

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee

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

Subject: Sifton Properties Limited
3614, 3630 Colonel Talbot Road and 6621 Pack Road
File Number: Z-8720, Ward 9
Public Participation Meeting

Date: July 16, 2024

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Sifton Properties Limited relating to the property located at 3614, 3630 Colonel Talbot Road and 6621 Pack Road:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting July 23, 2024, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, to change the zoning of the subject property **FROM** an Urban Reserve (UR4) Zone, **TO** a Residential R1 Special Provision (R1-4(_))Zone; two Residential R1 and R4 Special Provision (R1-4/R4-6(11) Zones; two Residential R1 and R4 Special Provision (R1-4(_)/R4-6(11) Zones; two Residential R4, R5, R6, R7 and R9 Special Provision (R4-6(11)/R5-7(*)/R6-5(*)/R7(*)/R9-5(*) Zones; a Neighbourhood Facility, R4, R5, R6, R7 and R9 (NF/R4-6(11)/R5-7(**)/R6-5(**)/R7(**)/R9-5(**)) Zone; and an Open Space (OS1) Zone.

IT BEING NOTED, that the above noted amendment is being recommended for the following reasons:

- i) The recommended amendment is consistent with the *PPS 2020*;
 - ii) The recommended amendment conforms to The London Plan;
 - iii) The recommended amendment conforms to the Southwest Area Secondary Plan; and,
 - iv) The recommended amendment will permit development that is considered appropriate and compatible with the existing and future land uses surrounding the subject lands.
- (b) the Planning and Environment Committee **REPORT TO** the Approval Authority the issues, if any, raised at the public meeting;
- (c) The Site Plan Approval Authority **BE REQUESTED** to consider the following:
- i) provision of short-term public bicycle parking in the development of each block through the site plan process;
 - ii) street oriented design and safe and accessible pedestrian connections
- (d) The Approval Authority **BE ADVISED** that Municipal Council supports issuing draft approval of the proposed plan of residential subdivision subject to draft plan conditions recommended by the Approval Authority, submitted by Sifton Properties Limited (File No. 39T-16509), prepared by Sifton Properties Limited, Drawing No. 1, dated October 25, 2023, which shows a draft plan of subdivision consisting of twelve (12) single detached lots (Lots 1 to 12), five (5) medium density residential blocks (Blocks 13 to 17), one (1) parkland block (Block 18), one (1) school/medium density residential block (Block 19), one (1) future development block (Block 20), and six (6) road widening and reserve blocks, all serviced by three (3) new streets (Street A, B and C).

Executive Summary

Summary of Request

The Applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from an Urban Reserve (UR4) Zone to a Residential R1 Special Provision (R1-4(_))Zone; Residential R1 and R4 Special Provision (R1-4/R4-6(11) Zones; Residential R1 and R4 Special Provision (R1-4(_)/R4-6(11) Zones; Residential R4, R5, R6, R7 and R9 Special Provision (R4-6(11)/R5-7(*)/R6-5(*)/R7(_)/R9-5(*)) Zones; a Neighbourhood Facility, Residential R4, R5, R6, R7 and R9 Special Provision (NF/R4-6(11)/R5-7(**)/R6-5(**)/R7(**)/R9-5(**)) Zone; and, an Open Space (OS1) Zone.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended action is for Municipal Council to approve the recommended Zoning By-law Amendments to permit the development of a residential subdivision comprised of single detached residential development, medium density residential development, and open space with potential for a school block. The Zoning By-law Amendment and proposed Draft Plan of Subdivision could contribute **approximately 347 to 383 residential units** to the residential market in London.

Linkage to the Corporate Strategic Plan

This recommendation will contribute to the advancement of Municipal Council's 2023-2027 Strategic Plan in the following ways:

- **Housing and Homelessness**, by ensuring London's growth and development is well-planned and considers use, intensity, and form; and,
- **Wellbeing and Safety**, by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

Consent Approval Authority – 6621 Pack Road B.046/01 – June 18, 2001

1.2 Planning History

The subject lands were part of the Town of Westminster prior to the expansion of City boundaries and annexation in 1993. After annexation, the lands were designated Urban Reserve – Community Growth. Applications for Minor Variances and Consents were submitted in 2001. The Minor Variance was withdrawn, and the Consent was granted approval on June 18th, 2001, to permit a utility easement.

The lands are now subject to the *Southwest Area Secondary Plan (SWAP)*, and more specifically the policies for the North Lambeth Residential Neighbourhood. *SWAP* was approved by the Ontario Municipal Board on April 29, 2014, and is intended to provide a comprehensive land use plan, servicing requirements and servicing strategy for the lands south of Southdale Road, east of the Dingman Creek and north of the Highway 401/402 corridor. The subject lands are designated as Medium Density Residential under *SWAP*.

1.3 Property Description and Location

The subject site consists of a portion of 3614 and 3630 Colonel Talbot Road, and all of 6621 Pack Road. There is an existing single detached dwelling and detached garage on 3630 Colonel Talbot Road, there are no buildings on 3614 Colonel Talbot Road, and there are a single detached dwelling, a small barn, and a shed on 6621 Pack Road. The sites are primarily used for agricultural purposes, with a slightly rolling topography from

north to south. To the north of the site is an existing and developing residential subdivision (Talbot Village), which is predominantly single detached dwellings; to the east is vacant agricultural lands; to the west is several single detached dwellings (on the east side of Colonel Talbot Road), and a developing subdivision (Silverleaf), with multi-family medium density development proposed on the west side of Colonel Talbot Road; and vacant lands to the south, with a proposed Plan of Subdivision (39T-17503 – W3 Farms).

Both Colonel Talbot Road and Pack Road are classified as a Civic Boulevard in *The London Plan*. There are three (3) wetlands within the subject area – one is located on 6621 Pack Road and the other two are located on 3614 Colonel Talbot Road.

1.4 Current Planning Information:

- The London Plan Place Type: Neighbourhoods, Civic Boulevards
- Existing Zoning: Urban Reserve UR4

1.5 Site Statistics:

- Current Land Use: 6621 Pack Rd – single detached dwelling; 3614 and 3630 Colonel Talbot Road – vacant/farm
- Frontage – 206.8 metres (678 feet) (Colonel Talbot Rd); 211.5 metres (693 feet) (Pack Rd)
- Depth – approx. 270 metres (885 feet)
- Area – 9.55 hectares (23 acres)
- Shape: irregular
- Located within the Built Area Boundary: No
- Located within the Primary Transit Area: No

1.6 Surrounding Land Uses:

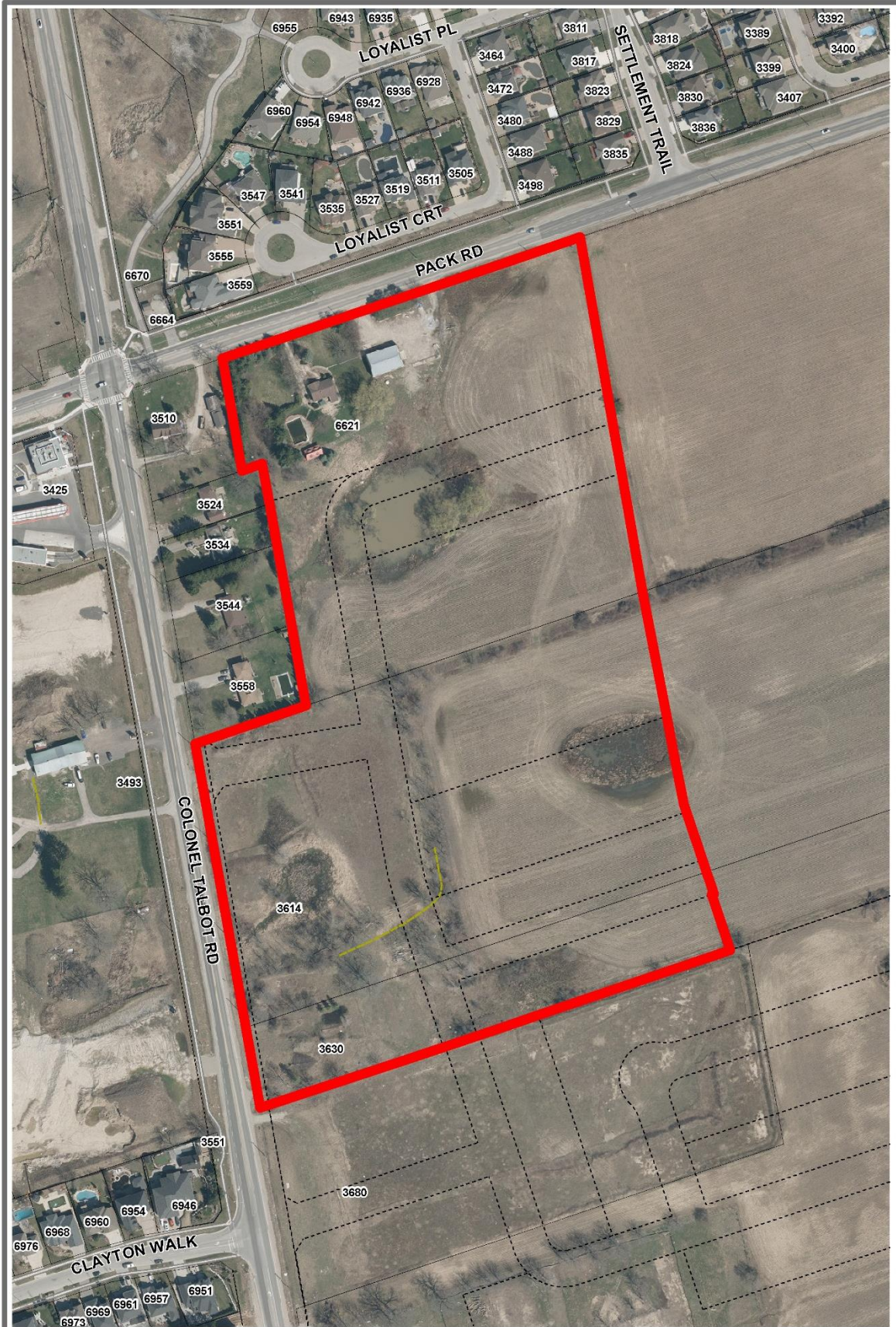
- North – single detached dwellings (north of Pack Rd)
- East – agriculture/vacant lands, future subdivision phases
- South – vacant, future subdivision
- West – vacant - future multi-family residential (Silverleaf Subdivision)

Additional site information and context is provided in Appendix “B”.



Figure 1 - Streetview of 3614, 3630 Colonel Talbot Road and 6621 Pack Road (view looking east from Colonel Talbot Road)

1.7 Location Map



LOCATION MAP

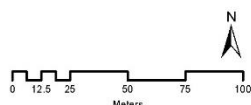
Address: 3614, 3630 Colonel Talbot Road and 6621 Pack Road

File Number: Z-8720/39T-16509

Planner: Alison Curtis

Date: 2024/05/09

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



Scale 1:2500

Legend

-  Subject Site
-  Submitted Under Review Subdivisions
-  Assessment Parcels

2.0 Discussion and Considerations

2.1 Development Proposal

The Zoning By-law Amendment will facilitate the development of a Draft Plan of Subdivision, identified as Phase 1 of the Hudson Park Subdivision, that provides for the following:

- twelve (12) single detached lots (Lots 1 to 12);
- five (5) medium density residential blocks (Blocks 13 to 17);
- one (1) parkland block (Block 18),
- one (1) school/medium density residential block (Block 19),
- one (1) future development block (Block 20); and,
- six (6) road widening and reserve blocks

The proposed Draft Plan will be served by three (3) new Neighbourhood Streets. Please note that the Draft Plan of Subdivision, seen below, may be further refined and reviewed prior to Draft Approval by the Approval Authority.

As a part of this Application, Sifton Properties Limited is proposing to relocate the three (3) existing wetlands into the Tributary 12 Complete Corridor, which is partially located on Sifton's Phase 2 Hudson Park Subdivision and partially located on York's Phase 2 W3 (Sunset Creek) Subdivision. See Section 4 of this report for additional discussion.

The proposed development includes the following features:

- Residential development that is within the Urban Growth Boundary and adjacent to existing development within the Built Area Boundary;
- Medium density, multiple-attached residential dwellings that will provide a more intensive scale of development that supports a compact urban form, area commercial uses and transit services, as well as serving as a transition between the proposed low density residential and Colonel Talbot Road and Pack Road;
- Single detached dwelling lots may be developed with four (4) units through the Additional Residential Unit (ARU) requirements of the Z.-1 Zoning By-law, which allows for an additional 48 units on these lots for a total of 383 units; and,
- The provision of three (3) new Neighbourhood Streets that will contribute to pedestrian and vehicle connectivity within the subdivision and to the adjacent lands.

Additional information on the development proposal is provided in Appendix "B".

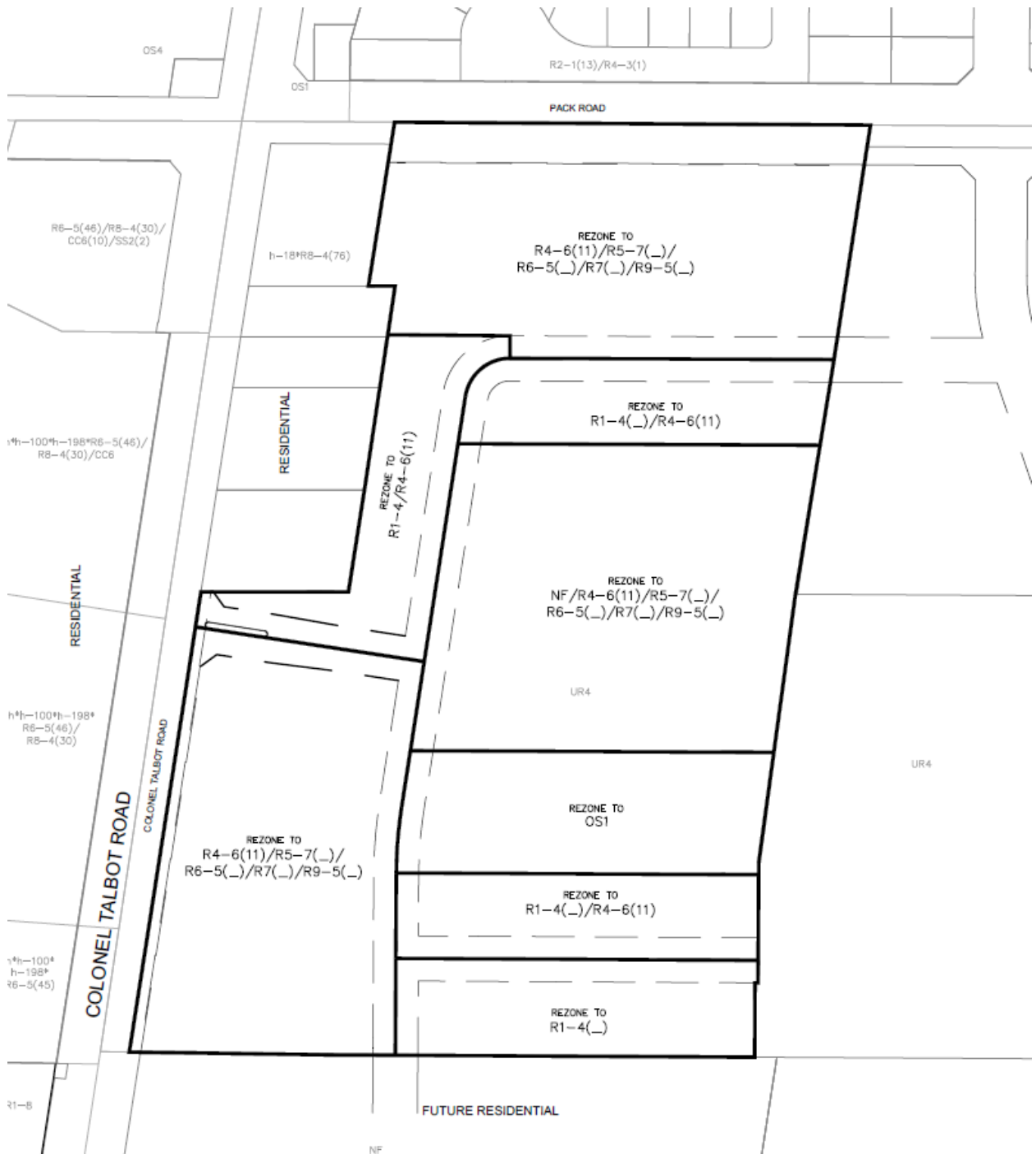


Figure 2 – Requested Zoning for Phase 1

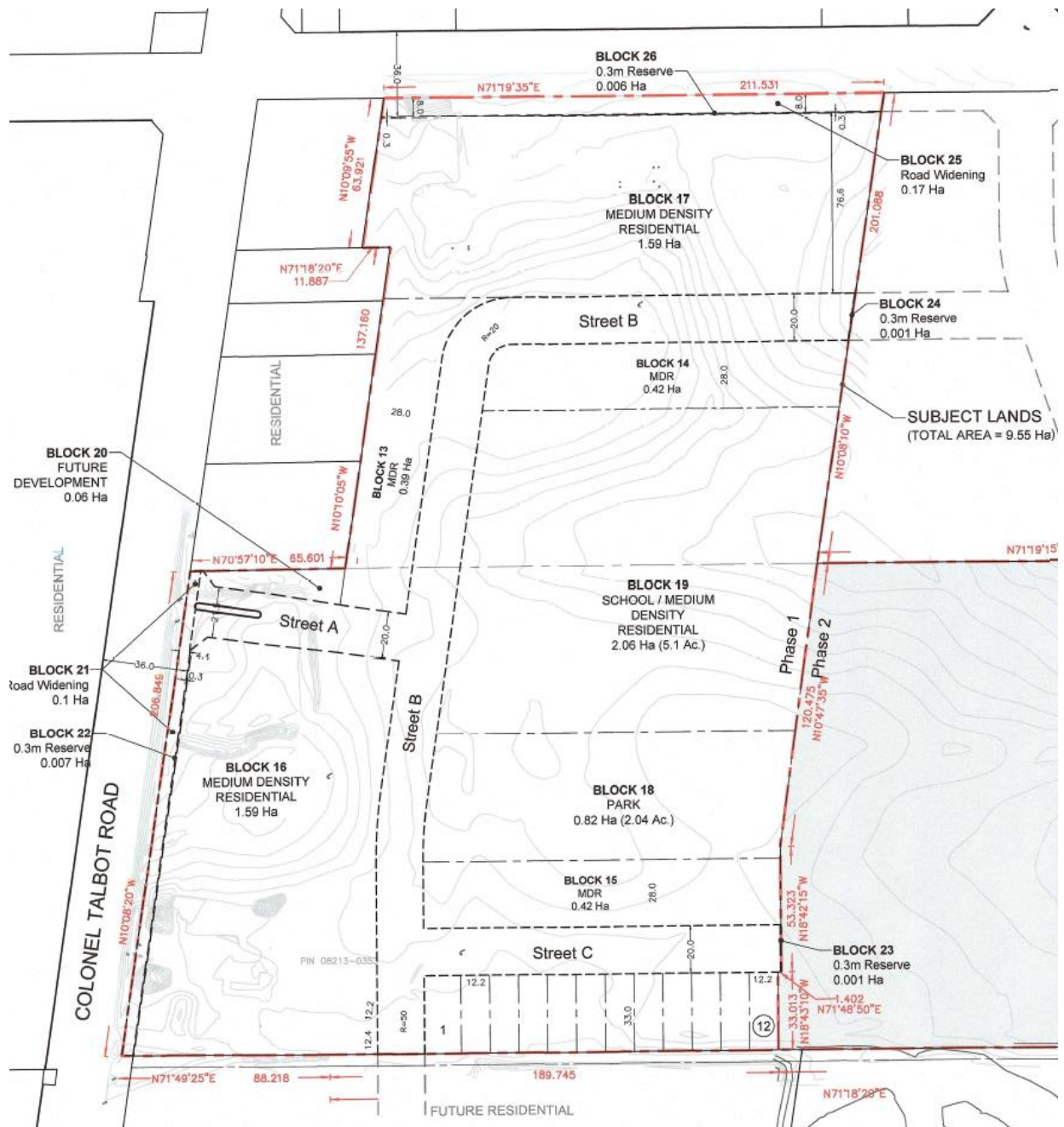


Figure 3 – Proposed Phase 1 Draft Plan of Subdivision (March 2024) – Under Review

Additional plans and drawings of the development proposal are provided in Appendix "C".

2.2 Requested Amendment(s)

The Applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from an Urban Reserve (UR4) Zone to the following zones:

- **Neighbourhood Facility NF (Block 19):** to permit places of worship, elementary schools and day care centers.
- **Open Space OS1 (Block 18):** to permit conservation lands, conservation works, cultivation of land for agricultural/horticultural; golf courses, private parks, public parks, recreational golf courses, recreational buildings associated with conservation lands and public parks; campgrounds, and managed forests.
- **Residential R1, R4, R5, R6, R7 and R9 Special Provision Zones:**
 - Residential R1 (R1-4) Special Provision Zone (Lots 1-12, and Block 13, 14, 15 and 20): to permit single detached dwellings.
 - Residential R4 (R4-6(11)) Special Provision Zone (Blocks 13-20): to permit street townhouse dwellings on a minimum lot area of 280 square metres and a minimum lot frontage of 5.5 metres.
 - Residential R5 (R5-7()) Special Provision Zone (Blocks 16 to 19): to permit cluster and cluster stacked townhouse dwellings on a minimum lot area of 2000 square metres and a minimum lot frontage of 30 metres.
 - Residential R6 (R6-5()) Special Provision Zone (Blocks 16 to 19): to permit single detached, semi-detached, and duplex dwellings on a minimum lot area of 820 square metres and a minimum lot frontage of 10 metres.
 - Residential R7 (R7()) Special Provision Zone (Blocks 16 to 19): to permit senior citizen apartment buildings, persons with accessibility constraints apartment buildings, nursing homes, retirement lodges, continuum-of-care facilities; and emergency care establishments on lots with a minimum lot area of 1000 square metres and a minimum lot frontage of 25 metres.
 - Residential R9 Special Provision Zone (R9-5()) (Blocks 16 to 19): to permit apartment buildings, persons with accessibility constraints apartment buildings, senior citizens apartment buildings, emergency care establishments and continuum-of-care facilities on a minimum lot area of 1000 square metres with a minimum lot frontage of 30 metres.

The following table summarizes the special provisions that have been proposed by the Applicant. Staff support the special provisions, but are recommending a maximum height of 20 metres, instead of 22 metres, for the Residential R7(*) and R9-5(*) Zones which is consistent with a height of six (6) storeys and other requests made for this site, and alternative special provisions for Block 19 for a maximum height of four (4) storeys, which aligns with the permissions of The London Plan and the Southwest Area Secondary Plan. The Applicant is satisfied with Staff's recommended changes to the zoning. The required zone regulations are based on the maximum height.

Lots 1 to 12 (Zoning Regulation R1-4)

| Special Provisions Requested | Required R1-4 | Proposed R1-4() |
|--|---|--|
| <ul style="list-style-type: none"> • Minimum lot frontage; • Minimum exterior side yard setback; • Minimum interior side yard setback; • Minimum landscaped open space; • Maximum lot coverage. | <ul style="list-style-type: none"> • 12 metres; • 4.5 metres; • 1.2 metres; • 35 per cent; • 40 per cent | <ul style="list-style-type: none"> • 11 metres; • 2.5 metres; • 1.2 metres; • 30 per cent; • 45 per cent. |

Blocks 13 and 20 (Zoning Regulation R1-4 and R4-6(11))

| Special Provisions Requested | Existing R4-6(11) | Proposed |
|--|---|-------------------------------|
| <ul style="list-style-type: none"> • Minimum lot frontage; • Minimum front and exterior side yard setback to main dwelling; • Minimum front yard and exterior side yard setback to garage; • Minimum interior side yard setback; • Maximum height • Minimum setback of dwellings to the high pressure pipeline | <ul style="list-style-type: none"> • 7 metres; • 3 metres; • 5.5 metres; • 1.5 metres; • 13 metres; • 20 metres; <p>Garages shall not project beyond the façade of the dwellings or façade (front face) of any porch.</p> | Same as existing requirements |

Blocks 14 and 15 (Zoning Regulation R1-4() and R4-6(11))

| Special Provisions Requested | Required R1-4 | Proposed R1-4() |
|--|---|--|
| <ul style="list-style-type: none"> • Minimum lot frontage; • Minimum exterior side yard setback; • Minimum interior side yard setback; • Minimum landscaped open space; • Maximum lot coverage. | <ul style="list-style-type: none"> • 12 metres; • 4.5 metres; • 1.2 metres; • 35 per cent; • 40 per cent | <ul style="list-style-type: none"> • 11 metres; • 2.5 metres; • 1.2 metres; • 30 per cent; • 45 per cent. |
| Special Provisions Requested | Existing R4-6(11) | Proposed |
| <ul style="list-style-type: none"> • Minimum lot frontage; • Minimum front and exterior side yard setback to main dwelling; • Minimum front yard and exterior side yard setback to garage; • Minimum interior side yard setback; • Maximum height • Minimum setback of dwellings to the high pressure pipeline | <ul style="list-style-type: none"> • 7 metres; • 3 metres; • 5.5 metres; • 1.5 metres; • 13 metres; • 20 metres; <p>Garages shall not project beyond the façade of the dwellings or façade (front face) of any porch.</p> | Same as existing requirements |

Blocks 16 and 17 (Zoning Regulation R4-6(11), R5-7(*), R6-5(*), R7(*), and R9-5(*))

| Special Provisions Requested | Existing R4-6(11) | Proposed |
|--|---|-------------------------------|
| <ul style="list-style-type: none"> • Minimum lot frontage; • Minimum front and exterior side yard setback to main dwelling; • Minimum front yard and exterior side yard setback to garage; • Minimum interior side yard setback; • Maximum height • Minimum setback of dwellings to the high pressure pipeline | <ul style="list-style-type: none"> • 7 metres; • 3 metres; • 5.5 metres; • 1.5 metres; • 13 metres; • 20 metres; <p>Garages shall not project beyond the façade of the dwellings or façade (front face) of any porch.</p> | Same as existing requirements |

| Special Provisions Requested | Required R5-7 | Proposed R5-7(*) |
|---|---|--|
| <ul style="list-style-type: none"> • Minimum front yard setback; • Minimum exterior side yard setback; • Minimum interior side yard setback; • Minimum rear yard setback; • Minimum parking space per unit; • Minimum landscaped open space; • Maximum lot coverage; • Maximum height; • Maximum density. | <ul style="list-style-type: none"> • 6.0 metres; • 6.0 metres; • 6.0 metres; • 6.0 metres; • 1 space per unit; • 30 per cent; • 45 per cent; • 12 metres; • 60 units per hectare | <ul style="list-style-type: none"> • 4.5 metres; • 2.5 metres; • 1.2 metres; • 4.5 metres; • 1 space per unit; • 25 per cent; • 50 per cent; • 6 storeys (20 metres); • 100 units per hectare |
| Special Provisions Requested | Required R6-5 | Proposed R6-5(*) |
| <ul style="list-style-type: none"> • Minimum front yard setback; • Minimum exterior side yard setback; • Minimum interior side yard setback; • Minimum rear yard setback; • Minimum parking spaces per unit; • Minimum landscaped open space; • Maximum lot coverage; • Maximum height; • Maximum density. | <ul style="list-style-type: none"> • 6.0 metres; • 6.0 metres; • 6.0 metres; • 6.0 metres; • 1 space per unit; • 30 per cent; • 45 per cent; • 12 metres; • 35 units per hectare. | <ul style="list-style-type: none"> • 4.5 metres; • 2.5 metres; • 1.2 metres; • 4.5 metres; • 1 space per unit; • 25 per cent; • 50 per cent; • 6 storeys (20 metres); • 100 units per hectare |
| Special Provisions Requested | Required R7 | Proposed R7(*) |
| <ul style="list-style-type: none"> • Minimum front yard and exterior side yard; • Minimum interior side yard and rear yard setback; • Minimum landscaped open space; • Maximum lot coverage; • Maximum height; • Maximum density. | <ul style="list-style-type: none"> • 6 metres; • 4.5 metres; • 30 per cent; • 35 per cent; • n/a; • n/a. | <ul style="list-style-type: none"> • 6 metres; • 3 metres; • 25 per cent; • 50 per cent; • 6 storeys (20 metres); • 100 units per hectare. |
| Special Provisions Requested | Required R9-5 | Proposed R9-5(*) |
| <ul style="list-style-type: none"> • Additional permitted uses; • Minimum front yard setback; • Minimum exterior side yard setback; • Minimum interior side yard setback; • Minimum rear yard setback; • Minimum parking per unit; • Maximum lot coverage; • Maximum height for townhouses and stacked townhouses; • Maximum height for all other uses; • Maximum density of 100 units per hectare. | <ul style="list-style-type: none"> • apartments buildings; • 6.0 metres; • 6.0 metres; • 4.5 metres; • 7.0 metres; • 1 space per unit; • 30 per cent; • n/a; • n/a; • 125 units per hectare | <ul style="list-style-type: none"> • townhouses • 4.5 metres; • 2.5 metres; • 1.2 metres; • 4.5 metres; • 1 space per unit; • 50 per cent; • 14 metres; • 6 storeys (20 metres); • 100 units per hectare |

Blocks 19 (Zoning Regulation NF, R4-6(11), R5-7(), R6-5(**), R7(**), and R9-5(**))**

| Special Provisions Requested | Existing R4-6(11) | Proposed |
|---|---|--|
| <ul style="list-style-type: none"> • Minimum lot frontage; • Minimum front and exterior side yard setback to main dwelling; • Minimum front yard and exterior side yard setback to garage; • Minimum interior side yard setback; • Maximum height • Minimum setback of dwellings to the high pressure pipeline | <ul style="list-style-type: none"> • 7 metres; • 3 metres; • 5.5 metres; • 1.5 metres; • 13 metres; • 20 metres; <p>Garages shall not project beyond the façade of the dwellings or façade (front face) of any porch.</p> | Same as existing requirements |
| Special Provisions Requested | Required R5-7 | Proposed R5-7(**) |
| <ul style="list-style-type: none"> • Minimum front yard setback; • Minimum exterior side yard setback; • Minimum interior side yard setback; • Minimum rear yard setback; • Minimum parking space per unit; • Minimum landscaped open space; • Maximum lot coverage; • Maximum height; • Maximum density. | <ul style="list-style-type: none"> • 6.0 metres; • 6.0 metres; • 6.0 metres; • 6.0 metres; • 1 space per unit; • 30 per cent; • 45 per cent; • 12 metres; • 60 units per hectare | <ul style="list-style-type: none"> • 4.5 metres; • 2.5 metres; • 1.2 metres; • 4.5 metres; • 1 space per unit; • 25 per cent; • 50 per cent; • 4 storeys (13 metres); • 100 units per hectare |
| Special Provisions Requested | Required R6-5 | Proposed R6-5(**) |
| <ul style="list-style-type: none"> • Minimum front yard setback; • Minimum exterior side yard setback; • Minimum interior side yard setback; • Minimum rear yard setback; • Minimum parking spaces per unit; • Minimum landscaped open space; • Maximum lot coverage; • Maximum height; • Maximum density. | <ul style="list-style-type: none"> • 6.0 metres; • 6.0 metres; • 6.0 metres; • 6.0 metres; • 1 space per unit; • 30 per cent; • 45 per cent; • 12 metres; • 35 units per hectare. | <ul style="list-style-type: none"> • 4.5 metres; • 2.5 metres; • 1.2 metres; • 4.5 metres; • 1 space per unit; • 25 per cent; • 50 per cent; • 4 storeys (13 metres); • 100 units per hectare |
| Special Provisions Requested | Required R7 | Proposed R7(**) |
| <ul style="list-style-type: none"> • Minimum front yard and exterior side yard; • Minimum interior side yard and rear yard setback; • Minimum landscaped open space; • Maximum lot coverage; • Maximum height; • Maximum density. | <ul style="list-style-type: none"> • 6 metres; • 4.5 metres; • 30 per cent; • 35 per cent; • n/a; • n/a. | <ul style="list-style-type: none"> • 6 metres; • 3 metres; • 25 per cent; • 50 per cent; • 4 storeys (13 metres); • 100 units per hectare. |
| Special Provisions Requested | Required R9-5 | Proposed R9-5(**) |
| <ul style="list-style-type: none"> • Additional permitted uses; • Minimum front yard setback; • Minimum exterior side yard setback; • Minimum interior side yard | <ul style="list-style-type: none"> • apartments buildings; • 6.0 metres; • 6.0 metres; • 4.5 metres; | <ul style="list-style-type: none"> • townhouses • 4.5 metres; • 2.5 metres; • 1.2 metres; |

| | | |
|--|---|---|
| setback; <ul style="list-style-type: none"> • Minimum rear yard setback; • Minimum parking per unit; • Maximum lot coverage; • Maximum height for townhouses and stacked townhouses; • Maximum height for all other uses; • Maximum density of 100 units per hectare. | <ul style="list-style-type: none"> • 7.0 metres; • 1 space per unit; • 30 per cent; • n/a; • n/a; • 125 units per hectare | <ul style="list-style-type: none"> • 4.5 metres; • 1 space per unit; • 50 per cent; • 14 metres; • 4 storeys (13 metres); • 100 units per hectare |
|--|---|---|

2.3 Internal and Agency Comments

The application and associated materials were circulated for internal comments and public agencies to review. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

Key issues identified by Staff and agencies included:

- Confirmation and approval of wetland relocation and compensation;
- Street and pedestrian oriented design of medium density blocks;
- Provision of a revised EIS;
- Provision of water supply shall be from the future 250mm watermain which will be constructed in 2025 as part of the City’s Colonel Talbot 2 Lane Upgrade Project;
- The Owner shall coordinate with the Colonel Talbot 2 lane upgrade project with the City planning to construct the proposed 1050mm storm sewers;
- Utilizing Colonel Talbot Road as a major over land flow route is not supported by Staff; and,
- Demonstration of sanitary sewer capacity and construction of the connection to the existing sewer located on Colonel Talbot Road.

Detailed internal and agency comments are included in Appendix “D” of this report.

2.4 Public Engagement

On June 27th, 2024, Notice of Revised Application and Public Participation Meeting was sent to 55 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on June 27th, 2024. A “Planning Application” sign was also placed on the site.

There were two responses received during the public consultation period. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

Concerns expressed by the public include:

- Lack of transparency in the number of zones requested;
- Insufficient parking;
- Traffic flow and access onto Colonel Talbot Road and Pack Road; and,
- Special Provision requests for reduced lot dimensions and increased height and density contributing to overuse of the site and traffic issues.

Detailed public comments are included in Appendix “E” of this report.

2.5 Policy Context

2.5.1 The Planning Act, 1990 and the Provincial Policy Statement, 2020

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

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

As the application for a Zoning By-law Amendment complies with The London Plan, it is Staff's opinion that the application is consistent with the *Planning Act* and the *PPS*.

Important policy objectives to highlight are those within Sections 1.1, 1.4 and 1.6. These policies require land use within settlement areas to effectively use the land and resources through appropriate densities, range of uses and the efficient use of infrastructure. Section 2 of the *PPS* sets out policies for the protection of natural features and areas over the long term, and does not permit development or site alteration unless it is demonstrated that there will be no negative impacts on the natural features of the ecological functions (Section 2.1). The application proposes to relocate and compensate three wetlands within a complete corridor to provide for complexed features that provide an improved ecological function and benefit. Approval of the Wetland Compensation Plan and design of the Complete Corridor will be completed as by the City as part of the detailed design stage.

The proposal does not direct development towards any natural human hazards and is of a sufficient distance away from human made hazards, satisfying Section 3 – Protecting Public Health and Safety of the *PPS*.

2.5.2 The London Plan, 2016

The London Plan (TLP) includes evaluation criteria for all planning and development applications with respect to use, intensity and form, as well as with consideration of the following (TLP 1577-1579):

1. Consistency with the *Provincial Policy Statement 2020* and all applicable legislation.
2. Conformity with the Our City, Our Strategy, City Building, and Environmental policies.
3. Conformity with the Place Type policies.
4. Consideration of applicable guideline documents.
5. The availability of municipal services.
6. Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated.
7. The degree to which the proposal fits within its existing and planned context.

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

The subject lands are currently designated within the Neighbourhoods Place Type along two Civic Boulevards, Colonel Talbot Road and Pack Road. This Place Type at this location, based on Street Classification, permits single detached, semi-detached, duplex, converted dwellings, townhouses, low-rise apartments and group homes (Table 10). A minimum height of two (2) stories, a standard maximum height of four (4) stories and an upper maximum of six (6) stories is permitted at the intersection of two Civic Boulevards (Table 11). Permitted heights along a Neighbourhood Street are a minimum of one (1), a standard maximum of three (3) and an upper maximum of four (4). The proposed Zoning By-Law Amendment is in keeping with these policies of The London Plan.

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

the vision for the Neighbourhoods Place Type and its key elements. It contributes to neighbourhood character, attractive streetscapes, and a diversity of housing choices. The proposed development is near to lands designated within the Shopping Area and Main Street Place Types, providing for amenities and employment opportunities within a distance appropriate for active transportation.

An excerpt from *The London Plan* Map 1 – Place Types is found in Appendix “F”.

2.5.3 Southwest Area Secondary Plan

The Southwest Area Secondary Plan has been reviewed in its entirety and it is Staff’s opinion that the proposed Zoning By-law Amendment is consistent with these policies.

The following are key policies that relate to this application.

The site forms part of the ‘North Lambeth Residential Neighbourhood’ within the greater Secondary Plan. This Secondary Plan sets out policy and guidance to create neighbourhoods that have the following features: a mix of uses and diverse mix of residential housing; an emphasis on design parameters with placemaking features; walkability within and between neighbourhoods; an integration of the Natural Heritage System as an opportunity for residents to enjoy; and Neighbourhood Central Activity Nodes as destination places in the neighbourhood.

The proposal will contribute to a range of dwelling types in the area as required in section 50.5.3.1 Housing, in a compact form of development, which could contribute to a reduction of land and energy, as set out in section 20.5.3.2 Sustainable/Green Development.

3.0 Financial Impact/Considerations

Through the completion of the works associated with this application, fees, development charges and taxes will be collected. There will be increased operating and maintenance costs for works being assumed by the City.

4.0 Key Issues and Considerations

4.1 Land Use

The proposed medium density and single detached dwellings in this development would provide a mix of housing choices in compact form that are street oriented, which contributes to a safe pedestrian environment that promotes connectivity to adjacent lands within the Main Street and Shopping Area Place Types (TLP 285, 286, 916 and 1578).

There are lands located north of the subject lands, at the intersection of Colonel Talbot Road and Southdale Road West, designated within the Shopping Area Place Type that provide for amenities and employment opportunities within an appropriate distance for active transportation (TLP 285, 286, 916 and 1578). There are also lands in the Main Street Place Type, located to the south of the subject lands, at the intersection of Colonel Talbot Road and Main Street in Lambeth. The proximity of parks and other open space lands to the southeast provides for recreational opportunities and attractive alternatives for mobility (TLP 916). There is potential for a new school block within this Draft Plan of Subdivision. Lands within the Neighbourhoods Place Type are located directly to the north, south, east, and west, and there are additional lands further east within the Neighbourhoods Place Type (TLP 916).

The London Plan provides direction for growth and development that is compact in form and directed to strategic locations, taking into consideration the required infrastructure and services required to support growth. “Inward and upward” growth is emphasized in *The London Plan* to achieve a compact urban form, and residential intensification is identified as playing a large role in achieving this goal (TLP 79 and 80). The proposed Zoning By-law Amendment and Draft Plan of Subdivision are located close to the border

of the Built Area Boundary but represent infill development of a vacant and underutilized lot within the Urban Growth Boundary in a use that is in keeping with the surrounding existing and proposed development.

The Residential R1, R4, R5, R6, R7, R9 and OS1 Zone have been requested by the Applicant in order to facilitate their proposed development. The mix of residential zones requested would permit a range of residential housing forms, some in a cluster format, including single detached, semi-detached, townhouses, stacked townhouses, duplexes, triplexes, seniors' apartments and apartments, and open space to serve residents. The recommended zoning is considered an appropriate use that is generally consistent with Zoning By-law Z.-1 and The London Plan.

4.2 Intensity

The subject lands are sufficient in size and configuration to accommodate the range of low to medium density residential development, park space and school block proposed. Building heights within the Neighbourhoods Place Type, at this location, shall not exceed four (4) storeys. Heights above this, to a maximum of six (6) storeys, may be permitted in conformity with the Our Tools policies of this Plan relating to Zoning to the Upper Maximum Height (Policies 1638 to 1641). Where the Applicant has requested special provisions for a maximum height, it has not exceeded the permitted six (6) storeys (20 metres) as identified in Table 11 of The London Plan. The proposed lots and blocks also satisfy the minimum zoning requirements for lot area, and no special provisions for reduced lot area have been requested.

SWAP sets out that low density residential development is to occur at a minimum density of 18 units per hectare, although it may be lower with appropriate justification. Medium density designations are expected to have a minimum density of 30 units per hectare to a maximum of 100 units per hectare, for lands adjacent to arterial roads. The Applicant has requested a maximum density of 100 units per hectare for the R5-7(_), R6-5(_), R7(_), and R9-5(_). Similar special provisions for increased density, up to 100 units per hectare, has been considered and permitted in these zone variations. Lands immediately to the west, opposite on Colonel Talbot Road, permit a maximum density of 75 units per hectare, and lands to the south, south of Royal Magnolia Avenue, permit 100 units per hectare.

As identified in SWAP, the medium density developments are proposed adjacent to Pack Road and Colonel Talbot Road, which will serve as a transition in densities that will buffer the proposed single detached dwellings, park block and school block to the south and southeast. The proposed and recommended height, scale and intensity of development is found to be appropriate within the surrounding context and is generally consistent with the Zoning By-law Z.-1, The London Plan, and SWAP.

4.3 Form

As previously noted, the recommended zoning would permit a range of low and medium density residential development types, as well as a future park and potential school block, which can be accommodated on the lands. The recommended zoning would facilitate mid-rise development, which aligns with the appropriate form identified in The London Plan and is designed with street and pedestrian orientation in mind to promote connectivity. This connectivity could contribute to walkability to support lands to the northwest and southeast in the Shopping Area and Main Street Place Types. The proposed lots and blocks satisfy the zoning requirements for minimum lot size and the subject lands can accommodate the proposed development.

Policies for the street network require the following: the configuration of streets planned for new neighbourhoods will be a grid or modified grid; cul-de-sacs and dead ends will be limited; new neighbourhood streets will be designed to have multiple direct connections to existing and future neighbourhoods; street patterns will be easy and safe to navigate by walking and cycling and will be supportive of transit services; and blocks within a neighbourhood should be of a size and configuration that supports connections to transit and other neighbourhood amenities, typically within a ten minute walk (212, 213, 218 and 228). The proposed subdivision maintains a grid pattern of the

surrounding context and will provide connections to adjacent subdivisions. No dead-ends or cul-de-sacs are included in the Draft Plan of Subdivision. The proposed blocks are of a size and configuration that supports connections to transit services in the neighbourhood on Colonel Talbot and Southdale Road West, as well as provide for safe and easy walking and cycling paths and trails on Southdale Road West and in the Talbot Village neighbourhood. To support walkability, sidewalks shall be located on both sides of all streets (349). The proposed Draft Plan of Subdivision includes sidewalks on both sides of Streets A, B and C.

The policies relating to buildings promote an active street front at a human scale to support pedestrian activity and safety (285 and 286). The built form, site layout, key entrances and streetscape should be designed to establish a sense of place and character consistent with the planning vision of the Place Type and the surrounding area (197, 202, 221 and 252). These policies are addressed through the proposed Draft Plan of Subdivision as the requested reduced front yard and exterior side yard setbacks would site the proposed development close to the street to create an active street front at a human scale. Requests for special provisions requiring that garages shall not project beyond the façade of the dwellings or façade (front face) of any porch have been included. This special provision has been adopted by Council in the past and regulates the garage setback and maximum width to ensure it is not the dominant feature in the streetscape and limit the development of “snout houses”.

The Applicant has submitted an Urban Design Brief, and future Site Plan Approval Applications will more closely examine the site layout of the proposed medium density blocks.

4.4 Zoning Provisions

The subject lands are currently zoned Urban Reserve UR4. This Zone is applied to lands which have not completed the Community Plan process but are intended for residential development over the long term. It is appropriate to consider a rezoning at this time, as the lands have completed the Community Plan process through SWAP.

The recommended zones are: Residential R1 Special Provision (R1-4(_))Zone; two Residential R1 and R4 Special Provision (R1-4/R4-6(11) Zones; two Residential R1 and R4 Special Provision (R1-4(_)/R4-6(11) Zones; two Residential R4, R5, R6, R7 and R9 Special Provision (R4-6(11)/R5-7(_)/R6-5(_)/R7(_)/R9-5(_)) Zones; a Neighbourhood Facility, R4, R5, R6, R7 and R9 (NF/R4-6(11)/R5-7(_)/R6-5(_)/R7(_)/R9-5(_)) Zone; and, an Open Space (OS1) Zone.

A number of Special Provision Zones have been requested; Special Provisions of note are highlighted in further detail as follows:

Minimum Landscaped Open Space – Lots 1 to 12, Blocks 14 to 20

The Z.-1 Zoning By-law defines Landscaped Open Space as open space which is used for the growth and maintenance of grass, flowers, shrubbery, and other landscaping and includes any surfaced walk, patio, swimming pool or similar area, but does not include any access driveway or ramp, parking area, bus parking area, roof-top area or any open space beneath or within any building or structure. The requested special provisions are minor in nature and a similar amount of Landscaped Open Space must be provided on the subject lands.

Maximum Height – Blocks 13 to 20

As previously noted, building heights within the Neighbourhoods Place Type shall not exceed the standard maximum three (3) or four (4) storeys. Heights above this, to an upper maximum of six (6) storeys, may be permitted in conformity with the Our Tools policies of this plan relating to Zoning to the Upper Maximum Height (878). The London Plan requires applications that exceed the standard maximum height will be reviewed on a site-specific basis and will not require an amendment to the *Plan* (1638). These requests will be reviewed through a site-specific zoning by-law amendment (1640), and

will be permitted where the resulting intensity and form represent good planning within its context (1641).

Where the Applicant has requested special provisions for a maximum height, it has not exceeded the permitted six (6) storeys (20 metres) as identified in Table 11 of The London Plan and the four (4) storeys permitted in SWAP. The requested heights are considered an appropriate form that is generally consistent with the existing and proposed future development.

Minimum Density

The Applicant has requested a maximum density of 100 units per hectare for the R5-7, R6-5, R7, and R9-5 Zones. Similar special provisions for increased density, up to 100 units per hectare, has been considered and permitted in these variations and adjacent lands permit a maximum density of 75 and 100 units per hectare. The medium density blocks proposed adjacent to Pack Road and Colonel Talbot Road, this will serve as a transition in densities that will buffer the proposed single detached dwellings, park block and school block to the south and southeast. The proposed and recommended height, scale and intensity of development is found to be appropriate within the surrounding context and is generally consistent with Municipal policy.

Staff support the requested special provisions, discussed above, and they are included in the recommendation.

4.5 Wetland Relocation

As discussed previously in this report, Sifton Properties Limited is proposing to relocate three wetlands into the Complete Corridor, which is located in Phase 2 of the Hudson Park Subdivision and will be designed by the City. The Complete Corridor is intended to provide recreational opportunities, stormwater management and riparian corridor functions, including wetlands, while also helping to protect and conserve natural heritage features contained within the subject lands.

The removal and compensation of the wetlands features has been agreed upon in principle, but is still subject to review and approval of a Wetland Compensation Plan by the Upper Thames River Conservation Authority (UTRCA) and the necessary Section 28 approvals must be obtained. A Detailed Wetland Compensation Plan is to be provided to the UTRCA under separate cover, or through the Complete Corridor Design. The compensation area with the Complete Corridor is to be sufficiently sized to ensure both a functionally diverse habitat and the required buffers can be accommodated. Draft Plan Conditions have been drafted to ensure: the wetland compensation is feasible and demonstrated through the require restoration and compensation reports; the recommendations contained within the Subject Land Status Report and Environmental Impact Study are implemented; and, the necessary monitoring programs are prepared. Staff will continue to work with the UTRCA and the property owner through the Complete Corridor process. The property owner is responsible for costs associated with the design and construction of the compensated features.



Figure 3 Preliminary Complete Corridor (subject to change)

Conclusion

The development proposal, as recommended by Staff, provides for a mix of housing affordability that will meet the projected requirements of current and future residents. The application is consistent with *The London Plan*, *the Southwest Area Secondary Plan*, and the Zoning By-law Z.-1 to redevelop a vacant and underutilized site with a range of housing options. The recommended zoning and special provisions of the zoning amendment will permit low and medium density residential development that are considered appropriate and compatible with existing and future land uses in the surrounding area. Therefore, Staff are satisfied that the proposal represents good planning in the broad public interest and recommend approval of this development application.

Prepared by: Alison Curtis, MCIP, RPP
Planner, Subdivision Planning

Reviewed by: Bruce Page
Manager, Subdivision Planning

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

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

CC: Peter Kavcic, Manager, Subdivisions and Development Inspections
Michael Harrison, Manager, Subdivision Engineering
Michael Corby, Manager, Site Plans

HM//BP/AC/ac

Y:\Shared\DEVELOPMENT SERVICES\4 - Subdivisions\2016\39T-16509 - 3614 Colonel Talbot Road (AC)

Appendix A – Zoning Bylaw Amendment

Bill No. (number to be inserted by Clerk's Office)
2024

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 3614, 3630 Colonel Talbot Road and 6621 Pack Road

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

1. Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 3614, 3630 Colonel Talbot Road and 6621 Pack Road, as shown on the attached map comprising part of Key Map No. A110, **FROM** a Urban Reserve (UR4) Zone **TO** a Residential R1 Special Provision (R1-4(□))Zone; two Residential R1 and R4 Special Provision (R1-4/R4-6(11) Zones; two Residential R1 and R4 Special Provision (R1-4(□)/R4-6(11) Zones; two Residential R4, R5, R6, R7 and R9 Special Provision (R4-6(11)/R5-7(*)/R6-5(*)/R7(*)/R9-5(**)) Zones; a Neighbourhood Facility, R4, R5, R6, R7 and R9 Special Provision (NF/R4-6(11)/R5-7(**)/R6-5(**)/R7(**)/R9-5(**)) Zone; and, an Open Space (OS1) Zone.
2. Section Number 5.4 of the R1 Zone is amended by adding the following Special Provisions:

R1-4(□) 3614, 3630 Colonel Talbot Road and 6621 Pack Road

a. Regulations

- i) Minimum lot frontage of 11 metres
- ii) Minimum exterior side yard setback of 2.5 metres
- iii) Minimum interior side yard setback of 1.2 metres
- iv) Minimum landscaped open space of 30 per cent
- v) Maximum lot coverage of 45 per cent

3. Section Number 9.4 of the R5 Zone is amended by adding the following Special Provisions:

R5-7 (*) 3614, 3630 Colonel Talbot Road and 6621 Pack Road

a. Regulations

- i) Minimum front yard setback of 4.5 metres
- ii) Minimum exterior side yard setback of 2.5 metres
- iii) Minimum interior side yard setback of 1.2 metres
- iv) Minimum rear yard setback of 4.5 metres
- v) Minimum 1 parking space per unit
- vi) Minimum landscaped open space of 25 per cent
- vii) Maximum lot coverage of 50 per cent
- viii) Maximum height of 6 storeys (20 metres)
- ix) Maximum density of 100 units per hectare

R5-7 (**) 3614, 3630 Colonel Talbot Road and 6621 Pack Road

a. Regulations

- i) Minimum front yard setback of 4.5 metres
- ii) Minimum exterior side yard setback of 2.5 metres

- iii) Minimum interior side yard setback of 1.2 metres
- iv) Minimum rear yard setback of 4.5 metres
- v) Minimum 1 parking space per unit
- vi) Minimum landscaped open space of 25 per cent
- vii) Maximum lot coverage of 50 per cent
- viii) Maximum height of 4 storeys (13 metres)
- ix) Maximum density of 100 units per hectare

4. Section Number 10.4 of the R6 Zone is amended by adding the following Special Provisions:

R6-5 (*) 3614, 3630 Colonel Talbot Road and 6621 Pack Road

a. Regulations

- i) Minimum front yard setback of 4.5 metres
- ii) Minimum exterior side yard setback of 2.5 metres
- iii) Minimum interior side yard setback of 1.2 metres
- iv) Minimum rear yard setback of 4.5 metres
- v) Minimum 1 parking space per unit
- vi) Minimum landscaped open space of 25 per cent
- vii) Maximum lot coverage of 50 per cent
- viii) Maximum height of 6 storeys (20 metres)
- ix) Maximum density of 100 units per hectare

R6-5 (**) 3614, 3630 Colonel Talbot Road and 6621 Pack Road

a. Regulations

- i) Minimum front yard setback of 4.5 metres
- ii) Minimum exterior side yard setback of 2.5 metres
- iii) Minimum interior side yard setback of 1.2 metres
- iv) Minimum rear yard setback of 4.5 metres
- v) Minimum 1 parking space per unit
- vi) Minimum landscaped open space of 25 per cent
- vii) Maximum lot coverage of 50 per cent
- viii) Maximum height of 4 storeys (13 metres)
- ix) Maximum density of 100 units per hectare

5. Section Number 11.4 of the R7 Zone is amended by adding the following Special Provisions:

R7 (*) 3614, 3630 Colonel Talbot Road and 6621 Pack Road

a. Regulations

- i) Minimum front yard and exterior side yard setback of 6 metres
- ii) Minimum interior side yard and rear yard setback of 3 metres
- iii) Minimum landscaped open space of 25 per cent
- iv) Maximum lot coverage of 50 per cent
- v) Maximum height of 6 storeys (20 metres)
- vi) Maximum density of 100 units per hectare

R7 (**) 3614, 3630 Colonel Talbot Road and 6621 Pack Road

b. Regulations

- i) Minimum front yard and exterior side yard setback of 6 metres

- ii) Minimum interior side yard and rear yard setback of 3 metres
- iii) Minimum landscaped open space of 25 per cent
- iv) Maximum lot coverage of 50 per cent
- v) Maximum height of 4 storeys (13 metres)
- vi) Maximum density of 100 units per hectare

6. Section Number 13.4 of the R9 Zone is amended by adding the following Special Provisions:

R9-5 (*) 3614, 3630 Colonel Talbot Road and 6621 Pack Road

a. Additional Permitted Uses

- i) Stacked Townhouses
- ii) Townhouses

b. Regulations

- i) Minimum front yard setback of 4.5 metres
- ii) Minimum exterior side yard setback of 2.5 metres
- iii) Minimum interior side yard setback of 1.2 metres
- iv) Minimum rear yard setback of 4.5 metres
- v) Minimum 1 parking space per unit
- vi) Maximum lot coverage of 50 per cent
- vii) Maximum height of 14 metres for townhouses and stacked townhouses
- viii) Maximum height of 6 storeys (20 metres) for all other uses
- ix) Maximum density of 100 units per hectare

R9-5 (**) 3614, 3630 Colonel Talbot Road and 6621 Pack Road

a. Additional Permitted Uses

- i) Stacked Townhouses
- ii) Townhouses

b. Regulations

- i) Minimum front yard setback of 4.5 metres
- ii) Minimum exterior side yard setback of 2.5 metres
- iii) Minimum interior side yard setback of 1.2 metres
- iv) Minimum rear yard setback of 4.5 metres
- v) Minimum 1 parking space per unit
- vi) Maximum lot coverage of 50 per cent
- vii) Maximum height of 14 metres for townhouses and stacked townhouses
- viii) Maximum height of 4 storeys (13 metres)
- ix) Maximum density of 100 units per hectare

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

This By-law shall come into force and be deemed to come into force in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

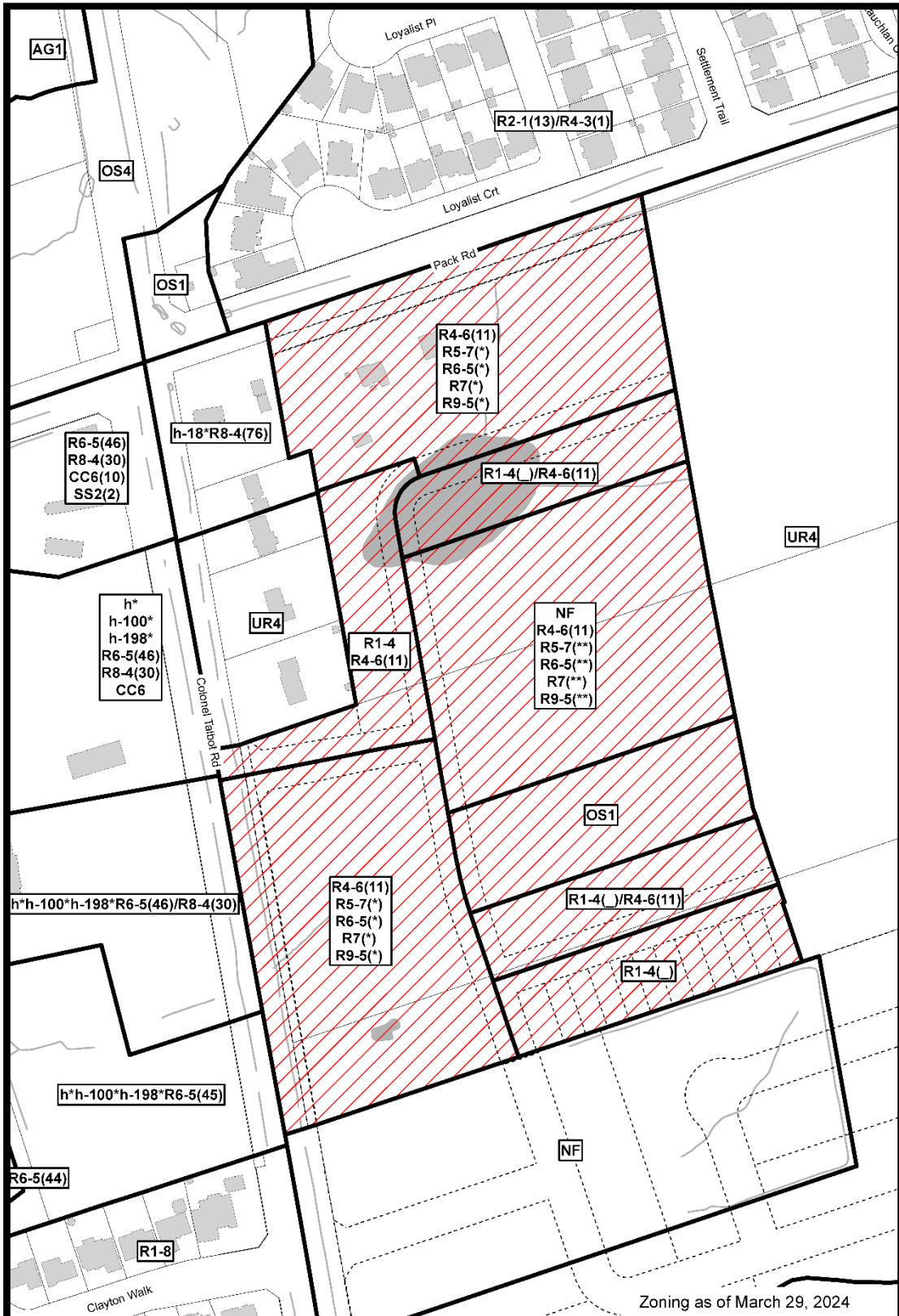
PASSED in Open Council on July 23, 2024, subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan
Mayor


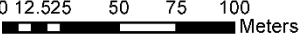

Michael Schulthess
City Clerk

First Reading – July 23, 2024
Second Reading – July 23, 2024
Third Reading – July 23, 2024

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



Zoning as of March 29, 2024

| | |
|--|---|
| <p>File Number: 39T-16509/Z-8720 Planner: AC Date Prepared: 2024/06/14 Technician: RC By-Law No: Z.-1-</p> | <p>SUBJECT SITE </p> <p>1:2,500</p> <p>0 12.525 50 75 100 Meters </p> <p></p> |
|--|---|

Appendix B - Site and Development Summary

A. Site Information and Context

Site Statistics

| | |
|-----------------------------|--|
| Current Land Use | 6621 Pack Rd – single detached dwelling; 3614 and 3630 Colonel Talbot Road – vacant/farm |
| Frontage | 206.8 metres (678 feet) (Colonel Talbot Rd); 211.5 metres (693 feet) (Pack Rd) |
| Depth | approx. 270 metres (885 feet) |
| Area | 9.55 hectares (23 acres) |
| Shape | Irregular |
| Within Built Area Boundary | No |
| Within Primary Transit Area | No |

Surrounding Land Uses

| | |
|-------|---|
| North | Single detached dwellings (north of Pack Rd) |
| East | Agriculture/vacant lands, future subdivision phases |
| South | Vacant |
| West | Vacant - future multi-family residential (Silverleaf Subdivision) |

B. Planning Information and Request

Current Planning Information

| | |
|--------------------------|----------------------------------|
| Current Place Type | Neighbourhoods, Civic Boulevards |
| Current Special Policies | N/A |
| Current Zoning | Urban Reserve UR4 |

Requested Designation and Zone

| | |
|----------------------------|--|
| Requested Place Type | Neighbourhoods, Civic Boulevards |
| Requested Special Policies | N/A |
| Requested Zoning | Holding Residential R1 Special Provision (h*h-100*R1-4(_))Zone; two Holding Residential R1 and R4 Special Provision (h*h-100*R1-4/R4-6(11) Zones; two Holding Residential R1 and R4 Special Provision (h*h-100*R1-4(_)/R4-6(11) Zones; two Holding Residential R4, R5, R6, R7 and R9 Special Provision (h*h-100*R4-6(11)/R5-7(_)/R6-5(_)/R7(_)/R9-5(_)) Zones; a Holding Neighbourhood Facility, R4, R5, R6, R7 and R9 (h*h-100*NF/R4-6(11)/R5-7(_)/R6-5(_)/R7(_)/R9-5(_)) Zone; and, an Open Space (OS1) Zone |

Requested Special Provisions

| Lots | Zone String | Special Provisions Requested |
|--------------|-----------------|---|
| Lots 1 to 12 | h*h-100*R1-4(_) | Special Provisions for R1-4(_): <ul style="list-style-type: none"> • Minimum lot frontage of 11 metres; • Minimum exterior side yard setback of 2.5 metres; • Minimum interior side yard setback of 1.2 metres; • Minimum landscaped open space of 30 per cent; • Maximum lot coverage of 45 per cent. |

| Lots | Zone String | Special Provisions Requested |
|------------------|--|---|
| Block 13 and 20 | h*h-100*R1-4/R4-6(11) | <p>Existing R4-6(11) Special Provisions:</p> <ul style="list-style-type: none"> • Minimum lot frontage of 7 metres; • Minimum front yard and exterior side yard setback to main dwelling of 3 metres; • Minimum front yard and exterior side yard setback to garage of 5.5 metres; • Minimum interior side yard setback of 1.5 metres; • Maximum height of 13 metres; • Minimum setback of dwellings to the high pressure pipeline of 20 metres; and, • Garages shall not project beyond the façade of the dwellings or façade (front face) of any porch. |
| Blocks 14 and 15 | h*h-100*R1-4/R4-6(11) | <p>Special Provisions for R1-4(_):</p> <ul style="list-style-type: none"> • Minimum lot frontage of 11 metres; • Minimum exterior side yard setback of 2.5 metres; • Minimum interior side yard setback of 1.2 metres; • Minimum landscaped open space of 30 per cent; • Maximum lot coverage of 45 per cent. <p>Existing R4-6(11) Special Provisions:</p> <ul style="list-style-type: none"> • Minimum lot frontage of 7 metres; • Minimum front yard and exterior side yard setback to main dwelling of 3 metres; • Minimum front yard and exterior side yard setback to garage of 5.5 metres; • Minimum interior side yard setback of 1.5 metres; • Maximum height of 13 metres; • Minimum setback of dwellings to the high pressure pipeline of 20 metres; and, • Garages shall not project beyond the façade of the dwellings or façade (front face) of any porch |
| Blocks 16 and 17 | h*h-100*R4-6(11)/R5-7(_)/R6-5(_)/R7(_)/R9-5(_) | <p>Existing R4-6(11) Special Provisions:</p> <ul style="list-style-type: none"> • Minimum lot frontage of 7 metres; • Minimum front yard and exterior side yard setback to main dwelling of 3 metres; • Minimum front yard and exterior side yard setback to garage of 5.5 metres; • Minimum interior side yard setback of 1.5 metres; • Maximum height of 13 metres; • Minimum setback of dwellings to the high pressure pipeline of 20 metres; and, • Garages shall not project beyond the façade of the dwellings or façade (front face) of any porch. <p>Special Provisions for R5-7(_):</p> <ul style="list-style-type: none"> • Minimum front yard setback of 4.5 metres; • Minimum exterior side yard setback of 2.5 metres; • Minimum interior side yard setback of 1.2 metres; • Minimum rear yard setback of 4.5 metres; • Minimum 1 parking space per unit; • Minimum landscaped open space of 25 per cent; • Maximum lot coverage of 50 per cent; • Maximum height of 6 storeys (20 metres); and, • Maximum density of 100 units per hectare. <p>Special Provisions for R6-5(_):</p> <ul style="list-style-type: none"> • Minimum front yard setback of 4.5 metres; • Minimum exterior side yard setback of 2.5 metres; |

| Lots | Zone String | Special Provisions Requested |
|----------|---|---|
| | | <ul style="list-style-type: none"> • Minimum interior side yard setback of 1.2 metres; • Minimum rear yard setback of 4.5 metres; • Minimum 1 parking space per unit; • Minimum landscaped open space of 25 per cent; • Maximum lot coverage of 50 per cent; • Maximum height of 6 storeys (20 metres); and, • Maximum density of 100 units per hectare. <p>Special Provisions for R7(_):</p> <ul style="list-style-type: none"> • Minimum front yard and exterior side yard setback of 6 metres; • Minimum interior side yard and rear yard setback of 3 metres; • Minimum landscaped open space of 25 per cent; • Maximum lot coverage of 50 per cent; • Maximum height of 6 storeys (20 metres); and, • Maximum density of 100 units per hectare. <p>Special Provisions for R9-5(_):</p> <ul style="list-style-type: none"> • Additional permitted uses of stacked townhouses and townhouses; • Minimum front yard setback of 4.5 metres; • Minimum exterior side yard setback of 2.5 metres; • Minimum interior side yard setback of 1.2 metres; • Minimum rear yard setback of 4.5 metres; • Minimum 1 parking space per unit; • Maximum lot coverage of 50 per cent; • Maximum height of 14 metres for townhouses and stacked townhouses; • Maximum height of 6 storeys (20 metres) for all other uses; and, • Maximum density of 100 units per hectare. |
| Block 18 | OS1 | |
| Block 19 | h*h-100*NF/R4-6(11)/R5-7(_)/R6-5(_)/R7(_)/R9-5(_) | <p>Existing R4-6(11) Special Provisions:</p> <ul style="list-style-type: none"> • Minimum lot frontage of 7 metres; • Minimum front yard and exterior side yard setback to main dwelling of 3 metres; • Minimum front yard and exterior side yard setback to garage of 5.5 metres; • Minimum interior side yard setback of 1.5 metres; • Maximum height of 13 metres; • Minimum setback of dwellings to the high pressure pipeline of 20 metres; and, • Garages shall not project beyond the façade of the dwellings or façade (front face) of any porch. <p>Special Provisions for R5-7(_):</p> <ul style="list-style-type: none"> • Minimum front yard setback of 4.5 metres; • Minimum exterior side yard setback of 2.5 metres; • Minimum interior side yard setback of 1.2 metres; • Minimum rear yard setback of 4.5 metres; • Minimum 1 parking space per unit; • Minimum landscaped open space of 25 per cent; • Maximum lot coverage of 50 per cent; • Maximum height of 6 storeys (20 metres); and, • Maximum density of 100 units per hectare. |

| Lots | Zone String | Special Provisions Requested |
|------|-------------|--|
| | | <p>Special Provisions for R6-5(_):</p> <ul style="list-style-type: none"> • Minimum front yard setback of 4.5 metres; • Minimum exterior side yard setback of 2.5 metres; • Minimum interior side yard setback of 1.2 metres; • Minimum rear yard setback of 4.5 metres; • Minimum 1 parking space per unit; • Minimum landscaped open space of 25 per cent; • Maximum lot coverage of 50 per cent; • Maximum height of 6 storeys (20 metres); and, • Maximum density of 100 units per hectare. <p>Special Provisions for R7(_):</p> <ul style="list-style-type: none"> • Minimum front yard and exterior side yard setback of 6 metres; • Minimum interior side yard and rear yard setback of 3 metres; • Minimum landscaped open space of 25 per cent; • Maximum lot coverage of 50 per cent; • Maximum height of 6 storeys (20 metres); and, • Maximum density of 100 units per hectare. <p>Special Provisions for R9-5(_):</p> <ul style="list-style-type: none"> • Additional permitted uses of stacked townhouses and townhouses; • Minimum front yard setback of 4.5 metres; • Minimum exterior side yard setback of 2.5 metres; • Minimum interior side yard setback of 1.2 metres; • Minimum rear yard setback of 4.5 metres; • Minimum 1 parking space per unit; • Maximum lot coverage of 50 per cent; • Maximum height of 14 metres for townhouses and stacked townhouses; • Maximum height of 6 storeys (20 metres) for all other uses; and, • Maximum density of 100 units per hectare. |

C. Development Proposal Summary

Development Overview

The Zoning By-law amendment will facilitate the development of a Draft Plan of Subdivision, identified as Phase 12 of the Hudson Park Subdivision, that provides for the following: twelve (12) single detached lots (Lots 1 to 12); five (5) medium density residential blocks (Blocks 13 to 17); one (1) parkland block (Block 18), one (1) school/medium density residential block (Block 19), one (1) future development block (Block 20); and, six (6) road widening and reserve blocks. The proposed Draft Plan will be served by three (3) new Neighbourhood Streets, Streets A, B and C. Please note that the Draft Plan of Subdivision, seen below, may be further refined and reviewed prior to Draft Approval by Civic Administration.

As a part of this Application, Sifton Properties Ltd. is proposing to relocate the three wetlands as part of the Complete Corridor, which is located on Phase 2 of the Hudson Park Subdivision and designed by the property owner to the south. See Section 4 of this report for additional discussion.

Proposal Statistics

| | |
|-------------------|--|
| Land use | Residential, Open Space, Neighbourhood Facility |
| Form | Various – Single detached, Townhouses, Stacked Townhouses, Seniors Apartments, Low-Rise Apartments |
| Height | Varies |
| Residential units | Approximately 347 |
| Density | Varies |
| Parkland | Block 18 |

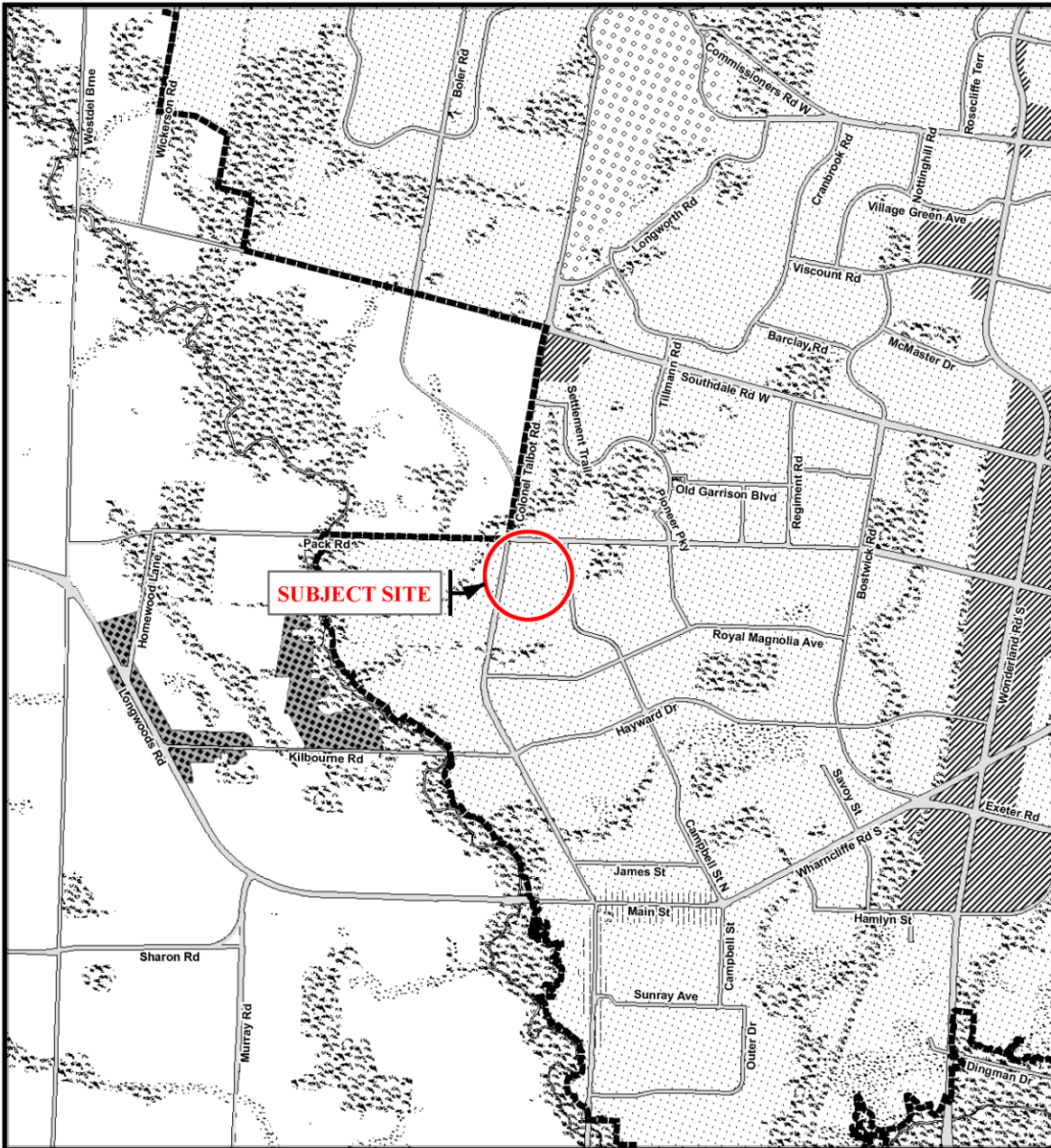
Mobility

| | |
|---|-----|
| Parking spaces | TBD |
| Vehicle parking ratio | TBD |
| New electric vehicles charging stations | TBD |
| Secured bike parking spaces | TBD |
| Secured bike parking ratio | TBD |
| Completes gaps in the public sidewalk | Yes |
| Connection from the site to a public sidewalk | Yes |
| Connection from the site to a multi-use path | N/A |

Environmental Impact

| | |
|---|---------------------------------|
| Tree removals | TBD |
| Tree plantings | TBD |
| Tree Protection Area | No |
| Loss of natural heritage features | No, compensation and relocation |
| Species at Risk Habitat loss | No |
| Minimum Environmental Management Guideline buffer met | TBD |
| Existing structures repurposed or reused | No |
| Green building features | Unknown |

Appendix C – Additional Plans and Drawings



Legend

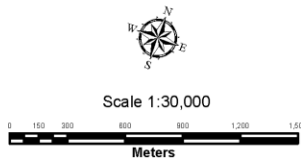
| | | |
|------------------------|--------------------------|---|
| Downtown | Future Community Growth | Environmental Review |
| Transit Village | Heavy Industrial | Farmland |
| Shopping Area | Light Industrial | Rural Neighbourhood |
| Rapid Transit Corridor | Future Industrial Growth | Waste Management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

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

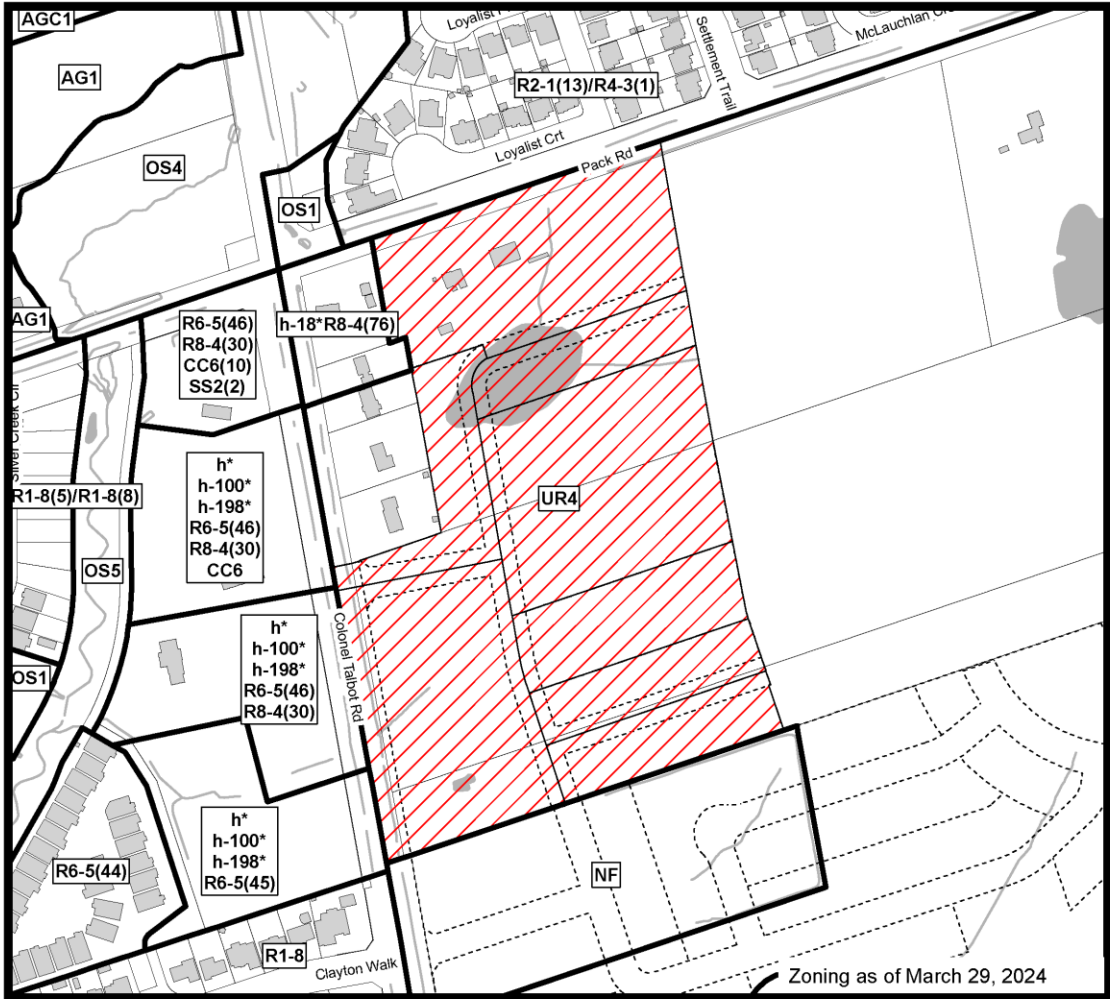
CITY OF LONDON Official Plan

LONDON PLAN MAP 1 - PLACE TYPES -

PREPARED BY: Planning & Development



File Number: Z-9724
Planner: LM
Technician: RC
Date: 2024/04/29



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

- | | |
|---|-----------------------------------|
| R1 - SINGLE DETACHED DWELLINGS | RF - REGIONAL FACILITY |
| R2 - SINGLE AND TWO UNIT DWELLINGS | CF - COMMUNITY FACILITY |
| R3 - SINGLE TO FOUR UNIT DWELLINGS | NF - NEIGHBOURHOOD FACILITY |
| R4 - STREET TOWNHOUSE | HER - HERITAGE |
| R5 - CLUSTER TOWNHOUSE | DC - DAY CARE |
| R6 - CLUSTER HOUSING ALL FORMS | OS - OPEN SPACE |
| R7 - SENIOR'S HOUSING | CR - COMMERCIAL RECREATION |
| R8 - MEDIUM DENSITY/LOW RISE APTS. | ER - ENVIRONMENTAL REVIEW |
| R9 - MEDIUM TO HIGH DENSITY APTS. | |
| R10 - HIGH DENSITY APARTMENTS | OB - OFFICE BUSINESS PARK |
| R11 - LODGING HOUSE | LI - LIGHT INDUSTRIAL |
| DA - DOWNTOWN AREA | GI - GENERAL INDUSTRIAL |
| RSA - REGIONAL SHOPPING AREA | HI - HEAVY INDUSTRIAL |
| CSA - COMMUNITY SHOPPING AREA | EX - RESOURCE EXTRACTIVE |
| NSA - NEIGHBOURHOOD SHOPPING AREA | UR - URBAN RESERVE |
| BDC - BUSINESS DISTRICT COMMERCIAL | |
| AC - ARTERIAL COMMERCIAL | AG - AGRICULTURAL |
| HS - HIGHWAY SERVICE COMMERCIAL | AGC - AGRICULTURAL COMMERCIAL |
| RSC - RESTRICTED SERVICE COMMERCIAL | RRC - RURAL SETTLEMENT COMMERCIAL |
| CC - CONVENIENCE COMMERCIAL | TGS - TEMPORARY GARDEN SUITE |
| SS - AUTOMOBILE SERVICE STATION | RT - RAIL TRANSPORTATION |
| ASA - ASSOCIATED SHOPPING AREA COMMERCIAL | |
| OR - OFFICE/RESIDENTIAL | "h" - HOLDING SYMBOL |
| OC - OFFICE CONVERSION | "D" - DENSITY SYMBOL |
| RO - RESTRICTED OFFICE | "H" - HEIGHT SYMBOL |
| OF - OFFICE | "B" - BONUS SYMBOL |
| | "T" - TEMPORARY USE SYMBOL |

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



FILE NO:

Z-8720

AC

MAP PREPARED:

2024/05/09

RC

1:4,000

0 25 50 100 150 200

Meters

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

Appendix D – Internal and Agency Comments

Internal Department Comments

Parks Planning and Design

Parks Long Range Planning and Design staff have reviewed the submitted request for the above Revised Draft Plan Approval application and offers the following:

- Required parkland dedication shall be calculated pursuant to section 51 of the Planning Act at 5% of the lands within the application. Parkland dedication calculations for the proposed development are listed in the table below.
- The Official Plan requires parks to be flat and well drained in order to accommodate recreational activities. However, in certain situations Council may accept parkland dedication that contains significant vegetation and topography. The Official Plan notes that these lands will be accepted at a reduced or constrained rate. By-law CP-25 establishes and implements these rates as follows:
 1. Hazard land - 45 hectares of hazard land for every 1 hectare of table land.
 2. Open space or other constrained lands - 30 hectares of open space or constrained lands for every 1 hectare of table land.

| Land | Area (ha) | | Expected Dedication (ha) |
|--|-------------------------|-----------|--------------------------|
| 3614, 3630 Colonel Talbot Road and 6621 Pack Road | 9.55¹ | 5% | 0.48ha |

¹ All lands included in the plan of subdivision.

| Provided Parkland Dedication | Area | Classification | Rate | Dedication |
|---------------------------------|-------------|------------------|------------|---------------|
| Block 18 | 0.82 | Tableland | 1:1 | 0.82 |
| Total Dedication | 0.82 | | | 0.82 |
| Parkland Over Dedication | | | | 0.34ha |

Staff supports the proposed location of Park Block 18, pending the acceptance of an approved EIS confirming the removal and compensation of the existing wetland feature, Staff may support the dedication of the natural heritage feature at the compensated rate of 30:1 as per By-law CP-25, if required to retain.

Proposed Conditions as per Standard Draft Plan Conditions Memo March 11, 2024

- Parkland dedication has been calculated at a rate in accordance with the current City by-laws. Prior to final approval, the Owner shall dedicate Block 18 in the amount of 0.82 hectares to satisfy the required parkland dedication, any over dedication will be applied to future phases to the satisfaction of the City.
- In conjunction with Focused Design Studies, the Owner's Landscape Architect shall prepare and submit a conceptual parks plan for Block 18, to the satisfaction of the City. This is to include all conceptual pathway alignments with safe pedestrian crossings at all streets and corridors that intersect with the park and pathway system.
- In conjunction with the first submission of engineering drawings, the Owner's qualified consultant shall incorporate detailed grading and servicing of all park and pathway designs in accordance with the accepted conceptual plans and City standards to the satisfaction of the City.

Urban Design

Please see below for Urban Design comments related to the Draft Plan of Subdivision at 3614, 3630 Colonel Talbot Road and 6621 Pack Road:

The proposed development is within the Neighbourhoods Place Type of The London Plan and the Bostwick Residential Neighbourhood in the Southwest Area Secondary Plan (SWASP). The place types allow for low and medium density residential development and therefore Urban Design is generally supportive of this proposal. Please see below for specific Urban Design comments:

Matters for Zoning:

- A minimum front yard setback should be provided from the Colonel Talbot Road and Pack Road frontage in order to encourage street-orientation while avoiding encroachment of footings and canopies. Consider incorporating patios or forecourts to further activate the street and provide outdoor amenity space for the residents.
- A maximum setback should be provided along Colonel Talbot Road and Pack Road to discourage window streets and restrict parking between the buildings and the public streets. Refer to The London Plan, Policy 269, 272, and 288.
- Corner lots should be of appropriate size for providing enhanced facades on street-flanking elevations and emphases given to the higher order street. Refer to The London Plan, Policy 261 and 290.
- The front façade and primary entrance of dwelling units shall be oriented to adjacent public streets and/or open spaces with direct pedestrian connections to the public sidewalk. Refer to The London Plan, Policy 291.
- Garages shall not be the dominant feature in the streetscape by not occupying more than 50% of the unit width and not projecting beyond the façade of the dwelling or the façade of any porch. Refer to The London Plan, Policy 222_A, SWASP 20.5.3.9.iii.e.
- Noise walls and non-transparent fencing (i.e., board on board) shall not be permitted along Hamlyn Street. Refer to the London Plan, Policy 241, Refer to SWASP 20.5.3.9. ii). f)
 - Fencing will be limited to only decorative transparent fencing with a maximum height of 4ft (1.2m) or landscaping with provision for pedestrian access along public streets, amenity spaces and the open space block.

Matters for Site Plan:

- All buildings and dwelling units shall front the highest order street and/or open space with primary entrances and active building elements with enhanced articulation (i.e., windows or openings, porches, canopies) along the street and/or open space and direct pedestrian connections to the public sidewalk. Refer to The London Plan, Policy 291.
- Design of the side elevation of the corner units that is facing a public street, drive aisle or a shared pedestrian access with enhanced detail, such as wrap-around porches and a similar number of windows as is found on the front elevation to establish the same relationship with the street or public realm and offer passive surveillance. Refer to The London Plan, Policy 285 and 291.
- Ensure that built forms at the termination of a vista or view corridor, such as the T-intersection where Street A and Street B intersect, incorporates architectural design elements that enhances the vista or view corridor. Use built form to enhance wayfinding and sense of place. Locate parking spaces, garages and driveways away from the vista or view terminus.
- Include sidewalks along the internal street to allow for safe and convenient pedestrian connectivity throughout the site. Refer to the London Plan, Policy 255.
- Ensure that common amenity spaces are centrally located, are of adequate size and accessible by all blocks. Refer to The London Plan, Policy 295.

Condition of Subdivision:

The Owner shall register on title and include in all Purchase and Sale Agreements the requirement that the homes to be designed and constructed on all corner lots in this plan (including lots with side frontages to parks and/or open spaces), are to have design features, such as but not limited to porches, windows or other architectural elements that provide for a street oriented design and limited chain link or decorative fencing along no more than 50% of the exterior side yard abutting the exterior side yard for mid-block connections/road/park/open space frontage

Ecology

1. Appendices and maps are missing from the report. Please include all data included in the list of tables and appendices.
2. The mitigation hierarchy (avoid, mitigate, compensate) needs to be further demonstrated for wetland removal. Demonstrate that there are no feasible alternatives to retain the wetlands to justify the removal and compensation of these features.
3. Recommendations for future wetland compensation need to be addressed in further detail to demonstrate no net loss, or preferably a net gain to the natural heritage system prior to approval of this draft plan to remove the wetlands features. It is stated in the EIS that a detailed Wetland Compensation Plan will be provided in a future submission, which may be suitable; however, it should be demonstrated prior to draft plan approval that it is at least feasible to relocate the wetlands and the recipient site conditions are suitable to support the creation of compensation wetlands. Some questions/considerations to address further include:
 - a. What data is required at this stage to demonstrate that site conditions are suitable for wetland replacement in the proposed location (soils, geotechnical, water balance, etc.)? Have these conditions been assessed to ensure wetland compensation is feasible?
 - b. What is the proposed wetland replacement land area ratio?
 - c. Can the wetland features and functions be recreated within the complete corridor or are "bump outs" required to accommodate the larger wetlands?
 - d. What are the recommended buffer widths for the compensation wetlands?
 - e. How should the compensation wetlands be connected to existing natural features on the landscape?
 - f. What is the recommended timeline for feature replacement to ensure no loss of ecological function on the landscape in the interim prior to Phase and complete corridor construction?
 - g. How will the recommended wildlife salvage protocol be feasible when the compensation wetlands are not established prior to the removal of the existing wetlands?
 - h. Have the existing wetlands been assessed for critical function zones (CFZ) that provide ecological function beyond the boundaries of the wetland delineation based on ELC to be compensated in conjunction with the wetlands?
 - i. The compensation wetlands should be zoned OS5 and Green Space Place Type applied to ensure their long term protection.
4. Has a scoping meeting been completed? Please provide scoping checklist in appendices. Were turtle basking surveys completed within the wetlands proposed for removal?
5. Address how SAR bat habitat or bat maternity SWH may or may not impact block layout. Demonstrate that these studies will not impact the draft plan layout if they are to be received at a later date. If impacts to SAR bat habitat or SWH are identified within Phase 1, address how these impacts will be mitigated. Do snag/cavity bat habitat densities meet the criteria for bat maternity SWH? When will this data be received and how will appropriate mitigation/compensation be dealt with? Please also confirm that MECP has been consulted, concurs with these findings as they relate to SAR bats, and is not seeking any habitat compensation beyond what is proposed in the EIS.
6. Format all recommendations within the EIS by number. This helps to ensure all recommendations within the EIS are carried forward to subsequent documents

such as the Environmental Management Plan (EMP) and Monitoring Plan and can be easily referenced.

7. Section 5.3 notes that five SWH designations are present on the subject lands, but only identifies three. Please include the other SWH.

Items to be received in future submissions include, but not limited to:

- Ecological Replacement and Compensation Plan for wetlands and any other features proposed for compensation.
- Environmental Management Plan (EMP)
- Monitoring Plan
- SAR bat habitat data

A revised EIS or an addendum to this EIS addressing these outstanding matters is requested. Please do not hesitate to reach out for a virtual meeting and/or to schedule a site meeting to discuss these comments and/or to provide any additional information or clarification.

Landscape Architecture

Natural Resource Solutions Inc. (NRSI) was retained by Sifton Properties Limited to complete a Tree Protection Plan (TPP) for Phase 1 of a proposed residential development of the properties located at 3614 and 3630 Colonel Talbot Road, and 6621 Pack Road, London Ontario (Map

1. A complete list of inventoried trees is provided in Appendix I and tree locations within the Phase 1 lands are shown on Map 2. In total, 461 trees were inventoried within and adjacent to the Phase 1 lands. Of the 461 trees inventoried, 386 are proposed to be removed for a total of 8,869.3cm dbh. In accordance with LP Policy 399, **886 replacement trees are required.** However, the City's Tree Protection Bylaw will be used to calculate replacement trees as the city develops a bylaw to implement Policy 399. To this end **86 replacement** trees would be required. Tree planting required as part of the planning and development approvals process may be counted as replacement trees as required by these policies.

2. Ninety trees [90] are considered to be boundary trees due to their proximity to a boundary between the Phase 1 lands and an adjacent property. Removal or impact of boundary, off-site, or municipal trees will require the permission of all owners involved, as per the City of London Tree Protection By-Law (C.P.-1555-252) and the province's Forestry Act. Written permission to impact will be required by neighbouring landowners and the City of London before site grading and construction takes place.

3. A portion of this site is located within a tree protection area; reminder that no trees can be removed until subdivision approval is granted or a separate tree removal permit is issued. Where a tree within a tree Protection Area is a Boundary Tree, *City's consent to remove is required.*

4. The development poses some risk of injury to three CoL boulevard trees. All trees located on City of London Boulevards (including their root zones) are protected from any activities which may cause damage to them or cause them to be removed. Only City forces can remove trees from the boulevard. To request the removal or to apply for consent to injure the roots of the City trees, contact Forestry Dispatcher at trees@london.ca with details of your request. Part 9 of Boulevard Tree Protection Bylaw- Offences and Penalties of the Bylaw states: 9.1 Any person who contravenes any provision of this By-law is guilty of an offence. 9.3 A person convicted under this By-law is liable to a minimum fine of \$500.00 and a maximum fine of \$100,000.00

5. One candidate Butternut (*Juglans cinerea*) was identified during the tree inventory within the Phase 1 lands. An on-site hybridity test was conducted on the tree during the tree inventory designating the tree as a Category 1 Butternut. A field assessment does not meet the province's monitoring program. A report must be submitted to the Ministry of Environment, Conservation and Parks (MECP). Within 30 days of that submission,

the tree cannot be killed, harmed, or taken. Following 30 days of submission, the tree may be killed, harmed, or taken unless the results of an MECP examination indicate that the assessment has not been conducted in accordance with the document entitled 'Butternut Assessment Guidelines: Assessment of Butternut Tree Health for the Purposes of the Endangered Species Act, 2007'.

Heritage and Archaeology Comments

Heritage Planning confirm that there are no cultural heritage or archaeological concerns association with the Application. Archaeological matters on this property were previously addressed.

Engineering Comments

Technical Comments for Revised Draft Plan and Zoning application for 3614, 3630 Colonel Talbot Road and 6621 Pack Road
File 39T-16509 and Z-8720

Planning and Development

1. Matters for Detail Design

- Notwithstanding the opinion on site contamination provided in the FPR, standard conditions would still apply.
- Acknowledging the opinions provided on holding provisions, there would likely be holding provisions applied to the lands.
- Daylight triangles have not been provided on the draft plan in accordance with IPR comments.
- Standard easements will be required for any temporary turning facilities (see Standard Contract Documents). Please note that recent files have resulted in holding lots out until easements can be removed. It may be beneficial to have the temporary turning circle on adjacent property.
- Applicants request for a R4-6(11) zone with minimum lot frontages of 5.5m will not be permitted. A minimum lot frontage of 6.7 metres as per SW-7.0 will be required to accommodate street townhouses within this draft plan of subdivision.
- The Owner shall coordinate with the Colonel Talbot 2-lane upgrade project with the goal of having the City construct the proposed 1050mm storm sewers. The Owner will be responsible for incremental cost increases as a result of any change orders. Should coordination not occur, the Owner will be responsible for complete removal of the proposed 600mm storm sewer, installation of the 1050mm storm sewer and restoration of Colonel Talbot Road, all at the Owner's costs.

Water Engineering

2. Matters for Detail Design

- Connection to the existing 600mm trunk watermain on Colonel Talbot Road will not be permitted. The water supply to the development shall be the future 250mm watermain which will be constructed in 2025 as part of the city's Colonel Talbot 2 Lane Upgrade Project

Stormwater Engineering

3. Matters for Detail Design

- The functional SWM report and detailed design drawings shall identify on-site SWM control target and requirements for any High Density, Medium Density, and commercial blocks where PPS stormwater controls will be subject to a future site plan or condominium application. If freehold lots are proposed within a Medium Density block, a municipal stormwater strategy to address water quality/quantity for uncontrolled flows shall be included in the Stormwater Servicing Report.
- The Owner acknowledges that the minor storm system outlet for this plan is the existing assumed North Lambeth SWM Facility via Colonel Talbot Road (Constructed by others within Plan 39T-14504) connecting to Isaac Drive,

thought the future proposed site plan block located at 3475 Colonel Talbot Road or, outlet to the proposed North Lambeth SWMF P8 within the Tributary 12 complete corridor scheduled for construction in 2026, or a combination of the two. SWED supports maximizing storm flows to Colonel Talbot via Street A, coordination with the consultant working on behalf of the City's Transportation Planning & Design Division for the Colonel Talbot Road Two Lane Upgrade project, currently scheduled for construction between 2024 and 2025, shall be required to the satisfaction of the City and the adjacent Owners of the abutting subdivisions.

- The Owner acknowledges that the major storm system outlet for this plan is the future North Lambeth P7 & P8 Complete Corridor.
- The Owners agrees that the stormwater design of the subdivision is to be coordinated with the developer and the consultant working on behalf of the City for the design and construction of the North Lambeth P7 & P8 Complete Corridor (Tributary 12/Sunset Creek) project to the satisfaction of the City.
- [HYDROGEOLOGICAL] Although a scoping meeting was conducted for this development in the past, City of London was not part of that scoping meeting, as such SWED is requiring a scoping meeting for this development. This is outlined in the draft plan conditions. The Hydrogeological report shall include but not to be limited to, the following:
 - Analysis of water quality and quantity impacts on any significant ecological features (e.g., significant valleylands, PSWs, etc.) under the existing and post-development conditions and recommendations to minimize any adverse impacts from the proposed land development to the satisfaction of the City;
 - The pre-development discharges from any other significant ecological features (e.g., significant valleylands, PSWs, etc.) must be maintained under post-development conditions and these discharges shall be accommodated in the proposed storm/drainage and SWM servicing works for the subject lands in accordance with existing drainage pattern;
 - Analysis of water quality and quantity impacts on existing retained and relocated natural heritage features within the proposed and relocated footprint, under the existing and post-development conditions and recommendations to minimize any adverse impacts from the proposed land development to the satisfaction of the City and all applicable agencies (e.g., UTRCA). In addition, post-development wetland compensation/groundwater discharges to the proposed locations are to be in accordance with the accepted water balance assessment, the accepted hydrogeological assessment and reflected in the Functional Stormwater Management report as applicable and accommodated in the proposed storm/drainage and SWM servicing works;
 - Evaluation of the hydrogeological regime, including specific aquifer properties, static groundwater levels, and groundwater flow direction;
 - Evaluation of water quality characteristics and the potential interaction between shallow groundwater, surface water features, and nearby natural heritage features;
 - Completion of a water balance and/or addendum/update to any existing water balance for the proposed development, revised to include the use of LIDs (or third pipe conveyance system) as appropriate. This water balance component will be required by the developer to the satisfaction of the City and UTRCA;
 - Completion of a feature-based water balance for any nearby natural heritage feature to include the use of LIDs (or third pipe conveyance system) as appropriate;
 - Details related to proposed LID solutions (or third pipe conveyance system), if applicable, including details related to the long-term operations of the LID systems (or third pipe conveyance system) as it relates to seasonal fluctuations of the groundwater table and potential road salt application impacts;

- Evaluation of construction related impacts and their potential effects on the shallow groundwater system;
 - Evaluation of construction related impacts and their potential effects on local significant features;
 - Development of appropriate short-term and long-term monitoring plans (if applicable);
 - Development of appropriate contingency plans (if applicable) in the event of groundwater interference related to construction.
- SWED is not supportive of utilizing Colonel Talbot Road as a major over land flow route. Also note that the urbanization of Colonel Talbot Road will be underway in 2024-25 so there will not be a ditch for the applicant to outlet too. The ultimate major overland flow route will be the pond to the south, but there may be an opportunity to utilize a temporary dry pond on block 16 that can capture and restrict major flows and outletting these flows at a controlled rate to the future storm sewer on Colonel Talbot Road. The applicant would be required to demonstrate in their stormwater management report that this temporary measure would be feasible prior to acceptance from the City of London.

Sewer Engineering

4. Matters for Detail Design

- Construct sanitary sewers to serve this Plan and connect them to the existing municipal sewer system, namely, the 600 mm (24") diameter sewer located on Colonel Talbot Rd.
- Provide confirmation that the proposed redistribution of sanitary areas and associated populations can be supported to the existing 300 sanitary stub located on Colonel Talbot Road in Phase one as other external lands owned by the Applicant were shown tributary to a 450 sanitary stub on Colonel Talbot Road on the accepted sanitary drainage area plan for Colonel Talbot Pump Station
- The 300mm diameter stub at 1.78% has capacity for 129L/s based on the as-constructed slope, but the sewer through the subdivision will likely be flatter grades and could require the existing PDC to be removed and upsized based on the internal sewer needs which impacts oversizing costs. SED is requesting what the impacts on the oversizing subsidy as a result of this proposed routing and if the existing 300mm diameter stub is sufficient or if it is proposed to be upsized as a result of the additional lands that are not tributary per accepted drawings.
- As proposed is 9.56ha and 2341ppl from the draft plan of subdivision which exceeds the 1208ppl allocated and proposing to bring in approximately 55ha of external lands through the subdivision.
- The density within the draft plan of subdivision is approximately 1100ppl over the allocated. (+1133ppl)
- The lands external to this draft plan that are being proposed through the subdivision which is not the intended connection location is approximately 55ha suggesting 115ppl/ha which slightly exceeds the accepted density of 100ppl/ha (+825ppl above allocated).
- If SED agrees with the sizing of the internal sewer required, updated drainage area plan will be required to reflect the lands that deviates from accepted drawings.

Transportation Planning & Design

5. Matters for Detail Design

- The Traffic Impact Study shall verify the adequacy of the decision sight distance on Colonel Talbot Road at Street A. If the sight lines are not adequate, this street is to be relocated and/or road work undertaken to establish adequate decision sight distance at this intersection, to the satisfaction of the City, at no cost to the City.

External Agency Comments

Bell Canada

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

Bell Canada Condition(s) of Approval

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

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

Upon receipt of this comment letter, the Owner is to provide Bell Canada with servicing plans/CUP at their earliest convenience to planninganddevelopment@bell.ca to confirm the provision of communication/telecommunication infrastructure needed to service the development.

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

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

UTRCA



"Inspiring a Healthy Environment"

May 17, 2024

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

Attention: Alison Curtis (sent via e-mail)

Re: UTRCA Comments
File No. 39T-16509/Z-8720 – Draft Plan of Subdivision & Zoning By-Law
Amendment
Hudson Park Subdivision – Phase 1
Owner – Sifton Properties Limited
3614 & 3630 Colonel Talbot Road and 6621 Pack Road, London

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

PROPOSAL & BACKGROUND

The applicant is proposing a residential subdivision on the westerly portion of the subject lands. The Phase 1 lands have an area of 9.55 hectares. The development will be comprised of 12 single residential lots, 5 medium density residential blocks as well as a future development block, a park block, a school block and the supporting road network.

Various subdivision plans for the entire site as well as for the Phase 1 and 2 lands have been submitted by the applicant since 2016. The UTRCA's last comments were provided in December 2020 and pertained to an Initial Proposal Report for the Phase 2 lands of 3614 & 3630 Colonel Talbot Road and 6621 Pack Road. In correspondence dated December 10, 2020, we advised that a detailed wetland relocation/compensation plan was required for the proposed removal/relocation of the wetland features in the Phase 1 Lands. Furthermore it was noted that the matter would need to be considered by our Hearings Committee.

DELEGATED RESPONSIBILITY & STATUTORY ROLE

Provincial Policy Statement 2020

The UTRCA represents the provincial interest in commenting on development applications with respect to natural hazards ensuring that applications are consistent with the PPS. This responsibility has been established in a Memorandum of Understanding between Conservation Ontario, the Ministry of Natural Resources and Forestry (MNRF) and the Ministry of Municipal Affairs and Housing.

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

CONSERVATION AUTHORITIES ACT

As shown on the enclosed 2024 Regulation Mapping, the subject lands are regulated by the UTRCA in accordance with Ontario Regulation 41/24, made pursuant to Section 28 of the *Conservation Authorities Act*. 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.

The regulation limit for the Phase 1 Lands is comprised of:

- Wetlands and the surrounding areas of interference.

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

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

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

NATURAL HAZARDS

In Ontario, prevention is the preferred approach for managing hazards in order to minimize the risk to life and property. The UTRCA's natural hazard policies are consistent with the PPS and the applicable policies 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.

3.2.6 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) and a Hydrogeological Assessment and Water Balance Analysis that there will be no negative impact on the hydrological function of the wetland feature and no potential hazard impact on the development.

TECHNICAL REPORTS & COMMENTS

The following technical submissions were received on April 15, 2024:

- i. **Phase 1: Environmental Impact Study (EIS) Update – Hudson Park Subdivision**, prepared by NRSI dated February, 2024;
- ii. **Final Proposal Report – 3614 & 3630 Colonel Talbot Road and 6621 Pack Road** prepared by Sifton Properties Limited (in association with Stantec, NRSI and exp) dated April, 2024.
- iii. **Hydrogeological Assessment – 3614 & 3630 Colonel Talbot Road and 6621 Pack Road, London, Ontario** prepared by exp dated December 12, 2023;

We offer the following comments.

EIS

In correspondence dated December 10, 2020 regarding the Initial Proposal Report for Phase 2 of the subject lands, the UTRCA advised that:

P.10, P.13 & P. 16 Wetland Communities/Wetlands – As has been previously advised/discussed, a detailed wetland relocation/compensation plan is required to address the removal/relocation of the wetland features in the Phase 1 Lands. This matter will need to be considered/approved by the UTRCA's Hearings Committee in advance of conditions of draft plan conditions being provided. A net environmental benefit must be achieved as part of this process.

Reference is made to the Complete Corridor that is to be created which appears to be 45 metres wide as shown on the circulated draft plan. As per the Dingman EA (p.113) it is the UTRCA's understanding that the complete corridor width is to range between 50-100 metres. The size of the corridor should be consistent with the EA.

With respect to the Dingman EA, at the Proposal Review Meeting, City Stormwater Unit staff indicated that a Block Plan is to be prepared prior to the submission of the draft plan. The Block Plan is to be prepared in consultation with City and UTRCA staff and the landowners/developers. This exercise will confirm the requirements for the various components of the corridor including natural hazards, storm water, natural heritage including wetland compensation and recreation/paved pathway. We look forward to participating in this process.

On page 28 and 30 of the EIS (also noted in the Final Proposal Report) it is indicated that a detailed wetland compensation plan is to be prepared/provided under separate cover. Please provide the wetland compensation plan. We also recommend that the applicant contact our Land Use Regulations staff regarding the Section 28 permit submission requirements and the Hearing process for the proposed wetland removal/relocation/compensation.

Hydrogeological Assessment

- H1. The discussion in Section 4.4.1 regarding the Monitoring Well Hydrographs only pertains to the trends observed in selected monitoring wells in the till layer. Please include an interpretation of the deeper wells including MW17-5 and MW17-8 screened in sand aquifer.
- H2. Section 4.4.3 discusses the shallow groundwater flow direction. Please identify the groundwater flow direction in the sand aquifer observed in MW17-5 and MW17-8 and MW16-4.
- H3. Section 4.5 notes that “This hydrograph suggests there is limited interaction between the shallow groundwater and surface water environment at Wetland Area D.” However, the water levels at P2 are very close to water levels at SG2 at various measuring events indicating surface and groundwater interaction. Please update the report with an accurate statement regarding the surface and groundwater interaction in Wetland D.
- H4. Item 4 in section 1.3 Terms of Reference and Scope of Work notes “Preparation of a featurebased water balance assessment of Wetland Area D as well as for the intermittent watercourses and woodland feature located in the eastern portion of the Site”. However, the water balance has only been conducted for the drains. The UTRCA required a feature based water balance for Wetland D. Please address.
- H5. Please include temperatures in the hydrographs to assist with the understanding of the site hydrogeology as well as the interaction between the surface and groundwater conditions.
- H6. The ground surface elevations and the well completion depths in Table 1 do not match those noted in Appendix H, nor do they align with the borehole logs. Please revise the corresponding tables accordingly.
- H7. The groundwater elevation in piezometer #2 (P2) is recorded above the top of the pipe during March and April 2020. The flooding of the wetland is reported in the hydrogeological report. Please explain how the groundwater in the piezometer was measured during the flooding events.
- H8. The hydraulic gradients in Appendix H rely on water levels measured since November 2019. Different trends in water levels are evident based on the water levels measured from 2016 to 2018. For instance, the water levels in MW16-1 were higher than those measured at MW17-1 between October 2018 and November 2019. Additionally, some of these measurements have been taken from different layers (aquifer vs aquitard). Therefore, they cannot represent the actual vertical hydraulic gradient within the shallow aquifer and cannot be relied upon as an indication of surface water and groundwater interactions. This is because the measurements may not capture the full complexity of the interactions between surface water bodies and groundwater, especially if they are taken from different layers with different hydraulic properties.

- H9. Groundwater levels at MW17-2 are consistently higher than those measured at P2 between February 2020 and May 2020, as well as November 2020 and February 2021, and April 2021. Additionally, groundwater levels at P4 consistently exceed those measured at P2 during all water level measurement events from November 2020 to June 2021. These observations suggest that the groundwater flow in the central north portion of the site extends northward towards Wetland D, a pattern consistent with the local topography in this area. It is imperative to incorporate this information into the water balance analysis and future best management practice solutions aimed at maintaining the post-development water balance for Wetland D.
- H10. The impact study in Chapter 8 only considers the short-term impact to Wetland D during the construction phase. Given that groundwater is seasonally contributing to Wetland D, please include development impact to this feature in the associated section of the Hydrogeological Assessment Report.
- H11. The UTRCA mandates the monitoring of the water balance for Wetland D and the drainage features, along with the implementation of mitigation measures during both the construction phase and the subsequent 5 years post-development. Please submit a distinct monitoring and mitigation plan for both the retained and compensated/proposed features.
- H12. The dewatering calculations do not include the volume of water received from precipitation. Please update the water taking calculations with corresponding precipitation volume.
- H13. The monitoring well MW17-9 is screened within Clay Silt Till but the screen is marked within Sand/Sand and Gravel layer in Cross-Section AA'.
- H14. The bottom of the scree elevation for MW17-6 is not consistent with the end of borehole elevation. Please edit the borehole log and associated tables and other information.

Water Balance

- W1. The Hydrogeological Report mentions the removal and compensation of Wetland Areas A, B, and C, with Wetland D planned for retention. Justification for the removal of wetlands should be provided and should consider their hydrologic and hydraulic functions, including flood storage.
- W2. It is noted that most of the site contributes surface runoff to wetlands A, B, and C while only a small portion contributes to Wetland D. Removing the downstream wetlands could disrupt the natural flows, isolating Wetland D without a natural outlet. Recommendations should include maintaining natural flow connections between upstream wetland D and downstream wetlands A, B, and C.
- W3. The boreholes show sand and silt under the topsoil layers. The grain size soil analysis indicates predominantly sandy silt with a lower percentage of clay. Please provide the grain size percentage in the soil samples and justification for the soil type used in water balance calculations.
- W4. Stantec Drawing 1 does not follow the site contours and has not considered a small area just north of the site and west of the Wetland D. Please verify the catchment area boundaries on the site plan, ensuring that they accurately reflect site contours and include all relevant areas.
- W5. In Section 5.3, it is mentioned that the on-site post-development catchments contributing to the drainage channel within the Site boundary are catchments 100, 300, 402, 600 and 601. However, catchment area 402 may not be contributing the drainage channel. Please confirm the flow contributions from catchment area 402 under the proposed conditions, including whether they flow into the existing subdivision or storm sewer on Issac Drive.
- W6. Please limit the water balance section to those catchment areas contributing runoff to wetlands, avoiding unnecessary repetition of drainage patterns already documented in the Stantec Memo.
- W7. The analysis estimates a significant increase in on-site catchment area to the Proposed Drainage Channel, potentially causing increased flows post-development. Proper modeling and design of the channel to convey the 250-year storm, supported by geomorphological studies and cross sections showing the 250-year flood elevations, are recommended to manage increased flows without causing flooding or erosion.

- W8. Section 5.3 mentions the construction of five (5) SWMFs along the entire course of the channel corridor to provide storage and quantity control of stormwater. This description of the runoff under the proposed conditions does not match with the section 10.2 of the Stantec Memo dated November 3, 2023. Please address the discrepancies between the description of runoff under the proposed conditions regarding quantity control methods.
- W9. Table 5 shows area 103 which is 8.90 ha contributing to the woodland and not to Wetland D. Table 5 should clarify whether the reported catchment areas relate to wetlands or woodlands. Please provide explanations for areas contributing to respective wetland features under proposed conditions.
- W10. Please confirm and elaborate on how infiltration and runoff targets were estimated for the proposed engineered wetlands.
- W11. Please provide justification for the water balance calculations under the pre- and proposed conditions, particularly regarding areas with no connection to existing wetland features on the site.

Final Proposal Report

- F1. It is indicated that there are no natural hazards on the subject lands and that the lands are not regulated by the UTRCA. As shown on the enclosed 2024 Regulation Mapping, the site is regulated by the Conservation Authority and the necessary Section 28 approvals must be obtained prior to the applicant undertaking any site alteration or development within the regulated area including filling, grading, construction, alteration to a watercourse and/or interference with a wetland.
- F2. Map 6 – Hudson Park Constraints and Draft Plan in the updated February 2024 of the Phase 1 Environmental Impact Study shows the proposed channel realignment. The UTRCA requires justification for this proposed realignment including supporting technical studies (e.g. geomorphological analysis). Factors such as impacts on flooding, alteration of floodplain width, and effects on adjacent properties upstream and downstream must be addressed to ensure that the proposed realignment does not increase the risk of flooding.
- F3. The Final Proposal Report includes a memo prepared by Stantec Consulting Ltd dated November 2023 that deals with site servicing. In Section 10 Stormwater Management it is noted that the subject lands and the residential lots adjacent to Colonel Talbot Road fall within the drainage area of the existing Oliver Subdivision SWM facility. If the SWM pond is already constructed, consideration may be given to deferring the SWM review to the City.
- F4. Major flows are proposed to be directed to a temporary dry pond at the southwest limit of the subject lands, with the pond outletting to a roadside ditch. Please ensure that the conveyance capacity of the ditch can accommodate the major flows, including those from the 250-year regulatory storm event.
- F5. The reported post-development runoff coefficient is 0.5, while a coefficient of 0.65 is proposed for certain areas which may require quantity control on site. Adequate retention and storage should be provided for quantity control up to a 250-year storm event.
- F6. The removal and compensation of three wetland features are outlined in the report. Compensation areas are proposed along the channel corridor. Detailed water balance analysis under the proposed conditions should establish the base flow in the SWM targets to maintain surface runoff and promote infiltration with clean runoff.
- F7. A water balance analysis for wetland D should be conducted under both the existing and the proposed conditions and consider the contributing catchment areas. SWM measures in the report should address runoff and infiltration to wetland D under the proposed conditions.
- F8. Figure 10 - Storm Drainage illustrates the proposed channel realignment and future SWM pond. The UTRCA recommends locating SWM ponds outside the 250-year floodplain with a 6-metre setback, in accordance with MNR guidelines for unconfined systems.

- F9. Figure 10 depicts proposed future SWM ponds situated opposite each other. To prevent flooding or increased downstream flows, ensure that the proposed dry ponds do not peak simultaneously.
This will mitigate flooding and erosion risks under proposed conditions.

RECOMMENDATION

The subject lands are regulated by the UTRCA. As previously advised, the necessary Section 28 approvals for the wetland relocation/compensation must be secured from the UTRCA's Hearing Committee prior to the Conservation Authority being in a position to offer conditions of draft plan approval. Accordingly, we recommend that the application be deferred.

We encourage the applicant to contact our Land Use Regulations Staff regarding the Section 28 permit submission requirements, and the Hearing process for the proposed wetland removal and compensation and the associated fees.

UTRCA REVIEW FEES

Consistent with UTRCA Board of Directors approved policy, Authority Staff are authorized to collect fees for the review of *Planning Act* applications and the peer review of supporting technical studies. Our fee for this review is **\$18,650.00** as detailed below and will be invoiced to the applicant under separate cover.

Draft Plan of Subdivision \$14,300.00
Zoning By-Law Amendment \$1,380.00
Technical Review of SWM & Water Balance
\$1,270.00 Technical Review of Hydrogeological
Report \$1,700.00

TOTAL \$18650.00

Thank you for the opportunity to comment. If there are any questions please contact the undersigned.

Yours truly,
UPPER THAMES RIVER CONSERVATION AUTHORITY

Christine Creighton
Land Use Planner II
IS/NS/SH/JA/JS/CC/cc

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

c.c. Sent via email -
Lindsay Clark - Sifton Properties Limited, Applicant
Jessica Schnaithmann - Land Use Regulations Officer, UTRCA
Deb Kirk - UTRCA

London Hydro

London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new relocation of the existing service will be at the expense of the owner.

Hydro One

Enbridge Gas (Union Gas)

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

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

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

Barbara M.J. Baranow
Analyst Land Support

Enbridge Gas Inc.
50 Keil Drive North, Chatham, ON N7M 5M1

Integrity. Safety. Respect.

Imperial Oil

Hello Farzaana,

A delightful afternoon to you.

Please be informed, there is no Imperial infrastructure in the vicinity of these locations, and there is no need for further engagement.

Many thanks and wishing you a blissful day!

Best regards,

Michael Fatogun
Analyst - Land Operations
Global Business Solutions, Financial Services

ExxonMobil Hungary Kft.
Dózsa György út 61-63, 1134 Budapest, Hungary.
Pillar Office – Norway
Company Registration No.: 01-09-721052
Registered by the Court of Registry of the Metropolitan Tribunal

Appendix E – Public Engagement

Community Engagement

Public Liaison: Information regarding the requested Zoning By-law Amendment application and opportunities to provide comments were provided to the public as follows:

- Notice of Public Participation Meeting was sent to property owners within 120 metres of the subject property and on published in the Public Notices and Bidding Opportunities section of The Londoner June 27th, 2024.
- Notice of Application was sent to property owners within 120 metres of the subject property on June 27th, 2024.
- Information about the Application were posted on the website on June 27th, 2024.

Notice of Revised Application – Londoner April 4, 2024

3614, 3630 Colonel Talbot and 6621 Pack Road, east of Colonel Talbot Road and south of Pack Road – The purpose and effect of this revised application is to consider a proposed Draft Plan of Subdivision and Zoning By-law Amendment to allow for a residential subdivision consisting of twelve (12) single detached lots, five (5) medium

density blocks, and one (1) block for a school or medium density. **Draft Plan of Subdivision** – Consideration of a proposed Draft Plan of Subdivision to allow for: twelve (12) single detached lots; five (5) medium density blocks; one (1) future development block, one (1) park block; one (1) school/medium density block; and, six (6) road widening and reserve blocks serviced by three (3) new streets (Streets A, B and C). **Zoning By-law Amendment** – Consideration of an amendment to the Z.-1 Zoning By-law to change the zoning from Urban Reserve (UR4) to: Neighbourhood Facility (NF) to permit places of worship, elementary schools and day care centers; Open Space (OS1) to permit conservation lands, conservation works, cultivation of land for agricultural/horticultural; golf courses, private parks, public parks, recreational golf courses, recreational buildings associated with conservation lands and public parks; campgrounds, and managed forests; Residential R1 (R1-4) Special Provision Zone to permit single detached dwellings; Residential R4 (R4-6(11)) Special Provision Zone: to permit street townhouse dwellings on a minimum lot area of 280 square metres and a minimum lot frontage of 7 metres; Residential R5 (R5-7()) Special Provision Zone: to permit cluster and cluster stacked townhouse dwellings on a minimum lot area of 2000 square metres and a minimum lot frontage of 30 metres; Residential R6 (R6-5()) Special Provision Zone: to permit single detached, semi-detached, and duplex dwellings on a minimum lot area of 820 square metres and a minimum lot frontage of 10 metres; Residential R7 (R7()) Special Provision Zone: to permit senior citizen apartment buildings, handicapped persons apartment buildings, nursing homes, retirement lodges, continuum-of-care facilities; and emergency care establishments on lots with a minimum lot area of 1000 square metres and a minimum lot frontage of 25 metres; and, Residential R9 Special Provision Zone (R9-5()) – to permit apartment buildings, handicapped person's apartment buildings, senior citizens apartment buildings, emergency care establishments and continuum-of-care facilities on a minimum lot area of 1000 square metres with a minimum lot frontage of 30 metres. Special provisions have been requested for: additional permitted uses; reduced setbacks, reduced lot frontage; reduced landscaped open space; increased lot coverage, increased height; and, increased density. The City may also consider adding holding provisions in the zoning.

File No: 39T-16509/Z-8720 Planner: A. Curtis x. 4497