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File: 39T-14502/OZ-8393  
Planner: Alanna Riley

<b>TO:</b>	<b>CHAIR AND MEMBERS PLANNING AND ENVIRONMENT COMMITTEE</b>
<b>FROM:</b>	<b>GEORGE KOTSIFAS, P.ENG. MANAGING DIRECTOR, DEVELOPMENT &amp; COMPLIANCE SERVICES AND CHIEF BUILDING OFFICIAL</b>
<b>SUBJECT:</b>	<b>APPLICATION BY: 1640209 ONTARIO LIMITED C/O YORK DEVELOPMENTS 1959 WHARNCLIFFE ROAD SOUTH  PUBLIC PARTICIPATION MEETING ON APRIL 20, 2015 @ 4:30 PM</b>
<b>RECOMMENDATION</b>	

That, on the recommendation of the Senior Planner, Development Services, the following actions be taken with respect to the application of 1640209 Ontario Limited c/o York Developments relating to the property located at 1959 Wharncliffe Road South:

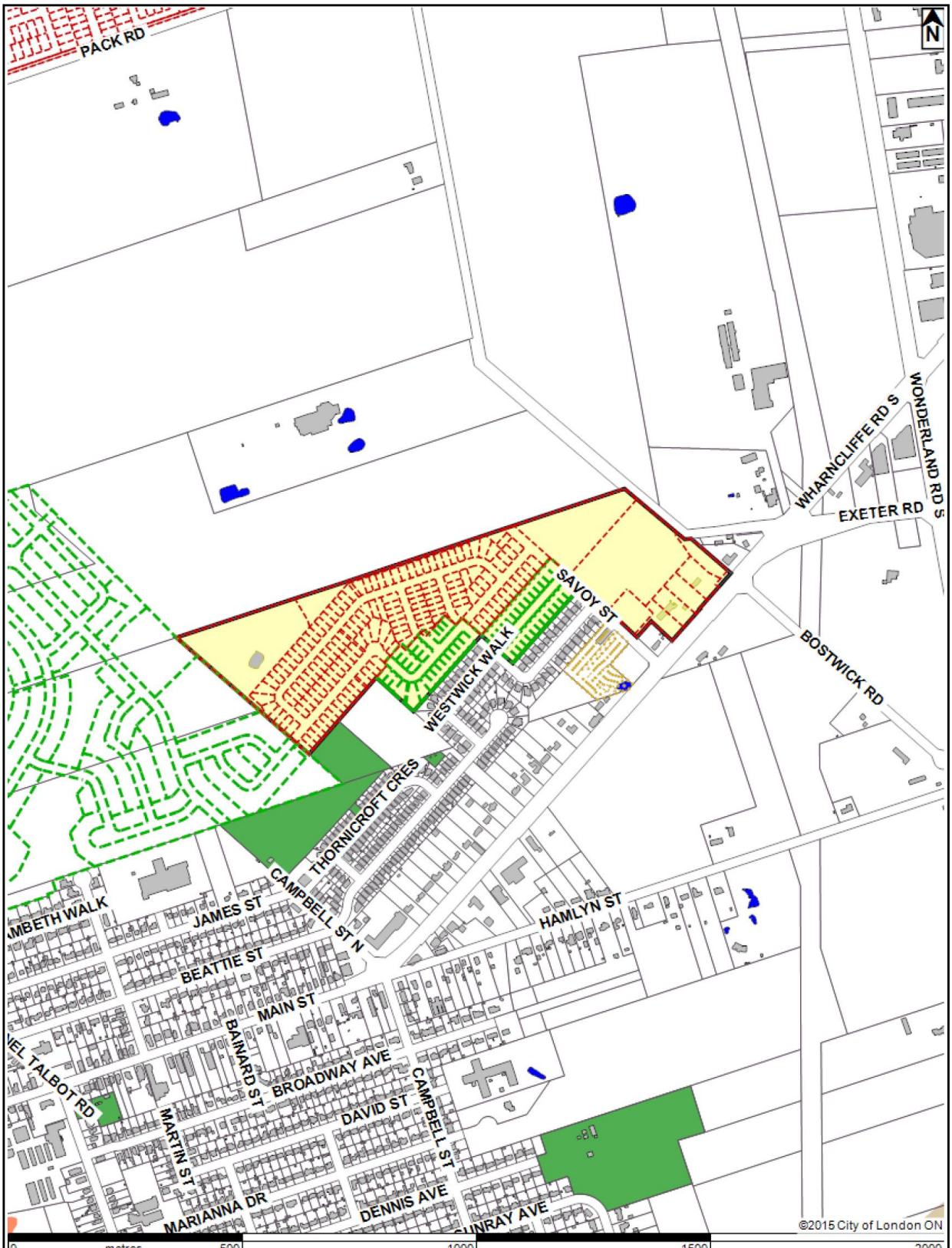
- (a) Planning and Environment Committee **REPORT TO** the Approval Authority the issues, if any, raised at the public meeting with respect to the application by 1640209 Ontario Limited for draft plan of subdivision relating to the property located at 1959 Wharncliffe Road South;
- (b) the proposed by-law attached hereto as **Appendix "A" BE INTRODUCED** at the Municipal Council meeting on April 28, 2015 to amend the Southwest Area Secondary Plan for a portion of the subject site located at the northwest corner to change the designation **FROM** Low Density Residential **TO** Open Space to ensure the protection of vegetation, and **FROM** Open Space **TO** Low Density Residential to allow for the development of single detached dwellings fronting Street "A";
- (c) the proposed by-law attached hereto as **Appendix "B" BE INTRODUCED** at the Municipal Council meeting on April 28, 2015 to amend the Official Plan to change the designation on Schedule "A", Land Use, on a portion of these lands **FROM** Low Density Residential **TO** Open Space; and **FROM** Environmental Review and Open Space **TO** Low Density Residential to permit single detached, semi-detached, duplex dwellings and cluster housing; to amend the Official Plan to change the designation on Schedule "B1", on a portion of these lands **TO REMOVE** the "Unevaluated Vegetation Patch" delineation and the "Potential Naturalization Corridor" delineation;
- (d) The proposed by-law attached hereto as **Appendix "C" BE INTRODUCED** at the Municipal Council meeting on April 28, 2015 to amend Zoning By-law No. Z.-1 (in conformity with the Official Plan, as amended in part (b) above) to change the zoning of the subject property **FROM** an Urban Reserve (UR4), Environmental Review (ER) and Open Space (OS4) Zone **TO** a Residential Holding R1 (h.h-100.R1-4) Zone to permit single detached dwellings with a minimum lot frontage of 12.0 metres (39.37 feet) and a minimum lot area of 360 square metres (3,875 square feet); a Holding Residential R1 (h.h-100.R1-4) Zone to permit single detached dwellings with a minimum lot frontage of 12.0 metres (39.37 feet) and a minimum lot area of 360 square metres (3,875 square feet); a Holding Residential R8 and Residential R9 Special Provision(h.h-100.h-( )h-( )R8-4/R9-3( )\*H32) Zone to permit medium density residential uses such as stacked townhouses, apartment buildings and senior citizen apartment buildings at a maximum density of 75 units/ha(30 units/acre), and a maximum building height of 13m(42.6 feet),

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and permit medium density residential uses such as apartment buildings and senior citizen apartment buildings at a maximum density of 100units/ha(40 units/acre), and a maximum building height of 32 metres(105 feet) and maximum of nine (9) storeys ; a Neighbourhood Facility (NF1) Zone to permit a range of institutional uses such as churches, community centres, day care centres and fire stations; and an Open Space (OS4) Zone to protect the ecological features and functions of these lands. The two new holding provisions are required to encourage street oriented development and discourage noise attenuation walls along arterial roads, a development agreement shall be entered into to ensure that new development is designed and approved consistent with the design guidelines in the Southwest Area Plan and to ensure that the final size and number of the low density residential lots and medium density residential blocks are not created until such time as the Class EA has been completed to identify the location of the realignment of Bostwick Road;

- (e) The request to amend Zoning By-law No. Z-1 to change the zoning of the subject property **FROM** an Urban Reserve (UR4) Zone, an Environmental Review (ER) Zone and Open Space (OS1) Zone, **TO** a Convenience Commercial (CC6) Zone to permit a limited range of convenience commercial uses such as convenience stores, medical/dental offices, food stores, offices, pharmacies and restaurants; and a Convenience Commercial Special Provision (CC6( )) Zone to permit in addition to the above noted uses financial institutions which service the immediate neighbourhood with additional building forms, increased gross floor areas, reduced setbacks and additional permitted uses; **BE REFUSED** as there are sufficient convenience commercial lands in the immediate area to serve the needs of local residents; and the approved Southwest Area Plan did not identify a need for convenience commercial uses at this location; and
- (f) Council **SUPPORTS** the Approval Authority issuing draft approval of the recommended plan of residential subdivision, as red-line amended, which shows 149 single detached lots, one (1) single detached residential block; one (1) medium density residential block, one (1) institutional block, three (3) walkway blocks, four (4) open space blocks, four (4) future development blocks, one (1) walkway/service corridor block, and five (5) local public streets (an extension of Bakerville Street to the north and to the east, an extension of Debra Drive to the north, an extension of Westpoint Heights to the north, an extension of Savoy Street to the north and a new Street "A"), **SUBJECT TO** the conditions contained in the attached Appendix "D", and the requested Official Plan amendment coming into effect;
- (g) The applicant **BE ADVISED** that the Director of Development Finance has summarized claims and revenues information as attached in Appendix "E".



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<p style="text-align: center;"><b>LOCATION MAP</b></p> <p>Subject Site: 1959 Wharnccliffe Rd S          Applicant: 1640209 Ontario Ltd C/O York Property Management          File Number: 39T-14502          Planner: Alanna Riley          Created By: Alanna Riley          Date: 2015-04-09          Scale: 1:10100</p>	<p style="text-align: center;"><b>LEGEND</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; margin-right: 5px;"></span> Subject Site</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #90EE90; margin-right: 5px;"></span> Parks</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px dashed black; margin-right: 5px;"></span> Assessment Parcels</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #cccccc; margin-right: 5px;"></span> Buildings</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; text-align: center; line-height: 15px; margin-right: 5px;">123</span> Address Numbers</li> </ul>
<p>Corporation of the City of London          Prepared By: Development and Compliance Services</p>	



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**PREVIOUS REPORTS PERTINENT TO THIS MATTER**

**May 7, 2007** – Report to Planning Committee recommending refusal of the second phase of Foxwood Crossing plan of subdivision comprising of 353 single detached residential lots, eight residential blocks and one commercial block.

**September 22, 2008** – Report to Planning Committee recommending refusal of the second phase of Foxwood Crossing plan of subdivision comprising of 60 single detached residential lots.

**October 19, 2009** – Information Report to Planning Committee from the General Manager of Environmental and Engineering Services and City Engineer on potential residual sewage treatment capacity in the Southland Pollution Control Plant.

**December 7, 2009** – Information Report to Planning Committee from the General Manager of Environmental and Engineering Services and City Engineer on the status of discussions with stakeholders on residual sewage treatment capacity in the Southland Pollution Control Plant.

**April 26, 2010** – Report to Planning Committee to present the draft Southwest Area Plan and associated background studies.

**May 10, 2010** - Report to Planning Committee recommending approval of a Zoning By-law Amendment to expand the range of permitted commercial uses within Phase I at 3989 Savoy Street.

**July 19, 2010** – Report to Planning Committee from the General Manager of Environmental and Engineering Services and City Engineer on the status of servicing capacity upgrades at the Southland Pollution Control Plant.

**December 13, 2010** – Report to Planning Committee from the Managing Director, Development Approvals Business Unit recommending approval of a plan of subdivision consisting of 52 single detached lots and 1 walkway block, served by 2 new local streets and 3 street extensions

**PURPOSE AND EFFECT OF RECOMMENDED ACTION**

The purpose and effect of the recommended action is to permit the development of a residential subdivision consisting of low and medium density forms of housing. The recommended action also includes refusal of the applicants request for convenience commercial uses fronting Wharncliffe Rd South.

**RATIONALE**

1. The recommended residential development is consistent with the Provincial Policy Statement.
2. The red-lined draft plan will conform with the Southwest Area Plan and the Official Plan(as amended).
3. The proposed road and lot pattern is integrated with the existing subdivision to the south, with public road access provided by an extension of Bakerville Street, Debra Drive and Westpoint Heights.
4. The recommended zoning and conditions of draft approval will ensure that development of services occurs in an orderly manner.
5. The redesignation of low density and open space lands in the north west portion of the plan is appropriate to ensure these lands are protected and to allow for the integration of

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the residential lots in this area.

6. There are sufficient convenience commercial lands in the immediate area to serve the needs of local residents. The approved Southwest Area Plan did not identify a need for convenience commercial uses at this location.
7. The recommended development represents good land use planning.

## BACKGROUND

<b>Date Application Accepted:</b> August 5, 2014	<b>Agent:</b> MHBC Planning
<b>REQUESTED ACTION:</b> application for a draft plan of subdivision, and associated Official Plan amendment and Zoning By-law amendments consisting of 153 single detached lots, two (2) medium density residential blocks(Blocks 154 and 155), four (4) convenience commercial blocks(Blocks 156-159), one (1) institutional block(Block 165), three (3) walkway blocks(Blocks 166-168), four (4) open space blocks(Blocks 170-173), five (5) future development blocks(Blocks 160-164), one (1) walkway/service corridor block(Block 169), and five (5) local public streets (an extension of Bakerville Street to the north and to the east, an extension of Debra Drive to the north, an extension of Westpoint Heights to the north, an extension of Savoy Street to the north and a new Street "A").	

<b>SITE CHARACTERISTICS:</b>
<ul style="list-style-type: none"> <li><b>Current Land Use</b> – Vacant</li> <li><b>Frontage</b> – 151.4m along Wharnccliffe Road South, 184.7m along Bostwick Road and 251.2m along Savoy Street</li> <li><b>Area</b> – approx. 22 hectares</li> </ul>

<b>SURROUNDING LAND USES:</b>
<ul style="list-style-type: none"> <li><b>North</b> – Agricultural lands, woodlot</li> <li><b>South</b> – Residential</li> <li><b>East</b> – Bostwick Road corridor, commercial</li> <li><b>West</b> – Residential, Agricultural lands</li> </ul>

<b>OFFICIAL PLAN DESIGNATION:</b> (refer to attached map)
<ul style="list-style-type: none"> <li>Low Density Residential, Multi Family Medium Density Residential, Open Space and Environmental Review</li> </ul>
<b>EXISTING ZONING:</b> (refer to attached map)
Urban Reserve (UR4), Environmental Review (ER) and Open Space (OS4)

## PLANNING HISTORY

In January 2001, an application was received for an Official Plan amendment, Zoning By-law amendment and Draft Plan of Subdivision on the southern portion of the subject property (Phase 1). The applications were placed on hold until sanitary sewer capacity for the subdivision could be confirmed. The applications were subsequently brought forward to Planning Committee for consideration in July of 2004. The Foxwood Crossing Phase 1 area, comprised 65 single detached residential lots, one (1) commercial block, one (1) multi-family block and one (1) stormwater management block, was registered on April 27, 2006 as Plan 33M-546.

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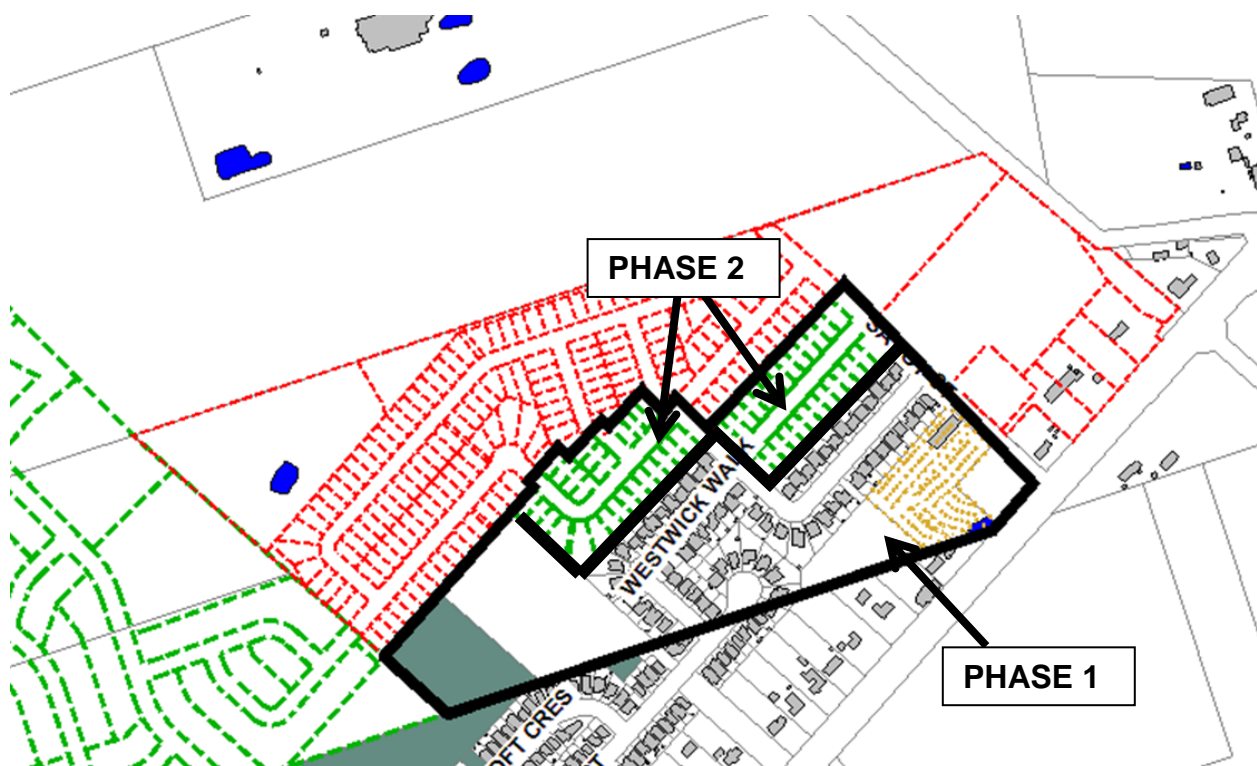
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Consistent with the direction of Council, plan 33M-546 was the only portion of the original parcel that could be serviced. The available sanitary sewer servicing allocation was for only a total of 65 single detached dwelling lots and a restricted amount of commercial. A holding provision was applied to the multi-family block to require adequate sewage treatment capacity prior to development. All of the 65 single detached dwelling lots in Phase 1 have been developed. In May of 2010 a Zoning By-law amendment was approved on the commercial block to permit an expanded range of uses, based on an agreement by the applicant to purchase excess sewage treatment capacity at the Southland PCP. The undeveloped multi-family block, Block 80, can accommodate 45 multi-family units and received draft approval for a vacant land condominium in 2014.

In 2006, an application was made for amendments to the Official Plan & Zoning By-law and for Draft Approval on a large parcel of land north of plan 33M-546. The proposed plan of subdivision, referred to as "Foxwood Crossing" included 353 single detached dwelling lots, one (1) medium density residential block and one (1) commercial block. The application (39T-06509) was refused in June of 2007 on the basis of prematurity and insufficient servicing capacity.

Another application (Foxwood Crossing Phase 2) was submitted for a small area on the southern edge of the original subdivision area. This application included 60 single detached lots and a walkway block served by two (2) new local streets and three (3) street extensions (Westpoint Heights, Westwick Walk and Savoy Street). A report was presented to the Planning Committee meeting of September 22, 2008, recommending that the application be refused, since there was no area plan in effect and treatment capacity at the Southland Sewage Treatment Plant had not been confirmed. The application was referred back for the applicant to undertake a Feasibility Study to address servicing issues. The application for Foxwood Crossing Phase 2 was revised again in 2010 and later approved in April 2011. Currently, the application is in the Servicing Drawing stage with the target for Final Approval by the end of 2015.

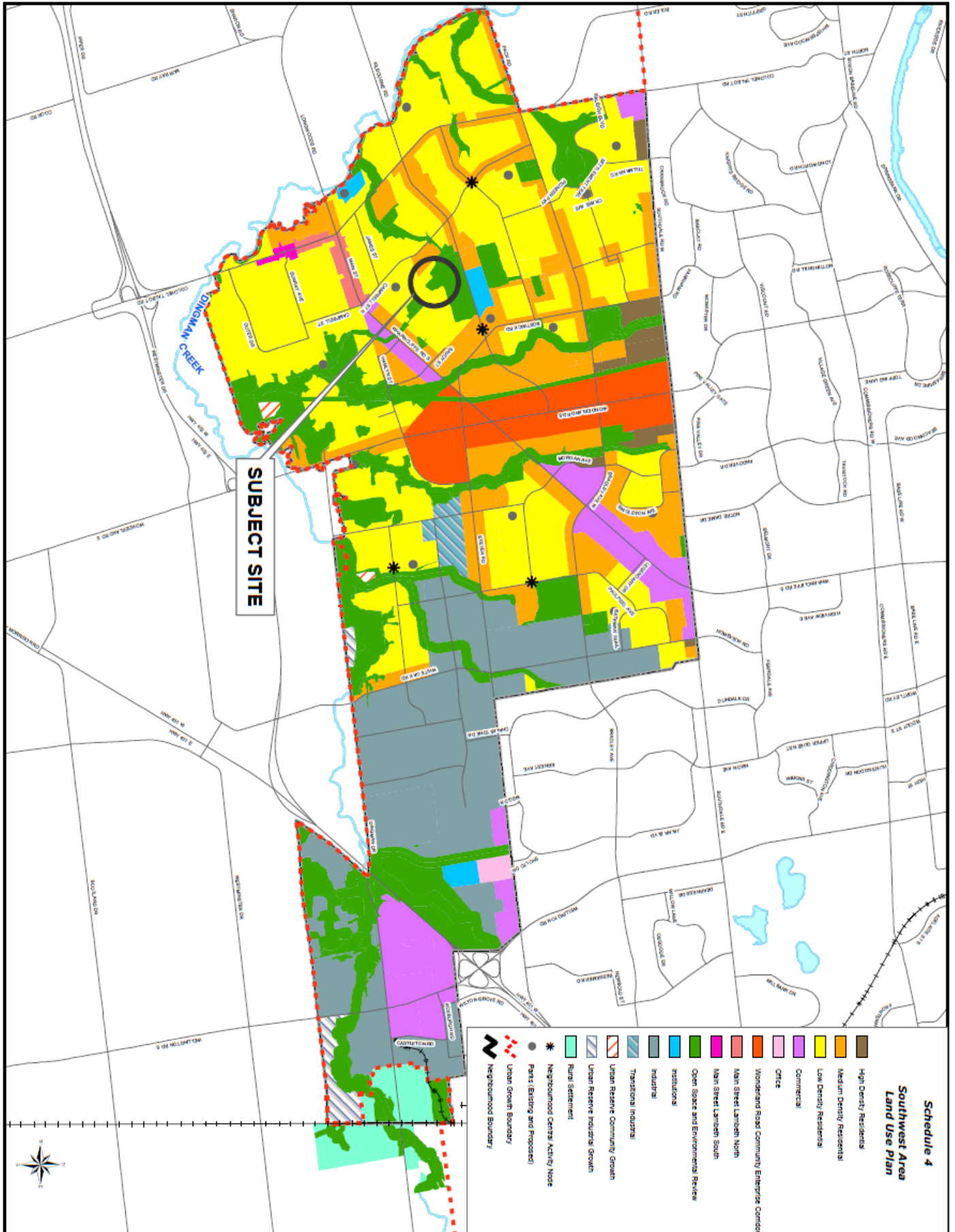
The Southwest London Area Plan (SWAP) was initiated in 2009 and presented to Planning Committee on April 26<sup>th</sup>, 2010. The Area Plan was intended to provide a comprehensive land use plan, servicing requirements and a phasing strategy for future development within the Urban Growth Area south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



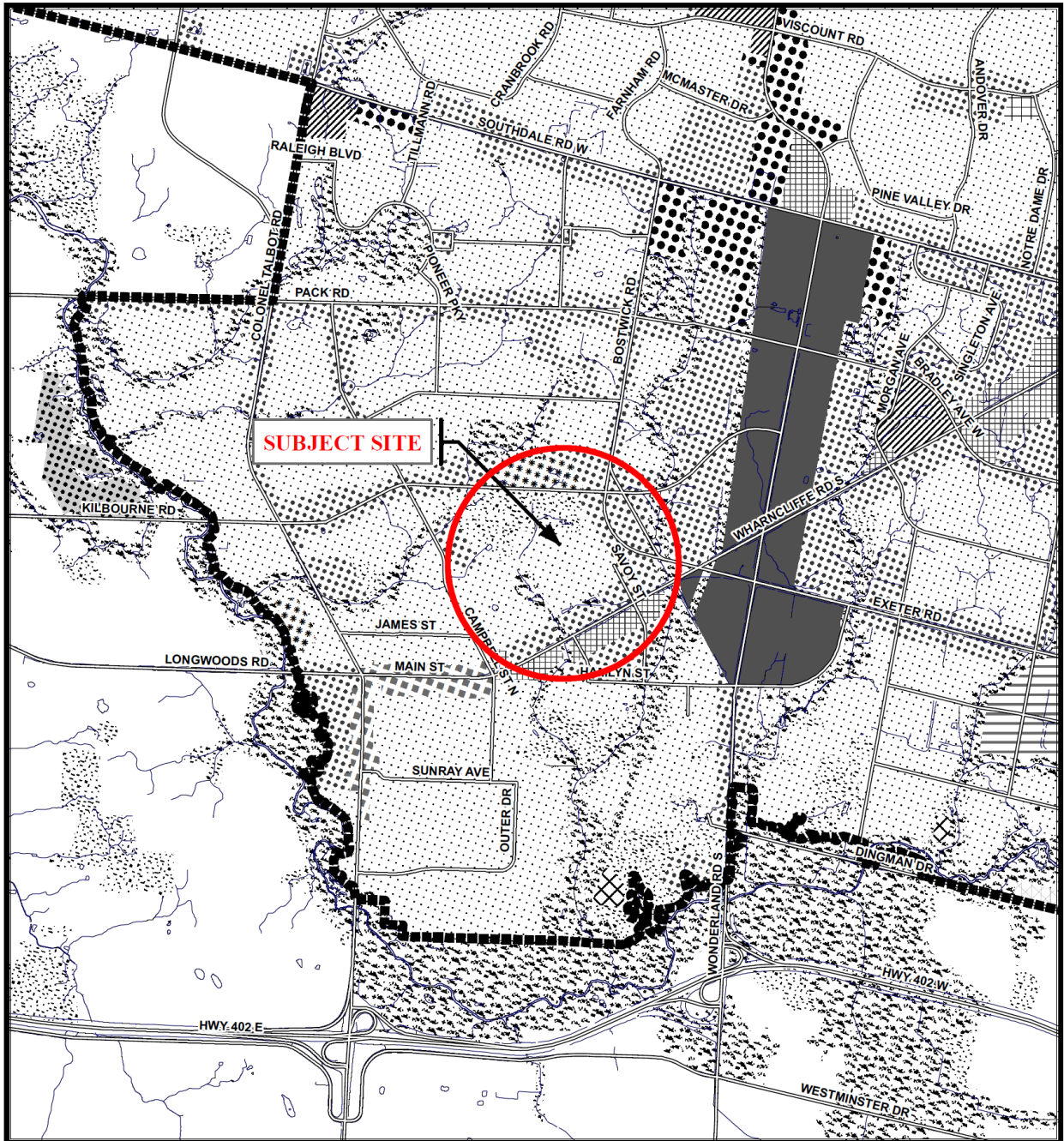
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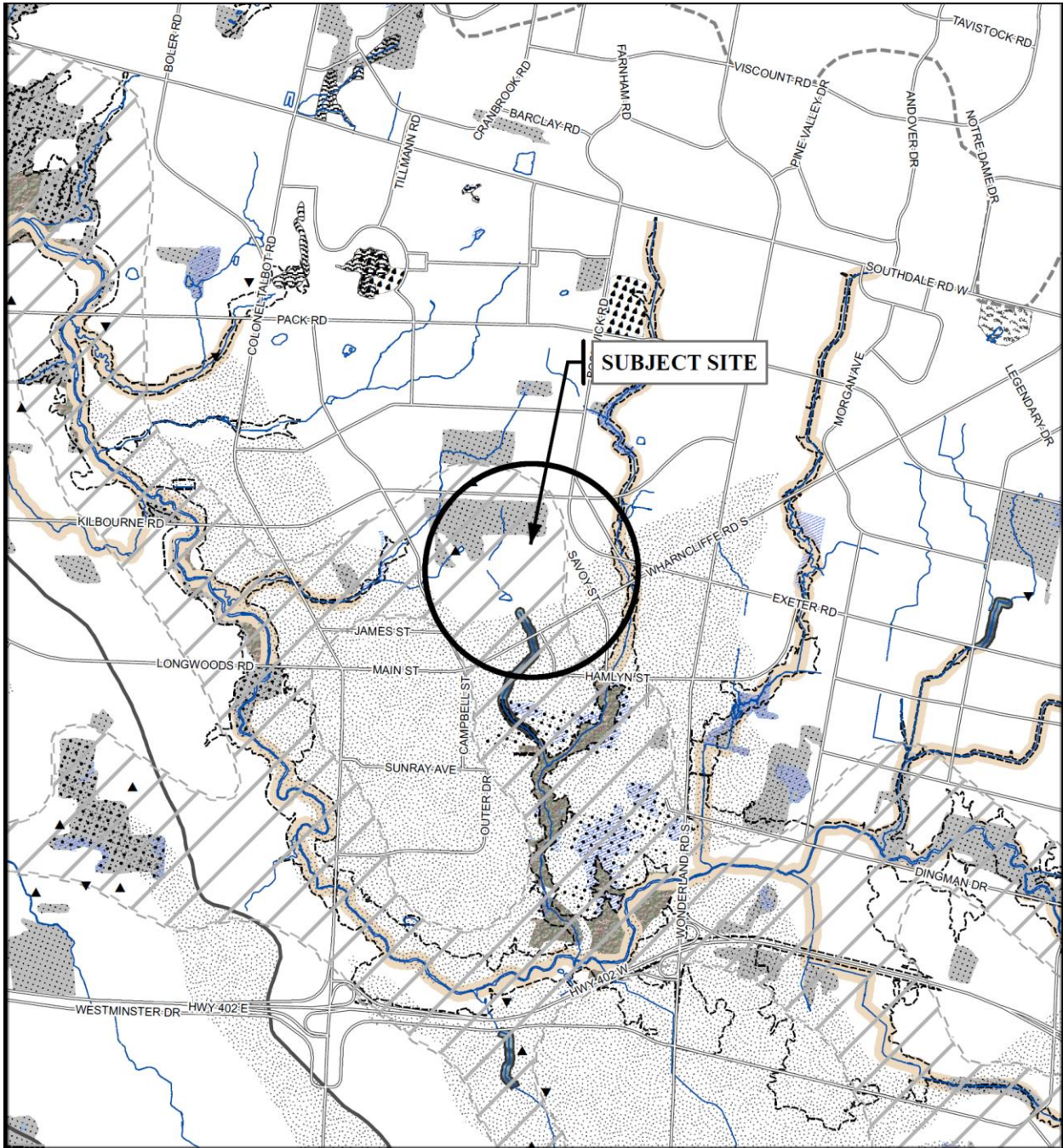
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<p><b>Legend</b></p> <ul style="list-style-type: none"> <li> Downtown</li> <li> Wonderland Road Community Enterprise Corridor</li> <li> Enclosed Regional Commercial Node</li> <li> New Format Regional Commercial Node</li> <li> Community Commercial Node</li> <li> Neighbourhood Commercial Node</li> <li> Main Street Commercial Corridor</li> <li> Auto-Oriented Commercial Corridor</li> <li> Multi-Family, High Density Residential</li> <li> Multi-Family, Medium Density Residential</li> <li> Low Density Residential</li> <li> Office Area</li> <li> Office/Residential</li> <li> Office Business Park</li> <li> General Industrial</li> <li> Light Industrial</li> <li> Regional Facility</li> <li> Community Facility</li> <li> Open Space</li> <li> Urban Reserve - Community Growth</li> <li> Urban Reserve - Industrial Growth</li> <li> Rural Settlement</li> <li> Environmental Review</li> <li> Agriculture</li> <li> Urban Growth Boundary</li> </ul>	<p style="text-align: center;">               Scale 1:30,000                Meters         </p>	<p>FILE NUMBER: 39T-14502</p> <p>PLANNER: AR</p> <p>TECHNICIAN: JTS</p> <p>DATE: March 30, 2015</p>
<p><b>CITY OF LONDON</b> Department of Planning and Development OFFICIAL PLAN SCHEDULE A - LANDUSE -</p> <p><small>PREPARED BY: Graphics and Information Services</small></p>		



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**NATURAL HERITAGE SYSTEM**

- ESAs
- Potential ESAs
- Significant Woodlands
- Woodlands
- Unevaluated Vegetation Patches
- Significant River, Stream, and Ravine Corridors
- Unevaluated Stream and Ravine Corridors
- Provincially Significant Wetlands
- Locally Significant Wetlands
- Unevaluated Wetlands
- Potential Naturalization Areas
- Potential Upland Corridors
- Ground Water Recharge Areas

**NATURAL HAZARDS**

- Maximum Hazard Line  
*NOTE 1: Hazard Lines shown on this map are approximate. The precise delineation of hazard line mapping available from the Conservation Authority having jurisdiction.*
- NOTE 2: Flood Fringe mapping for certain areas of the city is available from the Upper Thames River Conservation Authority.*

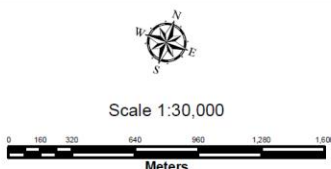
**Base Map Features**

- Railways
- Water Courses/Ponds
- Streets (refer to Schedule "C")
- Conservation Authority Boundary
- Subwatershed Boundary
- Big Picture Meta-Cores and Meta-Corridors

**CITY OF LONDON**  
Department of  
Planning and Development

OFFICIAL PLAN SCHEDULE B1  
- NATURAL HERITAGE FEATURES -

PREPARED BY: Graphics and Information Services



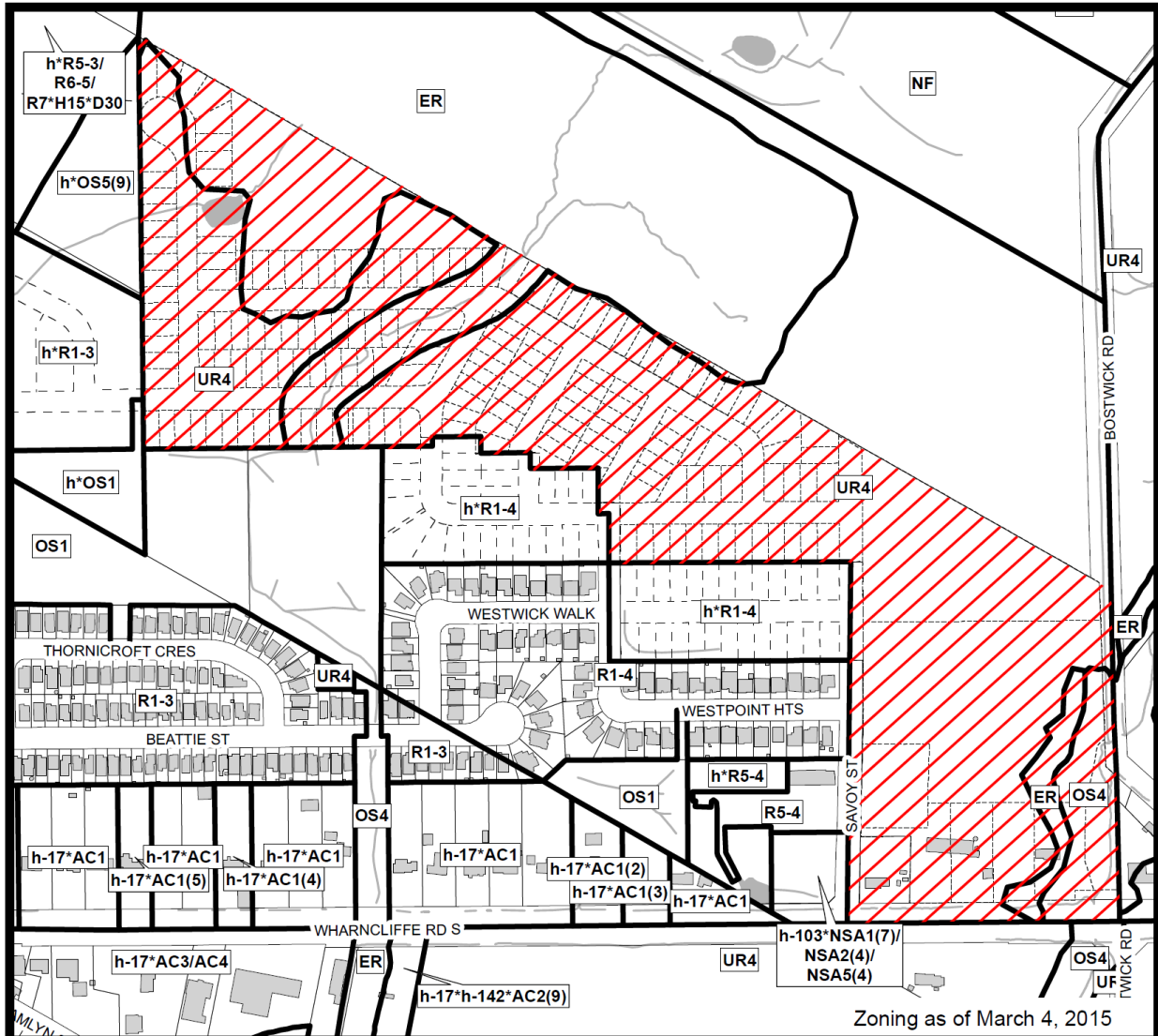
FILE NUMBER: 39T-14502

PLANNER: AR

TECHNICIAN: JTS

DATE: March 26, 2015

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Zoning as of March 4, 2015



**COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:**

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

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

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

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

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

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

- OB - OFFICE BUSINESS PARK
- LI - LIGHT INDUSTRIAL
- GI - GENERAL INDUSTRIAL
- HI - HEAVY INDUSTRIAL
- EX - RESOURCE EXTRACTIVE
- UR - URBAN RESERVE
- AG - AGRICULTURAL
- AGC - AGRICULTURAL COMMERCIAL
- RRC - RURAL SETTLEMENT COMMERCIAL
- TGS - TEMPORARY GARDEN SUITE
- RT - RAIL TRANSPORTATION

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

**CITY OF LONDON**  
PLANNING, ENVIRONMENTAL AND ENGINEERING SERVICES

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



FILE NO:  
39T-14502 AR

MAP PREPARED:  
March 27, 2015 JTS

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<b>SIGNIFICANT DEPARTMENT/AGENCY COMMENTS</b>
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**Environmental and Engineering Services Department**

Sanitary

The developer is required to construct sanitary sewers to serve lands in this Plan, generally west of Savoy Street, and connect them to the proposed 200 mm diameter sanitary sewer on Westpoint Heights, the 250 mm diameter sanitary sewers on Bakervilla Street (north and east leg), the 250 mm diameter sanitary sewer on Debra Drive and the 200 mm diameter sanitary sewer on Savoy Street at Westwick Walk, which all outlet to the 375 mm diameter sanitary sewer located on Westpoint Heights in Plan 33M-546.

Sanitary sewers on Savoy Street in Plan 33M-546 and/or Foxwood Crossing Phase 2 (Plan 39T-07507) must be constructed to accommodate servicing of this plan. The developer must make provisions for oversizing of the internal sanitary sewers in this draft plan to accommodate flows from the upstream lands external to this plan. This sewer must be extended to the limits of this plan and/or property line to service the upstream external lands.

Stormwater

The developer is required to construct storm sewers to serve lands in this plan, generally west of Savoy Street, located within the Dingman Creek Subwatershed, and connect them to the proposed 975 mm diameter storm sewer on Bakervilla Street (east leg), the 450 mm diameter storm sewer on Westpoint Heights, the 375 mm diameter storm sewer on Debra Drive, the 375 mm diameter storm sewer on Bakervilla Street (north leg) and the 375 diameter storm sewer on Savoy Street at Westwick Walk, which outlet to the proposed 1050 mm diameter storm sewer located in Block 82 in Plan 33M-546. It is noted the west portion of this plan outlets directly to the existing unassumed Foxwood Phase 1 Subdivision SWM Facility Pond 1 located on Block 82 within Plan 33M-546;

Storm sewers on Savoy Street in Plan 33M-546 and/or Foxwood Crossing Phase 2 (Plan 39T-07507) must be constructed to accommodate servicing of this plan.

The developer is required to construct the major and minor storm system outlets, including any associated modifications to SWM Facility Pond 1 to accommodate the outlet within this plan and Blocks 82 and 83 in Plan 33M-546 to serve this plan and external lands, to the satisfaction of the City Engineer.

The developer is required to provide a maintenance access between SWM Facility Pond 1 and Bakervilla Street, west of Lot 95 in this Plan within a walkway/maintenance access block shown on the final plan, to the satisfaction of the City Engineer, and if needed, through Block 83 in Plan M-546, at no cost to the city. It is noted the proposed Block 169 is not a suitable location for the maintenance access.

The developer must make provisions to oversize and deepen the internal storm sewers in this plan to accommodate flows from upstream lands external to this plan, if necessary.

The developer is required to grade and drain the south boundary of Lots 89 to 103 and Block 169 in this plan to blend in with the abutting SWM Facility on Block 82 in Plan M-546 and Park Block 83 in Plan 33M-546, at no cost to the City;

Water

The developer is required to construct watermains to serve this Plan and connect them to the proposed 200 diameter watermain on Westpoint Heights, the 200 mm diameter watermain on Bakervilla Street (north and east leg), the 200 diameter watermain on Debra Drive and the 300 mm diameter watermain diameter watermain on Savoy Street, which are all serviced by the existing watermains on Savoy Street and Westpoint Heights in Plan M-546. The watermain

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system must be “looped” to the satisfaction of the City Engineer when development is proposed to proceed beyond 80 units.

Transportation

The developer shall construct Savoy Street to secondary collector road standards, to the satisfaction of the City Engineer.

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

The Owner shall ensure that no vehicular access will be permitted to any Lots and /or Blocks from Wharncliffe Road South and any Lots and/or Blocks from Bostwick Road. All vehicular access is to be via the internal subdivision streets. The Owner shall restrict access to Wharncliffe Road South and Bostwick Road by establishing blocks for 0.3 metre (1’) reserves blocks in this plan along the entire Wharncliffe Road South and Bostwick Road frontages, to the satisfaction of the City Engineer.

*Staff response: These and other engineering related issues will be addressed through redline amendments to the plan and conditions of draft approval.*

Zoning By-law Amendment

Zoning should not to be amended until an Environmental Assessment for the potential Bostwick Road realignment is completed and land needs are determined.

Holding Provisions should be implemented with respect to servicing, including sanitary, stormwater and water, to the satisfaction of the City Engineer and the entering of a subdivision agreement; ‘h-100’ holding provision should implemented with respect to water services and appropriate access so that no more than 80 units may be developed until a looped watermain system is constructed and there is a second public access is available; a holding provision is implemented to ensure the Foxwood Crossing Phase 2 Subdivision (39T-07507) is registered and municipal servicing, including stormwater management servicing is completed and operational to provide access and servicing to these lands; a holding provision is implemented with respect to the lands generally east of Savoy Street, proposed red-lined block to ensure that an Environmental Assessment for the potential Bostwick Road realignment has been completed to determine the impact on those lands; and a holding provision is implemented with respect to the downstream sanitary sewer outlet to the Wonderland Pumping Station being constructed and operational to service these lands, to the satisfaction of the City Engineer.

Development Services also note that there will be increased operating and maintenance costs for works being assumed by the City including additional costs related to the provision of sidewalks on both sides of local streets rather than one side to comply with the Southwest Area Plan.

*Staff response: These issues will be addressed through redline amendments to the plan; conditions of draft approval; and through the recommended zoning for these lands.*

**Planning- Community Planning and Urban Design**

Urban design staff have reviewed the Draft Plan of Subdivision for the above noted property and provide the following comments:

- Consideration should be given to revise the plan to achieve the following and be consistent with the Council adopted Southwest Area Secondary Plan as well as the Placemaking Guidelines:

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- A grid or modified grid road network is encouraged in order to allow for maximum connectivity, encouraging active transportation and creating a walkable environment with a human scale. In particular:
  - Explore opportunities to extend Bakerville Street northwest parallel to Block 166 (walkway block) thus eliminating the need for the walkway.
  - Shift all or a portion of Street 'A' north in order for the street to become a window street to the woodland located on the property to the north. The recommended revision is consistent with the Official Plan (Section 11.1.1 i & iii), the Principles of the Secondary Plan (Section 20.5.1.4) as well as the Placemaking Guidelines (Sect 2: Physical Context) which speak to avoiding a consistent pattern of backing onto natural features and designing communities and street patterns to visually reveal natural features in the landscape.
  - Ensure all medium density blocks are oriented towards the street, including any and all streets that are adjacent to the a proposed block, through the implementation of a holding provision. For blocks fronting arterial road, street oriented built form may be achieved in several configurations such as: stacked townhouses, back to back townhouses, or a double row of townhouses with rear lane access garages. Noise attenuation fencing is strongly discouraged, as per Official Plan policy.

*Staff response: The applicant has submitted a revised plan which is consistent with the Southwest Area Plan and takes into consideration Placemaking Guidelines by incorporating connectivity to parks and open space areas. A window street is not possible to incorporate as it does not work with incorporating Phase two. A holding provision has been recommended to ensure the medium density blocks will be oriented towards the street.*

### **EEPAC**

EEPAC provided special recommendations relating to the EIS including changes to the road and lotting pattern; protecting the pond and community; protecting the species; constructing and post constructing impacts; providing an Environmental Management Strategy; additions to the site plac that reflect the commercial blocks; buffer measures; tree cutting limitations; tree replacement plan; additional studies; fencing between naturalization areas; and gate maintenance and compliance.

*Staff response: Subsequent to these comments, the applicant has addressed a number of the concerns with a re-designed plan of subdivision. While the revised plan does not reflect all of EEPACs concerns they have been consulted and have advised that they are prepared to accept the revised plan with the understanding that a thorough compensation plan and restoration plan will be prepared at the design study stage.*

### **Union Gas**

Union Gas has requested that the necessary easements be provided to address their requirements.

*Staff Response: Easements will be addressed at the time of registration.*

### **Upper Thames River Conservation Authority**

The City's ecologist has accepted the modified subdivision layout which addresses most of the natural heritage concerns that were identified by both the City and the UTRCA. We are pleased to see that a compensation plan will be prepared for the woodland edge that will be lost. The UTCA will defer to the City regarding the final acceptance of the EIS and the preparation and acceptance of the compensation plan.

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Block 167 is to function as a walkway as well as an overland flow path for external stormwater drainage. Block 167 is regulated by the Conservation Authority and we request to be included in the review of stormwater management design for Phase 3 of the Foxwood Crossing Subdivision.

As indicated, the subject lands are regulated by the UTRCA. The proponent will be required to obtain the necessary approvals made pursuant to Section 28 of the Conservation Authorities Act from the Authority prior to undertaking any site alteration or development within the regulated area including filling, grading, construction, alteration to a watercourse and/or interference with a wetland. The regulated areas are shown on the enclosed mapping.

Note 1 on the Draft Plan of Subdivision (Dwg. No. 1 of 1, dated February 13, 2015) indicates that the ultimate size of Blocks 155, 158, 159 and 173 will be determined through an Environmental Assessment process for the potential realignment of Bostwick Road. The UTRCA requests to be included in the EA process which shall be required to protect and maintain the watercourse that is located on Block 173 as an open channel with a minimum buffer of 15 metres on both sides of the feature.

*Staff Response: The requirement for the developer to obtain a Section 28 permit has been included as a condition of draft approval.*

<b>PUBLIC COMMENTS</b>
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<b>PUBLIC LIAISON:</b>	On August 8, 2014, Notice of Application was sent to property owners in the surrounding area. A Notice of Revised Application was sent out February 24, 2015 and also published in The Londoner March 5, 2015	1 Reply
<b>Nature of Liaison:</b> 153 single detached lots, two (2) medium density residential blocks(Blocks 154 and 155), four (4) convenience commercial blocks(Blocks 156-159), one (1) institutional block(Block 165), three (3) walkway blocks(Blocks 166-168), four (4) open space blocks(Blocks 170-173), five (5) future development blocks(Blocks 160-164), one (1) walkway/service corridor block(Block 169), and five (5) local public streets (an extension of Bakerville Street to the north and to the east, an extension of Debra Drive to the north, an extension of Westpoint Heights to the north, an extension of Savoy Street to the north and a new Street "A").		
<b>Responses:</b> Inquiry about the proposed development.		

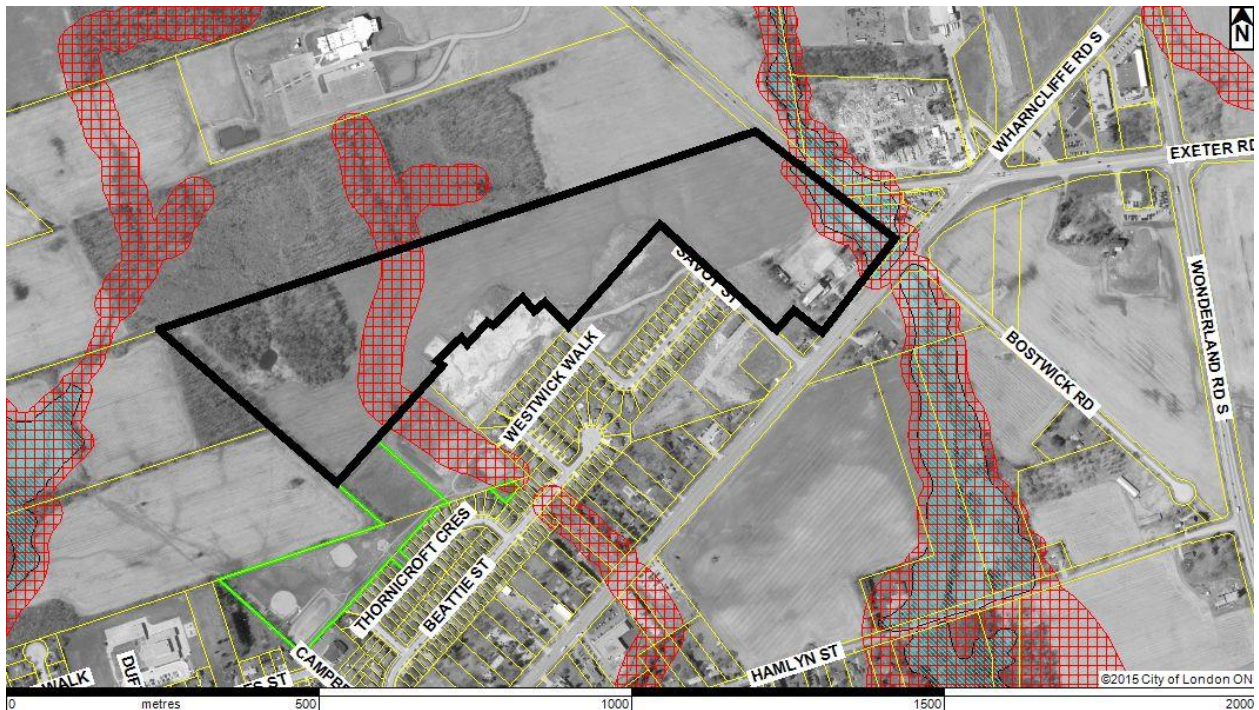
<b>ANALYSIS</b>
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**EXISTING SITUATION**

The subject property is situated in the southwest quadrant of the City of London, immediately northwest of the intersection of Wharncliffe Road South and Bostwick Road. The property is within the City of London's Southwest Area Secondary Plan and forms part of the Bostwick Residential Neighbourhood.

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The site is approximately 22 ha (55ac) in size with frontage along Wharnccliffe Road South, frontage along Bostwick Road and frontage along Savoy Street. Wharnccliffe Road South and Bostwick Road are arterial roads pursuant to Schedule 'C' – Transportation Corridors of the Official Plan; Savoy Street is designated as a Secondary Collector.

The proposed draft plan represents the third phase of Foxwood Crossing Subdivision. Phases 1 and 2 of Foxwood Crossing are situated south of the western portion of this development site.

### **PROVINCIAL POLICY STATEMENT (2014)**

These applications have been reviewed for consistency with the 2014 Provincial Policy Statement. It is staff's position that the recommended draft plan of subdivision will provide for a healthy, livable and safe community. The redlined plan provides for 149 large single detached dwelling lots and one (1) medium density block. The plan incorporates lots with a mix of lot frontages to provide for a variety of single detached housing and medium residential forms of development to assist in meeting projected needs. This plan also incorporates a large open space block which protects part of a large deciduous forest and pond. An Environmental Impact Study was submitted as part of the complete application. The study addresses all natural heritage issues.

The proposed uses achieve objectives for efficient development and land use patterns, represents a form of intensification of a vacant parcel of land which is located within the City's urban growth area, utilizes existing public services and infrastructure, supports the use of public transit, and maintains appropriate levels of public health and safety.

Based on staff's analysis, this draft plan is consistent with the 2014 Provincial Policy Statement.

### **PLANNING ACT - SECTION 51(24)**

Section 51(24) of the Planning Act provides municipalities with criteria which must be considered prior to approval of a draft plan of subdivision. The Act notes that in addition to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality, regard shall be had for,

- the effect of development of the proposed subdivision on matters of provincial interest;
- whether the proposed subdivision is premature or in the public interest;
- whether the plan conforms to the official plan and adjacent plans of subdivision, if any;
- the suitability of the land for the purposes for which it is to be subdivided;
- the number, width, location and proposed grades and elevations of highways, and the

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- adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;
- the dimensions and shapes of the proposed lots;
  - the restrictions or proposed restrictions, if any, on the land proposed to be subdivided the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;
  - conservation of natural resources and flood control;
  - the adequacy of utilities and municipal services;
  - the adequacy of school sites;
  - the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;
  - the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and
  - the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area.

Development Services staff have reviewed the requirements under section 2 of the Planning Act and regard has been given to matters of provincial interest. As previously noted it is staff's position that the proposed draft plan is consistent with the 2014 Provincial Policy Statement. There is access to nearby parks and recreational facilities, fitness facilities, medical facilities, and emergency and protective services. There is an elementary school and various cultural/social facilities in the immediate area. This area is predominantly single family residential. The broader area contains a mix of low and medium density residential, and arterial commercial uses. There is adequate provision for a full range of housing.

The Official Plan designates this area for low and medium density forms of housing. The recommended redline plan will be integrated with adjacent subdivisions to the west and south. The external transportation infrastructure will be designed to accommodate this development. Improvements to the surrounding arterial and collector roads will ensure that there will be convenient and safe access to this community. The proposed draft plan implements the land use policies in accordance with the City's Official Plan and the Southwest Area Plan. The proposed draft plan supports public transit and promotes pedestrian movement through the adjacent subdivisions.

The proposed zoning provides for a range of low density residential lot mixes and medium density forms of housing. There will be no restriction on adjoining land as a result of approving this draft plan of subdivision. There are no natural resources or natural hazards within the subject lands. The owner will be required as a condition of draft approval to construct the necessary utilities and services. The development of the medium density residential uses will be addressed through the Site Plan Approval process.

Required parkland dedication shall be calculated pursuant to section 51 of the Planning Act at 5% of the lands within the application or 1 hectare per 300 units, whichever is greater. Municipal water is available to service this development. Municipal services are adequately provided including sewage, water, garbage collection, roads and transportation infrastructure. The requirements of London Hydro, Union Gas, and the City of London to adequately provide utilities and services will be addressed through conditions of draft approval. The proposed draft plan is located in a municipality which actively promotes waste recycling/recovery programs, and will be served by the Blue Box collection and other municipal waste recycling facilities.

Based on planning staff's review of the draft plan in conjunction with Section 51(24) of the Planning Act, the plan has regard for the health, safety, convenience, accessibility for persons with disabilities, and welfare of the present and future inhabitants of the municipality.

**OFFICIAL PLAN and the SOUTHWEST AREA PLAN**

The Official Plan contains Council's objectives and policies to guide the short-term and long-term physical development of the municipality. The policies promote orderly urban growth and compatibility among land uses. While the objectives and policies in the Official Plan primarily relate to the physical development of the municipality, they also have regard for social, economic and environmental matters.



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The subject lands are designated “Low Density Residential”, “Medium Density Residential” and “Open Space” on Schedule “A” and a portion of the lands are designated “Unevaluated Vegetation Patch on Schedule “B”. The SWAP secondary plan supercedes the policies of the Official Plan. The following residential policies relate to SWAP.

### Residential

The Southwest Area Plan (SWAP) designates the subject lands Low Density Residential, Medium Density Residential and Open Space. The lands are located in the Bostwick Residential Neighbourhood. The Low Density Residential policies require residential development to be at a minimum density of 25 units/ha and a maximum density of 40 units/ha. Based upon the proposed subdivision layout, lands in the ‘Low Density Residential’ designation yield a density of 18.4 units/ha. Notwithstanding, Section 20.5.16.4 (v) of the SWAP prescribes that lower densities may be permitted for individual developments without a formal amendment to the Secondary Plan subject to certain considerations (e.g., parcel size, local development pattern, on-site opportunities for intensification and an increased housing range). The proposed parcel sizes and development pattern are consistent with Phase 1 and 2 of the approved subdivision plans to the south of this proposal. In staff’s opinion, the proposed overall residential density is appropriate and is in keeping with the general intent of the SWAP.

The Medium Density Residential Designation designation permits a density ranging from 35 to 75 units/ha. Additionally, in accordance with Section 20.5.4.1 iv) of SWAP, within the Bostwick Road corridor residential developments having residential densities of up to 100 units per hectare are permitted. The medium density residential development is proposed east of Savoy Street in a location that provides access to on-site amenities, public transit and nearby shopping, cultural and recreational facilities. A conceptual plan has not been designed for the medium density residential component of the Phase 3 Draft Plan. The building scale and articulation must be designed in a manner to promote compatibility with adjacent land uses and the surrounding natural setting. A holding provision has been recommended to ensure all medium density blocks are oriented towards the street, including any and all streets that are adjacent to the proposed block. For blocks fronting arterial roads, street oriented built form may be achieved in several configurations such as: stacked townhouses, back to back townhouses, or a double row of townhouses with rear lane access garages. This will further be addressed through the Site Plan Approval Process. The applicants proposal is in keeping with the maximum density identified in SWAP.

### Bostwick Road Realignment and Savoy Extension

On the Transportation Map (Schedule “C”) SWAP proposes the extension of a realigned Bostwick Road through the multi-family medium density residential lands. The ultimate alignment of Bostwick Road was not delineated through the SWAP process as this required the completion of a Class Environmental Assessment(EA) which is to be initiated this year. Once the EA for the Bostwick Road alignment is completed this will provide additional guidance for the creation of multi- family blocks in this area. In order to ensure that the blocks are appropriately sized and zoned for residential uses, it is recommended that a holding provision be applied to the subject lands (single detached block and multi-family block) to ensure that these lands are not developed until such time as the EA is completed and the road alignment is confirmed.

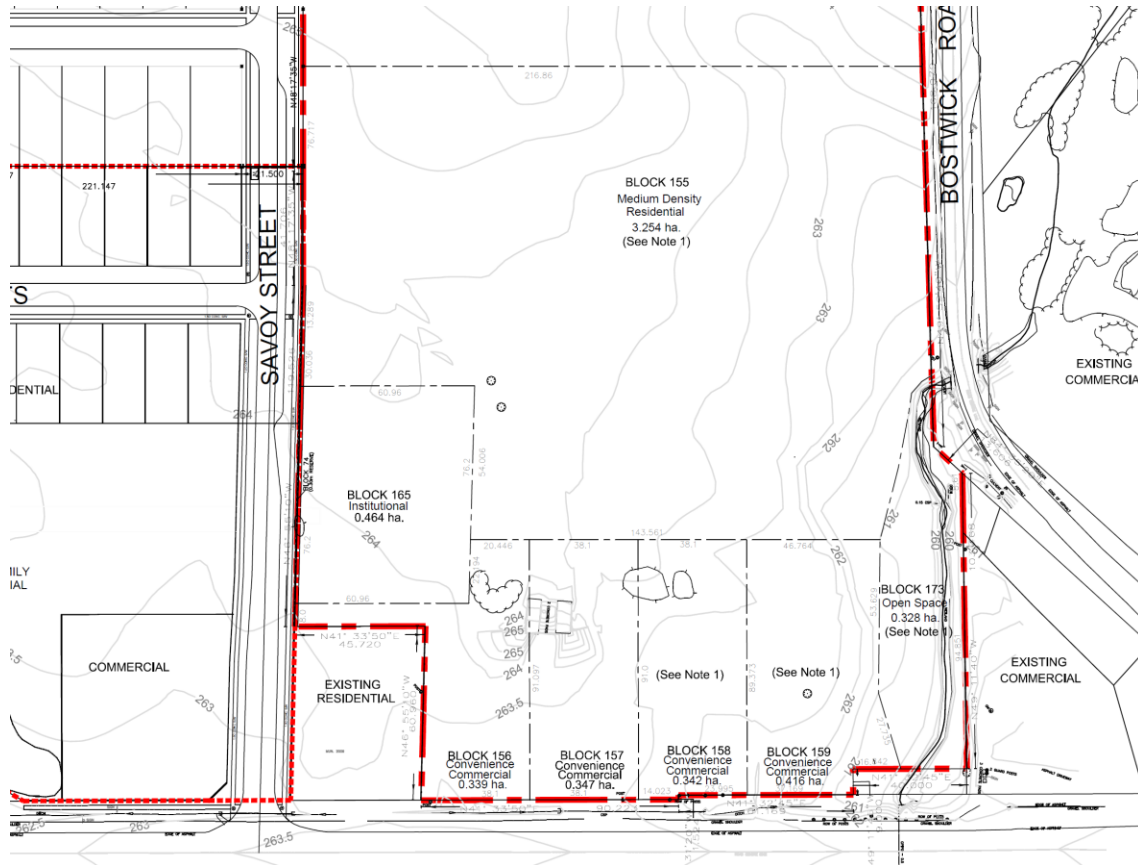
### Commercial

The application proposes four convenience commercial blocks situated along the Wharncliffe Road South corridor which will be serviced by a planned common access from Savoy Street. Collectively, these parcels provide a development area totalling 1.4 ha (3.6 ac). Within the Bostwick Residential Neighbourhood a limited range of Convenience Commercial Uses may be considered within the Multi-Family Medium Density Residential designation. There are no specific criteria for locating convenience commercial uses within SWAP. Therefore, the Official Plan criteria must be used to determine if the proposed location for convenience commercial uses is appropriate.

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### Proposed Commercial Blocks



The Official Plan notes that new convenience commercial uses should be designed to function at a neighbourhood scale while providing services to surrounding residential areas and the travelling public. Convenience commercial uses and service stations must be located on arterial or primary collector roads where it can be demonstrated that such uses are compatible with surrounding land uses and will not have a serious adverse impact on the traffic-carrying capacity of roads in the area. The preferred locations for convenience commercial uses are at the intersections of major roads. Convenience commercial centres or stand-alone uses should not exceed 1,000 square metres (10,764 square feet) of gross leasable area. Convenience commercial uses will be permitted as stand-alone uses or as part of a convenience commercial centre. It is not the intent of convenience commercial policies to permit large free-standing uses that should be located in other commercial designations.

The Transportation Division has requested that the proposed development will have restricted access to Savoy Street - not to Wharnclyffe Road South. Allowing convenience commercial uses at this location would force the public to utilize the narrow driveway between the existing residential house and the future Fire Station. This is not an appropriate access point considering the amount of commercial uses proposed by the applicant. Although the proposed convenience commercial uses are located along Wharnclyffe Road, they are not at the intersection of two major roads. The applicant is proposing four (4) convenience commercial blocks which could create more than 1000 m<sup>2</sup> of commercial floor area per block being created. There is an existing commercial block on the west side of Savoy Street which is zoned Neighbourhood Shopping Area that could be used to provide for convenience commercial uses to serve the residents of this community. Staff contend that this is not an appropriate location for convenience commercial uses given the existing lands zoned for commercial uses in this area, the restrictions on access and the location criteria requirements identified in the City's Official Plan.

#### Supply of Existing and Proposed Commercial

The subject site is within close proximity to Lambeth, and an area designated as "Auto-Oriented Commercial Corridor" in the Official Plan and zoned "Arterial Commercial" and "Neighbourhood Shopping Area". The "Auto-Oriented Commercial Corridor designation" is applied to areas along arterial roads that typically consist of a mix of retail, auto and commercial uses, office and remnant residential uses. The intent of the policies is to promote the clustering of similar service

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*commercial uses having similar functional characteristics and requirements, and to avoid the extension of strip commercial development.* The Business District Commercial zoning permits a wide range of uses, including many of the same uses that are proposed through this application, such as: medical/dental offices, restaurants, personal service establishments, day-care centres, food/grocery stores, and financial institutions.

Also, it is worth noting that along the Wonderland Corridor in close proximity to the subject site, there is a large amount of vacant lands which are designated for commercial. One of the criteria under the “Planning Impact Analysis” for any zone change is a review of the amount of vacant land designated for the proposed use. This is addressed further in this report under the Zoning By-law analysis section.

The need for convenience commercial uses at this location is questionable, given the amount of commercial designated and zoned land.

### Open Space

A portion of the subject lands are located within an Open Space designation on Schedule “A” of the Official Plan. The Open Space designation is applied to lands which are to be maintained as park space or in a natural state. These lands include public and private open space, flood plain lands, lands susceptible to erosion and unstable slopes and natural heritage areas which have been recognized by Council as having city-wide, regional, or provincial significance. It is the intent of the Plan to conserve such areas and, where appropriate, to integrate these lands into the City's overall parks network.

The proposed Open Space designation amendments reflect the outcome of the EIS and also an agreement between staff and the applicant to realign Open Space and Low Density Residential lands. Development on a small area of the southerly portion of the woodlot is appropriate provided the applicant compensate for these lands. It is staff's opinion that the above proposed amendment meets the intent of the Official Plan and represents sound land use planning.

### **NATURAL HERITAGE**

An Unevaluated Vegetation patch is located on the north west portion of the subject site. Biologic Inc. was retained by the applicant to conduct an Environmental Impact Study (EIS) for this parcel to identify any natural heritage features and functions on the site and identify potential direct and indirect impacts from the proposed development. The EIS identified natural features and functions within the site requiring protection and demonstrated that the Draft Plan has been configured around the natural components. Parks Planning has reviewed the EIS and provided comments to the applicant. At this time Staff are satisfied the major issues have been addressed and approval of the recommended draft plan can proceed.

### **OPEN SPACE/PARKLAND**

Required parkland dedication shall be calculated pursuant to section 51 of the Planning Act at 5% of the lands within the application or 1 hectare per 300 units, whichever is greater. Parkland dedication calculations for the proposed development are listed in the table below. It is the expectation of E&PP that the required parkland dedication will be partially be satisfied through the dedication of open space and a park blocks within the subdivision and parkland credit provided in a neighbouring plan of subdivision 33M-403. Cash-in-lieu of parkland will be collected for outstanding balance of dedication consistent with the parkland rates in accordance with By-law CP-9.

The calculations listed below are based on the information submitted with the application and do not reflect modified changes noted by this or other divisions.

Land Use (Block)	Area (ha)	Requested Max Density	Projected Units	Expected Dedication (ha)
Single Detached Residential (Lots 1 – 153)	8.270		153	0.510
Medium Density Residential (Block 154-155)	5.349	100 uph	535	1.783
Redlined Medium Density Residential (Blocks 156-159)	1.444	100 uph	145	0.483
Institutional (Block 165)	0.464	5%		0.023
<b>Approximate Parkland Required</b>				<b>2.799 ha</b>
<b>Approximate Parkland Provided</b>				
Open Space Block 170 *1	2.995	1:1 – 0.63 16:1- 2.365		0.630 0.148
Open Space Block 171	0.419	Compensation Area		0
Open Space Block 173	0.132	Buffer		0
Open Space Block 180	0.328	27:1		0.012
Walkway Block (168)	0.024			0.024
Previous Provided Parkland	0.8	Through 33m-546		0.800
<b>Approximate Parkland Provided</b>				<b>1.615</b>
<b>Outstanding Balance</b>				<b>1.184</b>

\*1 based on information provided in the plan

The revised table reflects redline revisions to the plan.

As noted above, an over dedication of 0.8 hectares of parkland from plan 33M-546 is to be applied to future “phases” of development within the immediate area.

The proposed commercial blocks (156-159) have been calculated as medium density residential under the policies of SWAP and the recommended zoning – max 100 units her hectare. Blocks 154 and 155 were calculated under the maximum zoning of the recommended zone – 100 units per hectare.

The Official Plan generally requires neighbourhood parks to be flat and well drained in order to accommodate a variety of neighbourhood recreational activities. However, in certain situations the Plan does permit the City to accept parkland dedication that contains significant vegetation and topography. The Plan further notes that these lands will be accepted at a reduced or constrained rate.

- A portion of Block 170 is identified as significant woods and will be accepted at a rate of 16:1.
- Block 171 is provided solely as environmental compensation.
- Block 173 is identified as significant stream corridor and flood plain. This portion of dedicated parkland will be accepted at a rate of 27:1.

Parks Planning recommends conditions of draft approval for this plan to address conceptual plans for alignments and walkways, a conceptual restoration plan for the compensation block, a tree preservation report to ensure the preservation of quality specimen trees on the site and to ensure the removal of hazardous trees, fencing along park and open space blocks, homeowner education packages, grading into any open space area, and robust silt fencing/erosion control measures.

## SUBDIVISION DESIGN

### Road Pattern

There are six proposed streets(including the extensions of Bakervilla Street, Debra Drive, Westpoint Heights and Savoy Street) within this draft plan. The extensions with the exception of Savoy Street are proposed to terminate when connected to the proposed Street ‘A’ running east to west. The land use and road pattern of the draft plan is consistent with the adjacent subdivision to the south.

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Lotting Pattern

The proposed lot sizes are comparable in size to the proposed lots in Phase Two, and existing lots in Phase One to the south. The lots in these two phases are on average approximately 500m2 in size. The minimum proposed lot areas for this draft plan are within the range of lot sizes in this area and are considered appropriate.

Placemaking and Urban Design

The Placemaking Guidelines were adopted by the City to ensure livable communities and provide an identifiable character, sense of place, and a high quality of life for new subdivision development. The proposed subdivision provides for lot sizes which will address the needs of a certain portion of the London housing market. Linkages to the Open Space and Park Blocks will allow the general public to access this area and provide for a potential connection in the future to the multi-use pathway system in the City. Overall, this subdivision will be successfully integrated within this neighbourhood meeting the intent of the Placemaking principles. To ensure that special treatments are given to prominent lots (ie lots at corners or at T intersections) a condition of draft approval has been included to ensure the Owner agrees to 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, 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 and for corner lots limited chain link or decorative fencing along no more than 50% of the exterior sideyard abutting the exterior side yard road frontage. Further, the owner shall obtain approval of their proposed design to the satisfaction of the City of London's Manager of Urban Design prior to any submission of an application for a building permit for corner lots with an exterior sideyard in this Plan.

**SERVICING**

Sanitary

The entire subdivision will be serviced by a gravity sewer system. This will tie into the existing gravity sewers in Phase 1 and Phase 2 of the Foxwood Subdivision. All the sewers will be located in standard locations on each road and each lot within the plan will be provided with a suitably sized sanitary drain connection.

There is an existing trunk sewer on Campbell Street from Beattie Street. The proposed sanitary outlet for the site will tie into the existing one. The sewer is currently sufficiently sized to accommodate the proposed development and will be intercepted at the intersection with Wharncliffe Road South and Hamlyn Street by a new trunk sewer located along Hamlyn Street and Wonderland Road, which will ultimately discharge to the Wonderland Pumping Station. As identified in the GMIS, this sewer is planned to be constructed in 2015.

Stormwater Management

Existing SWM Ponds will provide flow control for this proposed development. Additional stormwater management controls are necessary to meet established flow targets. Water quality control units have been installed to treat storm flows directed to these ponds. Storm drainage from the eastern portion of this development external contributing areas is to be directed to the existing ponds utilizing the existing water quality control units oil/grit separators and dry pond methodology. Water quality control units will be installed to treat flows from the western portion of this development and external contributing areas. Future design studies will be required to demonstrate that the SWM strategy is consistent with the Dingman Creek Subwatershed Study and has regard for the proposed land use pattern and applicable standards and guidelines.

Water

Service connections are proposed to be provided to each lot and development block within the proposed plan, and conventional construction techniques for the entire water supply infrastructure. An easement is proposed from Bakerville Street to Savoy Street in order to provide the required looping to service the full subdivision. Future design studies will be

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prepared to demonstrate that the ultimate water servicing strategy is adequate for the proposed development and has regard for applicable municipal standards and guidelines

Transportation

The subdivision proposes five (5) local public streets (an extension of Bakerville Street to the north and to the east, an extension of Debra Drive to the north, an extension of Westpoint Heights to the north, an extension of Savoy Street to the north and a new Street “A”). This extends the road pattern from the Foxwood Phase Two subdivision and provides for appropriate connectivity for this area.

As mentioned An Environmental Assessment will be initiated this year which will result in the appropriate location for the Bostwick Road extension and Savoy street extension. Holding provisions have been recommended for some lot/block creations until such time as the Bostwick EA is completed.

**ZONING**

The subject lands are currently zoned Urban Reserve UR4.

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

Residential

- a Residential R1 (R1-4) Zone to permit single detached dwellings on lands west of Savoy Street with a minimum frontage of 12.0 metres (39.37 feet) and a minimum lot area of 360 square metres (3,875 square feet);
- a Residential R8 (R8-4) Zone to support medium density residential uses such as stacked townhouses, apartment buildings and senior citizen apartment buildings at a maximum density of 75 units/ha(30 units/acre), and a maximum building height of 13m(42.6 feet);
- a Residential R9 Zone (R9-3\*H30) to support medium density residential uses such as apartment buildings and senior citizen apartment buildings with a maximum density of 100 units/ha( 40 units/acre) and a maximum building height of 32 metres(105 feet);

The applicant is proposing to develop these lands for single detached dwellings, street townhouses and other forms of medium density cluster housing and apartment buildings.

Single Detached Development

The applicant is proposing to amend the Zoning By-law to permit single detached dwellings under the R1-4 Zone. These zones permit single detached dwellings on lots with a minimum frontage of 10 metres. Based on the similar zoning of single detached lots in Phase 2, the proposed zoning for single detached dwellings is appropriate and in keeping with the intent of the City’s Zoning By-law.

Multi Family Medium Density Development

The applicant has proposed multi-family development at the east section of the plan(Blocks 154 and 155). Staff recommend to include Blocks 156-159 as multi-family development as well in place of the requested convenience commercial zones.

Commercial

The applicant is proposing to change the zoning to include a Convenience Commercial (CC6) Zone to permit a limited range of convenience commercial uses such as convenience stores, medical/dental offices, food stores, offices, pharmacies and restaurants which service the immediate neighbourhood; a Neighbourhood Facility (NF1) Zone to permit a range of institutional uses such as churches, community centres, day care centres and fire stations; two separate Convenience Commercial CC6 Special Provision CC6( ) Zones to permit different building forms, additional uses and changes to the regulations. By-law No. Z-1 describes the

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convenience commercial zone as follows:

*Convenience Commercial zoning provides for and regulates a limited range of commercial uses which services the day-to-day convenience needs of the immediate neighbourhood. Uses permitted in the CC Zone are differentiated through the use of zone variations on the basis of their function, intensity and potential impacts. The CC6 zone is the most intensive of the Convenience Commercial zones and permit a broad range of uses.*

As previously noted a Neighbourhood Shopping Area Zone and Arterial Commercial Zone are within close proximity to the subject lands. The NSA Zone ...” *provides for and regulates a range of neighbourhood-scale retail, personal service and office uses which are primarily intended to provide for the convenience shopping and service needs of nearby residents..”* . The AC Zone.....” *provides for and regulates a mix of small scale retail, office, personal service and automotive uses located along arterial roads which serve both vehicular and pedestrian trade”*.

Although the existing Arterial Commercial Zones currently provide for a limited amount of commercial uses in this area, the underlying designation provides consideration for additional commercial uses which could serve the residents in the immediate area.

Taking into consideration the existing and proposed commercial development in the area, there is no justification to permit additional commercial uses within this Draft Plan.

#### Fire Station

The City of London has a conditional offer into the City to purchase Block 165 for a future Fire Station. The Neighbourhood Facility (NF1) Zone has been recommended which permits fire stations. Staff contend that the policies of the Official Plan permit the proposed use of a fire hall in all land use designations.

#### Open Space

An unevaluated Vegetation patch is located on the north west portion of the subject site. An Environmental Impact Study (EIS) for this parcel was conducted which identified any natural heritage features and functions on the site and identify potential direct and indirect impacts from the proposed development. These lands have been recommended to be zoned Open Space (OS4) to protect these ecological features and functions.

### **ZONING**

#### **Planning Impact Analysis**

Planning Impact Analysis under Section 3.7 in the Official Plan was used to evaluate this application for the proposed zoning amendment, to determine the appropriateness of a proposed change in land use, and to identify ways of reducing any adverse impacts on surrounding uses. With the exception of the convenience commercial zone request, the recommended subdivision and associated zoning amendments are consistent with Section 3.7 as:

- they are compatible with the surrounding land uses and will not impact development on present and future land uses in the area.
- the size and shape of the parcels can accommodate the intensity of the proposed use;
- the property is located within close proximity to the Wonderland Commercial corridor, has access to public open space and recreational facilities, community facilities, and transit services.
- the proposed zoning will permit height, location and spacing of buildings consistent with the surrounding land uses;
- the proposed development provides for the retention of a significant portion of the existing wooded area which will contribute to and enhance the character of the surrounding area;
- the location of vehicular access points comply with the City’s road access policies.
- the proposed development is consistent with the City’s Official Plan and Zoning By-law,

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Holding Provisions

Holding provisions have been recommended as follows:

1. The 'h' holding provision is implemented to address servicing, including sanitary, stormwater and water, to the satisfaction of the City Engineer, and the entering of a subdivision agreement.
2. The 'h-100' holding provision is implemented with respect to water services and appropriate access that no more than 80 units may be developed until a looped watermain system is constructed and there is a second public access is available, to the satisfaction of the City Engineer.
3. A holding provision is implemented to encourage street oriented development and discourage noise attenuation walls along arterial roads, a development agreement shall be entered into to ensure that new development is designed and approved consistent with the design guidelines in the Southwest Area Plan, to the satisfaction City of London.
4. A holding provision to ensure that the final size and configuration of the low density residential lots and medium density residential blocks are not created until such time as the Class EA has been completed to identify the location of the realignment of Bostwick Road.

Red Line Revisions

The following redline revisions are recommended to ensure that the draft plan is consistent with municipal servicing and design standards:

1. Revise the draft plan to combine the proposed commercial Blocks 156-159, and the medium density blocks 154-155 into one large medium density block, Combine lots 150-153 into one residential block. It is noted that these blocks along with Block 173 may be modified based on the Bostwick Road Environmental Assessment.
2. Any bends in the realigned Debra Drive and Westpoint Heights are to be in compliance with centreline radii City standards.
3. Revise Westpoint Heights to be 20.0 metres in width
4. Revise Street 'A' to be 20.0 metres in width
5. Add as a red-line note that road widening may be required on Wharncliffe Road and Bostwick Road as determined by the Bostwick Road Environmental Assessment
6. Provide 0.3 metre reserve Block along the frontage of Wharncliffe Road South and Bostwick Road
7. Provide a minimum 5.5 metres along the curb line between the projected property lines of irregular shaped lots around the bend on Bakerville Street. The Owner shall eliminate/minimize the bulge in the curb line on Bakerville Street to only a maximum offset from the standard radius required to achieve the minimum curb distance for driveway, as approved by the City Engineer.
8. Revise draft plan limits to include Lots 27 to 30 in Foxwood Crossing Phase 2, Plan 39T-07507, between Debra Drive and Westpoint Heights and reconfigure lots fronting Debra Drive and Westpoint Heights accordingly.

<b>CONCLUSION</b>
-------------------

Approval and development of these lands is consistent with Provincial Policy, the City of London Official Plan and zoning by-law. The recommended redline draft plan and conditions of draft approval ensures a compatible form of development with the existing neighbourhood. Overall, the redline draft plan of subdivision with associated conditions represents good land use planning and is an appropriate form of development.



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Page #

File: 39T-14502/OZ-8393  
Planner: Alanna Riley

<b>PREPARED AND RECOMMENDED BY:</b>	<b>REVIEWED BY:</b>
<b>ALANNA RILEY MCIP, RPP SENIOR PLANNER, DEVELOPMENT SERVICES</b>	<b>ALLISTER MACLEAN MANAGER, DEVELOPMENT PLANNING</b>
<b>REVIEWED BY:</b>	<b>SUBMITTED BY:</b>
<b>TERRY GRAWAY MCIP, RPP MANAGER, DEVELOPMENT SERVICES &amp; PLANNING LIAISON</b>	<b>G. KOTSIFAS, P.ENG MANAGING DIRECTOR, DEVELOPMENT &amp; COMPLIANCE SERVICES &amp; CHIEF BUILDING OFFICIAL</b>

"Attach"

AR/ar

Y:\Shared\DEVELOPMENT SERVICES\4 - Subdivisions\2014\39T-14502 - 1959 Wharnclyffe Road South (AR)\FINAL PEC  
REPORT.docx



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File: 39T-14502/OZ-8393  
Planner: Alanna Riley

**Appendix "A"**

Bill No. (number to be inserted by Clerk's Office)  
2015

By-law No. C.P.-1284(inserted by Clerk's Office)

A by-law to amend the Official Plan for the City of London - 1989, relating to 1959 Wharnccliffe Rod South.

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

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan for the City of London Planning Area - 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on April 28, 2015

Matt Brown  
Mayor

Catharine Saunders  
City Clerk

First Reading – April 28, 2015  
Second Reading – April 28, 2015  
Third Reading – April 28, 2015

Agenda Item #	Page #

File: 39T-14502/OZ-8393  
Planner: Alanna Riley

**AMENDMENT NO.**  
**to the**  
**SOUTHWEST SECONDARY PLAN FOR THE CITY OF LONDON**

**A. PURPOSE OF THIS AMENDMENT**

The purpose of this Amendment is:

1. To change the designation for a portion of the subject site located at the northwest corner to change the designation from Low Density Residential to Open Space, and from Open Space to Low Density Residential.

**B. LOCATION OF THIS AMENDMENT**

1. This Amendment applies to lands located 1959 Wharnccliffe Road South in the City of London.

**C. BASIS OF THE AMENDMENT**

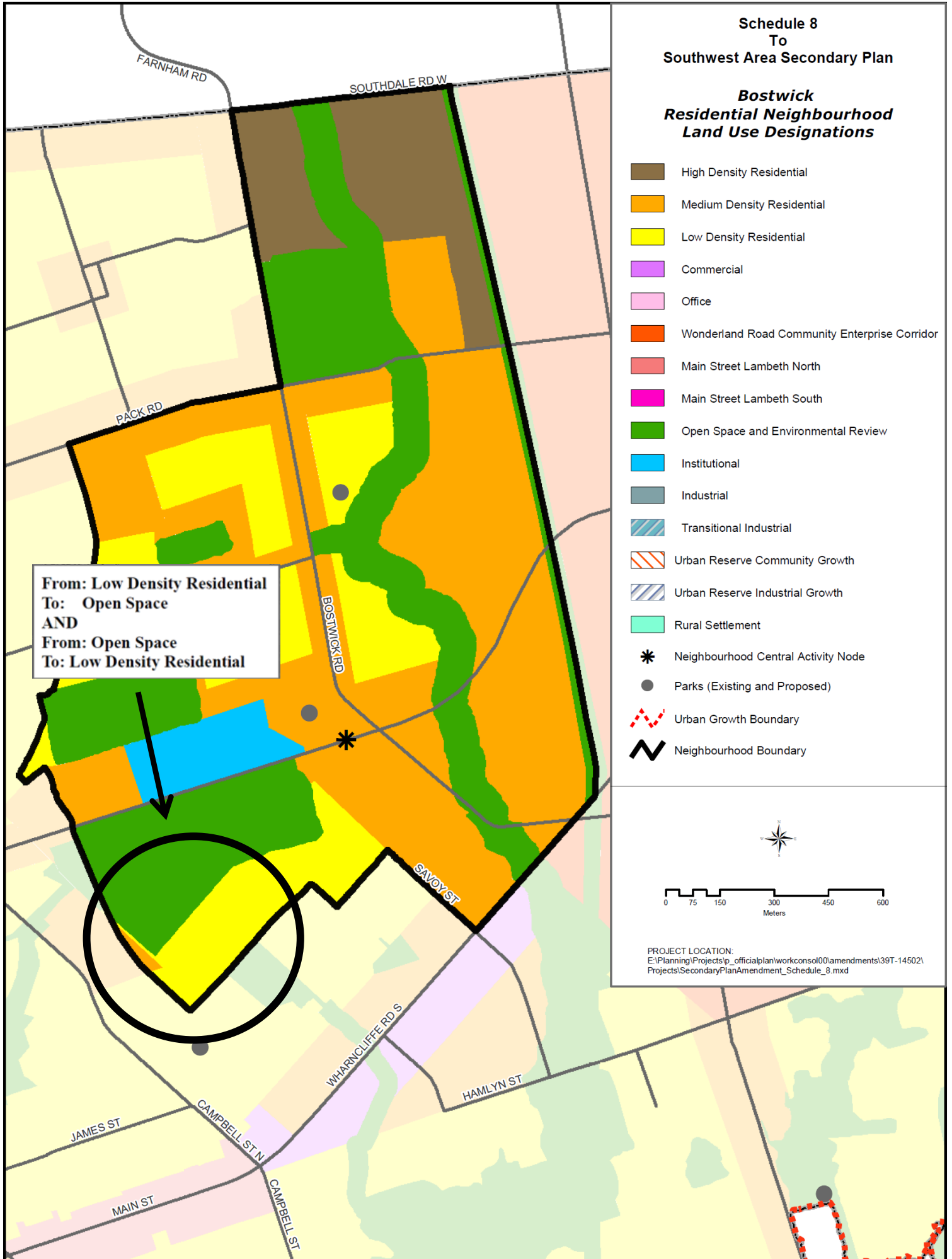
The proposed Open Space designation and Low Density Residential designation amendments reflect the outcome of the EIS and also an agreement between staff and the applicant to realign Open Space and Low Density Residential lands. Development on a small area of the southerly portion of the woodlot is appropriate given the applicants agreement to compensate provide a compensation block.

**D. THE AMENDMENT**

The Southwest Area Secondary Plan for the City of London is hereby amended as follows:

1. To change the designation of certain lands described herein from Low Density Residential to Open Space, and from Open Space to Low Density Residential on Schedule 8, to the Southwest Area Secondary Plan for the City of London.

File: 39T-14502/OZ-8393  
Planner: Alanna Riley



Agenda Item #	Page #

File: 39T-14502/OZ-8393  
Planner: Alanna Riley

**Appendix “B”**

Bill No. (number to be inserted by Clerk's Office)  
2015

By-law No. C.P.-1284(inserted by Clerk's Office)

A by-law to amend the Official Plan for the City of London - 1989 relating to 1959 Wharncliffe Road South.

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

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan for the City of London Planning Area – 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on April 28, 2015

Matt Brown  
Mayor

Catharine Saunders  
City Clerk

First Reading – April 28, 2015  
Second Reading – April 28, 2015  
Third Reading – April 28, 2015

Agenda Item #	Page #

File: 39T-14502/OZ-8393  
Planner: Alanna Riley

**AMENDMENT NO.**  
**to the**  
**OFFICIAL PLAN FOR THE CITY OF LONDON**

**A. PURPOSE OF THIS AMENDMENT**

The purpose of this Amendment is:

1. To change the designation of certain lands described herein from Low Density Residential to Open Space, and from Open Space to Low Density Residential on Schedule "A", Land Use, to the Official Plan for the City of London.
2. To change the delineation on Schedule "B" – Flood Plain & Environmental Features to remove a portion of an Unevaluated Vegetation Patch and a Potential Naturalization Corridor.

**B. LOCATION OF THIS AMENDMENT**

1. This Amendment applies to lands located 1659 Wharnccliffe Road South in the City of London.

**C. BASIS OF THE AMENDMENT**

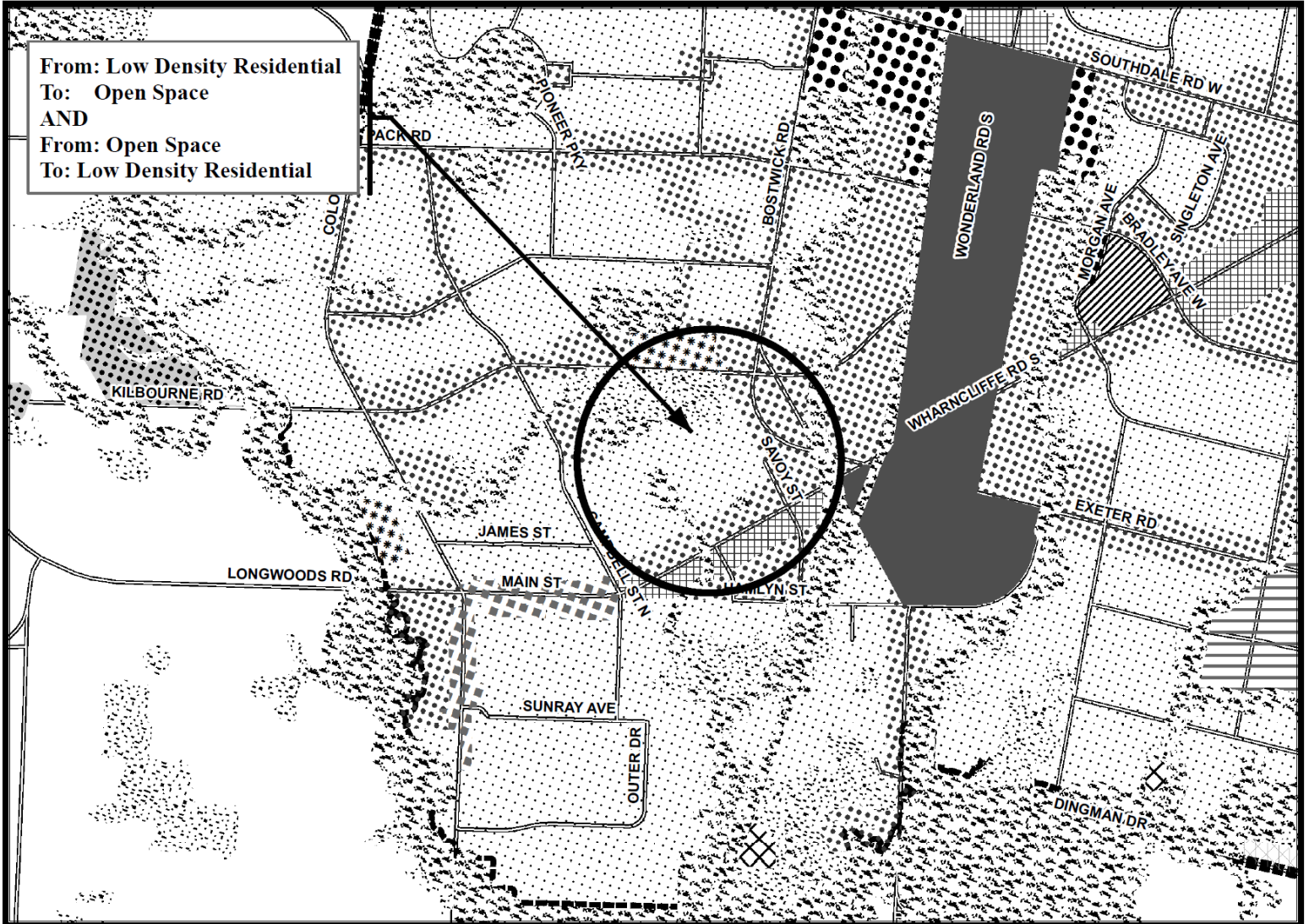
The proposed Open Space designation and Low Density Residential designation amendments reflect the outcome of the EIS and also an agreement between staff and the applicant to realign Open Space and Low Density Residential lands. Development on a small area of the southerly portion of the woodlot is appropriate given the applicants agreement to compensate provide a compensation block.

The proposed amendment to remove a portion of an Unevaluated Vegetation Patch and a Potential Naturalization Corridor is appropriate in order to align Schedules 'A' and 'B1' with the proposed Draft Plan.

**D. THE AMENDMENT**

The Official Plan for the City of London is hereby amended as follows:

1. Schedule "A", Land Use, to the Official Plan for the City of London Planning Area is amended by designating those lands located at 1959 Wharnccliffe Road South in the City of London, as indicated on "Schedule 1" attached hereto from Low Density Residential to Open Space, and Open Space to Low Density Residential.
2. Schedule "B" – Flood Plain & Environmental Features, to the Official Plan for the City of London Planning Area is amended to remove a portion of an Unevaluated Vegetation Patch and a Potential Naturalization Corridor on "Schedule B1" attached hereto.



**Legend**

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

*This is an excerpt from the Planning Division's working consolidation of Schedule A to the City of London Official Plan, with added notations.*

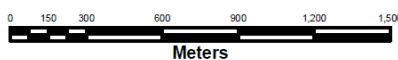
**SCHEDULE 1  
TO  
OFFICIAL PLAN**

AMENDMENT NO. \_\_\_\_\_

PREPARED BY: Graphics and Information Services



Scale 1:30,000



**FILE NUMBER:** 39T-14502 / OZ 8393

**PLANNER:** AR

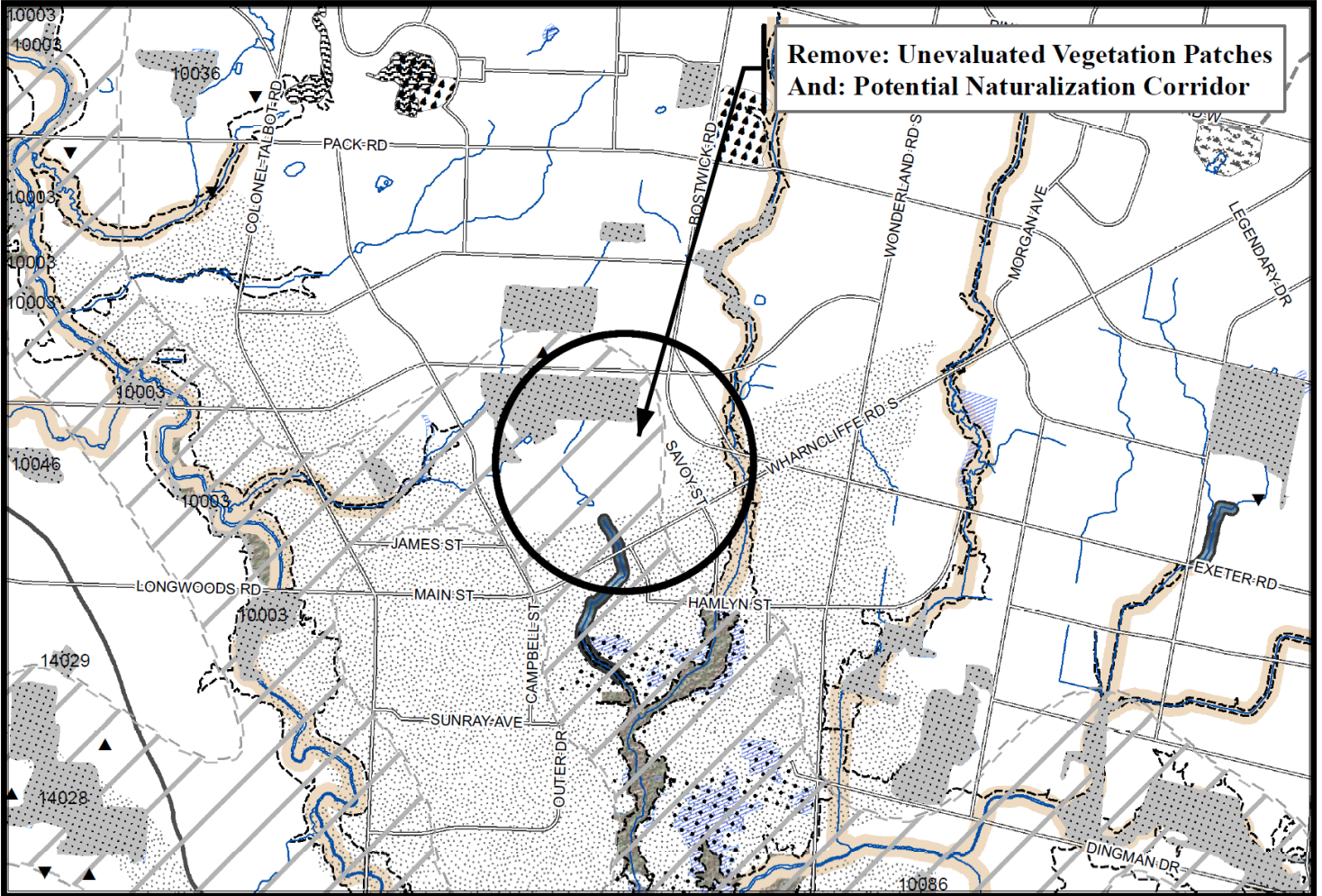
**TECHNICIAN:** JTS

**DATE:** April 10, 2015



**AMENDMENT NO:**

**Remove: Unevaluated Vegetation Patches  
And: Potential Naturalization Corridor**



**NATURAL HERITAGE SYSTEM**

- ESAs
- Potential ESAs
- Significant Woodlands
- Woodlands
- Unevaluated Vegetation Patches
- Significant River, Stream, and Ravine Corridors
- Unevaluated Stream and Ravine Corridors
- Provincially Significant Wetlands
- Locally Significant Wetlands
- Unevaluated Wetlands
- Potential Naturalization Areas
- Potential Upland Corridors
- Ground Water Recharge Areas

**NATURAL HAZARDS**

- Maximum Hazard Line
- NOTE 1: Hazard Lines shown on this map are approximate. The precise delineation of hazard line mapping available from the Conservation Authority having jurisdiction.
- NOTE 2: Flood Fringe mapping for certain areas of the city is available from the Upper Thames River Conservation Authority.

**Base Map Features**

- Railways
- Water Courses/Ponds
- Streets (refer to Schedule "C")
- Conservation Authority Boundary
- Subwatershed Boundary
- Big Picture Meta-Cores and Meta-Corridors

*This is an excerpt from the Planning Division's working consolidation of Schedule B1 to the City of London Official Plan, with added notations.*

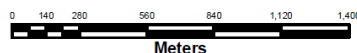
**SCHEDULE B1  
TO  
OFFICIAL PLAN**

AMENDMENT NO. \_\_\_\_\_

PREPARED BY: Graphics and Information Services



Scale 1:30,000



**FILE NUMBER:** 39T-14502 / OZ 8393

**PLANNER:** AR

**TECHNICIAN:** JTS

**DATE:** April 10, 2015

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File: 39T-14502/OZ-8393  
Planner: Alanna Riley

### Zoning By-law Amendment

Bill No. (number to be inserted by Clerk's Office)  
2015

By-law No. Z.-1-\_\_\_\_\_

A by-law to amend By-law No. Z.-1 to  
rezone an area of land located at 1959  
Wharncliffe Road South.

WHEREAS 1640209 Ontario Limited C/O York Developments has applied to rezone an area of land located 1959 Wharncliffe Road South, as shown on the map attached to this by-law, as set out below;

AND WHEREAS upon approval of Official Plan Amendment Number (number to be inserted by Clerk's Office) this rezoning will conform to the Official Plan;

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

Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 1959 Wharncliffe Road South, as shown on the attached map, from an Urban Reserve (UR4), Environmental Review (ER) and Open Space (OS4) Zone to a Holding Residential R1 (h.h-100.R1-4) Zone; a Holding Residential R1 (h.h-100.h-( )R1-4) Zone; a compound Holding Residential R8 (h.h-100.h-( ).h( )R8-4/R9-3.H32) Zone; a Neighbourhood Facility (NF1) Zone; and an Open Space (OS4) Zone.

1) Section 3.8 "Holding "h" Zones" is amended by adding the following Holding Provisions:

- a) h-( ) *Purpose:* To ensure the size and configuration of lots and blocks is appropriate for the area and suitably serviced the "h-( )" symbol shall not be deleted until after the Environmental Assessment for the Bostwick Road realignments has been completed and a subdivision agreement is entered into specifying conditions of development, to the satisfaction of Council.
  
- b) h-( ) *Purpose:* To encourage street-oriented development and discourage noise attenuation walls along arterial roads, a development agreement shall be entered into to ensure that new development is designed and approved consistent with the Southwest Area Secondary Plan.

2) Section 5.4 "Special Provisions" is amended by adding the following Special Provision:

- a) R9-3( ) Zone Variation
  - Regulation: i) Height 9 storeys  
(Maximum)

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 subsection 34 of the *Planning Act, R.S.O. 1990, c. P.13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

PASSED in Open Council on April 28, 2015.

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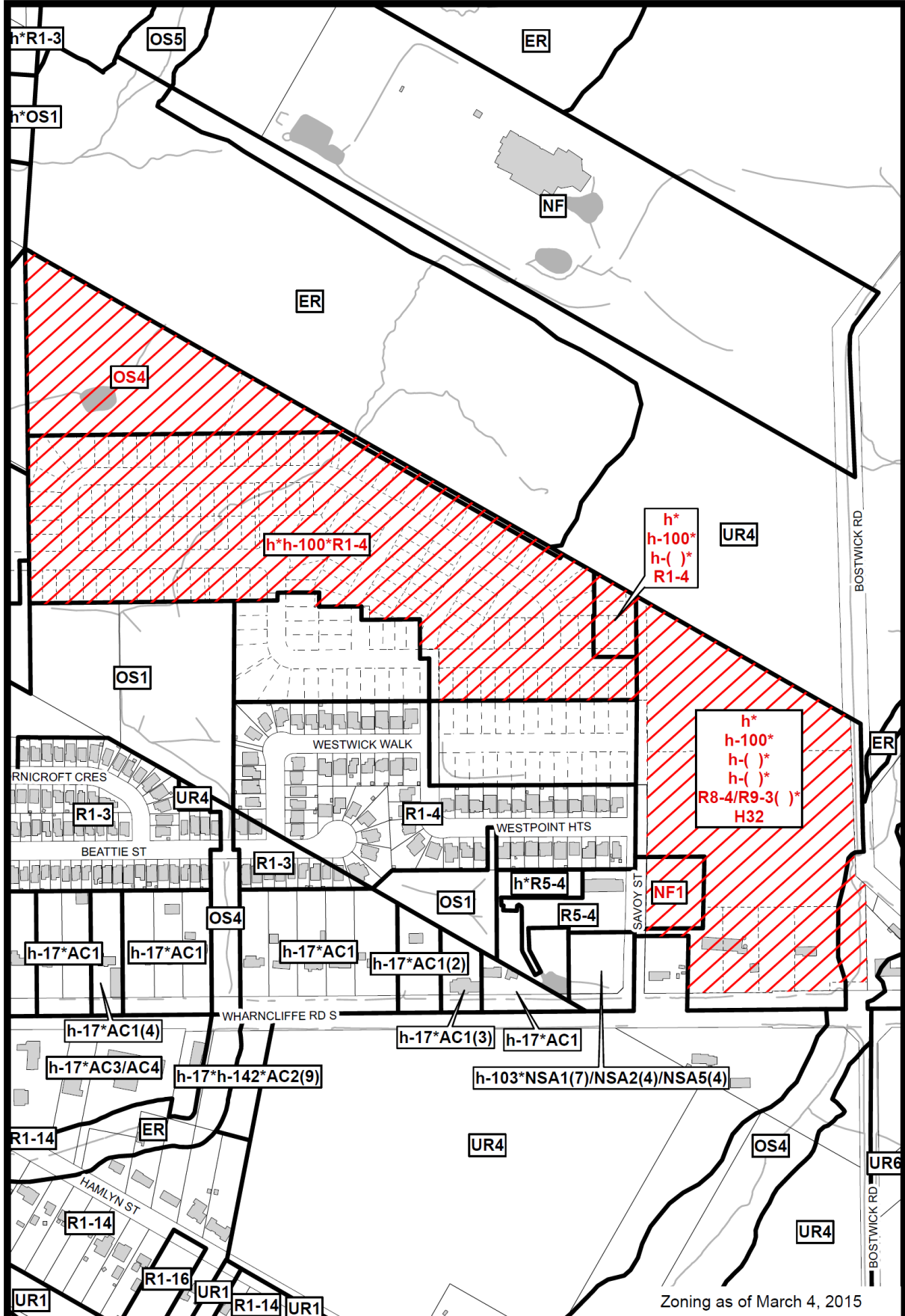
File: 39T-14502/OZ-8393  
Planner: Alanna Riley

Matt Brown  
Mayor

Catharine Saunders  
City Clerk

First Reading - April 28, 2015  
Second Reading - April 28, 2015  
Third Reading - April 28, 2015

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



File Number: 39T-14502 / OZ-8393  
 Planner: AR  
 Date Prepared: April 13, 2015  
 Technician: JTS  
 By-Law No: Z.-1-

SUBJECT SITE



1:5,000

0 25 50 100 150 200 Meters



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File: 39T-14502/OZ-8393  
Planner: Alanna Riley

**Appendix “D”**  
**Conditions of Draft Approval**

**THE CORPORATION OF THE CITY OF LONDON’S CONDITIONS AND AMENDMENTS TO FINAL APPROVAL FOR THE REGISTRATION OF THIS SUBDIVISION, FILE NUMBER 39T-14502 ARE AS FOLLOWS:**

**NO.    CONDITIONS**

1.       This approval applies to the draft plan, submitted by MHBC Planning prepared by AGM, File No. 39T-14502, drawing No. 1094 ‘C’, as red-line amended, which shows 149 single detached lots, one (1) single detached residential block; one (1) medium density residential block, one (1) institutional block, three (3) walkway blocks, four (4) open space blocks, four (4) future development blocks, one (1) walkway/service corridor block, and five (5) local public streets (an extension of Bakerville Street to the north and to the east, an extension of Debra Drive to the north, an extension of Westpoint Heights to the north, an extension of Savoy Street to the north and a new Street “A”).
2.       This approval of the draft plan applies for a period of three (3) years, and if final approval is not given within that time, the draft approval shall lapse, except in the case where an extension has been granted by the Approval Authority.
3.       The road allowances included in this draft plan shall be shown and dedicated as public highways.
4.       The Owner shall within 90 days of draft approval submit proposed street names for this subdivision to the City.
5.       The Owner shall request that addresses be assigned to the satisfaction of the City in conjunction with the request for the preparation of the subdivision agreement.
6.       The Owner, prior to final approval, shall submit to the Approval Authority a digital file of the plan to be registered in a format compiled to the satisfaction of the City of London and referenced to NAD83UTM horizon control network for the City of London mapping program.
7.       Prior to final approval, appropriate zoning shall be in effect for this proposed subdivision.
8.       The Owner shall enter into a subdivision agreement and shall satisfy all the requirements, financial and otherwise, of the City of London in order to implement the conditions of this draft approval.
9.       The subdivision agreement between the Owner and the City of London shall be registered against the lands to which it applies once the plan of subdivision has been registered.
10.      In conjunction with registration of the Plan, the Owner shall provide to the appropriate authorities such easements and/or land dedications as may be required for all municipal works and services associated with the development of the subject lands, such as road, utility, drainage or stormwater management (SWM) purposes, to the satisfaction of the City, at no cost to the City.
11.      No construction or installations of *any* kind (eg. clearing or servicing of land) involved with this plan shall be undertaken by the Owner prior to obtaining all necessary permits, approvals and/or certificates that need to be issued in conjunction with the development of the subdivision, unless otherwise approved by the Manager of Development Planning in writing (eg. MOE certificates; City/Ministry/Agency permits: Approved Works, water connection, water-taking, navigable waterways; approvals: UTRCA, MNR, MOE, City; etc; etc.). No construction involving installation of services requiring an EA is to be

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File: 39T-14502/OZ-8393  
Planner: Alanna Riley

undertaken prior to fulfilling the obligations and requirements of the Province of Ontario's Environmental Assessment Act and the City of London.

12. The Owner shall carry out an archaeological survey and rescue excavation of any significant archaeological remains found on the site to the satisfaction of the Southwestern Regional Archaeologist of the Ministry of Culture; and no final approval shall be given, and no grading or other soil disturbance shall take place on the subject property prior to the letter of release from the Ministry of Culture.

Planning

13. The owner shall dedicate Open Space and Park Blocks, 167, 168, 170 and the over-dedication of parkland in Registered Plan 33M-546 as partial satisfaction of parkland dedication required for this plan of subdivision. Any over or under dedication of parkland within this plan of subdivision will be satisfied through a cash payment consistent with the provisions of By-law CP-9.
14. In conjunction with the Design Studies submission, the owner shall incorporate the conceptual park plan delineating the alignment of the north-south pathway for Blocks 168 and 170, as provided by Manager of Environmental and Parks Planning.
15. In conjunction with the Design Studies submission, the owner shall prepare and submit a concept plan for Walkway Block 167 which will include a pathway, landscaping and overland flow routes to the satisfaction of the Manager of Environmental and Parks Planning
16. In conjunction with the Design Studies submission, the Owner shall provide a restoration plan, compensation plan and tree management plan with associated studies for the compensation block (Block 171) and within approximately 15 meters of the eastern boundary of open space block (Block 170) to replicate the removal of the vegetation and habitat in "Community 2". In preparing the restoration plan the owner's consultant shall have regard for the significant woodland to the north, the vegetation patch to the west, invasive species removal, re-naturalization and a hiking trail. The restoration plan shall also include a monitoring program for the compensation lands and the vegetation patch. Prior to submitting the design study, the owner, with his consultant, shall meet with staff to scope out the requirements of the restoration plan.
17. In conjunction with the Design Studies submission, the owner shall prepare a tree preservation report and plan for lands within the proposed draft plan of subdivision including portions of Block 170 where there may be impact or compensation from abutting lots and blocks. The tree preservation report and plan shall be focused on the preservation of quality specimen trees within lots and blocks. The tree preservation report and plan shall be completed in accordance with current approved City of London guidelines for the preparation of tree preservation reports and tree preservation plans, to the satisfaction of the Manager of Environmental and Parks Planning. Tree preservation shall be established first and grading/servicing design shall be developed to accommodate maximum tree preservation.
18. In lieu of grading, servicing and seeding requirements for Park Block 170, the Owner shall identify and remove hazardous trees within 15 meters of the rear lot line of lots 112 to 120, to the satisfaction of the Manager of Environmental and Parks Planning.
19. All recommendations within the submitted Environmental Impact Study (Biologic July 22, 2014) and associated addendum (March 23, 2015) shall be implemented within the plan of subdivision.
20. Based on the outcome of the Bostwick Road Environmental Assessment, appropriate buffers and setbacks will be applied to the open water course and associated natural heritage features within Block 173, as determined through appropriate environmental studies.

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Planner: Alanna Riley

21. The Owner shall construct a 1.5m high chain link fencing without gates in accordance with current City park standards (SPO 4.8) or approved alternate, along the property limit interface of all existing and proposed private lots adjacent to existing and/or future Park and Open Space Blocks. Fencing shall be completed to the satisfaction of the Manager of Environmental and Parks Planning, within one (1) year of the registration of the plan.
22. The Owner shall prepare and deliver to all homeowners an education package which explains the stewardship of natural area, the value of existing tree cover and the protection and utilization of the grading and drainage pattern on these lots. The educational package shall be prepared to the satisfaction of Manager of Environmental and Parks Planning.
23. The Owner shall not grade into any open space areas. Where lots or blocks abut an open space area, all grading of the developing lots or blocks at the interface with the open space areas are to match grades to maintain existing slopes, topography and vegetation. In instances where this is not practical or desirable, any grading into the open space shall be to the satisfaction of the Manager of Environmental and Parks Planning.
24. Prior to construction, site alteration or installation of services, robust silt fencing/erosion control measures must be installed and certified with site inspection reports submitted to the Environmental and Parks Planning Division monthly during development activity along the edge of the woodlot.
25. The Owner shall not register this plan until the plan of subdivision to the south of this plan, Plan 39T-07507, is registered to provide for the needed rights-of-way, municipal services, grading, drainage and accesses over those external lands, to develop this plan, all to the satisfaction of the City Engineer, at no cost to the City.
26. Prior to the issuance of any Certificate of Conditional Approval, all municipal servicing for Foxwood Crossing Phase 2 Subdivision (39T-07507) must be completed and operational, to the satisfaction of the City, to provide for the municipal servicing of this plan.
27. In accordance with Ontario Regulation 157/06 made pursuant to Section 28 of the Conservation Authorities Act, the owner obtain the necessary permit/approvals from the UTRCA prior to undertaking any site alteration or development within the regulated area including filling, grading, construction, alteration to a watercourse and/or interference with a wetland.
28. The Owner agrees to 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 and lots at T intersections in this Plan, 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 in addition for corner lots, limited chain link or decorative fencing along no more than 50% of the exterior sideyard abutting the exterior side yard road frontage. Further, the owner shall obtain approval of their proposed design to the satisfaction of the responsible authority prior to any submission of an application for a building permit for corner lots with an exterior sideyard in this Plan.

## **SEWERS & WATERMAINS**

### Sanitary:

29. In conjunction with the Design Studies submission, the Owner shall have his consulting engineer prepare and submit the following sanitary servicing design information:
  - i) a sanitary drainage area plan, including the preliminary sanitary sewer routing and the external areas to be serviced, to the satisfaction of the City; and
  - ii) a hydrogeological report which includes an analysis to establish the water table level of lands within the subdivision with respect to the depth of the sanitary

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Planner: Alanna Riley

sewers and recommend additional measures, if any, which need to be undertaken, to meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407, provide

30. In accordance with City standards or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of sanitary services for this draft plan of subdivision:
- i) Construct sanitary sewers to serve lands in this Plan, generally west of Savoy Street, and connect them to the proposed municipal sewer system in conjunction with Foxwood Crossing Phase 2 (39T-07507), namely, the proposed 200 mm diameter sanitary sewer on Westpoint Heights, the 250 mm diameter sanitary sewers on Bakervilla Street (north and east leg), the 250 mm diameter sanitary sewer on Debra Drive and the 200 mm diameter sanitary sewer on Savoy Street at Westwick Walk, which all outlet to the 375 mm diameter sanitary sewer located on Westpoint Heights in Plan 33M-546;
  - ii) Construct sanitary sewers to serve lands in this this Plan, generally east of Savoy Street, and connect them to the existing municipal sewer system, namely, the existing 250 mm diameter sanitary sewer on Savoy Street adjacent to Block 80 in Plan 33M-546;
  - iii) Construct sanitary sewers on Savoy Street in Plan 33M-546 and/or Foxwood Crossing Phase 2 (Plan 39T-07507) to accommodate servicing of this plan, if necessary, to the satisfaction of the City Engineer, at no cost to the City.
  - iv) Construct a maintenance access road and provide a standard municipal easement for any section of the sewer not located within the road allowance, to the satisfaction of the City;
  - v) Make provisions for oversizing of the internal sanitary sewers in this draft plan to accommodate flows from the upstream lands external to this plan, all to the satisfaction of the City. This sewer must be extended to the limits of this plan and/or property line to service the upstream external lands; and
  - vi) Where trunk sewers are greater than 8 metres in depth and are located within the municipal roadway, the Owner shall construct a local sanitary sewer to provide servicing outlets for private drain connections, to the satisfaction of the City. The local sanitary sewer will be at the sole cost of the Owner. Any exception will require the approval of the City Engineer.
31. In order to prevent any inflow and infiltration from being introduced to the sanitary sewer system, the Owner shall, throughout the duration of construction within this plan, undertake measures within this draft plan to control and prevent any inflow and infiltration and silt from being introduced to the sanitary sewer system during and after construction, satisfactory to the City, at no cost to the City, including but not limited to the following:
- i) Not allowing any weeping tile connections into the sanitary sewers within this Plan;
  - ii) Permitting the City to undertake smoke testing or other testing of connections to the sanitary sewer to ensure that there are no connections which would permit inflow and infiltration into the sanitary sewer;
  - iii) Having his consulting engineer confirm that the sanitary sewers meet allowable inflow and infiltration levels as per OPSS 410 and OPSS 407; and
  - iv) Implementing any additional measures recommended through the Design Studies stage.
32. Prior to registration of this Plan, the Owner shall obtain consent from the City Engineer to reserve capacity at the Greenway Wastewater Treatment Plant for this subdivision. This treatment capacity shall be reserved by the City Engineer subject to capacity being available, on the condition that registration of the subdivision agreement and the plan of subdivision occur within one (1) year of the date specified in the subdivision agreement.

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



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Planner: Alanna Riley

forfeited, the Owner must reapply to the City to have reserved sewage treatment capacity reassigned to the subdivision.

33. Prior to final approval of the plan, the Owner shall obtain confirmation from the City Engineer that the outlet sanitary trunk sewer, to be constructed by the City, from the Wonderland Pumping Station to the intersection of Main Street and Campbell Street is completed and operational and the existing sanitary sewer on Campbell Street is connected to the trunk sewer to provide an adequate sanitary outlet for this plan, all to the satisfaction of the City Engineer.

Storm and Stormwater Management (SWM)

34. In conjunction with the Design Studies submission, the Owner shall have his consulting engineer prepare and submit a Storm/Drainage and SWM Servicing Functional Report or a SWM Servicing Letter/Report of Confirmation to address the following:
- i) Identifying all storm/drainage and SWM servicing works for the subject and external lands and how the interim drainage from external lands will be handled, all to the satisfaction of the City;
  - ii) Addressing the rerouting, enclosure and/or removal of any existing open watercourses in this plan and identify the needs for any setbacks from the open watercourses;
  - iii) Identifying major and minor storm flow routes for the subject and external lands, to the satisfaction of the City;
  - iv) Confirming availability of the SWM capacity within the existing and proposed SWM system, to the satisfaction of the City;
  - v) Providing a geotechnical report to address all geotechnical issues with respect to construction, grading and drainage of this subdivision and any necessary setbacks related to erosion, maintenance and structural setbacks related to slope stability for lands within this plan and the SWM Facility to the south of this plan, if necessary, to the satisfaction of the City and Upper Thames River Conservation Authority for the final setback;
  - vi) Demonstrating that the proposed servicing drainage corridors/maintenance accesses/walkways (eg. Blocks 166, 167 and 169) are in appropriate locations for the installation of municipal servicing/maintenance accesses and overland flow routes in this plan to the existing/proposed SWM Pond on Block 82 in Plan 33M-546, to the satisfaction of the City Engineer;
  - vii) Developing an erosion/sediment control plan that will identify all erosion and sediment control measures for the subject lands in accordance with City of London and Ministry of the Environment standards and requirements, all to the satisfaction of the City. This plan is to include measures to be used during all phases on construction;
  - viii) Implementing SWM soft measure Best Management Practices (BMP's) within the Plan, where possible, to the satisfaction of the City. The acceptance of these measures by the City will be subject to the presence of adequate geotechnical conditions within this Plan and the approval of the City Engineer; and
  - ix) Should the proposed Storm/Drainage and SWM servicing works vary from the approved Functional SWM Plan and all amendments for Foxwood Crossing Phase 1 (Plan 33M-546) and Phase 2 (Plan 39T-07507) Subdivisions, an updated Functional SWM Plan may be required to address the above, in lieu of a SWM Servicing Letter/Report of Confirmation, as required by the City Engineer.
35. Storm/Drainage and SWM Servicing Functional Report or SWM Servicing Letter/Report of Confirmation, prepared by the Owner's consulting professional engineer, shall be in accordance with the recommendations and requirements of the following:
- i) The SWM criteria and environmental targets for the Dingman Creek Subwatershed Study (2005) criteria and environmental targets and any addendums/amendments;
  - ii) The approved Storm/Drainage and SWM Servicing Functional Report for the subject lands (Lambeth Meadows East Subdivision SWM Functional Report

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(AGM Engineering Ltd. November 25, 2005) and any relevant accepted SWM Reports for previous phases or any updated Functional Stormwater Management Plan;

- iii) The City's Design Requirements for Permanent Private Stormwater Systems which were approved by City Council and it effective as of January 1, 2012. The stormwater requirements for Permanent Private Stormwater Systems for all medium/high density residential, institutional, commercial and industrial development sites are contained in this document which may include but not be limited to quantity/quality control, erosion, stream morphology etc.;
  - iv) The City of London Design Specifications and Requirements, as revised;
  - v) The City's Waste Discharge and Drainage By-laws, lot grading standards, Policies, requirements and practices;
  - vi) The Ministry of the Environment SWM Practices Planning and Design Manual (2003), as revised; and
  - vii) Applicable Acts, Policies, Guidelines, Standards and Requirements of all required approval agencies.
36. In accordance with City standards or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of stormwater management (SWM) and stormwater services for this draft plan of subdivision:
- i) Construct storm sewers to serve lands in this plan, generally west of Savoy Street, located within the Dingman Creek Subwatershed, and connect them to the proposed municipal storm sewer system in conjunction with Foxwood Crossing Phase 2 (39T-07507), namely, the proposed 975 mm diameter storm sewer on Bakervilla Street (east leg), the 450 mm diameter storm sewer on Westpoint Heights, the 375 mm diameter storm sewer on Debra Drive, the 375 mm diameter storm sewer on Bakervilla Street (north leg) and the 375 mm diameter storm sewer on Savoy Street at Westwick Walk, which outlet to the proposed 1050 mm diameter storm sewer located in Block 82 in Plan 33M-546. It is noted the west portion of this plan outlets directly to the existing unassumed Foxwood Phase 1 Subdivision SWM Facility Pond 1 located on Block 82 within Plan 33M-546;
  - ii) Construct storm sewers to serve lands in this Plan, generally east of Savoy Street, and connect them to the existing municipal sewer system, namely, the existing 975 mm diameter storm sewer on Savoy Street adjacent to Block 80 in Plan 33M-546;
  - iii) Construct storm sewers on Savoy Street in Plan 33M-546 and/or Foxwood Crossing Phase 2 (Plan 39T-07507) to accommodate servicing of this plan, if necessary, to the satisfaction of the City Engineer, at no cost to the City.
  - iv) Construct the major and minor storm system outlets, including any associated modifications to SWM Facility Pond 1 to accommodate the outlet within this plan and Blocks 82 and 83 in Plan 33M-546 to serve this plan and external lands, to the satisfaction of the City Engineer;
  - v) Provide a maintenance access between SWM Facility Pond 1 and Bakervilla Street, west of Lot 95 in this Plan within a walkway/maintenance access block shown on the final plan, to the satisfaction of the City Engineer, and if needed, through Block 83 in Plan M-546, at no cost to the city. It is noted the proposed Block 169 is not a suitable location for the maintenance access.
  - vi) Make provisions to oversize and deepen the internal storm sewers in this plan to accommodate flows from upstream lands external to this plan, if necessary;
  - vii) Grade and drain the south boundary of Lots 89 to 103 and Block 169 in this plan to blend in with the abutting SWM Facility on Block 82 in Plan M-546 and Park Block 83 in Plan 33M-546, at no cost to the City;
  - viii) Construct and implement erosion and sediment control measures as accepted in the Storm/Drainage and SWM Servicing Functional Report or a

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SWM Servicing Letter/Report of Confirmation for these lands and the Owner shall correct any deficiencies of the erosion and sediment control measures forthwith; and

- ix) Address forthwith any deficiencies of the stormwater works and/or monitoring program.
37. Prior to the issuance of any Certificates of Conditional Approval for any lot in this plan, the Owner shall complete the following:
    - i) For lots and blocks in this plan or as otherwise approved by the City Engineer, all storm/drainage and SWM related works, Cell # 2 of Lambeth SWM Facility # 1 in correlation with the existing Cell # 1 of the Lambeth SWM Facility # 1 (within Plan 33M-546) and stormwater quality control measures to serve this plan must be constructed and operational in accordance with the approved design criteria, accepted drawings and Subdivision Agreement between the City and Owner of Plan 33M-546, all to the satisfaction of the City;
    - ii) Implement all recommendations regarding the rerouting, enclosure or removal of any existing open watercourses;
    - iii) Construct and have operational the major and minor storm flow routes for the subject lands, to the satisfaction of the City; and
    - vii) Implement all geotechnical/slope stability recommendations made by the geotechnical report accepted by the City.
  
  38. Prior to the acceptance of engineering drawings, the Owner's professional engineer shall certify the subdivision has been designed such that increased and accelerated stormwater runoff from this subdivision will not cause damage to downstream lands, properties or structures beyond the limits of this subdivision. Notwithstanding any requirements of, or any approval given by the City, the Owner shall indemnify the City against any damage or claim for damages arising out of or alleged to have arisen out of such increased or accelerated stormwater runoff from this subdivision.
  
  39. In conjunction with the Design Studies submission, the Owner shall have a report prepared by a qualified consultant, and if necessary, a detailed hydro geological investigation carried out by a qualified consultant, to determine the effects of the construction associated with this subdivision on the existing ground water elevations and domestic or farm wells in the area and identify any abandoned wells in this plan, assess the impact on water balance and any fill required in the plan, to the satisfaction of the City. If necessary, the report is to also address any contamination impacts that may be anticipated or experienced as a result of the said construction as well as provide recommendations regarding soil conditions and fill needs in the location of any existing watercourses or bodies of water on the site.
  
  40. Prior to the issuance of any Certificate of Conditional Approval, the Owner's professional engineer shall certify that any remedial or other works as recommended in the above accepted hydro geological report have been implemented by the Owner, to the satisfaction of the City, at no cost to the City.
  
  41. The Owner shall ensure the post-development discharge flow from the subject site must not exceed the capacity of any existing stormwater conveyance system. In an event where the above condition cannot be met, the Owner shall provide SWM on-site quantity and quality controls that comply to the accepted Design Requirements for Permanent Private Stormwater Systems.
  
  42. The Owner may be required to make necessary arrangements with the abutting property owners to accommodate major and minor storm flows and regrade on the abutting properties, where necessary, to grade and service this plan to City standards, to the satisfaction of the City, at no cost to the City.
  
  43. In conjunction with the Design Studies submission, the Owner shall have it's professional engineer provide a conceptual plan of a functional maintenance access to service the stormwater management infrastructure, by either relocating Block 169 or

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providing a separate maintenance access block west of Lot 95 to accommodate a maintenance access, all to the satisfaction of the City Engineer.

44. The Owner shall revise the final plan to either relocate Block 169 or provide a separate maintenance access block to accommodate a maintenance access and adjust lots accordingly, to the satisfaction of the City Engineer.

Watermains

45. In conjunction with the Design Studies submission, the Owner shall have his consulting engineer prepare and submit the following water servicing design information, all to the satisfaction of the City Engineer:

- i) A water servicing report which addresses the following:
  - a) Identifies external water servicing requirements;
  - b) Confirms capacity requirements are met;
  - c) Identifies need to the construction of external works;
  - d) Identifies the effect of development on existing water infrastructure – identifies potential conflicts;
  - e) Water system area plan(s)
  - f) Water network analysis/hydraulic calculations for subdivision report;
  - g) Phasing report;
  - h) Oversizing of watermain, if necessary and any cost sharing agreements.
  - i) Water quality
  - j) Identifies location of valves and hydrants
  
- ii) Design calculations which demonstrate there is adequate water turnover to address water quality requirements for the watermain system or recommend the use of the following:
  - a) valving to shut off future connections which will not be used in the near term; and/or
  - b) automatic flushing devices to maintain water quality, with it being noted that the water flushed by the device is to be measured (by a water meter in a meter pit) and the cost of water charged to the Owner; and/or
  - c) making suitable arrangements with Water Operations for the maintenance of the system in the interim.

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

- i) Construct watermains to serve this Plan and connect them to the proposed municipal system in conjunction with Foxwood Crossing Phase 2 (39T-07507), namely, the proposed 200 diameter watermain on Westpoint Heights, the 200 mm diameter watermain on Bakervilla Street (north and east leg), the 200 diameter watermain on Debra Drive and the 300 mm diameter watermain diameter watermain on Savoy Street, which are all serviced by the existing watermains on Savoy Street and Westpoint Heights in Plan M-546;
- ii) Construct watermains to serve this Plan and connect them to the existing municipal system, namely, the existing 300 mm diameter watermain on Savoy Street adjacent to Block 80 in Plan 33M-546; and
- iii) Deliver confirmation that the watermain system has been looped to the satisfaction of the City Engineer when development is proposed to proceed beyond 80 units.

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

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Transportation

48. The Owner shall not register the medium density residential Block 154 east of Savoy Street, in a final plan of subdivision until the following are completed, to the satisfaction of the City and the Approval Authority:
- i) an Environmental Assessment for the potential realignment of Bostwick Road and associated works (eg. any impacts on the adjacent watercourse) has been completed to determine the impact of the potential realignment on this plan; and
  - ii) following the completion of the said Environmental Assessment, the Owner shall submit an application to amend this draft plan to be consistent with the outcome of the said Environmental Assessment to address the division and development of the said block including, but not limited to, the following:
    - a. Identifies all land dedications, road widenings and 0.3 metre reserve blocks needed by the City in relation to the final alignment of Bostwick Road as identified in the completed Environmental Assessment
    - b. Establishes Savoy Street, north of Bakervilla Street, with an alignment that complies with the proposed road network to the north and east that is compatible with the final alignment of Bostwick Road as identified in the completed Environmental Assessment
    - c. Identifies any improvements and land needs for the watercourse (tributary to Dingman Creek) on the east portion of this block
    - d. identifies all proposed land use needs and make any necessary applications to amend the Zoning By-law and Official Plan
    - e. The division of the said Block for the proposed land uses
    - f. Municipal and private servicing including any municipal easement requirements through this plan
    - g. Grading, drainage, overland flow routes
    - h. Vehicular accesses to Savoy Street
    - i. Restriction of access to arterial roads
    - j. Remnant parcels east of re-aligned Bostwick Road
49. Upon completion of the Bostwick Road Environmental Assessment, the Owner shall dedicate the land, at no cost to the City, for the future Bostwick Road road alignment as determined through the Bostwick Road Environmental Assessment.
50. The Owner shall construct Savoy Street to secondary collector road standards, to the satisfaction of the City Engineer.
51. The Owner shall align Savoy Street, Westpoint Heights, Debra Drive and Bakervilla Street at the southern limits of the draft plan of subdivision with streets in the draft plan to the south and east of this plan of subdivision when the rights-of-way for lands to the south and east is established as part of Foxwood Crossing Phase 2 (39T-07507), to the satisfaction of the Engineer.
52. The Owner shall align Bakervilla Street in this plan with the right-of-way to the west of this plan in Plan 39T-12503, to the satisfaction of the City Engineer.
53. In conjunction with the Design Studies submission, the Owner shall provide a conceptual layout of the roads and rights-of-way of the plan to the City Engineer for review and acceptance with respect to road geometries, including but not limited to, right-of-way widths, alignments, tapers, bends, intersection layout, daylighting triangles, etc., and include any associated adjustments to the abutting lots.
54. The Owner shall ensure all streets with bends of approximately 90 degrees shall have a minimum inside street line radius with the following standard:
- | <u>Road Allowance</u> | <u>S/L Radius</u> |
|-----------------------|-------------------|
| 20.0 m                | 9.0 m             |
| 19.0 m                | 9.5 m             |
| 18.0 m                | 10.0 m            |

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55. In conjunction with the Design Studies submission, the Owner shall have it's professional engineer provide a conceptual plan of the 90 degree bend on Bakervilla Street to provide a minimum of 5.5 metres along the curb line frontage between the projected property lines of irregular shaped lots around the 90 degree bend on Bakervilla Street in this plan and include any associated adjustments to the abutting lots to accommodate minimum curb line frontages to eliminate/minimize the bulge in the road on Bakervilla Street.
56. Prior to final approval, the Owner shall adjust Bakervilla Street and abutting lots/blocks accordingly to City standards on the final plan (eg. bend, road width and rights-of-way), to the satisfaction of the City Engineer, at no cost to the City.
57. All through intersections and connections with existing streets and internal to this subdivision shall align with the opposing streets based on the centrelines of the street aligning through their intersections thereby having these streets centred with each other, unless otherwise approved by the City Engineer.
58. In conjunction with the Design Studies submission, the Owner shall have its professional consulting engineer confirm that all streets in the subdivision have centreline radii which conforms to the City of London Standard "Minimum Centreline Radii of Curvature of Roads in Subdivisions."
59. The Owner shall have it's professional engineer design and construct the roadworks in accordance with the following road widths:
  - i) Savoy Street has a minimum road pavement with (excluding gutters) of 9.5 metres with a minimum road allowance of 21.5 metres.
  - ii) Street 'A', Bakervilla Street (east and west legs) and Westpoint Heights have a minimum road pavement width (excluding gutters) of 8.0 metres with a minimum road allowance of 20.0 metres.
  - iii) Debra Drive has a minimum road pavement width (excluding gutters) of 6.0 metres with a minimum road allowance of 18 metres. It is noted that Debra Drive in Plan 39T-07507 is to be amended to be 18.0 metres in width to be consistent with this plan.
60. The Owner shall be required to make minor boulevard improvements on Wharncliffe Road South and Bostwick Road adjacent to this Plan, to the specifications of the City and at no cost to the City, consisting of clean-up, grading and sodding as necessary.
61. In the event any work is undertaken on an existing street, the Owner shall establish and maintain a Traffic Management Plan (TMP) in conformance with City guidelines and to the satisfaction of the City for any construction activity that will occur on existing public roadways. The Owner shall have it's contractor(s) undertake the work within the prescribed operational constraints of the TMP. The TMP will be submitted in conjunction with the subdivision servicing drawings for this plan of subdivision.
62. Should temporary turning circles exist at the end of the streets abutting this Plan at the time this Plan is registered, the Owner shall remove the said existing temporary turning circles (eg. limits of Bakervilla Street and Debra Drive), to the satisfaction of the City, at no cost to the City.

If funds have been provided to the City by the Owner of lands to the south (39T-07507) for the removal of the temporary turning circles adjacent to Plan 39T-07507 and all associated works, the City shall reimburse the Owner for the substantiated cost of completing these works, up to a maximum value that the City has received for this work.

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Road Widening

- 63. The Owner shall provide adequate land dedications for road widening to widen Bostwick Road, as required by the City Engineer.

Vehicular Access

- 64. The Owner shall ensure that no vehicular access will be permitted to any Lots and /or Blocks from Wharncliffe Road South and any Lots and/or Blocks from Bostwick Road. All vehicular access is to be via the internal subdivision streets.
- 65. The Owner shall restrict access to Wharncliffe Road South and Bostwick Road by establishing blocks for 0.3 metre (1') reserves blocks in this plan along the entire Wharncliffe Road South and Bostwick Road frontages, to the satisfaction of the City Engineer.

Sidewalks/Bikeways

- 66. The Owner shall construct 1.5 metre (5') sidewalks on both sides of the following streets in accordance with the Southwest Area Plan:
  - i) Savoy Street
  - ii) Bakervilla Street (east and west legs)
  - iii) Debra Drive
  - iv) Westpoint Heights
  - v) Street 'A'
- 67. The Owner shall construct additional sidewalks on Bakervilla Street and Debra Drive in proposed draft plan 39T-07507 to the south to provide sidewalks on both sides of those streets to be compatible with sidewalks in this plan, to the satisfaction of the City Engineer, at no cost to the City, unless the sidewalks on both sides are provided with amendments to Foxwood Crossing Phase 2, Plan 39T-07507.
- 68. Should the Owner direct any servicing within any of the walkway blocks in this plan, or the walkways are to be used as a maintenance access, the Owner shall provide a 4.6 metre wide walkway block designed to the City's maintenance access standard, to the specifications of the City, at no cost to the City.

Street and Walkway Lighting

- 69. Within one year of registration of this Plan, the Owner shall install street lighting on all streets and walkways in this plan and on adjacent streets where needed which match the style of street light poles and luminaires already existing or approved along the developed portion of the streets adjacent to this plan, all to the satisfaction of the City Engineer and at no cost to the City.

Traffic Calming

- 70. In conjunction with the Design Studies submission, the Owner shall have its professional engineer provide a conceptual design of the proposed traffic calming measures along Bakervilla Street, Savoy Street and Street 'A', including parking bays, curb extensions, speed cushions, raised intersections and other measures, to the satisfaction of the city.
- 71. The Owner shall have its professional engineer design and construct the following traffic calming measures along the secondary collector road network in this Plan to the satisfaction of the City Engineer and at no cost to the City:
  - i) Curb extensions along the east side of Savoy Street with the parking bays removed for utilities (i.e. fire hydrants), walkways, intersections and for transit stop locations as defined by the London Transit Commission;
  - ii) Reduced curb radii on the inbound approach to all local road intersecting the secondary collector road network;

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- iii) Raised intersection on Street 'A' at Debra Drive and a speed cushion on Street 'A' near Lot 57 or as otherwise directed and to the satisfaction of the City Engineer; and
- iv) Raised intersection on Bakerville Street at Street 'A'.

Construction Access Road

- 72. The Owner shall direct all construction traffic associated with this draft plan of subdivision to utilize Wharncliffe Road South via Savoy Street or other routes as designated by the City.

**GENERAL CONDITIONS**

- 73. The Owner shall comply with all City of London standards, guidelines and requirements in the design of this draft plan and all required engineering drawings, to the satisfaction of the City. Any deviations from the City's standards, guidelines or requirements shall be satisfactory to the City.
- 74. Prior to the issuance of a Certificate of Conditional Approval for each construction stage of this subdivision, all servicing works for the stage and downstream works must be completed and operational, in accordance with the approved design criteria and accepted drawings, all to the specification and satisfaction of the City.
- 75. Prior to final approval, the Owner shall make arrangements with the affected property owner(s) for the construction of any portions of services or grading situated on private lands outside this plan, and shall provide satisfactory easements over these works, as necessary, all to the specifications and satisfaction of the City, at no cost to the City.
- 76. In conjunction with the Design Studies submission, the Owner shall provide to the City, for review and acceptance, a geotechnical report to address all geotechnical issues with respect to the development of this plan, including, but not limited to, servicing, grading and drainage of this subdivision, road pavement structure, dewatering and any other requirements as needed by the City. The Owner shall implement the recommendations of the geotechnical report as accepted by the City, to the satisfaction of the City Engineer and at no cost to the City.
- 77. In the event that relotting of the Plan is undertaken, the Owner shall relocate and construct services to standard location, all to the specifications and satisfaction of the City.
- 78. The Owner shall have the common property line of Wharncliffe Road South and Bostwick Road graded in accordance with the City of London Standard "Subdivision Grading Along Arterial Roads", at no cost to the City.

Further, the grades to be taken as the centreline line grades on Wharncliffe Road South and Bostwick Road are the future ultimate centreline of road grades as determined by the Owner's professional engineer, satisfactory to the City. From these, the Owner's professional engineer is to determine the ultimate elevations along the common property line which will blend with the ultimate reconstructed road, all to the satisfaction of the City.

- 79. The Owner shall connect to all existing services and extend all services to the limits of the draft plan of subdivision, at no cost to the City, all to the specifications and satisfaction of the City Engineer.
- 80. In the event the draft plan develops in phases, upon registration of any phase of this subdivision, the Owner shall provide land and/or easements along the routing of services which are necessary to service upstream lands outside of this draft plan to the limit of the Plan.



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81. In conjunction with the Design Studies submission, the Owner shall submit a phasing plan identifying all required temporary measures, and identify land and/or easements required for the routing of services which are necessary to service upstream lands outside this draft plan to the limit of the plan to be provided at the time of registration of each phase, all to the specifications and satisfaction of the City.
82. If any temporary measures are required to support the interim conditions in conjunction with the phasing, the Owner shall construct temporary measures and provide all necessary land and/or easements, to the specifications and satisfaction of the City Engineer, at no cost to the City.
83. The Owner shall advise the City in writing at least two weeks prior to connecting, either directly or indirectly, into any unassumed services constructed by a third party, and to save the City harmless from any damages that may be caused as a result of the connection of the services from this subdivision into any unassumed services.

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

- i) In the event discharge is to unassumed services, the unassumed services must be completed and conditionally accepted by the City;
- ii) The Owner must provide a video inspection on all affected unassumed sewers;

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

84. The Owner shall pay a proportional share of the operational, maintenance and/or monitoring costs of any affected unassumed sewers or SWM facilities (if applicable) to third parties that have constructed the services and/or facilities to which the Owner is connecting. The above-noted proportional share of the cost shall be based on design flows, to the satisfaction of the City, for sewers or on storage volume in the case of a SWM facility. The Owner's payments to third parties shall:
  - i) commence upon completion of the Owner's service work, connections to the existing unassumed services; and
  - ii) continue until the time of assumption of the affected services by the City.
85. With respect to any services and/or facilities constructed in conjunction with this Plan, the Owner shall permit the connection into and use of the subject services and/or facilities by outside owners whose lands are served by the said services and/or facilities, prior to the said services and/or facilities being assumed by the City.
86. If, during the building or constructing of all buildings or works and services within this subdivision, any deposits of organic materials or refuse are encountered, the Owner shall report these deposits to the City Engineer and Chief Building Official immediately, and if required by the City Engineer and Chief Building Official, the Owner shall, at his own expense, retain a professional engineer competent in the field of methane gas to investigate these deposits and submit a full report on them to the City Engineer and Chief Building Official. Should the report indicate the presence of methane gas then all of the recommendations of the engineer contained in any such report submitted to the City Engineer and Chief Building Official shall be implemented and carried out under the supervision of the professional engineer, to the satisfaction of the City Engineer and Chief Building Official and at the expense of the Owner, before any construction progresses in such an instance. The report shall include provision for an ongoing methane gas monitoring program, if required, subject to the approval of the City engineer and review for the duration of the approval program.

If a permanent venting system or facility is recommended in the report, the Owner shall register a covenant on the title of each affected lot and block to the effect that the Owner of the subject lots and blocks must have the required system or facility designed, constructed and monitored to the specifications of the City Engineer, and that the Owners must maintain the installed system or facilities in perpetuity at no cost to the

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City. The report shall also include measures to control the migration of any methane gas to abutting lands outside the Plan.

87. Should any contamination or anything suspected as such, be encountered during construction, the Owner shall report the matter to the City Engineer and the Owner shall hire a geotechnical engineer to provide, in accordance with the Ministry of the Environment "Guidelines for Use at Contaminated Sites in Ontario", "Schedule A – Record of Site Condition", as amended, including "Affidavit of Consultant" which summarizes the site assessment and restoration activities carried out at a contaminated site. The City may require a copy of the report should there be City property adjacent to the contamination. Should the site be free of contamination, the geotechnical engineer shall provide certification to this effect to the City.
88. The Owner's professional engineer shall provide inspection services during construction for all work to be assumed by the City, and shall supply the City with a Certification of Completion of Works upon completion, in accordance with the plans accepted by the City Engineer.
89. In conjunction with the Design Studies submission, the Owner shall have it's professional engineer provide an opinion for the need for an Environmental Assessment under the Class EA requirements for the provision of any services related to this Plan. All class EA's must be completed prior to the submission of engineering drawings.
90. The Owner shall have it's professional engineer notify existing property owners in writing, regarding the sewer and/or road works proposed to be constructed on existing City streets in conjunction with this subdivision, all in accordance with Council policy for "Guidelines for Notification to Public for Major Construction Projects".
91. Prior to any work on the site, the Owner shall decommission and permanently cap any abandoned wells located in this Plan, in accordance with current provincial legislation, regulations and standards. In the event that an existing well in this Plan is to be kept in service, the Owner shall protect the well and the underlying aquifer from any development activity.
92. The Owner shall remove any temporary works when no longer required and restore the land, at no cost to the City, to the specifications and satisfaction of the City.
93. The Owner shall decommission any abandoned infrastructure, at no cost to the City, including cutting the water service and capping it at the watermain, all to the specifications and satisfaction of the City.
94. The Owner shall remove all existing accesses and restore all affected areas, all to the satisfaction of the City, at no cost to the City.
95. All costs related to the plan of subdivision shall be at the expense of the Owner, unless specifically stated otherwise in this approval.
96. The Owner shall make any adjustments to existing services eg. municipal and private services, street lights, fire hydrants, trees, traffic calming, etc. to accommodate the proposed lotting/block pattern on Savoy Street, to the satisfaction of the City Engineer, at no cost to the City.

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## APPENDIX "E"

### Related Estimated Costs and Revenues

Estimated Costs – This Draft Plan	\$
<u>Developer Claims from CSRF:</u>	
There are no anticipated developer claims to the CSRF associated with this application.	
<u>Capital Expense incurred by City funded from CSRF:</u>	
Street Lighting	\$95,762
Sidewalks	\$38,305
<b>Total</b>	<b>\$134,067</b>
Estimated Revenues - This Draft Plan	
CSRF	\$13,078,380
UWRF	\$1,181,279
<b>Total</b>	<b>\$14,289,659</b>

1. All information in the estimated costs are based on approximations provided by the applicant. Final will be determined based on terms of the subdivision agreement and the applicable By-Law.
2. Estimated Revenues were calculated using January, 2015 DC rates and may take years to recover. The revenue estimates includes DC cost recovery for "soft services" (fire, police, parks and recreation facilities, library, growth studies). There are no comparative costs allocated for these services in the Estimated Cost section of the report, so the reader should use caution in comparing the Cost with the Revenue section.
3. The revenues and costs in the table above are not directly comparable. The City employs a "citywide" approach to recovery of costs of growth – any conclusions based on the summary of Estimated Costs and Revenues (above table) should be used cautiously.

Reviewed By:

  
 Peter Christiaans  
 Director, Development Finance

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### **Bibliography of Information and Materials**

Request for Approval:

City of London Draft Plan of Subdivision Application Form, completed by MHBC Planning  
 City of London Official Plan Amendment Application Form, completed by MHBC Planning  
 City of London Zoning By-law Amendment Application Form, completed by MHBC Planning

Reference Documents:

City of London. Official Plan, June 19, 1989, as amended.  
 City of London. Zoning By-law No. Z.-1, May 21, 1991, as amended.  
 Ontario. Ministry of Municipal Affairs and Housing. Provincial Policy Statement, April 30, 2014.  
 City of London, Southwest Secondary Plan, April 29, 2014, as amended.

Correspondence:

\*all located in City of London File No. 39T-14502 unless otherwise stated.  
 Also see attached public correspondence in previous section.

Internal responses -

B. Page, Parks Planning and Design  
 R. Kuehr, Environmental Services  
 EEPAC

External responses-

L. Raffoul, Bell Canada  
 B. DeSando, Canada Post  
 C. Creighton, UTRCA

Reports submitted with Application:

Final Proposal Report  
 EIS  
 Urban Design Brief  
 Archaeological Assessment Report  
 Geotechnical Engineering Report, LVM  
 Conceptual Stormwater management Report