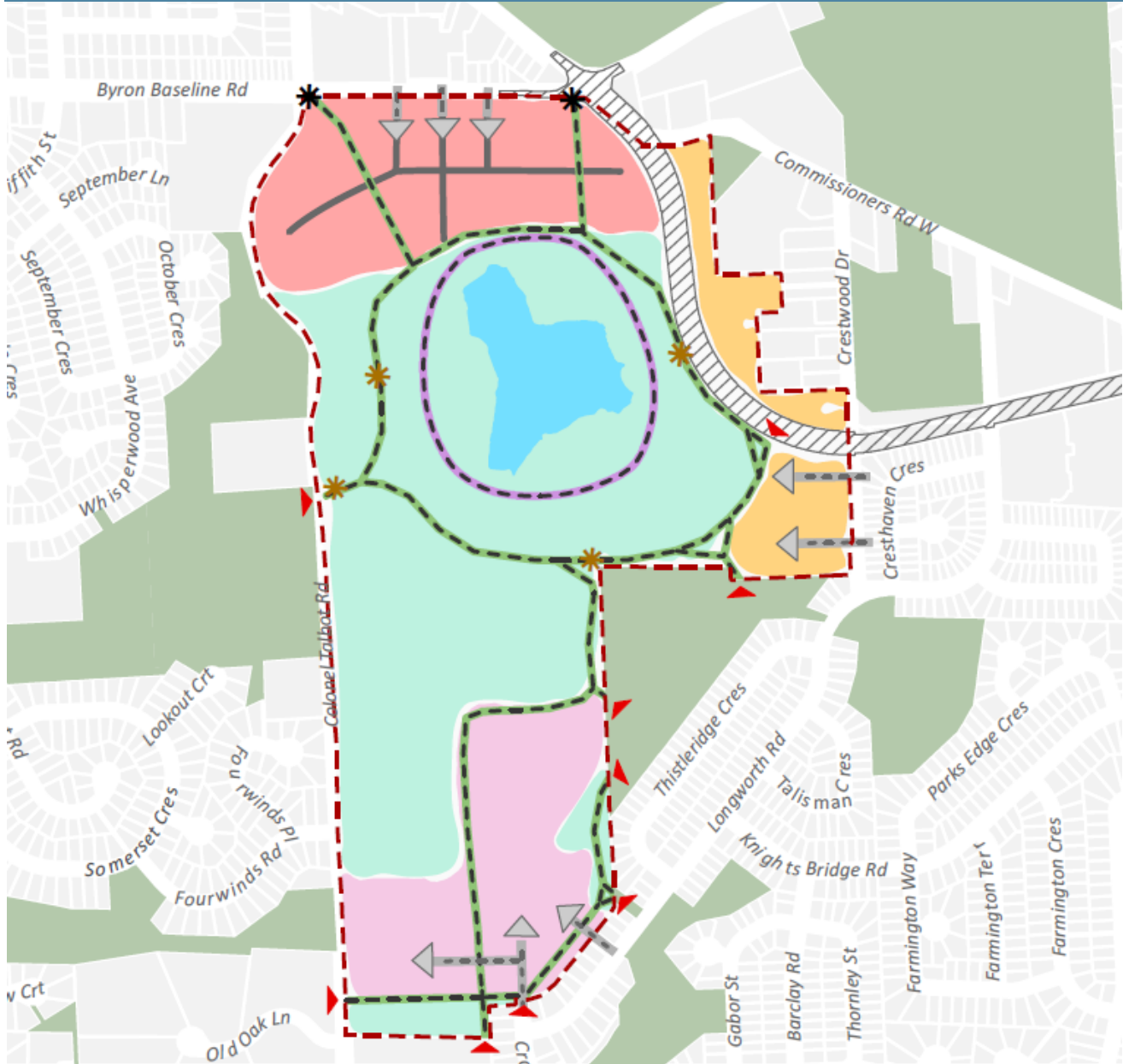


# SCHEDULE 1 - BOUNDARY OF PLAN AREA



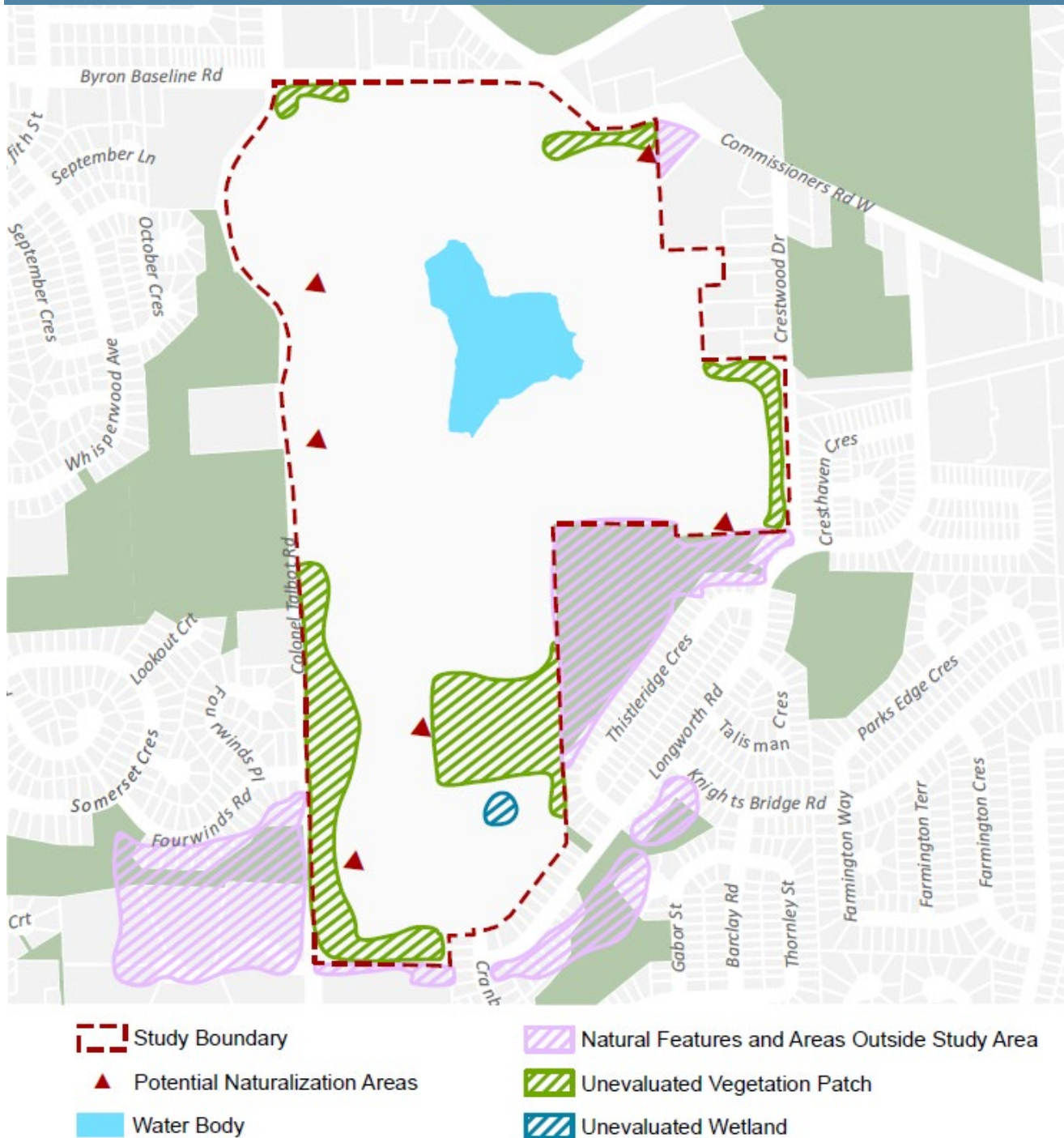


# SCHEDULE 2 - COMMUNITY STRUCTURE PLAN



- Gateway / Public Access
- Lookout
- Potential Pathway Entrance
- Byron Baseline Policy Area
- Central Pond and Green Space Policy Area
- Crestwood Policy Area
- Longworth Policy Area
- Study Boundary
- Road
- Multi-use Pathway
- Promenade
- Potential Road Access
- Commissioners Rd W Realignment

# SCHEDULE 3 - NATURAL HERITAGE



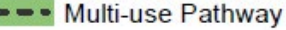
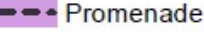


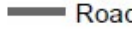



\*Note: Habitat for Provincially threatened birds is known to occur in the study area. The City and landowners are to work with the Province to ensure compliance with the *Endangered Species Act*

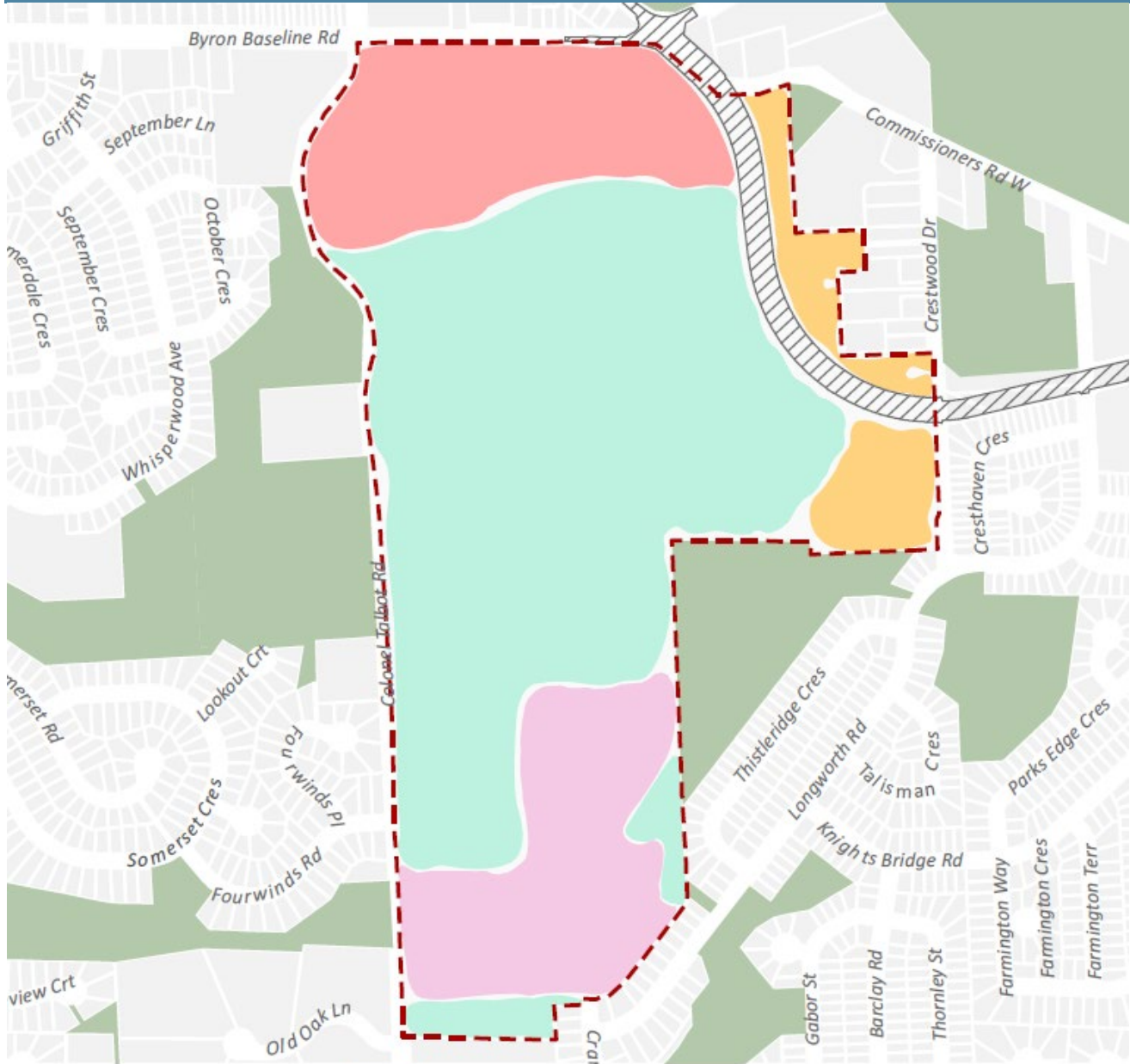


# SCHEDULE 4 - MOBILITY NETWORK



-  Gateway / Public Access
-  Potential Pathway Entrance
-  Multi-use Pathway
-  Promenade
-  Study Boundary
-  Commissioners Rd W Realignment
-  Road
-  Potential Road Access

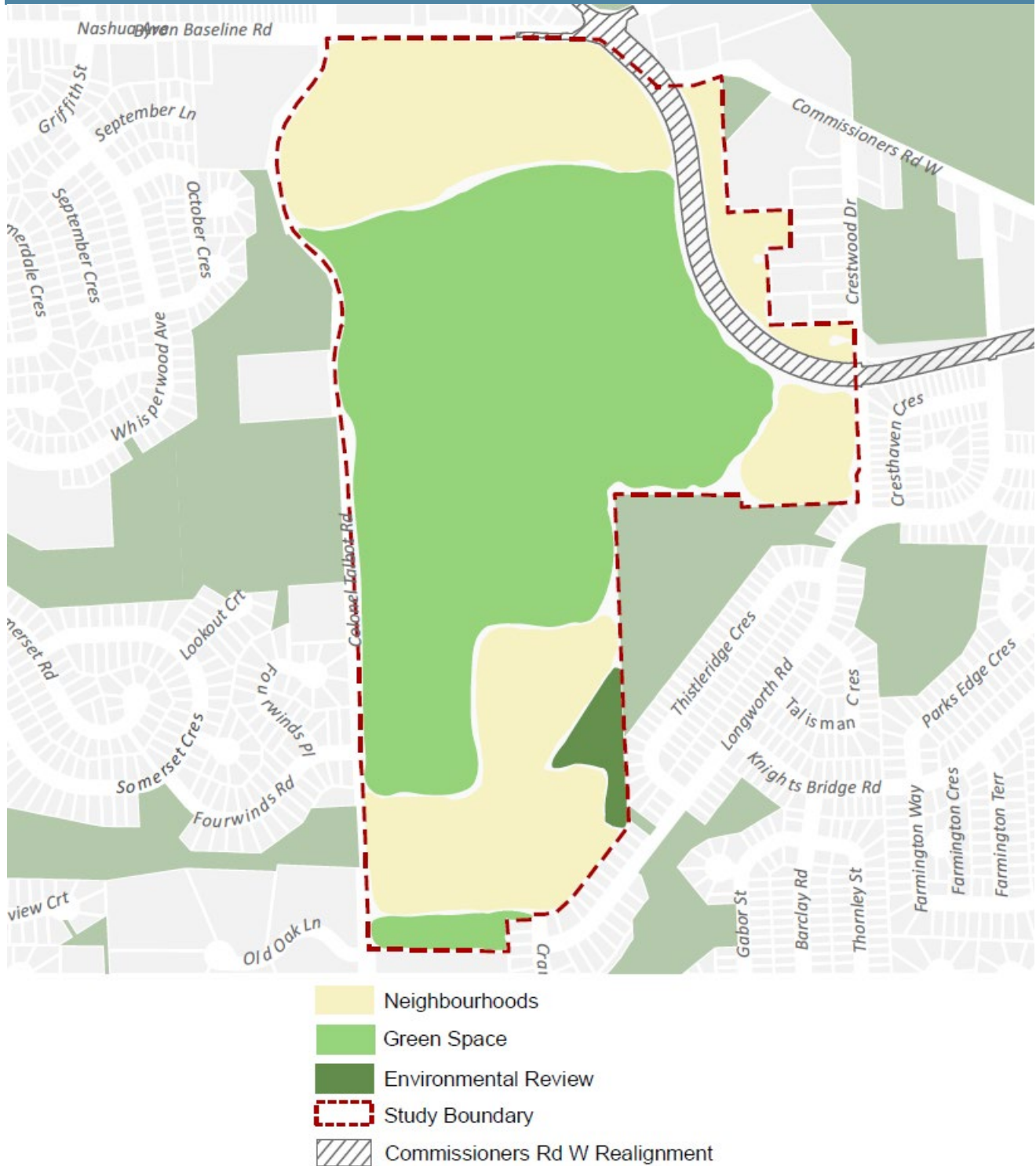
# SCHEDULE 5 - CHARACTER POLICY AREAS



- Byron Baseline Policy Area
- Central Pond & Green Space Policy Area
- Longworth Policy Area
- Crestwood Policy Area
- Study Boundary
- Commissioners Rd W Realignment



# SCHEDULE 6 - LONDON PLAN PLACE TYPES





**Planning and Development**  
**March 2024**



## Agency Comments

### External Agency Comments

#### **Bell Canada**

Bell Canada is most interested in changes to the transportation network and/or policies and regulations relating to the direction of population growth and public infrastructure investments, heritage character, urban design, broadband and economic development related objectives and how Bell can assist London to be a connected community. We have reviewed the information provided, and would be pleased to provide the following comments in order to plan and facilitate the expansion of telecommunications and broadband infrastructure.

To facilitate the provisioning of this infrastructure, we appreciate the Municipality's continued support in ensuring that sufficient notice and time to comment on planning applications are provided, particularly for Draft Plan of Condominium, Draft Plan of Subdivision and Site Plan Control/Approval. This ensures an understanding by applicants of Bell's conditions and provisioning requirements.

Bell would also emphasize that receiving engineering and servicing/utility plans/drawings, as soon as possible in the process, assists in the development and expedition of our provisioning plan. As a result, we would strongly recommend that this consideration be highlighted in any pre-circulation/consultation meetings with prospective applicants. This will assist Bell in providing comments and clearance letters in an efficient manner, assisting the Municipality in meeting approval times. Such drawings should be submitted to: [planninganddevelopment@bell.ca](mailto:planninganddevelopment@bell.ca) by the applicant/their agents.

Moving forward, Bell Canada would like to continue to ensure that the landowners are aware and familiar with our conditions as they pertain to forthcoming Site Plans, Draft Plans of Subdivision and/or Draft Plans of Condominium as follows:

#### *Condition:*

*"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.*

*The Owner agrees that should any conflict arise with existing Bell Canada facilities or easements within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost."*

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

*It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada's existing network infrastructure to service this development. In the even 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.*

UTRCA



*Thames*  
Canadian Heritage River

*"Inspiring a Healthy Environment"*

March 8, 2024

City of London – Planning Services  
P.O. Box 5035  
London, Ontario N6A 4L9

**Attention: Alison Curtis and Michael Clark (via e-mail)**

**Re: UTRCA Comments**

**Byron Gravel Pits Draft Secondary Plan - File No. O-8434**

**Applicant: The Corporation of the City of London**

---

The Upper Thames River Conservation Authority (UTRCA) has reviewed this Draft Secondary Plan with regard for the policies in the Environmental Planning Policy Manual for the Upper Thames River Conservation Authority (June 2006). These policies include regulations made pursuant to Section 28 of the Conservation Authorities Act, and are consistent with the natural hazard policies contained in the Provincial Policy Statement (2020, PPS).

## **BACKGROUND AND PROPOSAL**

The lands are located in southwest London and are comprised of fourteen (14) separate parcels including one parcel in the northwest corner which is owned by the City of London. The lands currently contain five (5) licensed aggregate extraction operations (Licence Numbers 2093, 2098, 2255, 13115, and 48596) and are nearing depletion of new materials. The secondary plan process for this area was initiated in 2016 to determine potential future uses. At this same time, the Commissioners Road Re-Alignment Environmental Assessment (EA) was also underway. This EA was completed in 2019.

The Byron Gravel Pits Draft Secondary Plan seeks to create a mixed-use community which is integrated into the existing communities surrounding the lands. In addition to residential and commercial uses, the proposed community contains a central pond and open-space policy area which includes the side slopes and pond in the central portion of the site, by-products of the aggregate uses, and natural area not suitable for further development.

This Draft Secondary Plan is providing direction for future development applications. No development is proposed at this time.

## **CONSERVATION AUTHORITIES ACT – Section 28 Regulations**

Sections of the subject lands within the secondary plan area **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:



- Erosion hazards associated with steep slopes; and
- The area of interference related to potential on-site wetlands.

Please refer to the attached mapping for the location of the regulated feature. In cases where a discrepancy in the mapping occurs, the text of the regulation prevails and a feature determined to be present on the landscape may be regulated by the UTRCA. As shown on Map 5 of the London Plan, there are potential unevaluated wetland(s) on the subject lands that are not currently captured on the enclosed regulation limit mapping.

1424 Clarke Road, London, Ont. N5V 5B9 · T: 519.451.2800 · E: [infoline@thamesriver.on.ca](mailto:infoline@thamesriver.on.ca) [www.thamesriver.on.ca](http://www.thamesriver.on.ca)

#### UTRCA Comments

[File No. O-8434 - Byron Gravel Pits Draft Secondary Plan](#)

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

## UTRCA ENVIRONMENTAL PLANNING POLICY MANUAL (2006)

The UTRCA's Environmental Planning Policy Manual is available online at:

<https://thamesriver.on.ca/wp-content/uploads/EnvPlanningPolicyManual-update2017.pdf>

## 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.

### **3.2.4 Riverine Erosion Hazard Policies**

The Authority generally does not permit development and site alteration in the meander belt or on the face of steep slopes, ravines and distinct valley walls. The establishment of the hazard limit must be based upon the natural state of the slope, and not through re-grading or the use of structures or devices to stabilize the slope.

### **3.2.6 Wetland Policies**

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

## 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/>

### COMMENTS

The UTRCA has reviewed the provided Byron Gravel Pits Draft Secondary Plan. The Byron Gravel Pits Draft Secondary Plan is providing direction for future development applications. No development is proposed at this time. We offer the following comments:

1. A Slope Stability Assessment(s) will be required to be completed by the landowner(s) to rehabilitate the existing slopes back to safe grades and determine appropriate development setbacks.
  - a. It has been indicated that these studies will be done as part of the future Subdivision process for the lands.

Page 2 of 3

UTRCA Comments  
[File No. O-8434 - Byron Gravel Pits Draft Secondary Plan](#)

- b. In addition to *Planning Act* processes, the UTRCA provides comments under the *Aggregate Resources Act* for new license applications, as well as Site Plan Amendments. Any Site Plan Amendment applications that are required to alter the existing Rehabilitation Plan for the existing pit operations, will be reviewed by our office.
2. As shown on Map 5 of the London Plan, there are potential unevaluated wetland(s) on the subject lands that are not currently captured on the enclosed regulation limit mapping.
  - a. Should these potential wetland features be determined to be present, they will be regulated by the Conservation Authority accordingly.
3. The UTRCA will work with property owners once future *Planning Act* applications are submitted to ensure future development is done in a safe manner (i.e. Draft Plan of Subdivision, etc.).

As this application is still in the consultation stage, the aforementioned requirements may change depending upon the policy in place at the time of application submission.

We remind the applicant that the necessary written approval must be obtained prior to undertaking any additional site alteration or development within the regulated area including filling, grading, construction, alteration to a watercourse and/or interference with a wetland.

Thank you for the opportunity to comment.

Yours truly,  
UPPER THAMES RIVER CONSERVATION AUTHORITY



Aisling Laverty  
Land Use Planner I



c.c.: Mike Corby, City of London  
Jessica Schnaithmann, UTRCA

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## Public Engagement

### Community Engagement

**Public Liaison:** On October 5, 2023, Notice of Public Information Centre was sent to 718 property owners and residents within an expanded 240m distance of the *Secondary Plan Area*. Notice of Public Information Centre was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on Thursday, October 5, 2023. Multiple “Planning Application” signs were also placed on the northern, eastern, and southern limits of the *Secondary Plan Area*.

Public Information Centers (PICs) were hosted by City Staff at the Bostwick Community Center on October 24<sup>th</sup>, 2023, and October 26<sup>th</sup>, 2023, between 5:00 p.m. and 8:00 p.m. Both PICs were well attended by members of the public, including property owners within the *Secondary Plan Area* and adjacent. Over 60 people provided written comments and/or asked to be notified of future updates regarding the *Secondary Plan*.

An article announcing the release and providing an overview of the draft *Byron Gravel Pits Secondary Plan* was published in the *Byron Villager*, a local community magazine, in December 2023. A follow up article to provide an update on the changes since the release of the draft secondary plan and give notice of the Public Participation Meeting at the Planning and Environment Committee was published in the April edition of the *Byron Villager*.

**Londoner Notice: 1350 Wharncliffe Road South; located northeast of Middleton Avenue and south of Bradley Avenue** – The purpose and effect of this application is to consider a proposed Draft Plan of Subdivision and Zoning By-law Amendment to allow for a residential subdivision. **Draft Plan of Subdivision** - Consideration of a proposed Draft Plan of Subdivision to allow for: twenty-eight (28) single detached lots, eleven (11) lots for townhouse units and one (1) medium density block, one (1) reserve block, and two (2) streets (Southbridge Avenue and Street A). **Zoning By-law Amendment** – Consideration of an amendment to the Zoning By-law Z.-1 to change the zoning from Holding Urban Reserve (h-17\*h-42\*UR6(1)), to: Residential R1 Special Provision (R1-13(7)) Zone for Lots 1 through 28 to permit single-detached lots with a minimum lot area of 270 square metres and a minimum lot frontage of 9 metres; Residential R4 Special Provision (R4-6(\_)) Zone for lots 29 through 39 to permit street townhouses with special provisions for minimum lot frontage of 6.7 meters, a maximum lot coverage of 50 per cent, and a height of 12 metres; and, Residential R6 Special Provision (R6-5(\_)) Zone to permit cluster housing with special provisions for a minimum front and exterior side yard of 1.5 meters, and a minimum density of 30 units per hectare and a maximum density of 75 units per hectare. The City may also consider applying Holding Provisions in the zoning.  
File: 39T-22501 & OZ-9502 Planner: A. Curtis x. 4497

### Public Comments

#### **Email Comments/Inquiries**

Good afternoon Alison,

I was driving past the Byron gravel pit today and noticed the city was open to suggestions about what the land can be used for so I would like to submit my idea.

It would be a wonderful place to install an 18 hole disc golf course. After planting some trees and installing baskets it is a relatively cheap endeavour and could result in a world class course.

Disc golf is a fast growing sport. St Julian park located on the east end of town is always busy with multiple groups of people playing. There would also be opportunities to host tournaments there which often times bring people from around Canada and the US to compete and spend money in the city.

Thank you for taking the time to read this. Have a wonderful day.

Bob Deen

Dear Alison

It was great to meet you at the public information session on Thursday last week. I was the tall, Scottish guy with my daughter (but I'm sure you met a lot of people on the night!).

I have thought about your plans a lot in the last week. For some background, I moved to Canada in January of this year after 20 years in London, England where I still have my own real estate company ([www.goviewlondon.co.uk](http://www.goviewlondon.co.uk)).

### **Community Soccer Centre**

I am now coaching soccer at Byron Optimist Club for the younger generation, I coach boys and girls from 8 to 11 and they have great enthusiasm for the game. It does concern me that there is a limited resource of good quality indoor soccer pitches for this generation as they get older and perhaps the redevelopment of the Gravel Pit allows an opportunity for a community sports centre that could also be used by the older generation for walking soccer.

Soccer is seen as the most participated sport for young people in Canada, and is very accessible for many to play with a low cost of entry. (Currently, there is an estimated one million youth soccer players in Canada, and as a comparison there are around 600k registered youth Hockey players.)

There are certain community centres and school gymnasiums that can be utilised in winter but these are not purpose built for soccer and I think with the redevelopment happening it would give a great opportunity for a community resource that older people could use during the day and younger people in the evenings.

There is a great number of outdoor pitches in the area, but as we know these are not accessible in the 4/5 winter months, and the Gravel Pit plans could provide a great opportunity to put in place a highly impactful, practical resource for the community.

### **Community Cafe, Parent meeting point**

One of the things that has struck me about the area too is that there is a lack of meeting points for first time parents especially in the winter. If there was a community cafe for parents to meet and community classes for them they would all feel the benefit at a time that can be really challenging in their life.

I know the library does have some classes for kids which are well intentioned but I think there is something more refreshing for young mums with a cafe culture and play area for kids that could also double up for presentations/talks/demonstrations with childcare experts.

Cafes don't seem to have much economic success in the area from what I can gather so there would potentially need to be some form of subsidy on the rent if it was to be privately operated (I know from UK developments how slow the uptake can be on commercial enterprises within these developments).



All in all, I think both ideas would serve the community exceptionally well for years to come and put Byron at the forefront of long-term health and happiness for residents of London. I am happy to speak in person and attend any community feedback sessions that you think would be appropriate for me to attend. Thank you for giving me the opportunity to contribute to the consultation.

Kind Regards

Donald Collins

Hello:

We received the Secondary Plan. Does the City plan to tear down the charming wooded area along Colonel Talbot Rd which has been enjoyed for decades? Hopefully not.

We were very unhappy with a monstrous apartment bldg carved into the beautiful forest along Springbank at snake hill.

Thank you and look fwd to hearing from you

Jan Bryan

Hello Alison,

I think the Byron Gravel Pit Secondary Plan looks promising - great work!

My comment/question:

I'm of the view that the winding portion of Col Talbot Road should be realigned in a similar manner to Commissioners Rd, for the same reasons: a safer roadway for all users - motorists, cyclists, pedestrians. It is currently not very safe for anyone.

If allowance for a realignment isn't provided for now, I imagine it would be much more difficult in the future.

I don't see any discussion around this possibility, even for the purposes of ruling it out (although let me know if I've overlooked something). If it wasn't considered, what is the mechanism to have it considered?

Thanks!

Kent

Hello,

I am attaching a PDF file regarding the Byron Gravel Pit plan. First names in the document are used with permission.

## **Crestwood Plan - Current Single-Family Homes at Crestwood and Longworth Rd**

Hello,

We are the owners and neighbours (Amy and Nick, Lucy and Family, Lindsey and James, Diana and Aaron) of the four SingleFamily Homes at the corner of Crestwood Rd and Longworth Rd. We think the London Plan for the

Byron Gravel Pit Rehabilitation is exciting for London and for our Neighborhoods. We would like to share some ideas and concerns, since we border the study area, which include; language discrepancies in the London Plan literature, labelling of Maps, current climate buffers, current wildlife, trees, current and future cut-through traffic, speeding, and the new Commissioners Rd language contained in the Crestwood Plan.

### **Language Discrepancies**

1.) Privacy language difference between the Byron Baseline Policy Vs Crestwood Policy areas.

Byron Baseline Area- Page 39, IX,  
“New development shall be compatible with adjacent and neighbouring development by ensuring that the siting and massing of new buildings does not result in undue adverse impacts on adjacent properties particularly regarding adequate privacy conditions for residential buildings and their outdoor amenity area.



Crestwood Policy area- The above statement (Page 39, IX) is missing in the Build Form Intensity section for the Crestwood Policy Area.

2.) Crestwood Policy Area- Page 45, XX, XXI “Development will not be permitted unless it can be demonstrated that vehicular access to the Crestwood Policy Area can be provided from Crestwood Drive. No access to the realigned Commissioners Road shall be available to the Policy Area”. This statement is confusing. Once the new Commissioners Rd is Built according to plan, there will be access to Crestwood Rd from the Old Commissioners Rd, North of the New Commissioners, and access to Crestwood Rd from Longworth Rd, South of the new Commissioners. Clarification on the language regarding this statement would be appreciated, Page 45, XX, XXI. The concern is that it could be interpreted that development in this Policy area could be greenlighted very easily.



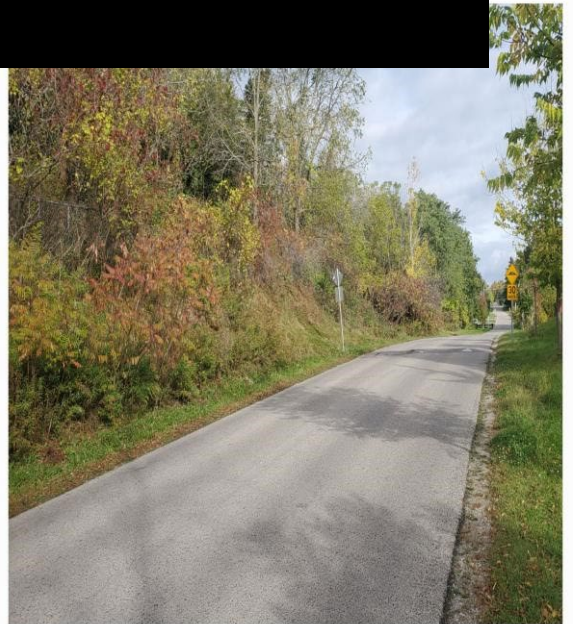
## Trees and Climate Buffers

Along Crestwood Dr, there is a dense forest of trees and brush that is similar length to the spring fed lake within the gravel pit. The area has been bordered and protected by perimeter security fencing installed by Lafarge, which has greatly helped trees and wildlife to flourish in the area for years. The trees and foliage provide a wind/climate buffer to the surrounding neighborhoods including the residential area of Cresthaven Crescent. This treed section along Crestwood Rd is the **only** forested section on the entire East Side of the Study Border. Preserving this area along the new commissioner's is our idea for this area. The proposed pathway could be unencumbered from residential activity, and wouldn't it be nice to have old growth forest along the pathway, currently used by the abundant wildlife and migratory and protected species like the Bank Swallow use these local trees to perch when not in their burrow. The following are links specifically related to Bank Swallows, for information purposes only

<filestream.ashx>  
([escribemeetings.com](http://escribemeetings.com))

[Ministry probing possible Endangered Species Act violation at Byron gravel pit](#)  
| [CBC News](#)

[Little known giant colony of bank swallows under threat in Byron gravel pit](#) | [CTV News](#)





“Unevaluated Vegetation patch (Forest along Crestwood Drive)”.



## Map Labelling and Language Discrepancies

The following contains language for the Crestwood Policy Area. See highlighted section for language discrepancies regarding build type. The area bordered in Red has consistently been Labelled as Single, Semi's, Towns.

The Secondary Plan Report for Crestwood Area-  
Page 34, 4.1 - "The Crestwood Policy Area will provide a range of residential housing forms along the realignment of Commissioners Road and will be integrated with residential areas to the east of the Secondary Plan area."

Page 42  
4.3.1 Intent "The Crestwood Policy Area is located on the eastern extent of the Secondary Plan area on the northeast and south sides of the Commissioners Road realignment as shown on Schedule 5. The intent of this area is to support a range of housing types in a low-rise form. Existing single-detached residential development is located adjacent to this Policy Area, and new development should be sensitive to these existing uses. No direct access to Commissioners Road is available, so future development not be permitted unless a connection is provided to the surrounding road network via Crestwood Drive and integrated with development to the east of the Secondary Plan.  
4.3.2 - Low- to mid-rise building forms will minimize problems of shadowing, view obstruction and loss of privacy."





4.3.3 “Permitted Uses Permitted uses in the Crestwood Policy Area include single detached, semi-detached, duplex, converted dwellings and cluster housing. Street townhouses, stacked townhouses, low- and mid-rise apartments, triplexes and fourplexes are encouraged where appropriate. 4.3.4 Built Form and Intensity i) Mid-rise apartment buildings will be composed of three sections; a base, middle and a top. Each section shall be distinguished architecturally”.

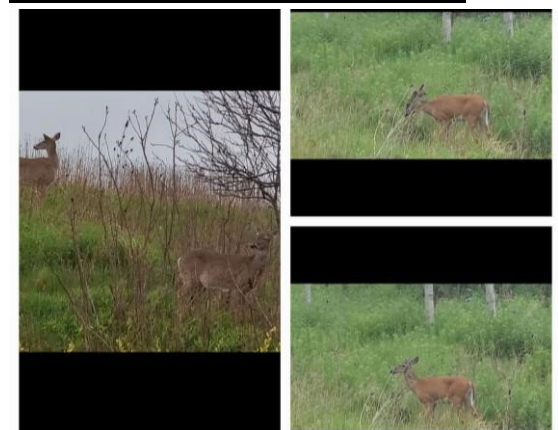


4.3.3 Permitted Uses Permitted uses in the Crestwood Policy Area include single detached, semi-detached, duplex, converted dwellings and cluster housing. Street townhouses, stacked townhouses, low- and mid-rise apartments, triplexes and fourplexes are encouraged where appropriate.

4.3.4 “iii) Building heights in the Crestwood Policy Area shall be a minimum of two storeys, up to a standard maximum of four storeys, and an upper maximum of six storeys. Applications to exceed the standard maximum will be reviewed according to the Our Tools Section of The London Plan. Applications exceeding the upper maximum height will not be permitted without an amendment to this plan in accordance with the Our Tools Section of The London Plan.”

## Wildlife

Migratory animals and the endangered species Bank Swallows. Owl, Blue Jays, Cardinals, Wild Turkey families, Coyote, Hawks, Rabbit, Deer families, and other wildlife which has all been seen from our backyards into the Trees and Brush along Crestwood Rd and Cresthaven Woods. Once the proposed new Commissioners Rd is complete, this forested area would be the only buffer left for wildlife to be protected. It also contains berry and apple trees not seen at Cresthaven Woods. This forested area is currently protected by perimeter security fencing (installed by Lafarge years ago) which has greatly helped the area wildlife thrive without human or vehicle disturbance.





## Current Satellite Images

Forested Area along Crestwood Rd/New Commissioners Rd. Forested area along Crestwood Rd is bordered in “orange”. “Yellow is the new commissioners Rd proposal.” The length of forest is similar in length to the lake inside the gravel pit.



## Traffic and Speeding (current and future)

Longworth Rd has become a cutthrough traffic area. We witness speeding every day. Longworth and Cranbrook Rd's are pedestrian active with children, pets, runners, Halloween Events and Decorations which

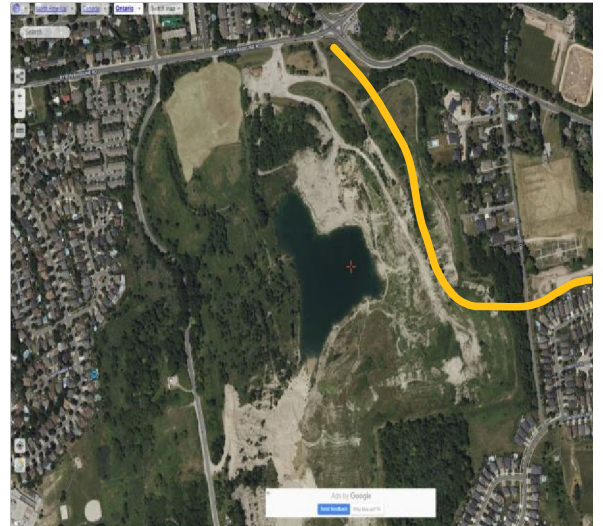
have made the news, Cresthaven park events,

Basketball, soccer. Neighbours

have

discussed options such as;

lowering speed limit to 30km/hr.,  
pedestrian crossing Lights, stop signs,  
speed bumps.



**Thank you for your time. We**

**welcome you to visit our  
neighborhood and knock on  
our door anytime.**

Sincerely,

Aaron and Diana Jones  
733 Longworth Rd. London.  
N6K0B5

Thanks,

Aaron Jones

**Phone Inquires**

Jan Bryan



## Summary of PIC Comments

First Name	Last Name	Comment
Caryn	Humphreys	If any buildings for residential get build on Crestwood, we would strongly refer they not be very high (for floors max for example), to keep the aesthetic of the mature foods present in the area.
		As a resident on Crestwood Drive, I would like if our quiet street remains quiet and safe for our kids after commissioners intersects Crestwood.
		Ensure all developers pay 100% of all and any infrastructure upgrades surrounding the development.
		There is a large black swallow colony nesting in the cliffs of the Byron Gravel Pit. They are listed at risk in Canada and the Migratory Birds Convention Act, 1994 protects bank swallows, its nests, and eggs.
Eric	Magni	Please consider continuity of trails. Byron Optimist Sports Complex via trail through Somerset Woods Park - through the gravel pit and into Springbank Park. Ensure safe, efficient crossing from the gravel pit to Springbank Park.
M	Marcy	It certainly looks like a great plan with different types of residential and activities. It would be nice to have a pedestrian bridge connecting to Springbank Park.
Marilyn	Vessie	I have listed at 1741 Fourwinds Road for 40 years and glad to see something done with the gravel pit. My concern in all of these years and the future is no sidewalk or bike path (preferably both) along Colonel Talbot. This is a safety issue that should have been addressed long ago.
Jon		In the heart of Byron, surrounded by the hub of London's park system (Springbank), it is a great opportunity to add heigh to the high rise buildings and thus more homes and units to a thriving area. Due to the topography the height will not be an eye sore and will be a great 2nd use to an old gravel pit along baseline road.
Chris	Collins	I would like to see the focus on environment and wildlife (the black swallows). I am also concerned with the mud on Colonel Talbot that has been a major problem. I don't want to see it worsened as this area is developed.
Theo		Please preserve the natural space. No more high rises in Byron!

John		Please preserve the natural space. No more high rises in Byron!
		Have you ever considered looking at "Buchart Gardens" in Victoria BC? It is a former gravel pit.
G	Krieger	All looking great with walking and hiking trails but no motor bikes please.
M	Flynn	Please protect the bank swallows habitat, and provide meadows/marshes for their food sources.
David		An environmental impact study needs to be done as to how development plan, wildlife, current parking along Longworth Rd., Thistleridge etc. (Will there be enough parking?), and traffic flow.
		Maybe do a snow study and swap the land with Boler.
Leah	Jones	More high rise means more units for people to live! With the pond and trails, the more units the better.
Steve	Stapleton	This is a great opportunity to intensify given the minimal impacts associated with heigh and existing residential, specifically, baseline road and col. talbot road. Minimum heights should start a 5 stories and tier to 20 stories vertical to the site.
Martin		Please provide access points for cars and maybe small parking lots at lookout points for "visitors" to walk/use then multi-use pathway.
Joanne	Wilson	Thank you to Anna Hopkins for the time she spent explaining the reasons for the traffic flow. Also the planning and project team for their response. All were excellent.
Mary	Boyle	Not pleased with high/mid density development on Byron Baseline - too close to the road. Too many people = increased crime rates. Traffic corner will be insane with new road design coming down commissioners/Byron Baseline. Please reconsider moving back from Byron Baseline Road and look at high end condos.



		Concerned about the impact of higher density 3-4 storey apartment being allowed to be built in the Longworth policy area. There is a lot of traffic along Longworth rd. as it is now. Also the impact of this much development in this area and the impact on the green space. This plan is a drastic change from the last one that was presented. There was going to be much less housing and more preservation of the area. This plan could impact property values in the area to their detriment along with the natural areas that protect wildlife.
Kim & Gord	Bannister	
Karen	Froese	Hope the plans include adequate parking for the recreational area.
Jessica	Thornton	Public transportation and widening of the roads to allow for more traffic. The birds - how will they be safely relocated, if at all?
		I am concerned about the proposed access from Crestwood Dr. to the possible residential development off of the rerouted Commissioners Rd. Is there a way to accomplish this? There also doesn't seem to be a lot of room for housing in the Crestwood Policy area.
Kristina	White	What are the planned efforts to protect the endangered Bank Swallows Colony?
		Would prefer if no close housing happens in the woods along Crestwood Drive. This would not only displace deer, coyote, and other wildlife, but would potentially permanently change how quiet and private the neighbourhood is on Crestwood.
Donald	Collins	It is great the city has a bold vision for this land. Please can you consider: Childrens playground, indoor soccer hub to take account of the number of children wanting to play locally plus seniors who could benefit, Pickleball courts for seniors, community center for locals, the commercial elements maybe a cafe.
		I like how you've maximized greenspace and walkways and the connection to Springbank Park. Is the water in the centre swimmable or just ornamental? what about kayaks, canoes, etc? Also benches in the greenspace please!
Rhett	Wibbing	
Jeff	Nicks	
Wayne	Maclean	
Irene	Philip	
Paul	Hubert	
Keith	Ermellimi	

Nada		
J	Zeeman	
Karen	Froese	
Robin	Nagpal	
Courtney	Benetrau	
Mary Ellyn	Karlson	
Heather		
Wayne	Senft	
Cindi	Verleyen	
Art		
Noreen	Davis	
Mary-Lou	Roder	
Alex	Vendris	
Katherine		
Doug	Hunter	
Randy	Trudeau	
Dejeu		
Andrew	Murray	
Thomas	Gunawan	
Bob	Bouane	
G	Prosser	
Barry	Spratt	
Marilyn	Nash	What will 800 Commissioners Rd. W be called when the Commissioners Rd. extension opens?
Cassio		





# Draft Byron Gravel Pits Secondary Plan



December 14, 2023

Integrated Transportation Community Advisory  
Committee

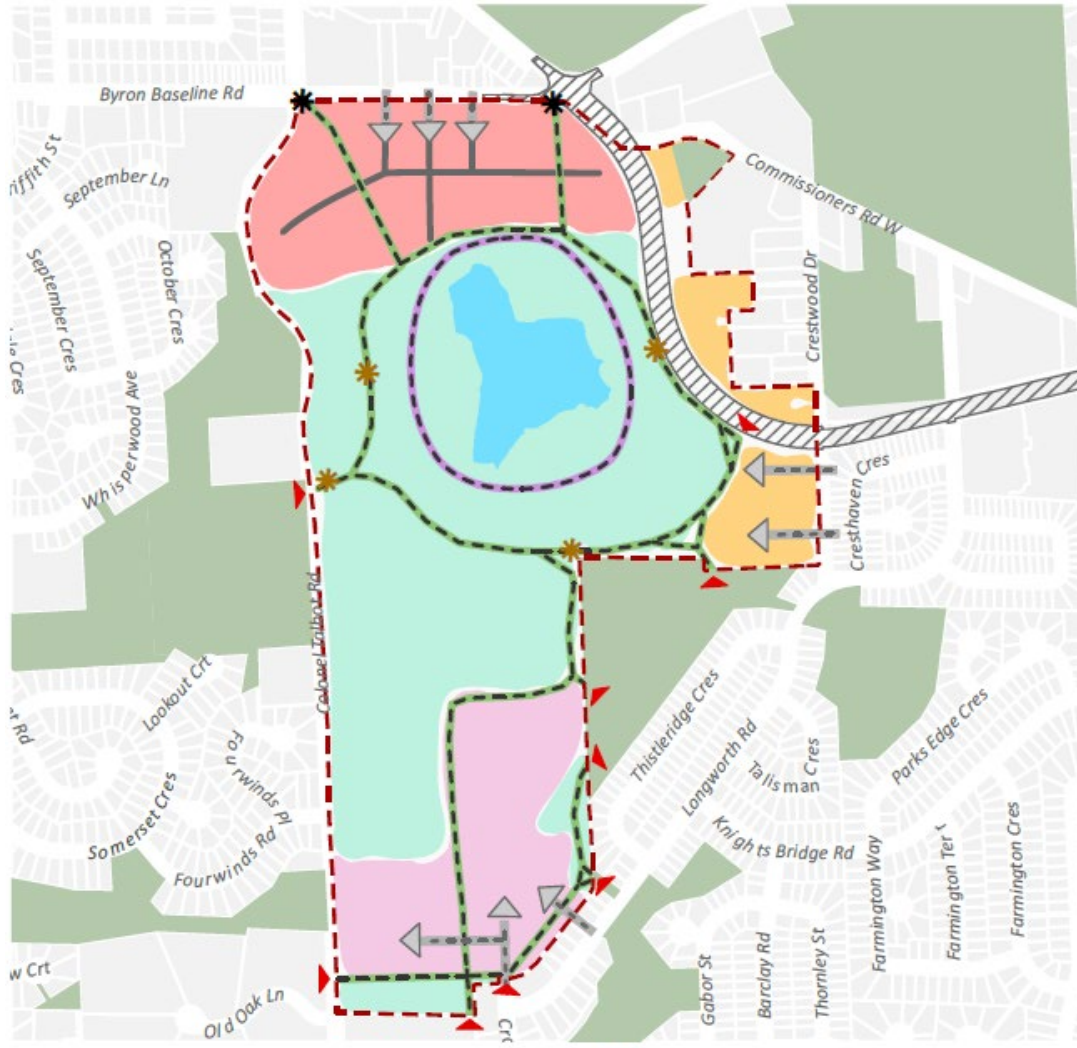















# Existing Conditions





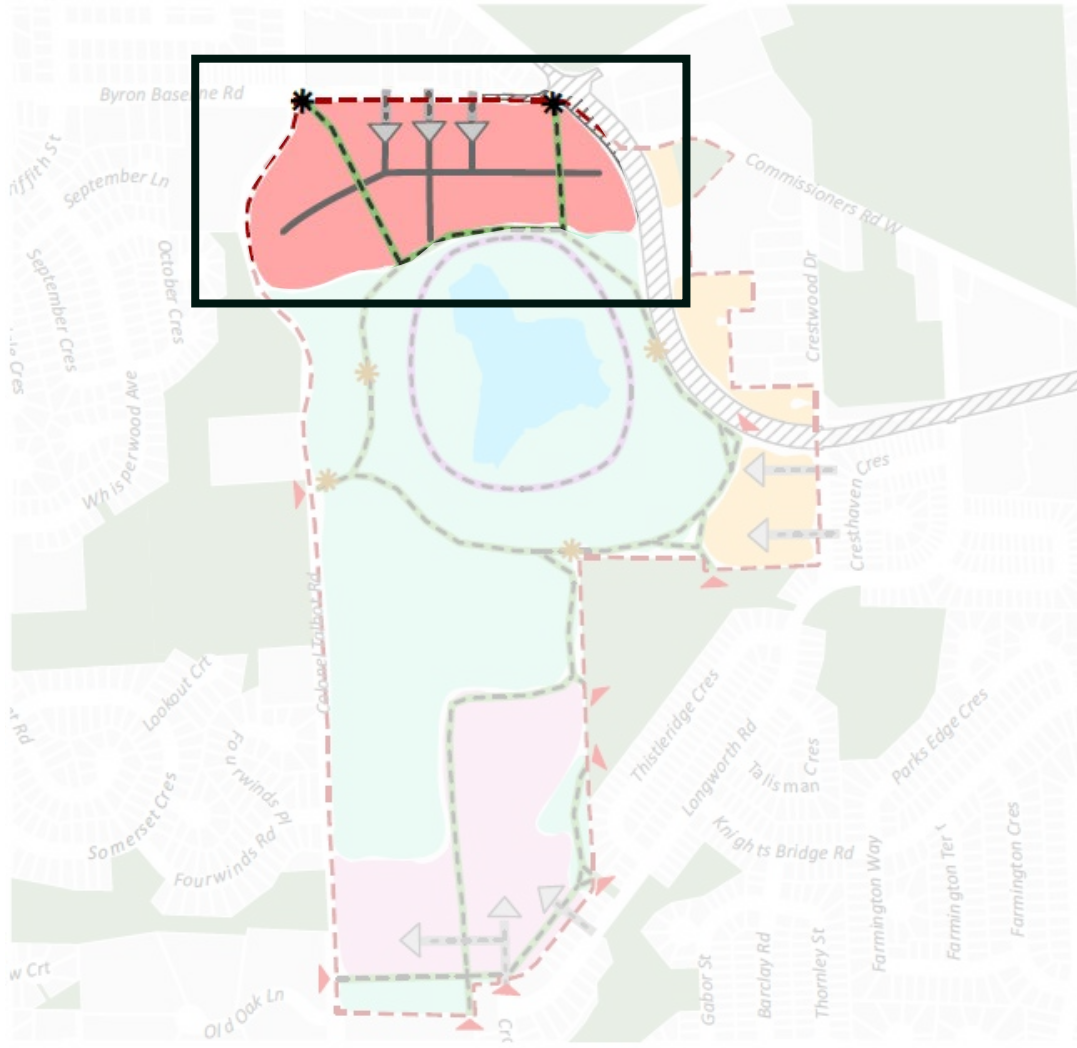
# Land Use Plan



-  Gateway / Public Access
-  Lookout
-  Potential Pathway Entrance
-  Byron Baseline Policy Area
-  Central Pond and Open Space Policy Area
-  Crestwood Policy Area
-  Longworth Policy Area
-  Study Boundary
-  Road
-  Multi-use Pathway
-  Promenade
-  Potential Road Access
-  Commissioners Rd W Realignment



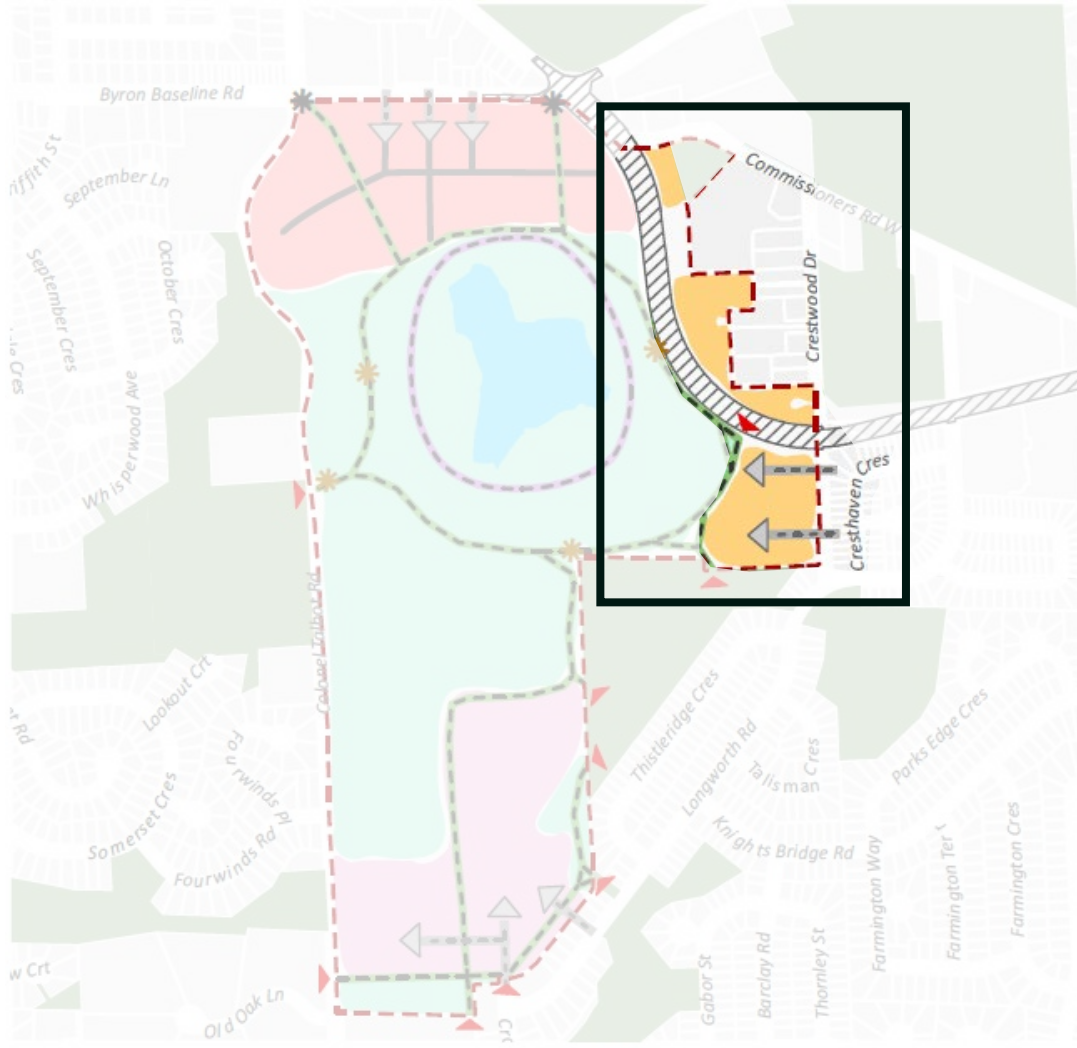
# Byron Baseline Policy Area
















- \* Gateway / Public Access
- \* Lookout
- ▶ Potential Pathway Entrance
- Byron Baseline Policy Area
- Central Pond and Open Space Policy Area
- Crestwood Policy Area
- Longworth Policy Area
- Study Boundary
- Road
- Multi-use Pathway
- Promenade
- Potential Road Access
- Commissioners Rd W Realignment
















# Crestwood Policy Area



-  Gateway / Public Access
-  Lookout
-  Potential Pathway Entrance
-  Byron Baseline Policy Area
-  Central Pond and Open Space Policy Area
-  **Crestwood Policy Area**
-  Longworth Policy Area
-  Study Boundary
-  Road
-  Multi-use Pathway
-  Promenade
-  Potential Road Access
-  Commissioners Rd W Realignment

# Longworth Policy Area



-  Gateway / Public Access
-  Lookout
-  Potential Pathway Entrance
-  Byron Baseline Policy Area
-  Central Pond and Open Space Policy Area
-  Crestwood Policy Area
-  **Longworth Policy Area**
-  Study Boundary
-  Road
-  Multi-use Pathway
-  Promenade
-  Potential Road Access
-  Commissioners Rd W Realignment





# Central Pond and Open Space Policy Area




- \* Gateway / Public Access
- ★ Lookout
- ▲ Potential Pathway Entrance
- Byron Baseline Policy Area
- Central Pond and Open Space Policy Area**
- Crestwood Policy Area
- Longworth Policy Area
- Study Boundary
- Road
- Multi-use Pathway
- Promenade
- Potential Road Access
- Commissioners Rd W Realignment



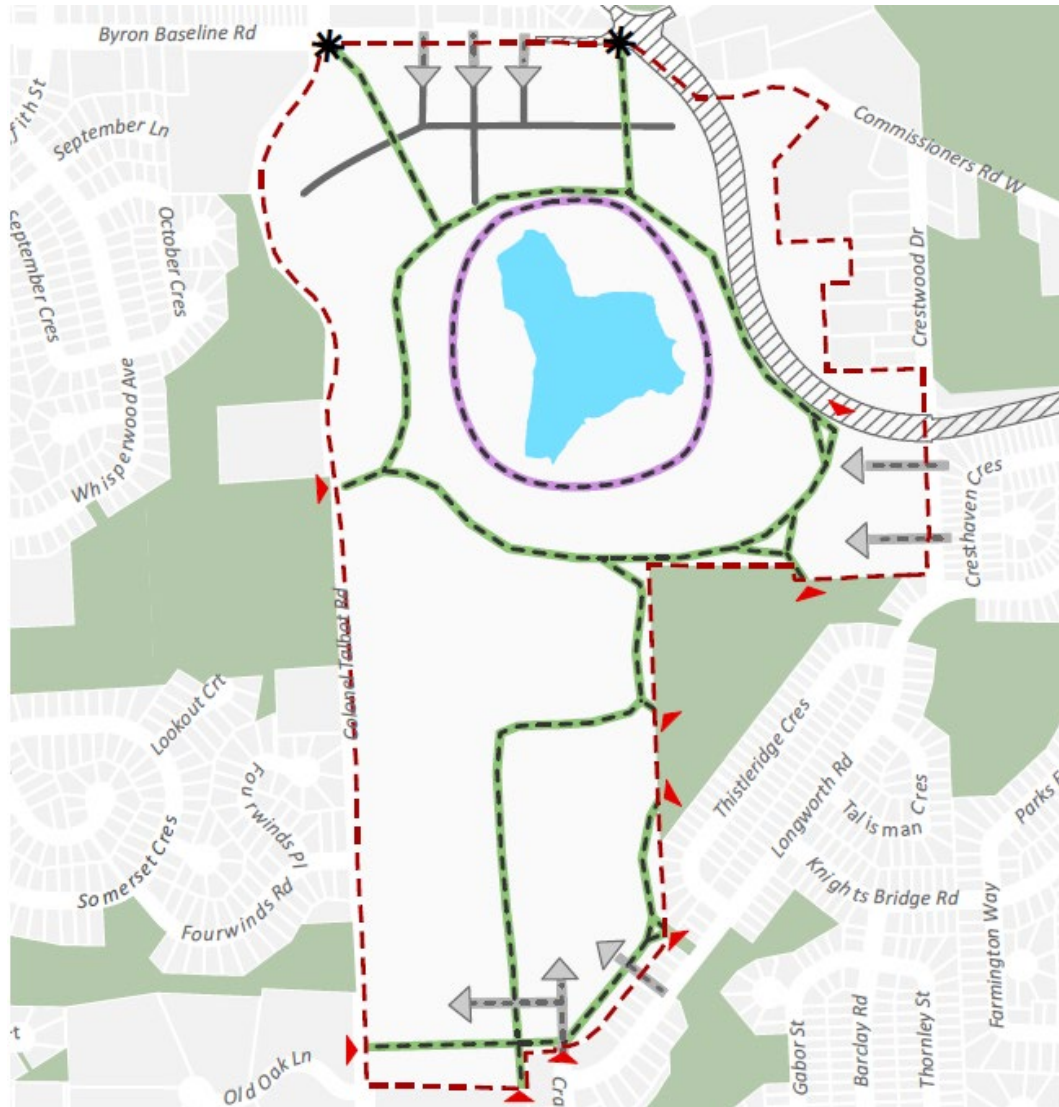
# Natural Heritage and Species at Risk – Schedule











-  Study Boundary
-  Potential Naturalization Areas
-  Water Body
-  Natural Features and Areas Outside Study Area
-  Unevaluated Vegetation Patch
-  Unevaluated Wetland



# Connectivity



-  Gateway / Public Access
-  Potential Pathway Entrance
-  Multi-use Pathway
-  Promenade
-  Study Boundary
-  Commissioners Rd W Extension
-  Road
-  Potential Road Access