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39T-14506/Z-8436
Nancy Pasato

TO:	CHAIR AND MEMBERS PLANNING AND ENVIRONMENT COMMITTEE
FROM:	GEORGE KOTSIFAS, P.ENG. MANAGING DIRECTOR, DEVELOPMENT & COMPLIANCE SERVICES AND CHIEF BUILDING OFFICIAL
SUBJECT:	APPLICATION BY: ZELINKA PRIAMO LIMITED PORTION OF 3105 BOSTWICK ROAD and BLOCK 172, 33M-562 TALBOT VILLAGE PHASE 5 & 6 MEETING ON MAY 19, 2015

RECOMMENDATION

That, on the recommendation of the Senior Planner, Development Planning, the following actions be taken with respect to the Draft Plan of Subdivision and Zoning By-law amendment applications relating to a portion of 3105 Bostwick Road, and Block 172, 33M-562, located on the north side of Pack Road, west of Bostwick Road (legally described as Part of Lot 76, Concession east of the North Branch of Talbot Road, Geographic Township of Westminster, and all of Block 172, Plan 33M-562):

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on May 26, 2015 to amend the Official Plan to add Street B as a Secondary Collector on Schedule "C" – Transportation Corridor;

- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on May 26, 2015 to amend Zoning By-law No. Z-1 (in conformity with the Official Plan) to change the zoning of the subject lands **FROM** an Urban Reserve (UR3) Zone **TO** a Holding Residential R2 Special Provision (h. h-100•R2-4(*) Zone to permit single detached dwellings with a minimum lot area of 450 m² and minimum lot frontage of 15 m, semi-detached dwellings with a minimum lot area of 600m² (280m²) and minimum lot frontage of 18.0 m (8.5m), and duplex dwellings with a minimum lot area of 600 m² and a minimum lot frontage of 15.0m, with a special provision for a reduced front yard setback of 3.0m to the house and 5.5m to the garage from a collector or local road, a minimum interior side yard depth of 1.2m, except where no garage is attached to the dwelling, one side will be 3.0m, and a maximum lot coverage of 45%, except that any unenclosed porch shall not be included in the calculation of lot coverage; a Neighbourhood Facility (NF1) Zone, which permits places of worship, elementary schools, day care centres, community centres, libraries, private schools, fire stations, private clubs, and police stations as the main permitted uses; and an Open Space (OS1) Zone, which permits conservation lands, conservation works, cultivation of land for agricultural/horticultural purposes, golf courses, private and public parks, recreational buildings associated with conservation lands and public parks, campgrounds and managed forest as the main permitted uses.

The following holding provisions have also been applied:

- (h) holding provision - to ensure that there is orderly development through the execution of a subdivision agreement;
- (h-100) - to ensure there is adequate water service and appropriate access, a looped watermain system must be constructed and a second public access must be available;

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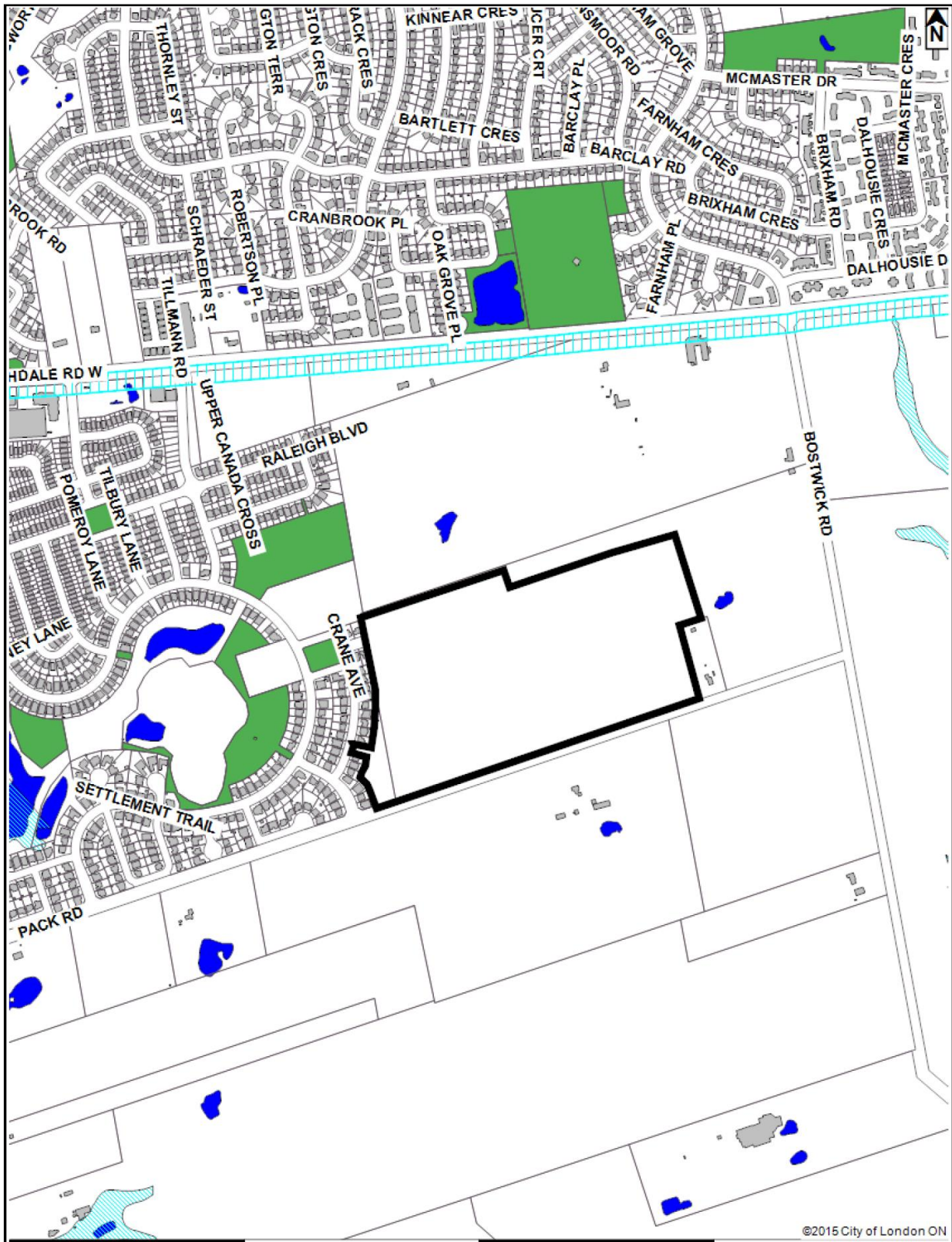
- (c) the request to amend Zoning By-law No. Z.-1 to change the zoning of the subject property **FROM** an Urban Reserve (UR3) Zone **TO** a Residential R2 Special Provision (R2-1(13)) Zone to permit single detached dwellings with a minimum lot frontage of 9.0 m and a minimum lot area of 250 m²; semi-detached dwellings with a minimum lot frontage of 18.0m (8.5m) and a minimum lot area of 430 m², (200 m²); duplex dwellings with a minimum lot frontage of 12.0m and a minimum lot area of 430 m²; and converted dwellings with a minimum lot frontage of 10.5m and a minimum lot area of 430 m². The special provisions would permit the following: Front and exterior side yard depth minimum – 4.5m from main building, 6.0m from garage; Interior side yard depth minimum - 1.2m, except that where no private garage is attached to the dwelling, one side shall be 3.0m; Interior side yard depth minimum for zero lot line dwellings where no garage is provided - 3.2 m; Lot coverage maximum – 45 %, except that any unenclosed porch shall not be included in the calculation of lot coverage **BE REFUSED** for the following reasons:
1. The requested zone would not appropriately implement the proposed lot structure submitted by the applicant, which shows lots with lot frontages greater than 14m.
 2. The recommended R2-4 Special Provision Zone variation more appropriately reflects the proposed lot sizes.
- (d) the Planning and Environment Committee **REPORT TO** the Approval Authority the issues, if any, raised at the public meeting with respect to the application for draft plan of subdivision of Zelinka Priamo Limited relating to a portion of the property located at 3105 Bostwick Road, and Block 172, 33M-562;
- (e) Council **SUPPORTS** the Approval Authority issuing draft approval of the proposed plan of residential subdivision, submitted by Zelinka Priamo Limited (File No. 39T-14506), prepared by Zelinka Priamo Limited, drawing No. SPE/LON/12-02, as red-line amended, which shows 244 single detached lots, 1 school block, 1 park block, 1 road widening, and 2 - 0.3 m reserves, all served by the extension of Old Garrison Boulevard (a secondary collector), 2 secondary collectors and 8 new local streets, **SUBJECT TO** the conditions contained in the attached Appendix "C";
- (f) the applicant **BE ADVISED** that the Director of Development Finance has summarized claims and revenues information as attached in Appendix "D";
- (g) the Urban Design Guidelines for the North Talbot Community Plan **BE AMENDED** to include these lands to ensure that the development is consistent with adjacent development within the North Talbot Community; and
- (h) Staff **BE DIRECTED** to review the alternative design standards, square-abouts, open space connections/walkways, road allowance widths and school block locations within the North Talbot Community Plan to determine if any changes shall be considered and report back at a future meeting of Planning and Environment Committee.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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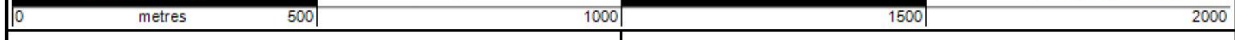
December 13, 1999 – Report to the Planning Committee recommending adoption of the North Talbot Community Plan.

February 11, 2000 – Report to the Planning Committee recommended adoption of Official Plan Amendment No. 180 for the lands within the North Talbot Community Plan area.

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LOCATION MAP

Subject Site: **portion of 3105 Bostwick Rd and Block 172, 33M-562**
 Applicant: **Speyside East Corporation**
 File Number: **39T-14506/Z-8436**
 Planner: **Nancy Pasato**
 Created By: **Nancy Pasato**
 Date: **2015-03-23**
 Scale: **1:10100**

LEGEND

- Subject Site
- Parks
- Assessment Parcels
- Buildings
- 123 Address Numbers



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PURPOSE AND EFFECT OF RECOMMENDED ACTION

The purpose of the recommended action is to consider a redlined draft plan of subdivision containing 244 single detached lots, 1 school block, 1 park block, 1 road widening, and 2 - 0.3 m reserves, all served by the extension of Old Garrison Boulevard (a secondary collector), 2 secondary collectors and 8 new local streets along with the appropriate zoning for these lands.

RATIONALE

The rationale for approval of the staff recommended Official Plan amendment, Zoning By-law amendment and support for the redlined Draft Plan of Subdivision is as follows:

1. The proposed draft plan is consistent with the Provincial Policy Statement.
2. The proposed draft plan is consistent with the Planning Act.
3. The subject lands are located within the approved North Talbot Community Plan Area and the proposed revised residential plan of subdivision and zoning by-law amendment conform to the North Talbot Community Plan and associated Official Plan.
4. The plan of subdivision is consistent with the recommended zoning and recognizes future integration of the subject lands with adjacent surrounding lands.
5. The conditions of draft approval adequately address the requirements for design standards as identified in the North Talbot Community Plan.
6. The alternative design standards proposed by the subdivider are in keeping with the intent and spirit of the North Talbot Community Plan and are specific to this plan of subdivision.
7. Holding provisions will ensure that this development will proceed in an orderly manner with full municipal services.

BACKGROUND

SITE CHARACTERISTICS:

- **Current Land Use** – Agriculture
- **Frontage** – 681.7 m (2,236.5 ft) along Pack Road
- **Area** - 26.23 ha (64.8 ac)
- **Shape** - irregular

SURROUNDING LAND USES:

- **North** – Agriculture
- **South** – Agriculture
- **East** – Agriculture
- **West** – single detached dwellings (33M-562, formerly Phase 1 and 2 of Talbot Village 39T-00514)

OFFICIAL PLAN DESIGNATION:

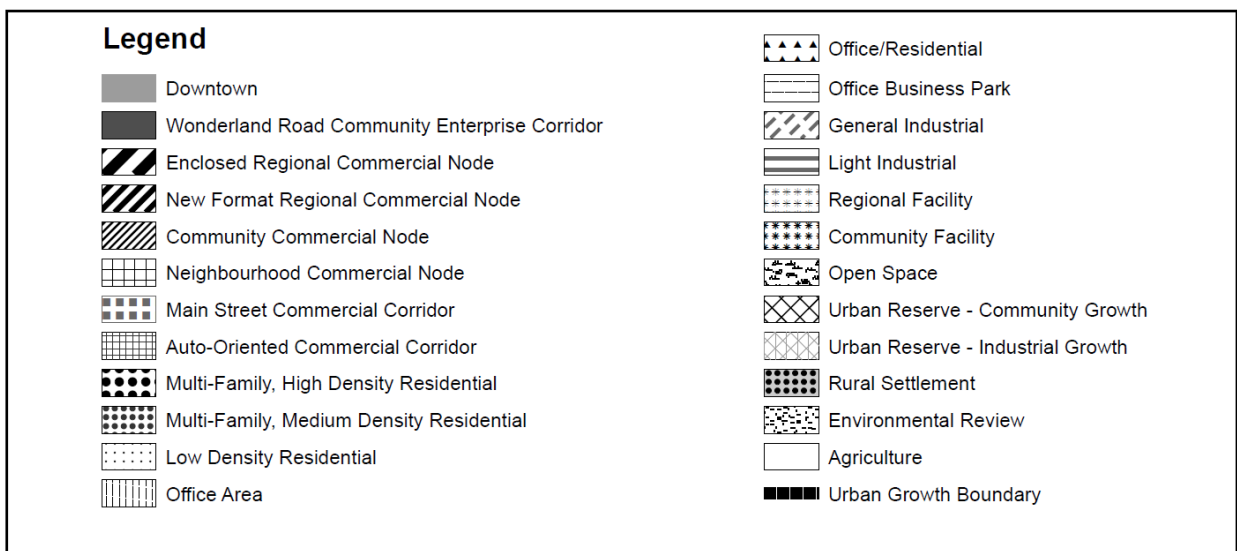
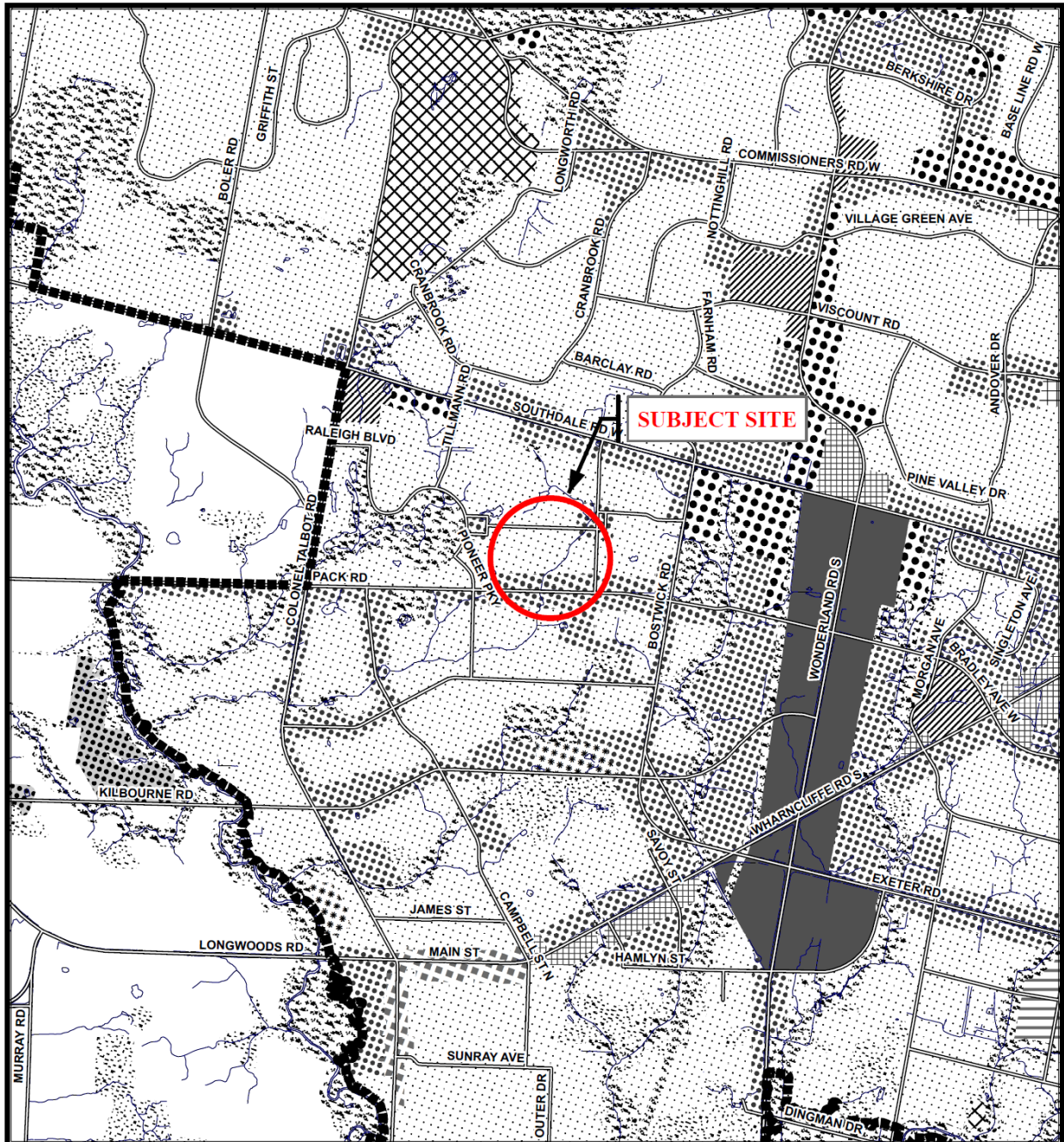
- Schedule “A” - Multi-Family Medium Density Residential; Low Density Residential
- Schedule “B2” – Watercourse

EXISTING ZONING:

- Urban Reserve (UR3)

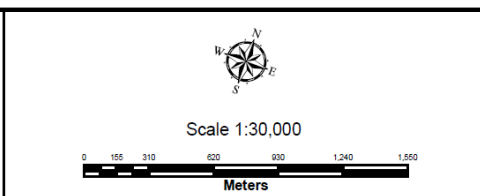
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CITY OF LONDON
Department of
Planning and Development
OFFICIAL PLAN SCHEDULE A
- LANDUSE -

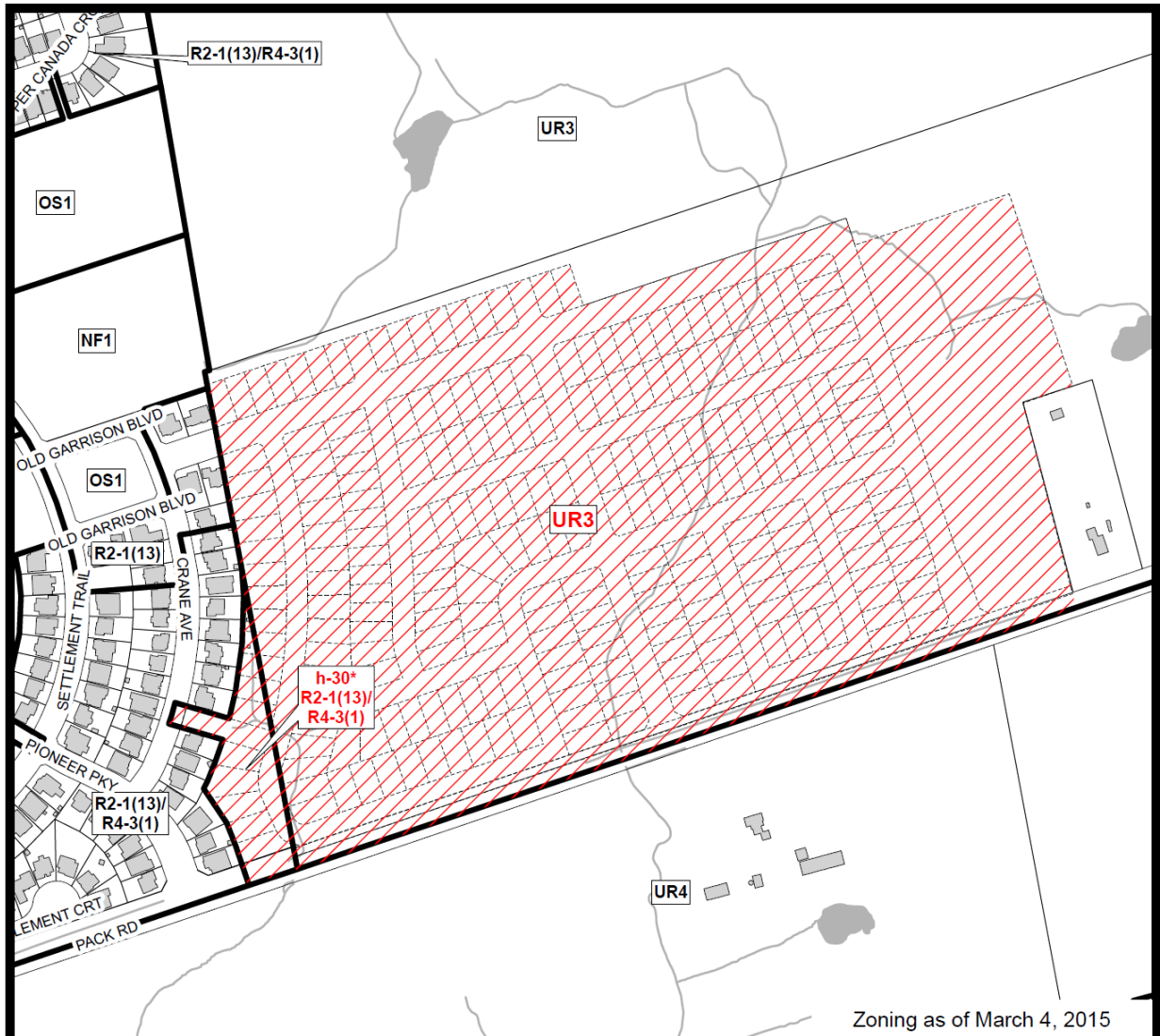
PREPARED BY: Graphics and Information Services



FILE NUMBER: Z-8436
PLANNER: NP
TECHNICIAN: JS
DATE: 2015/03/05

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COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: UR3 & h-30* R2-1(13)/R4-3(1)

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

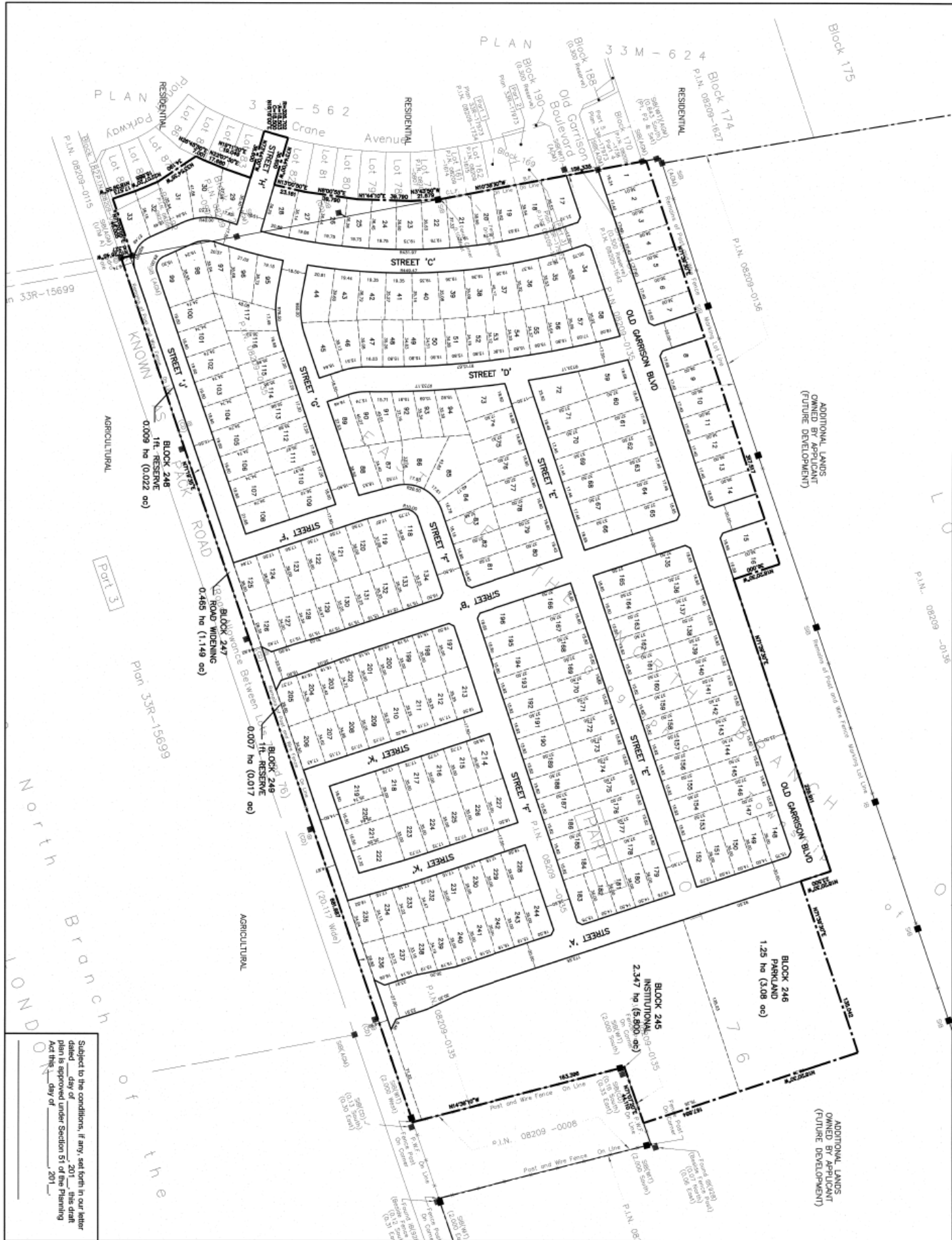
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| <ul style="list-style-type: none"> R1 - SINGLE DETACHED DWELLINGS R2 - SINGLE AND TWO UNIT DWELLINGS R3 - SINGLE TO FOUR UNIT DWELLINGS R4 - STREET TOWNHOUSE R5 - CLUSTER TOWNHOUSE R6 - CLUSTER HOUSING ALL FORMS R7 - SENIOR'S HOUSING R8 - MEDIUM DENSITY/LOW RISE APTS. R9 - MEDIUM TO HIGH DENSITY APTS. R10 - HIGH DENSITY APARTMENTS R11 - LODGING HOUSE
 DA - DOWNTOWN AREA RSA - REGIONAL SHOPPING AREA CSA - COMMUNITY SHOPPING AREA NSA - NEIGHBOURHOOD SHOPPING AREA BDC - BUSINESS DISTRICT COMMERCIAL AC - ARTERIAL COMMERCIAL HS - HIGHWAY SERVICE COMMERCIAL RSC - RESTRICTED SERVICE COMMERCIAL CC - CONVENIENCE COMMERCIAL SS - AUTOMOBILE SERVICE STATION ASA - ASSOCIATED SHOPPING AREA COMMERCIAL
 OR - OFFICE/RESIDENTIAL OC - OFFICE CONVERSION RO - RESTRICTED OFFICE OF - OFFICE | <ul style="list-style-type: none"> RF - REGIONAL FACILITY CF - COMMUNITY FACILITY NF - NEIGHBOURHOOD FACILITY HER - HERITAGE DC - DAY CARE
 OS - OPEN SPACE CR - COMMERCIAL RECREATION ER - ENVIRONMENTAL REVIEW
 OB - OFFICE BUSINESS PARK LI - LIGHT INDUSTRIAL GI - GENERAL INDUSTRIAL HI - HEAVY INDUSTRIAL EX - RESOURCE EXTRACTIVE UR - URBAN RESERVE
 AG - AGRICULTURAL AGC - AGRICULTURAL COMMERCIAL RRC - RURAL SETTLEMENT COMMERCIAL TGS - TEMPORARY GARDEN SUITE RT - RAIL TRANSPORTATION
 "h" - HOLDING SYMBOL "D" - DENSITY SYMBOL "H" - HEIGHT SYMBOL "B" - BONUS SYMBOL "T" - TEMPORARY USE SYMBOL |
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<p>CITY OF LONDON</p> <p>PLANNING, ENVIRONMENTAL AND ENGINEERING SERVICES</p> <p>ZONING BY-LAW NO. Z.-1</p> <p>SCHEDULE A</p>		<p>FILE NO:</p> <p>Z-8436 NP</p> <hr/> <p>MAP PREPARED:</p> <p>2015/03/12 JS</p> <hr/> <p style="text-align: center;">1:5,000</p> <p style="text-align: center;">0 25 50 100 150 200</p> <p style="text-align: center;"> Meters</p>
<p>THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS</p>		

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Submitted Draft Plan of Subdivision



Subject to the conditions, if any, set forth in our letter dated _____ day of _____, 201____, this draft plan is approved under Section 51 of the Planning Act this _____ day of _____, 201____.

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Date Application Accepted: October 29, 2014	Agent: Casey Kulchycki, Zelinka Priamo
Date of Revised Application: March 20, 2015	
<p>APPLICANT’S REQUESTED ACTION: PURPOSE AND EFFECT: The purpose and effect of the revised application is to permit the development of 244 single detached dwelling lots with a revision to also permit a school block and a park block on the subject site.</p> <p>Consideration of a Residential Plan of Subdivision with 244 single detached lots, one (1) school/institutional block, one (1) park block, two (2) 0.3 m reserves, one (1) road widening, served by the extension of Old Garrison Boulevard and nine (9) new local streets.</p> <p>Possible Amendment to Zoning By-law Z.-1 to change the zoning from an Urban Reserve (UR3) Zone to: A Residential R2 Special Provision (R2-1(13)) Zone to permit single detached dwellings with a minimum lot frontage of 9.0 m and a minimum lot area of 250 m²; semi-detached dwellings with a minimum lot frontage of 18.0 m (8.5 m) and a minimum lot area of 430 m², (200 m²); duplex dwellings with a minimum lot frontage of 12.0 m and a minimum lot area of 430 m²; and converted dwellings with a minimum lot frontage of 10.5 m and a minimum lot area of 430 m². The special provisions would permit the following: Front and exterior side yard depth minimum – 4.5 m from main building, 6.0 m from garage; Interior side yard depth minimum - 1.2 m, except that where no private garage is attached to the dwelling, one side shall be 3.0 m; Interior side yard depth minimum for zero lot line dwellings where no garage is provided - 3.2 m; Lot coverage maximum – 45 %, except that any unenclosed porch shall not be included in the calculation of lot coverage; A Neighbourhood Facility (NF1) Zone, which permits places of worship, elementary schools, day care centres, community centres, libraries, private schools, fire stations, private clubs, and police stations as the main permitted uses; and An Open Space (OS1) Zone, which permits conservation lands, conservation works, cultivation of land for agricultural/horticultural purposes, golf courses, private and public parks, recreational buildings associated with conservation lands and public parks, campgrounds and managed forest as the main permitted uses.</p>	

PLANNING HISTORY

The subject lands were annexed into the City of London January 1, 1993 and were part of the Vision '96 Official Plan review process and subsequently, the North Talbot Community Plan review process. The final Ontario Municipal Board Order for Official Plan Amendment No. 88 was issued on December 23, 1999 and Municipal Council approved the North Talbot Community Plan (see attached community plan) on December 20, 1999.

On February 18, 2000, Official Plan Amendment No. 180 for the lands within the North Talbot Community Plan area, including the subject lands, was approved without modifications.

SIGNIFICANT DEPARTMENT/AGENCY COMMENTS

This section presents the key issues raised by significant department/agencies affecting the proposed subdivision. Italics indicate a direct quotation from the Department/Agency providing comments.

Servicing Related City Comments

These comments and conditions represent the consolidated comments of Development Services, the Transportation and Planning Division, the Wastewater and Drainage Engineering Division and the Water Engineering Division. Please note that there will be increased operating and maintenance costs for works being assumed by the City.

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Wastewater

The downstream sanitary drainage area (known as Talbot Village Phase 1 to 3) is experiencing significant inflow and infiltration flows during wet weather conditions that affect the following but are not limited to, the existing (“Talbot Village”) temporary pumping station, sewers, downstream conveyance system etc. Remedial measures for sanitary flows will be necessary in order to register this plan. The City is proposing to construct downstream sanitary system improvements for the drainage area servicing the existing Talbot Village subdivisions and other lands in this area including the proposed Draft Plan (as per the Growth Management Implementation Strategy (GMIS) timelines); however, the existing sanitary sewer conveyance system may not have sufficient capacity to accommodate the flows from this proposed Draft Plan when accounting for the excessive inflow and infiltration levels in the existing sanitary system. As a condition of draft approval, the Owner will be required to investigate and confirm the capacity of the sanitary sewer conveyance system to accommodate this Plan accounting for wet weather flows. Should there be insufficient capacity in the existing downstream sanitary sewer conveyance system then remedial measures are to be investigated, recommended and implemented to the satisfaction of the City Engineer at no cost to the City.

Stormwater

The intended major overland flow route for the proposed subdivision is to be directed to Pack Road westerly to Settlement Court, northerly into the Talbot Village Phase 3 subdivision and into the existing stormwater management pond. Since Pack Road is not built to ultimate conditions, the Owner will need to address the appropriate conveyance of the major overland flows. Minor storm flows will be directed to the Talbot Village Stormwater Management Facility E2/E3 via the existing 1650mm trunk located on Pack Road.

Water

The existing 150mm watermain on Old Garrison Boulevard and on Crane Avenue in Plan 33M624 are not appropriately sized for this proposed development and will have to be replaced and upgraded to a 250 mm watermain to service this subdivision.

Transportation

Ultimately, Street “B” will function as a secondary collector road, via “full access” through Pack Road and Southdale Road which will carry significant traffic volumes; as such Street ‘B’ should be classified as secondary collector road with a minimum road allowance of 20.0 m with full left and right turn lanes onto Pack Road. Street “A” is an identified secondary collector on Schedule C of the Official Plan. A minimum road allowance of 20.0 m and full left and right turn lanes will be required on Pack Road.

The proposed Draft Plan is within the accepted North Talbot Community Plan (1999). That Community Plan describes a neo-traditional neighbourhood with condensed lot patterns together with narrower street right-of-way widths (less than City standard). The neo-traditional neighbourhood concept of the Community Plan is not being followed as the lots in this proposed Draft Plan are now much larger than what was originally intended. Continued application of the alternative design standards should not be recommended if the intent of the Community Plan is not being achieved. For the purposes of this draft plan of subdivision the narrower street widths identified in the Community Plan remain applicable.

It should be noted the school and park blocks may require servicing corridors and easements for the future servicing of external lands to the east of this draft plan.

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

1. Street ‘B’ shall be classified as a secondary collector road since it will have full access to Pack Road and Southdale Road.
2. ‘h’ holding provision is implemented with respect to servicing, including sanitary, stormwater and water, to the satisfaction of the City Engineer and the entering of a subdivision agreement.

3. '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.

Staff response: Most of the above noted items have been added as conditions to draft approval or are reflected on the redlined draft plan. Discussion on alternative road design and changes to the Community Plan will be provided later on in the report.

Environmental & Parks Planning

- *“A regulated water course traverses the site and is identified on Schedule B-1 of the Official Plan. Appropriate approvals will be required from the UTRCA.*
- *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 under dedication of parkland will be satisfied through a future phase of development in this area.*

Land Use (Block)	Area (ha)
Single Detached Residential lots (1 – 244)	15.484
Road Widening Blocks (245-246)	0.369
1' Reserve Blocks (247-248)	0.017
Institutional Block (245)	2.351
Proposed Roads	6.697
Park Block (246)	1.25
Total Area	26.23
Approximate Parkland Required (5% total area)	1.132 ha
Parkland Provided	1.250 ha
Under Dedicated	0.062 ha

- *The North Talbot Community Plan contemplated a pedestrian linkage along Old Garrison Boulevard between the urban square on the west side of the plan and the park on the east side of the plan. Both the application and the submitted draft plan of subdivision are silent on the linkage. Opportunities exist to provide this enhanced pedestrian corridor to lands north of the subject site.*
- *As part of the design study review, the owner shall provide a conceptual park plan for Block 246 in consultation with Environmental and Parks Planning, to the satisfaction of the Manager of Environmental and Parks Planning.*
- *As part of the design study review and engineering submission, the owner shall prepare a landscape plan for an enhanced boulevard treatment along Old Garrison Boulevard and the window streets along Pack Road.*
- *As part of the design study review, the owner shall prepare a tree preservation report and plan for lands within the proposed draft plan of subdivision. 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.”*

Staff Response: These items have been added through conditions of draft approval.

Urban Design – Planning

- *Prior to final approval, the North Talbot Community urban design guidelines and*

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implementation processes, to be appended to the subdivision agreement, shall be amended to include the extent of this subdivision and approved to the satisfaction of the City.

- *The subdivider agrees that, prior to issuance of all building permits, its approved design consultant shall submit a certificate of compliance in accordance with the approved urban design guidelines at no cost to the City of London, and to the satisfaction of the City. The professional architect shall be responsible for reviewing all permits with respect to the exterior design criteria for all buildings, landscape areas and other development within the plan in the context of the approved Talbot Community Urban Design Guidelines. The purpose is to ensure a high quality of urban design, architecture and landscape standards and construction. This requirement shall be to the satisfaction of the City and applied on an ongoing basis throughout the development of the North Talbot Community.”*

Staff response: As part of the recommendation clause for this report, the Talbot Community Urban Design Guidelines are recommended to apply to this subdivision. As well, a condition of draft approval for review of building permits has been added.

Upper Thames River Conservation Authority (UTRCA)

“The subject lands are regulated by the UTRCA in accordance with Ontario Regulation 157/06, made pursuant to Section 28 of the Conservation Authorities Act. The regulation limit is comprised of a riverine flooding hazard associated with the watercourse that is located on the subject lands as well as the 15 m allowance that is associated with the watercourse that is located on the lands to the north in the woodland. The UTRCA has jurisdiction over lands within the regulated area and requires that landowners obtain written approval from the Authority prior to undertaking any site alteration or development within this area including filling, grading, construction, alteration to a watercourse and/or interference with a wetland. The woodland which abuts the subject lands to the north has been identified as being significant in the recently completed Middlesex Natural Heritage Systems Study (2014). The UTRCA recommends that this feature be protected with a suitable buffer and maintained as open space.

We offer the following condition of draft plan approval:

“That in accordance with Ontario Regulation 157/06 made pursuant to Section 28 of the Conservation Authorities Act, the proponent is required to obtain the necessary permit/approvals from the UTRCA prior to undertaking any site alteration or development within the regulated area.”

Staff response: The adjacent woodland is not part of this application. The woodland was not deemed significant through the North Talbot Community Plan and was not designated Open Space on Schedule A or B1 of the Official Plan. Staff recommend adding the above noted condition requiring the Applicant obtain the necessary permit(s) from the UTRCA.

Thames Valley District School Board

“The school block within the subdivision plan has been requested by the Thames Valley District School Board and the details of location, size and availability (phasing) have been discussed with the City and Zelinka Priamo Ltd. The collaboration of all parties is appreciated.

The school block was requested due to the overcrowding of surrounding schools. Due to this overcrowding the proposed subdivision is presently within the boundaries of the W. Sherwood Fox as a Holding School for JK to 8 and Saunders SS for Grades 9-12.

With the current City of London Policies the school block proposed in the subdivision plan is not designated solely for the TVDSB. Therefore could the following clause could be included in the Draft Plan Approval of 39T-14506.

"The Owner hereby acknowledges and agrees that the School Block 245 in this Plan is being held for Thames Valley District School Board (TVDSB) purposes, and all rules of Section 16 of the City’s standard subdivision agreement shall apply. The Owner agrees that TVDSB shall have first option of purchase and sale, and the Owner shall not entertain

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any other offers of purchase and sale, until such time as the TVDSB has provided written confirmation that they waive their rights of purchase."

"The Owner hereby acknowledges and agrees that the Parkland Block 246 in this Plan is being held for the City of London and if not required by The City of London, the Thames Valley District School Board (TVDSB) has first option of purchase and sale and all rules of Section 16 herein shall apply. The Owner shall not entertain any other offers of purchase and sale, until such time as the TVDSB has provided written confirmation that they waive their rights of purchase."

Staff response: A school block has been added to the revised draft approval; however, the City cannot hold a school block for one particular school board over another, therefore, any reference to the Thames Valley District School Board in the condition has been removed.

PUBLIC COMMENTS

Below is a summary of the public comments received through circulation. Appendix "E" contains the full comments received through the circulation.

PUBLIC LIAISON:	<p>On November 4, 2014, Notice of Application was sent to 56 property owners in the surrounding area. Notice of Application was also published in the Londoner on November 13, 2014.</p> <p>A revised application was circulated on March 23, 2015. Notice of Application was also published in the Londoner on April 3, 2015.</p>	<p>3 replies received (2 via email, 1 telephone call)</p> <p>No replies received.</p>
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Nature of Liaison (revised):

The purpose and effect of the revised application is to permit the development of 244 single detached dwelling lots with a revision to also permit a school block and a park block on the subject site.

Consideration of a Residential Plan of Subdivision with 244 single detached lots, one (1) school/institutional block, one (1) park block, two (2) 0.3 m reserves, one (1) road widening, served by the extension of Old Garrison Boulevard and nine (9) new local streets.

Possible Amendment to the Official Plan Schedule "C" – Transportation Corridors by adding Street B as a secondary collector.

Possible amendment to the Talbot Community Urban Design Guidelines to add the subject lands.

Possible Amendment to Zoning By-law Z.-1 to change the zoning from an Urban Reserve (UR3) Zone to: A Residential R2 Special Provision (R2-1(13)) Zone to permit single detached dwellings with a minimum lot frontage of 9.0 m and a minimum lot area of 250 m²; semi-detached dwellings with a minimum lot frontage of 18.0 m (8.5 m) and a minimum lot area of 430 m², (200 m²); duplex dwellings with a minimum lot frontage of 12.0 m and a minimum lot area of 430 m²; and converted dwellings with a minimum lot frontage of 10.5 m and a minimum lot area of 430 m². The special provisions would permit the following: Front and exterior side yard depth minimum – 4.5 m from main building, 6.0 m from garage; Interior side yard depth minimum - 1.2 m, except that where no private garage is attached to the dwelling, one side shall be 3.0 m; Interior side yard depth minimum for zero lot line dwellings where no garage is provided - 3.2 m; Lot coverage maximum – 45 %, except that any unenclosed porch shall not be included in the calculation of lot coverage; A Neighbourhood Facility (NF1) Zone, which permits places of worship, elementary schools, day care centres, community centres, libraries, private schools, fire stations, private clubs, and police stations as the main permitted uses; and An Open Space (OS1) Zone, which permits conservation lands, conservation works, cultivation of land for agricultural/horticultural purposes, golf courses, private and public parks, recreational buildings associated with conservation lands and public parks, campgrounds and managed forest as the main permitted uses.

The City is also considering the following zoning for the subject site: A Residential R2 Special Provision (R2-4(*)) Zone to permit single detached dwellings with a minimum lot area of 450 m² and minimum lot frontage of 15 m, semi-detached dwellings with a minimum lot area of 600m² (280m²) and minimum lot frontage of 18.0 m (8.5m), and duplex dwellings with a minimum lot area of 600 m² and a minimum lot frontage of 15.0m. The special provisions are for the following: a reduced front yard setback of 3.0 m to the house and 5.5 m to the garage from a collector or local road; a minimum interior side yard depth of 1.2 m, except where no garage is attached to the dwelling, one side will be 3.0 m; a maximum lot coverage of 45%, except that any unenclosed porch shall not be included in the calculation of lot coverage.

The City is also considering adding holding provisions for adequate services, urban design, and water looping.

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Responses (to first circulation) (see full responses in Appendix “E” of the report):

- On-Street Parking - driveways in proposed subdivision will not be large enough to keep vehicles from parking on the street, which will create safety concerns and detract from the curb appeal. What is the parking and vehicle plan for this new subdivision in order to prevent it from looking like a parking lot? Concerned the property values in adjacent subdivision will be impacted by this approach.
- Pack Road – with the addition of this draft subdivision, the speed limit should be reduced to 60 km/hr for noise and safety reasons; Pack Road will need to be rebuilt as new construction will further deteriorate the condition of the road.
- Stormwater – Possible effect on drainage at the rear of homes adjacent to the proposed plan (Crane Avenue). The proposed subdivision is to be located on top of an existing drainage ditch. Grading to be considered, as homes along Crane Avenue sit much higher up than the adjacent lands. During wet weather, backyards in the homes along Crane Avenue flood. The underlying surface is clay, and there is nowhere for the water to drain except out of the rear of the Crane Avenue yards into the drainage ditch. What will occur with the ditch and ultimate grading? How will properties be affected?
- The London Plan - How does this proposed development fit into the London Plan that the new Council is planning to adopt? The focus of that plan is infill, not sprawl. There are several developments around the Lambeth area already, many of which are not finished.

ANALYSIS

The Analysis section of this report assesses the proposed plan with regards to conformity with the Provincial Policy Statement, the Planning Act, the City’s Official Plan, the North Talbot Community Plan, and the City’s Placemaking Guidelines.

Subject Site

The proposed subdivision is on a portion of 3105 Bostwick Road, located on the west side of Bostwick Road and north of Pack Road. The subject site is approximately 22.6 ha in size, and also includes Block 172 from registered plan 33M-562. The property is relatively flat, with a small watercourse traversing the lands in a north-south direction. There are no buildings on the subject lands.

The subject site is surrounded by agricultural lands to the north, south and east. Lands to the west are residential, comprised mostly of single detached dwellings. The subdivision to the west is known as Talbot Village. The subdivision to the west also contains the district park for the area, and a French-language public school.

Does the Plan conform to the Provincial Policy Statement?

As of May 1, 2014, all applications are required to be consistent with the new Provincial Policy Statement.

The grid type pattern promotes a more efficient subdivision pattern that allows for pedestrian walkability and efficiency in services. The subject lands are within the Urban Growth Boundary (settlement area) as identified in the Official Plan and are designated to permit residential uses. The proposed development will be serviced by full municipal services. The plan provides for on street linkages to schools and parks to the west, and the proposed new elementary school site to the east of Street A. The site is also near commercial uses to the north along Southdale Road.

The proposed zoning for the subdivision recognizes the size of lots proposed but will also allow for other types of homes (such as duplexes and semi—detached dwellings) to be accommodated on the proposed lots, to offer a range and mix of residential units.

There is a swale/watercourse, however it is not noted as a significant natural heritage feature within the City’s Official Plan. There are no other significant natural heritage features in close

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proximity to this site. There are no natural heritage features, mineral and petroleum or mineral aggregate resources issues associated with this proposal.

Conditions of draft approval will ensure appropriate mitigation measures with respect to road noise are incorporated into the subdivision design. There are no other natural or human made hazards associated with this plan.

It is staff's position that the draft plan of subdivision will provide for a healthy, livable and safe community. It will provide for a walkable community with single detached dwellings, and provides for on street pedestrian linkages to commercial, open space and parkland. The planned infrastructure will allow for the development of these lands. Overall, the plan has been reviewed and it has been determined to be "consistent with" the 2014 Provincial Policy Statement.

Does the Plan conform to the Planning Act - Section 51(24)?

Planning Staff have reviewed the requirements under Section 2 of the Planning Act and regard has been given to matters of provincial interest. The subject lands are bordered by existing development to the west. There are no significant natural areas within or near the subject site. Municipal services are planned for the site and will need to be extended by the Applicant prior to development occurring. The stormwater management ponds required to serve this development are already constructed and available to service this site. Other municipal services such as roads and transportation infrastructure will be provided and constructed as part of the conditions of draft plan 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. There is also access to nearby parks and recreational facilities, medical facilities, and emergency and protective services. The surrounding area is predominantly single family residential, with some higher density recently approved to the north of the subject site. There is adequate provision of employment areas throughout the City and in close proximity to this site. The proposed subdivision will include a school and park block to service the future residents. The proposed draft plan implements the land use policies in accordance with the City's Official Plan, and the North Talbot Community Plan. The proposed draft plan supports public transit and promotes pedestrian movement through the adjacent subdivisions.

The requirements of London Hydro, Union Gas, and the City of London to adequately provide utilities and services are normally addressed in the subdivision agreement.

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

Does the Plan conform to the Official Plan?

The existing Official Plan designations were applied through the North Talbot Community Planning process, which was conducted in 1999. The area is currently designated Low Density Residential with a very small Multi-Family, Medium Density designation located in the northeast corner of the subdivision. Permitted uses within the Low Density Residential designation include single detached and semi-detached dwellings at a maximum density of 30 units per hectare. Permitted uses within the Multi-Family, Medium Density Residential designation also included single detached and semi-detached dwellings, as well as townhouses and low rise apartments, at a maximum density of 75 units per hectare.

Through the North Talbot Community planning process, a Special Policy was added to the Official Plan to help guide future development. Policy 3.5.11. states the following:

"The following policy applies to lands bounded by Southdale Road to the north, Bostwick Road to the east, Pack Road to the south and Colonel Talbot Road to the west, in keeping with the North Talbot Area Plan, as adopted pursuant to Section 19.2.1. of the Official Plan, as a guideline document for the review of development applications.

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Within this area, lands designated Multi-Family, Medium Density Residential may include mixed use areas consisting of residential/commercial development in the form of small scale, pedestrian-oriented neighbourhood serving commercial uses and small scale office buildings located as community focal points within the larger area. Small groupings of low rise apartments may surround the mixed use areas in accordance with the density and height limitations of section 3.3.3. Scale of Development of the Multi-Family, Medium Density Residential designation. Zoning on individual sites may not allow for the full range of permitted uses.

The primary permitted uses in accordance with Section 3.2.1. Permitted Uses may be mixed along the local and collector street frontages. Small groupings of multiple attached dwellings, such as street townhouses, may be permitted along a residential streetscape in accordance with the density and height limitations of section 3.3.3. Scale of Development of the Multi-Family Medium Density Residential designation. Zoning on individual sites may not allow for the full range of permitted uses.

Consideration may be given to alternative development standards and associated zoning regulations intended to provide for a more efficient utilization of land and to achieve an overall community design concept, where urban design guidelines have been approved by Council to address such matters as building form and massing, treatment of residential facades and design of commercial/residential mixed use buildings and sites. Urban design guidelines must be approved prior to draft plan of subdivision approval. Alternative development standards and regulations may include, but are not limited to: reduced road allowance widths, the use of rear lanes, neighbourhood parkettes, and reduced front yard setbacks to bring building facades closer to the street.

For the Multi-family, Medium Density Residential and High Density Residential lands adjacent to Southdale Road W, design guidelines have been developed through the Community Plan process which encourage street-oriented development, discourage noise attenuation walls along arterial roads, and encourage a high standard of design compatibility. New development should be designed and approved consistent with the Talbot Community Urban Design guidelines.

For the portion of lands located on the south side of Southdale Road W, and designated Multi-family High Density Residential excluding provisions for bonusing, a maximum building height of 40 m (131 ft.) will be permitted provided the development is consistent with the design objectives of Talbot Community Design Guidelines.

In the areas designated Low Density Residential on Schedule "A" Land Use, and delineated as Vegetation Patches on Schedule "B1" Natural Heritage Features, and identified as Canopy Retention Areas in the North Talbot Area Plan, a vegetative management plan identifying the best clusters of the woodland to protect for canopy retention, and a management program designed to reduce impacts on retained vegetation during construction must be prepared for consideration in the review of development proposals."

The Special Policy focuses on development within the Medium and High Density designations, but also outlines alternative development standards and associated zoning regulations intended to provide for a more efficient utilization of land and to achieve an overall community design concept, where urban design guidelines have been approved by Council to address such matters as building form and massing, treatment of residential facades and design of commercial/residential mixed use buildings and sites. Urban design guidelines must be approved prior to draft plan of subdivision approval. Alternative development standards and regulations may include, but are not limited to: reduced road allowance widths, the use of rear lanes, neighbourhood parkettes, and reduced front yard setbacks to bring building facades closer to the street.

Currently, the subdivision is almost entirely within the "Low Density Residential" designation on

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Schedule A of the Official Plan. The proposed subdivision shows single detached dwellings within the low density designation, which meets the intent of the Official Plan. A small “Multi-Family, Medium Density” designation is located in the northeast corner of the subdivision. Official Plan policy permits single detached dwellings within the medium density residential designation. No changes are proposed to Official Plan land use designations. The draft plan meets the intent of the Official Plan designation.

Does the Plan conform to the Council adopted North Talbot Community Plan?

The North Talbot Community Plan was adopted by Council in November 1999. While not a secondary plan, like the Southwest Area Plan, the North Talbot Community Plan contains more detailed land use recommendations specific to land use designations, and also process recommendations for properties in the Plan. It should be noted that these lands are also located within the Southwest Secondary Plan area, however, there is a specific clause within the Secondary Plan which acknowledges that the policies of the North Talbot Community Plan are to be applied to these lands.

Land Use Plan and Vision for the Community

The Goals and Objectives of the North Talbot Community Plan is to create a livable and desirable community which enhances the physical, social, environmental and economic well-being of those who live and work in the neighbourhood.

The portions of the planning area north and south of Southdale Road have distinctively different characteristics, constraints and opportunities. The area south of Southdale Road was planned as a new community, internally integrated, with its own local support facilities and services. The Plan is premised on the use of a comprehensive approach to community design in conjunction with alternative development standards to help achieve the Community Vision of a healthy, functional and pleasing community environment that reflects the qualities of life associated with the established traditional residential neighbourhoods of London. Portions of the community are to reflect new urbanism or neo- traditional urban design principles. New urbanism is a movement in city planning which focuses on the following community design principles:

- neighbourhoods with identifiable centres and edges
- modified grid pattern of streets
- mixed use areas (retail/residential)
- housing types are mixed and in close proximity to one another
- narrower streets and rear laneways to discourage heavy or fast moving traffic
- special attention paid to neighbourhood and building design.

These alternative standards include narrower road allowances, larger porches located closer to the sidewalk/street, alternative garage treatments, and different approaches to the provision of parkland.

Within the Low Density Residential area south of Southdale Road, it is intended that a compatible and integrated mix of single detached, semi-detached and street townhouse dwellings will be developed. Mixed Use Areas are located at the two “village greens”. They are intended to provide for single and multiple dwellings and a range of local-serving, small scale commercial and office uses within buildings designed to be compatible with surrounding residential areas.

The site is almost entirely within the “Low Density Residential” designation, with a small “Mixed Use” area located in the north east part of the site. The Applicant has proposed single detached dwellings for the whole site. The Applicant has also incorporated a modified grid pattern and has proposed alternative design standards for roads within the subdivision. In order to ensure housing types and design of homes are mixed, a residential R2-4 Zone is recommended by staff in place of the R2-1 Zone proposed by the Applicant. The urban design guidelines from the North Talbot Community Plan will be used to ensure special attention is paid to building design. The proposed subdivision therefore meets the intent of the Community Plan.

Schools/Institutional Uses

Two elementary schools sites are required to serve the North Talbot Community. Both are located south of Southdale Road and are shown as potential school/park campuses near the two focal points/squares in the community.

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As part of the initial draft plan circulation, the Thames Valley District School Board (TVDSB) requested that a school block be added to this draft plan of subdivision. The other school block previously allocated for a school is currently being developed by the French Public School Board (Conseil Scolaire Viamonde). The Applicant has since revised the draft plan to include a school block, located to the east of Street A and adjacent to Pack Road.

The North Talbot Community Plan allocated a school site to the north of this subdivision; however, the Applicant has indicated that the parcel to the north is not owned by the current Applicant. In order to provide a school site, the Applicant has added it to additional lands owned by the Applicant on the east side of Street A north of Pack Road. From a planning perspective, the proposed school block is still centrally located and will be able to service the North Talbot Community. The TVDSB has indicated that the previously allocated site to the north is adjacent to the square, which presents a problem with respect to accessibility and safety for students. Comments provided by the TVDSB indicates they prefer the school block as submitted by the Applicant, as it is easily accessible by major roads and is adjacent to City park. Although this school block does not meet the location within the Community Plan, staff support this new location.

The City cannot hold a school block for one particular school board. The process is upon registration of a plan the City will notify all four school boards of the school block. As such, the conditions of draft approval have been altered to remove specific reference to the TVDSB and have kept the conditions generic in nature.

Parks & Trail System

The *Planning Act* permits the municipality to require the Applicant to dedicate 2% of the land proposed for commercial purposes and 5% of the land for all other purposes to the City for park or other public recreational purposes. The Act also permits parkland to be calculated at a rate of one hectare per 300 dwelling units in lieu of the 5% of land rate.

As part of the Community Plan process, a park is to be located on the east side of Street A, adjacent to the future square about. Through the original subdivision application, no park land was proposed for the subject site, and Parks Planning requested cash in lieu of parkland. However, since the request for the school block from the TVDSB, the Applicant has revised the plan to include a portion of the City park. The location is in keeping with the North Talbot Community Plan. The subdivision is slightly under dedicated (0.065 ha) after the dedication of the park, so it is expected that this parkland will be taken in future phases of North Talbot.

As per the Community Plan, an on street enhanced pedestrian corridor is also proposed along the extension of Old Garrison Boulevard, to link the school, parks and open space uses to the west and future park, mixed use and school to the east of Street A. The enhanced pedestrian corridor will included additional landscaping within a widened City boulevard. Conditions of draft approval have been added to address these requirements.

Servicing

The North Talbot Community Plan included a Servicing Study that identified the preferred servicing strategy for the North Talbot area. The proposed servicing strategy is consistent with the Community Plan. Conditions of draft approval have been included to reflect specific design issues to be resolved.

Sanitary

Sanitary servicing has been the greatest challenge within the southwest area of the City. Through the community plan, in lieu of the construction of a new Pollution Control Plant, a temporary servicing strategy was developed, which included a temporary pumping station, discharging into the Byron system and ultimately the Oxford sewage treatment plant.

Stormwater

The North Talbot Planning Area is part of the Dingman Creek watershed. Approximately 90% of the North Talbot land area drains westerly via natural swales and man-made ponds towards existing culverts at Colonel Talbot Road and Pack Road. The balance drains to the east through existing culverts at Southdale Road, Bostwick Road and Pack Road.

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Water

The proposed subdivision will be serviced off of the water system located along Crane Avenue (within registered plan 33M-624).

Transportation

The transportation plan is based on a modified grid system which links the two proposed mixed use areas or focal points and provides an indirect connection to surrounding arterial roads. A larger number of connections to the arterial road network are planned given the new urbanism approach of grid streets. There are two secondary collector connections (Street A and B) proposed to Pack Road which will eventually link to Southdale Road. Links to the existing development to the west will be along Street H and Old Garrison Boulevard. The modified grid pattern of the proposed road network meets the intent of the Community Plan.

Archaeology

The archaeological study focused on identifying significant or potentially significant archeological sites marked by the ruins of former buildings or as scatters of historic artifacts. Several sites were identified as significant based on the Community Plan archaeological assessment, including lands within the proposed subdivision.

A Stage 3 Archaeological Assessment was submitted for the subdivision. One of the recommendations from the Stage 3 was to conduct a Stage 4 Assessment on three additional sites within the proposed subdivision. A Stage 4 Archeological Assessment includes mitigation of construction impacts, such as avoidance and long term protection, or excavation and removal of significant archeological findings on three spots within the plan. The three additional Stage 4 assessments were completed and submitted to the Ministry of Tourism, Culture and Sport and a clearance letter has been provided from the Ministry. Therefore, no additional archeological work is required.

Natural Heritage

There are significant natural heritage features within the Community Planning area, however, there are no significant natural heritage features within or in close proximity to the proposed subdivision. There is a regulated water course that traverses the site and is identified as a drainage feature on Schedule B-1 of the Official Plan. The base map features on Schedules "A", "B1" and "B2" also identify "Watercourses/Ponds" to delineate the location of municipal or agricultural drains, intermittent or headwater streams and man-made or natural ponds. These features are identified for information purposes and may be added or removed from the base map without an Official Plan Amendment, to reflect changes over time in drainage patterns and features on the ground. The ecological contribution of these drainage features as headwaters, recharge areas and riparian corridors, will be addressed as part of the Area Plan, Environmental Assessment and/or EIS process. Appropriate approvals will be required from the UTRCA and a condition of draft approval reflecting this requirement been added.

Urban Design Guidelines

As part of the North Talbot Community Plan, the vision of a new urbanist community included community design objectives. These planning objectives were to be implemented through design guidelines and alternative development standards to help achieve the community vision. For example, development in this community could feature a modified grid street pattern, narrower road allowances, larger front porches located closer to the sidewalk/street, alternative garage treatments, and different approaches to the provision of parkland and common amenity areas. The Talbot Community Urban Design Guidelines, originally prepared in September 2000 for the draft plan of subdivision 39T-00514, were accepted by Council on April 2, 2001 as a guideline document. The Guidelines were subsequently updated on December 21, 2006, to be contained in the subdivision agreement for 39T-00514. They were amended as part of the Westfield Village Estates Inc. (39T-07501) subdivision application to include those lands as well.

A key aspect of new urbanism is the aesthetic character of the neighbourhood. Special attention is paid to residential facades, community identity features or focal points, and gateway features. The design guidelines for North Talbot address a number of key aspects such as building and massing, laneways and rear garage features, community edges and gateway features, street architecture and landscaping, community focal points and main avenues, commercial/residential mixed use areas, and open space system (trails, parks, parkettes).

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The proposed subdivision is a modified grid pattern which allows for easy pedestrian connections to existing parks/schools to the west and commercial development to the north. The Talbot Community Urban Design Guidelines will be amended to include this site, to ensure that the community gateway and architectural design objectives are met, and that future development provides a positive visual impression of the community. The guidelines will be used to assist in the review of building permits, to ensure treatment of residential facades (front entries, porches, roofs, treatment of garages, and other special conditions such as corner lot architecture) is in keeping with the design objectives for the Community Planning Area.

SUBDIVISION DESIGN

The proposed draft plan of subdivision contains 244 single detached lots, a future school block and a park block, served by the extension of Old Garrison Boulevard and 9 new local streets. Access to the proposed development is provided off of Pack Road through two secondary collectors (Street A and B), the extension of Old Garrison Boulevard, and Street H connection to Crane Avenue in the adjacent plan of subdivision (33M-562).

The subdivision has been designed such that the use of noise walls along the arterial road will not be needed or will be limited to localized noise walls. The proposed plan is designed to reduce any negative impact on existing subdivisions and will be integrated with the existing subdivisions, while making provisions for future subdivisions. The transportation network will be enhanced by adding secondary collectors to connect to the arterial road and encourage better traffic flow. Conditions of draft plan have been added to consider the need for tree preservation.

PLACEMAKING

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 adoption of the North Talbot Community Plan and Urban Design Guidelines predates the Placemaking Guidelines, so several of the principles of Placemaking were not incorporated into the Community Plan. However, the proposed subdivision has many placemaking features. The subdivision is a modified grid pattern, which allows many on-street pedestrian connections to existing and planned services, such as commercial to the north, and parks and schools to the east and west. A main pedestrian corridor is planned along the extension of Old Garrison Boulevard, with enhanced landscaping to provide a visually appealing and pedestrian corridor. Two secondary collectors meet with Pack Road and will provide an entryway/gateway into the subdivision. The addition of the school and park block adjacent to the secondary collector will create a focal point for the subdivision, with homes looking onto these features rather than backing onto them. The subdivision is oriented to Pack Road and provides window streets in lieu of noise walls, providing a visual and pedestrian entry point into the neighbourhood along the window street frontages and allows for multiple views into the neighbourhood. The modified grid pattern will also allow for future transit options and connections to transit. Zoning and alternative design standards for roads will ensure that homes are located close to the street. Conditions of draft approval will also ensure that housing design is enhanced and architectural features are used to create pleasing subdivision design. Overall, this subdivision meets the intent of the Placemaking principles.

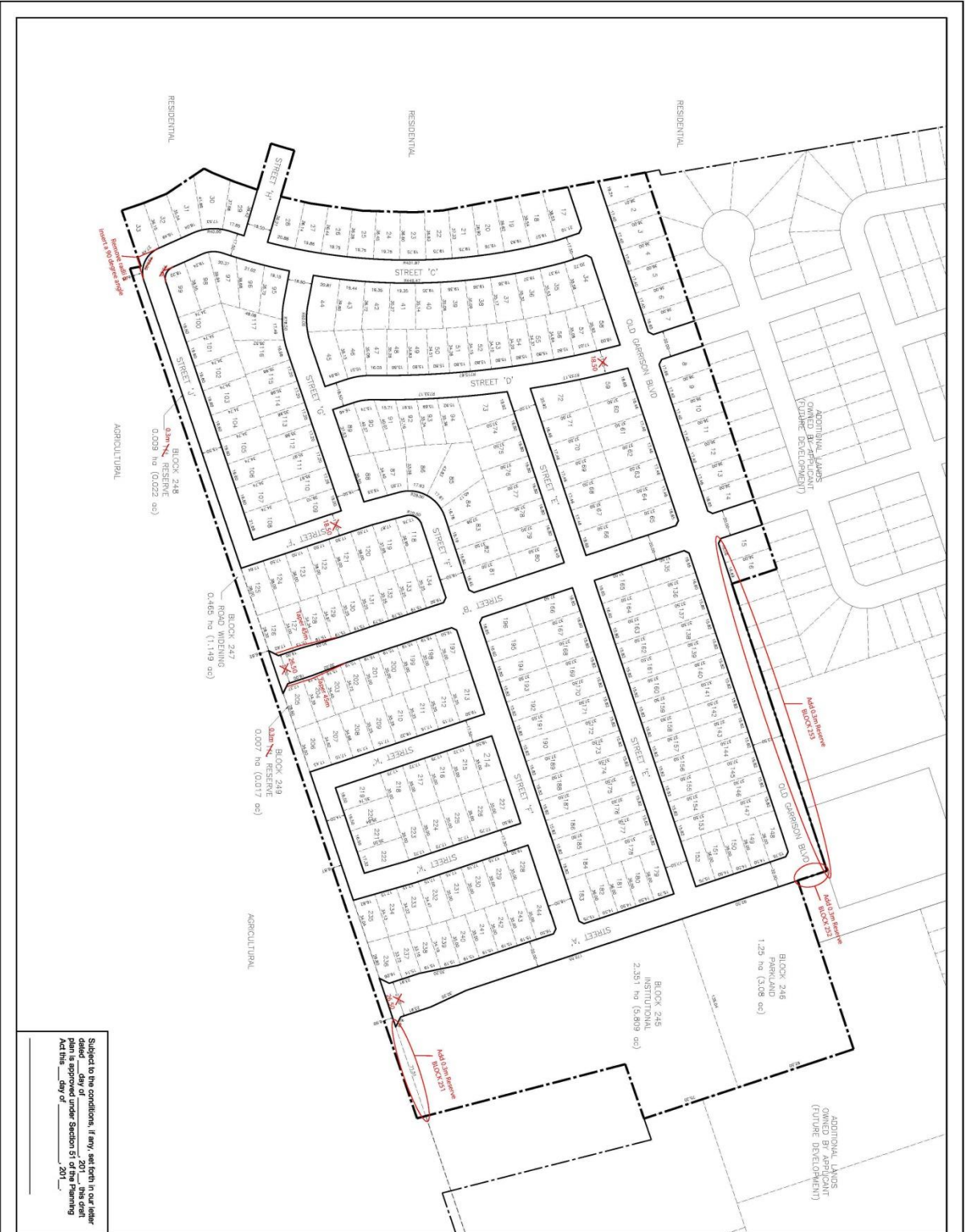
Zoning

The Staff proposed R2-4(*) zoning would permit single detached dwellings with a minimum lot area of 450 m² and minimum lot frontage of 14 m, semi-detached dwellings with a minimum lot area of 600m² (280m²) and minimum lot frontage of 18.0 m (8.5m), and duplex dwellings with a minimum lot area of 600 m² and a minimum lot frontage of 15.0m, with a special provision for a reduced front yard setback of 3.0 m to the house and 5.5 m to the garage from a collector or local road, a minimum interior side yard depth of 1.2 m, except where no garage is attached to the dwelling, one side will be 3.0 m, and a maximum lot coverage of 45%, except that any unenclosed porch shall not be included in the calculation of lot coverage. This zoning is similar to the zone proposed by the Applicant - the only major difference is the staff proposed zoning more closely meets the current lot areas and frontages in the proposed subdivision. The Applicant proposed zoning would allow for lot frontages of 9 m and lot areas of 250 m², which is much smaller than the minimum lot areas and frontages shown on the proposed plan. The R2

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Proposed Red-line Plan



<p>KEY PLAN</p> <p>Subject Lands</p>	<p style="text-align: center;">DRAFT PLAN OF SUBDIVISION</p> <p style="text-align: center;">OF PART OF LOT 78, CONCESSION EAST OF THE NORTH BRANCH OF THE TALBOT ROAD (SECTION 172 OF THE PLANNING ACT) AND ALL OF BLOCK 172, PLAN 33M-562 CITY OF LONDON COUNTY OF MIDDLESEX</p>	<p>INFORMATION REQUIRED UNDER SECTION 51 (17) OF THE PLANNING ACT</p> <p>A) As shown B) As shown C) As shown D) As shown E) As shown F) As shown G) As shown H) As shown I) As shown J) As shown K) As shown L) As shown</p> <p>PROPOSED LAND USES AND AREAS</p> <p>RESIDENTIAL (R-1) 1.25 ha (3.08 ac) INSTITUTIONAL (I-1) 2.35 ha (5.809 ac) AGRICULTURAL (A-1) 0.207 ha (0.517 ac) AGRICULTURAL (A-2) 0.465 ha (1.149 ac) AGRICULTURAL (A-3) 0.028 ha (0.022 ac)</p> <p>OWNER'S CERTIFICATE</p> <p>TOPPING FAMILY FARM INC HEREBY CERTIFIES TO THE PLANNING ACT THAT THE INFORMATION CONTAINED IN THIS DRAFT FORM IS TRUE.</p> <p>OWNER'S CERTIFICATE</p> <p>SURVEYOR'S CERTIFICATE</p> <p>I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY SHOWN ON THIS PLAN.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>NAME OF SURVEYOR (PRINTED NAME)</td> <td>DATE</td> </tr> <tr> <td>2</td> <td></td> </tr> <tr> <td>1</td> <td></td> </tr> <tr> <td>NO.</td> <td>DATE</td> </tr> <tr> <td>REVISION</td> <td>INITIAL</td> </tr> </table> <p>DATE: FEBRUARY 2015</p>	NAME OF SURVEYOR (PRINTED NAME)	DATE	2		1		NO.	DATE	REVISION	INITIAL
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Zone variation is also similar to adjacent lands, as it allows a greater range of housing types, which is in keeping with the principles of the North Talbot Community. The lot sizes proposed are consistent with other lands located to the west of this subdivision. The site is in close proximity to future school and park blocks, and future transit. Overall, the proposed zoning is acceptable and will implement the draft plan of subdivision.

Holding Provisions

Staff are also recommending the following holding provisions for all development Blocks:

- 'h' holding provision is 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 is implemented with respect to water services and appropriate access that no more than 80 units may be developed until a looped watermain system is constructed and there is a second public access available, to the satisfaction of the City Engineer.

These holding provisions will address servicing including: upgrades to water main infrastructure, Pack Road stormwater conveyance, and appropriate and acceptable sanitary servicing, to the satisfaction of the City. This will ensure that these lands are developed in an orderly fashion.

Issues Raised

Alternative Development Standards and Non-Standard Road Design, and review of Community Plan

Most neo-traditional neighbourhoods incorporate several forms of alternative development standards. One of the key standards relates to road allowance widths. In order to bring homes closer together across the street and to reduce or slow down local traffic, most neo-traditional neighbourhoods contain reduced road widths. Accompanying zoning regulations typically contain reduced yard setbacks and generous provisions for front yard porches within the front yard area. To accommodate the narrower roads and reduced setbacks, most neo-traditional developments also include rear lanes so that garages can be relocated from the frontage and streetscape.

Through the previous subdivisions, and in consultation with Engineering and the Utilities Coordinating Committee (UCC), a standard has been developed which has decreased the boulevard and placed utilities in non-standard locations. These standards have been used to develop the previous phases within the North Talbot Community.

There are several key issues related to alternative standards: placement and maintenance of utilities, and future costs. As part of the application, Staff discussed alternative design standards with the UCC at its meeting on February 19th, 2015. The UCC and Engineering have provided comments which do not support the continuing use of alternative design standards. Appendix "F" includes the minutes from the UCC meeting.

As part of the circulation process, Parks Planning has also indicated that due to the eventual development of the recreation centre on lands to the east of Bostwick Road, they will be seeking a dedicated park pathway on lands in future phases of the North Talbot area. They have also indicated that the squares originally proposed as parkettes in the Community Plan are not ideal for active parks purposes and are costly to maintain.

Staff will need to review these items and determine if they are still relevant, or if amendments to the Community Plan are necessary. A recommendation clause has been added for staff to undertake a review of the North Talbot Community Plan.

On-Street Parking – an issue raised through circulation was on street parking. A resident in the area indicated that the proposed subdivision lots will not be large enough to keep vehicles from parking on the street. Their concern was that residents within the new subdivision will therefore park on the street, which will create safety concerns and detract from the curb appeal.

Street parking is permitted on most residential streets unless there is a specific parking plan that prohibits on-street parking. If safety or traffic operational issues have been proven staff will

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initiate parking restrictions, but otherwise property owners can determine, through the use of a mail back questionnaire, if parking restrictions should be implemented. On-street parking can make the area look congested and may impact opinions regarding “curb appeal”; however, on-street parking does help reduce vehicle speeds and provides ancillary parking for homeowners and visitors. Rarely does on-street parking create any safety concerns on low volume local residential streets. Transportation staff indicated they will review other phases of Talbot Village to see if there is any safety or operational issues that need to be addressed.

It should be noted that the lot sizes proposed for this draft plan are similar in lot size to existing development to the west, and it is not anticipated that on-street parking will be an issue.

Pack Road – one resident requested that the speed limit on Pack road should be reduced to 60 km/hr for noise and safety reasons. Another resident indicated that Pack Road is in a poor state of repair and that it will need to be rebuilt prior to new construction or the road will further deteriorate.

Pack Road consists mainly of rural land uses and the existing 70 km per hour speed limit is appropriate for the current uses. As more development occurs, staff will review the speed limit and make adjustments in accordance with Council policy. In the Growth Management Implementation Strategy (GMIS), Pack Road is scheduled for a two-lane upgrade to an urban standard, which will include curbs, sidewalks and street lights in 2022. Speed limits will be reviewed and assessed at that time.

Stormwater – Existing residents adjacent to the proposed subdivision have been experiencing drainage issues and flooding during peak wet weather events. Block 172 of Registered Plan 33M-562 is part of the proposed subdivision and directly behind the properties noted above. As part of the draft plan approval, conditions with respect to stormwater, grading and drainage have been added. These conditions should address the issues with respect to grading differences between properties and provide a permanent solution to ensure stormwater does not accumulate during peak events.

The London Plan - a resident inquired as to how this proposed plan would meet the intent of the London Plan. Firstly, this plan of subdivision is within the Urban Growth Boundary and is within the existing North Talbot Community Planning Area, all of which contemplate development. The London Plan, not yet adopted by Council, anticipates development within planned areas. While there is a focus on infill and intensification, the London Plan will also guide new development in new greenfield areas, such as these lands and does not prohibit or limit development inside of the Urban Growth Boundary.

Red-line changes to the plan

In addition to several changes to Blocks that have been noted throughout the report, a number of redline changes have been made to the draft plan. The following is a list that sets out some of those changes. The more substantial changes have been explained in various sections of this report and have not been noted in the below list:

- Provide a right-of-way width to the following:
 - a) Streets ‘A’ and B’ shall have a minimum right-of-way of 20.0 m;
 - b) Streets ‘D’ shall have a minimum right-of-way of 18.5 m;
 - c) Streets ‘A’ and ‘B’ at the intersections with Pack Road with a right-of-way width of 26.5 m for a minimum length of 45.0 m tapered back over a distance of 30 m to the standard secondary collector road right-of-way width of 20.0 m, to provide a Subdivision Entrance Treatment.
- Provide 0.3 m reserves as per the following:
 - a) Along the entire frontage of Pack Road adjacent to Lots 235 and 236 and Block 245 with the exception(s) of Street ‘A’, ‘B’ and sidewalk connections from the window streets;
 - b) Along the entire east limit of Street ‘A’ adjacent to Old Garrison Boulevard;
 - c) Along the north boundary of Old Garrison Blvd. (from Lot 16 to the east limit of this Plan);
 - d) Along the north limits of this Plan on Streets ‘B’ and ‘D’.
- The radius bend connecting the proposed Street ‘C’ and ‘J’ shall be removed and revised, perpendicular to Pack Road fronting Lot 33 (see redline plan attached).

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CONCLUSION

The Staff recommended proposed Draft Plan of Subdivision, Official Plan amendments and Zoning By-law amendments are consistent with the PPS, The Planning Act, the City's Official Plan and the North Talbot Community Plan. The recommended redline draft plan and conditions of draft approval will create a diverse, mixed use subdivision with strong placemaking features. The proposed plan represents good land use planning and is an appropriate form of development.

PREPARED AND RECOMMENDED BY:	REVIEWED BY:
NANCY PASATO, MCIP, RPP SENIOR PLANNER, DEVELOPMENT PLANNING DEVELOPMENT SERVICES	ALLISTER MACLEAN MANAGER, DEVELOPMENT PLANNING DEVELOPMENT SERVICES
CONCURRED BY:	SUBMITTED BY:
TERRY GRAWAY, MCIP, RPP MANAGER, DEVELOPMENT SERVICES & PLANNING LIAISON	GEORGE KOTSIFAS, P.ENG. MANAGING DIRECTOR, DEVELOPMENT & COMPLIANCE SERVICES AND CHIEF BUILDING OFFICIAL

May 8, 2015
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 Bostwick Road (NP)\report Talbot Village.docx

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Bibliography

Request for Approval:

Application - City of London Draft Plan of Subdivision Application Form, and Zoning By-law Amendment Application Form, completed by Casey Kulchyski, submitted October 16, 2014.

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.
 City of London. North Talbot Community Plan, November, 1999.
 City of London. Placemaking Guidelines, November, 2007.
 Ministry of Municipal Affairs and Housing. Provincial Policy Statement, 2014.
 Province of Ontario. The Planning Act. R.S.O 1990

Correspondence:

*all located in City of London File No. 39T-14506 unless otherwise stated.
 Also see attached department/agency comments under Appendix "E" and public correspondence in Appendix "F".

Reports submitted with Applications:

*all located in City of London File No. 39T-14506 unless otherwise stated.

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Appendix "A"
Official Plan Amendment

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

By-law No. C.P.-1284-_____

A by-law to amend the Official Plan for the City of London, 1989 relating to a portion of of 3105 Bostwick Road, and Block 172, 33M-562.

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 May 26, 2015.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – May 26, 2015
Second Reading – May 26, 2015
Third Reading – May 26, 2015

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

1. To add Street A as a Secondary Collector road on Schedule “C”, Transportation Corridors, of the Official Plan for the City of London.

B. LOCATION OF THIS AMENDMENT

1. This Amendment applies to lands located on a portion of of 3105 Bostwick Road, and Block 172, 33M-562 in the City of London.

C. BASIS OF THE AMENDMENT

Schedule “C” -

The Applicant has proposed an additional connection to Pack Road, which may eventually connect Pack Road to Southdale Road. The addition of Street B was not originally in the North Talbot Community Plan. Through the subdivision process, the Transportation Division requested that Street B be designated as a secondary collector road.

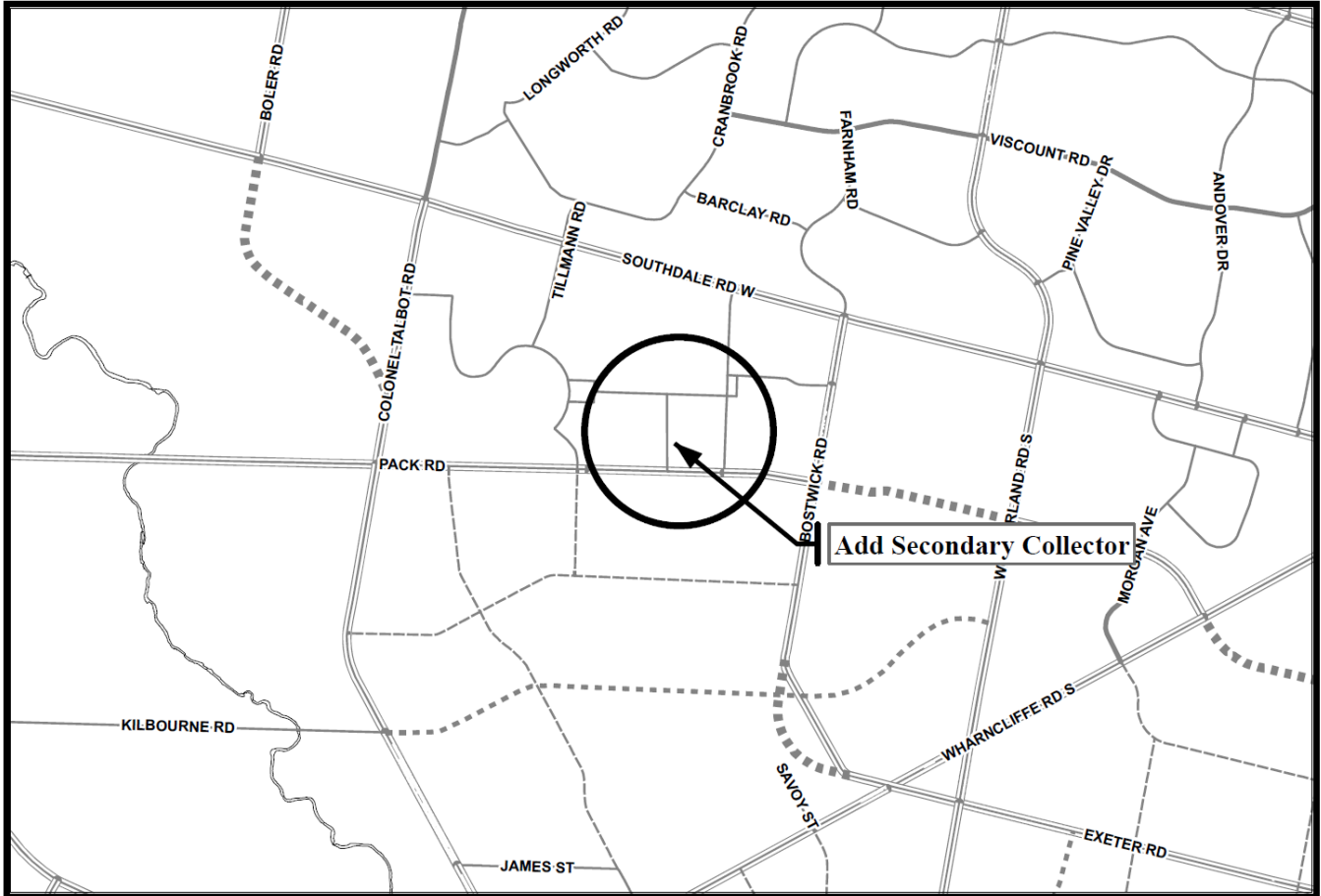
D. THE AMENDMENT

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

1. Schedule “C”, Transportation Corridors to the Official Plan for the City of London Plan is amended by designating Street B from Pack Road to the northern limit of the plan as a Secondary Collector.

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AMENDMENT NO: _____



Legend

ROAD CLASSIFICATION

- Secondary Collector
- Primary Collector
- Arterial
- Freeway
- Expressway

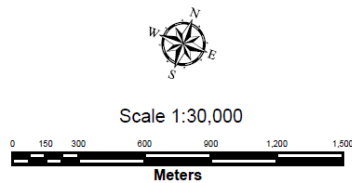
PROPOSED ROAD CORRIDOR

- Proposed Secondary Collector
- Proposed Primary Collector
- Proposed Arterial
- Proposed Freeway
- Proposed Expressway
- Proposed Interchange

THIS IS AN EXCERPT FROM THE PLANNING DIVISION'S WORKING CONSOLIDATION OF SCHEDULE C TO THE CITY OF LONDON OFFICIAL PLAN, WITH ADDED NOTATIONS

**SCHEDULE C
TO
OFFICIAL PLAN**
AMENDMENT NO. _____

PREPARED BY: Graphics and Information Services



FILE NUMBER: 39T-14506
PLANNER: NP
TECHNICIAN: JS
DATE: 2015/04/27

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Appendix “B”
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 on a portion of 3105 Bostwick Road, and Block 172, 33M-562.

WHEREAS Zelinka Priamo Limited has applied to rezone an area of land located on a portion of 3105 Bostwick Road, and Block 172, 33M-562, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

Schedule “A” to By-law No. Z.-1 is amended by changing the zoning applicable to lands located on a portion of 3105 Bostwick Road, and Block 172, 33M-562, from an Urban Reserve (UR3) Zone to a Holding Residential R2 Special Provision (h. h-100•R2-4(*)) Zone, a Neighbourhood Facility (NF1) Zone, and an Open Space (OS1) Zone.

1) Section 5.4 of the Residential R1 Zone to By-law No. Z.-1 is amended by adding the following Special Provision:

5.4 f) ___ R2-4(*)

(a) Regulations

i)	Lot Frontage (Minimum):	14.0 metre (45.9 feet)
ii)	Front Yard Setback, Main Dwelling (Minimum):	3.0 metre (9.8 feet)
iii)	Front Yard Depth for Garages (Minimum.):	5.5 metre (18.0 feet)
iv)	Interior Side Yard Depth (Minimum):	1.2 metre (3.9 feet), except where there is no attached garage, then 3.0 metre (9.8 feet) is required on one side
v)	Lot Coverage (%) (Maximum)	45 percent, except that any unenclosed porch shall not be included in the calculation of lot coverage.

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

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subsection 34(21) 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 subsection.

PASSED in Open Council on May 26. 2015.

Matt Brown
Mayor

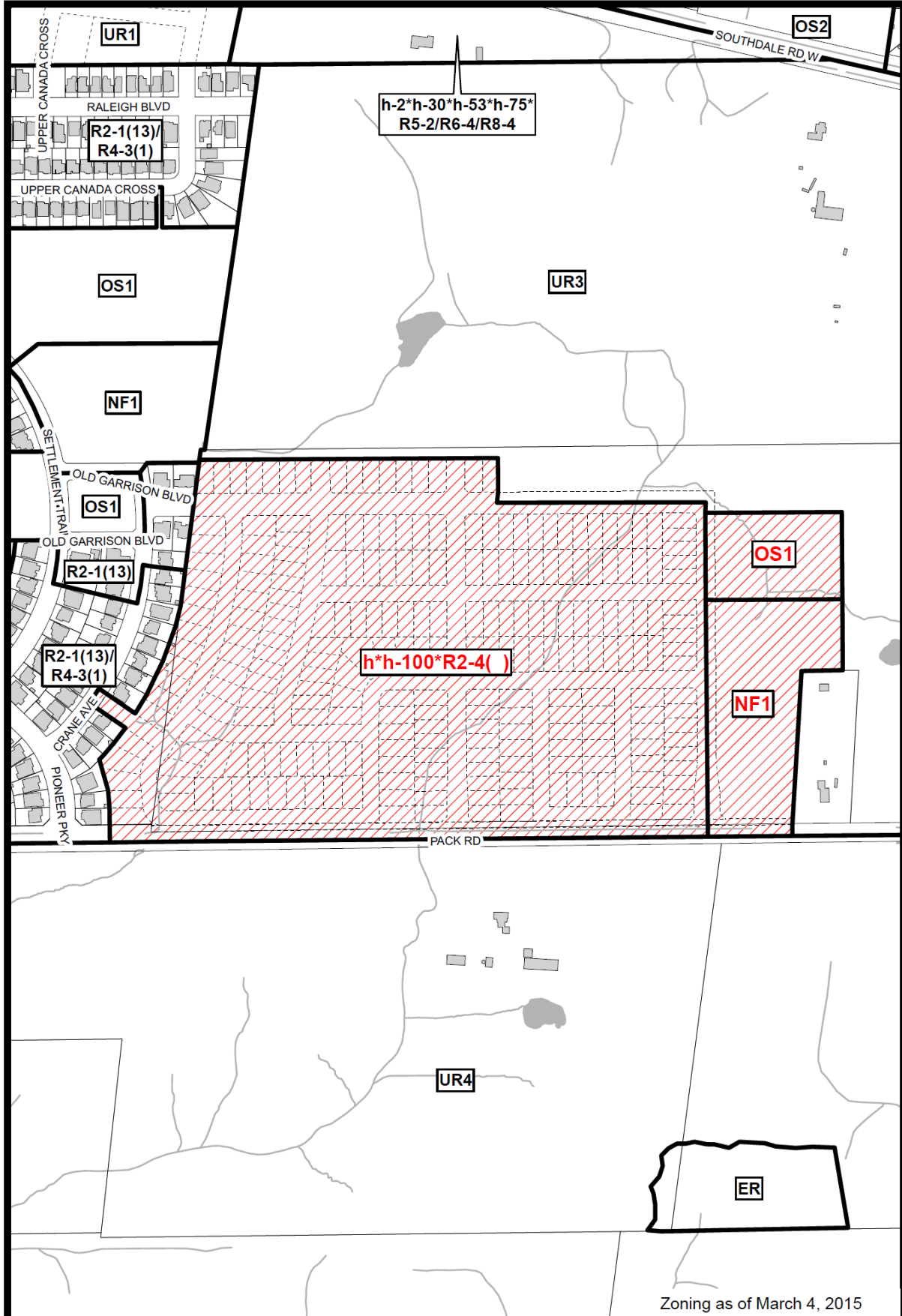
Catharine Saunders
City Clerk

First Reading - May 26, 2015
Second Reading - May 26, 2015
Third Reading - May 26, 2015

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

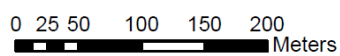


Zoning as of March 4, 2015

File Number: Z-8436
Planner: NP
Date Prepared: 2015/04/27
Technician: JS
By-Law No: Z.-1-

SUBJECT SITE 

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Appendix "C"
Conditions of Draft Approval and Redline Plan

THE CORPORATION OF THE CITY OF LONDON'S CONDITIONS AND AMENDMENTS TO FINAL APPROVAL FOR THE REGISTRATION OF THIS SUBDIVISION, FILE NUMBER 39T-14506 ARE AS FOLLOWS:

- | NO. | CONDITIONS |
|------------|---|
| 1. | This draft approval applies to the draft plan as submitted by Zelinka Priamo Ltd. (File No. 39T-14506), prepared by Zelinka Priamo Limited and certified by Jeremy Matthews, Callon Dietz Inc. (Project No. SPE/LON/12-02, dated February, 2015), <u>as red-lined</u> , which shows 244 single detached lots, 1 school block, 1 park block, 1 road widening, and 2 - 0.3 m reserves, all served by the extension of Old Garrison Boulevard (a secondary collector), 2 secondary collectors and 8 new local streets. |
| 2. | This approval applies for three years, and if final approval is not given by that date, the draft approval shall lapse, except in the case where an extension has been granted by the Approval Authority. |
| 3. | The road allowances included in this draft plan shall be shown on the face of the plan and dedicated as public highways. |
| 4. | The Owner shall request that street(s) shall be named to the satisfaction of the City. |
| 5. | The Owner shall request that the municipal address shall be assigned to the satisfaction of the City. |
| 6. | Prior to final approval, the Owner shall submit to the City a digital file of the plan to be registered in a format compiled to the satisfaction of the City of London and referenced to NAD83UTM horizon control network for the City of London mapping program. |
| 7. | The Owner shall enter into the City's standard subdivision agreement (including any added special provisions) which shall be registered against the lands to which it applies. Prior to final approval the Owner shall pay in full all municipal financial obligations/encumbrances on the said lands, including property taxes and local improvement charges. |
| 8. | In conjunction with registration of the plan, the Owner shall provide to the appropriate authorities such easements 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. |
| 9. | Prior to final approval, for the purposes of satisfying any of the conditions of draft approval herein contained, the Owner shall file with City a complete submission consisting of all required clearances, fees, and final plans, and to advise the City in writing how each of the conditions of draft approval has been, or will be, satisfied. The Owner acknowledges that, in the event that the final approval package does not include the complete information required by the City, such submission will be returned to the Owner without detailed review by the City. |
| 10. | Prior to final approval for the purpose of satisfying any of the conditions of draft approval herein contained, the Owner shall file, with the City, complete submissions consisting of all required studies, reports, data, information or detailed engineering drawings, all to the satisfaction of the City. The Owner acknowledges that, in the event that a submission does not include the complete information required by the City, such submission will be returned to the Owner without detailed review by the City. |

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Planning

11. Prior to final approval, appropriate zoning shall be in effect for this proposed subdivision.
12. The Owner shall provide the purchasers of all lots in the subdivision with a zoning information package pertaining to residential driveway locations and widths. The Owner shall obtain and provide to the City written acknowledgement from the purchaser of each lot in this plan that their driveway will be installed and maintained in accordance with the requirements of the Zoning By-law. The information package and written acknowledgement shall be in a form satisfactory to the City.
13. In conjunction with the Design Studies submission, the Owner shall submit a Noise Impact Study which recommends noise mitigation measures in accordance with the Ministry of the Environment Guidelines and the City of London policies and guidelines but that excludes the requirement for a continuous berm/barrier along the Pack Road frontage, all to the satisfaction of the City.
14. The Owner shall set aside Block 245 as a school site for a period of 3 years post registration of the plan.
15. Block 246 in this Plan shall be held for the City of London for park purposes. If not required by the City of London, the school board shall have the first option to purchase this block.
16. All building permit applications must include clearance from an urban designer or architect pre-approved by the City that the building plans are designed in accordance with the approved Talbot Community Urban Design Guidelines.

Environmental & Parks Planning

17. The Owner shall dedicate Block 246 to cover a portion of the required parkland dedication.
18. In conjunction with the Design Studies submission, the Owner shall provide a conceptual park plan, including a method for delineating the park boundary, for Block 246 in consultation with Environmental and Parks Planning, to the satisfaction of the City.
19. In conjunction with the Design Studies submission, the Owner shall prepare a landscape plan for an enhanced boulevard treatment along Old Garrison Boulevard and the window streets along Pack Road to the satisfaction of the City.
20. 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. 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 City. Tree preservation shall be established first and grading/servicing design shall be developed to accommodate maximum tree preservation.

Sanitary

21. The Owner shall not register or develop this Plan in whole or in parts unless the following are addressed to the satisfaction of the City Engineer and no cost the City:
 - i)
 - a. The completion of the City's proposed sanitary sewage system improvements consisting of, but not limited to, a sanitary trunk sewer on Colonel Talbot Road (south of the Pack Road to a proposed pumping station), a sanitary pumping station (adjacent to Colonel Talbot Road south of Pack Road), a proposed sanitary forcemain to service the proposed pumping station, sewer improvements downstream of the forcemain and all other associated works

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- consist with the outcome of the proposed Environmental Assessment in relation to these improvements as scheduled in the City's Growth Management Implementation Study;
- b. The decommissioning of the existing ("Talbot Village") temporary pumping station, existing forcemain and associated works, located at the north east corner of Colonel Talbot Road and Pack Road that services the original Talbot Village Draft Plan 39T-00514 (as identified in the 1999 "Sanitary Servicing – " report prepared by Cumming Cockburn);
 - c. The connection of the existing 525mm sanitary sewer at the existing temporary pumping station to the above noted proposed sanitary trunk sewer on Colonel Talbot Road; and
 - d. The Owner shall have his professional engineer investigate and confirm the capacity of the sanitary sewer conveyance system (including inflow and infiltration flows levels acceptable to the City Engineer especially during wet weather conditions in the existing sanitary sewer system) is sufficient to accommodate this Plan and the existing sewage area. Should there be insufficient capacity in the existing sanitary sewer convenience system (including inflow and infiltration flows to acceptable levels) to accommodate this Plan and the existing sewage area then remedial measures are to be investigated, recommended and implemented to the satisfaction of the City Engineer at no cost to the City.

Should the Owner wish to proceed in advance of the scheduled capital works identified in i), then the Owner shall:

- ii) In conjunction with Design Studies for this Plan, the Owner shall have its professional engineer investigate and confirm the following to the satisfaction of the City and at no cost to the City:
 - a. Sufficient conveyance capacity is available in the existing sanitary sewer conveyance system (including inflow and infiltration flows levels acceptable to the City Engineer in the existing sanitary sewer conveyance system especially under wet weather conditions) to accommodate the combined flows from this Plan's proposed flows and existing flows;
 - b. Sufficient capacity is available in the existing temporary ("Talbot Village") sanitary pumping station at the north east corner of Colonel Talbot Road and Pack Road, the existing forcemain, the existing sanitary sewer system downstream of the existing forcemain and all associated works to accommodate the combined flows from this Plan's proposed flows and existing flows;
 - c. Should there be insufficient capacity in the said existing sanitary sewer system and/or in the said existing temporary sanitary pumping station to accommodate the combined flows from this Plan's proposed flows and existing flows; the Owner shall not register or develop these lands until the Owner has his professional engineer investigate and recommend remediation improvements to the existing sanitary sewer conveyance system flows especially under wet weather conditions (including acceptable levels of inflow and infiltration in the existing/proposed sanitary sewer system) all to be completed by the Owner, at their own cost, to the satisfaction of the City Engineer
 - d. Should the Owner satisfy the conditions above and where able to connect to said existing sanitary sewer conveyance system, namely the existing temporary Talbot Village Pumping station, the Owner shall satisfy any requirements set out by the City to pay their proportional share of the servicing costs incurred by the operation and maintenance of the temporary Talbot Village Pumping station in the neighboring Plan of Subdivision, Talbot Village Plan 33M-458. The proportional share shall be based on the contributing flow to the pump station. The Owner shall reimburse the City for its proportional share of its operating, maintenance and odour control of the temporary Talbot Village Pumping station and forcemain based upon the

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relative design flows approved by the City Engineer. In any dispute over costs, the opinion of the City Engineer shall prevail.

22. In conjunction with the Design Studies submission, the Owner shall have his professional engineer prepare and submit the following sanitary servicing design information:
- i) Provide a sanitary drainage area plan, including the preliminary sanitary sewer routing and the external areas to be serviced, to the satisfaction of the City;
 - ii) Included in the report, the Owner's professional engineer shall analyze all the operating issues at the existing temporary (Talbot Village) sanitary pumping station (at the north east corner of Colonel Talbot Road and Pack Road) and sanitary sewer conveyance system including the effect of wet weather flows and to address capacity from excessive infiltration and inflow in the surrounding sewershed that may restrict the servicing of this Plan;
 - iii) Provide an analysis of the existing Talbot Village sanitary sewer conveyance system to confirm that peak flows, linked to, but not limited, to high wet weather flows and high infiltration and inflow, can be accommodated, as well as, accommodate the proposed increase in sanitary flows by this proposed Plan;
 - iv) Provide enhanced construction practices and inspection measures to minimize sources of inflow and infiltration in the sanitary sewer conveyance system in relation to this Plan;
 - v) Provide a suitable routing for the trunk sanitary sewer to be constructed through this plan. Further to this, the consulting engineer shall provide an opinion for the need for an Environmental Assessment under the Class EA requirement for this sanitary trunk sewer; and
 - vi) To meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407, provide a hydrogeological analysis to establish the water table level of lands within the subdivision with respect to the depth of the sanitary sewers and recommend additional measures, if any, which need to be undertaken.
23. 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 this Plan and connect them to the existing municipal sewer system, namely, the 450 mm diameter sanitary sewer located on Pack Road and the 300mm sanitary sewer on Old Garrison Boulevard (for the purposes of servicing land to the north of this Plan);
 - ii) 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;
 - iii) 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
 - iv) 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.
24. In order to prevent inflow and infiltration flow levels exceeding acceptable levels from being introduced to the sanitary sewerage system, the Owner shall, throughout the duration of construction within this plan, undertake measures within this 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 Engineer, 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;

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- 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 sewerage system;
 - iii) Having his professional engineer confirm that the sanitary sewers meet allowable inflow and infiltration levels as per OPSS 410 and OPSS 407 and requirements of the City Engineer;
 - iv) Implement improvements required to the existing sanitary sewer conveyance system acceptable to the City Engineer at no cost to the City; and
 - v) Implementing any additional measures recommended through the accepted Design Studies.
25. Prior to registration of this Plan, the Owner shall obtain consent from the City Engineer to reserve capacity at the Oxford Pollution Control Plant for this Plan. 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 forfeited, the Owner must reapply to the City to have reserved sewage treatment capacity reassigned to the subdivision.

Storm and Stormwater Management (SWM)

26. 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 to address the following:
- i) Identifying the storm/drainage and SWM servicing works for the subject and external lands and how the interim drainage from external lands will be handled, all to the satisfaction of the City;
 - ii) Identifying major and minor storm flow routes to service the subject and external lands, to the satisfaction of the City;
 - iii) Identify all major flow routes and provide modeling of the conveyance capacities of both internal and external overland flow routes to the existing designed outlets. The overland flow route modeling shall include analysis to demonstrate that there is available conveyance capacity for the existing and ultimate profiles for Pack Road;
 - iv) 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 Engineer. This plan is to include measures to be used during all phases of construction; and
 - v) Implementing SWM soft measure Best Management Practices (BMP's) within the Plan, where possible, to the satisfaction of the City Engineer. The acceptance of these measures by the City Engineer will be subject to the presence of adequate geotechnical conditions within this Plan and the approval of the City Engineer.
27. The above-noted Storm/Drainage and SWM Servicing Functional Report 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 and any addendums/amendments;
 - ii) The approved Functional Stormwater Management Plan for Talbot Village SWM Facility E2/E3 (July 2002) prepared by IBI Group Inc. or any updated Functional Stormwater Management Plan;
 - iii) The approved Storm/Drainage and SWM Servicing Functional Report for the subject lands;
 - iv) The Stormwater letter/Report of confirmation for the subject development prepared and accepted in accordance with the file manager process;

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- v) The City's Design Requirements for Permanent Private Stormwater Systems were approved by City Council and is effective as of January 1, 2012. The stormwater requirements for PPS 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.;
 - vi) The City of London Environmental and Engineering Services Department Design Specifications and Requirements, as revised;
 - vii) The City's Waste Discharge and Drainage By-laws, lot grading standards, Policies, requirements and practices;
 - viii) The Ministry of the Environment SWM Practices Planning and Design Manual, as revised; and
 - ix) Applicable Acts, Policies, Guidelines, Standards and Requirements of all required approval agencies.
28. 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 this plan, located within the Dingman Creek Subwatershed, and connect them to the existing municipal storm sewer system, namely, the 1650 mm diameter storm sewer located on Pack Road to the west limit of this Plan;
 - ii) Make provisions to oversize and deepen the internal storm sewers in this plan to accommodate flows from upstream lands external to this plan;
 - iii) Construct and implement erosion and sediment control measures as accepted in the Storm/Drainage and SWM Servicing Functional Report and engineer drawings for these lands; and
 - iv) The Owner shall address and correct any deficiencies of the stormwater works or the erosion and sediment control measures forthwith.
29. Prior to the issuance of any Certificates of Conditional Approval for any lots and/or blocks in this Plan, the Owner shall complete the following to the satisfaction of the City Engineer:
- i) For lots and blocks in this plan or as otherwise approved by the City Engineer, all storm/drainage and SWM related works to serve this plan must be constructed and operational in accordance with the approved design criteria and accepted drawings;
 - ii) Construct and have operational the major and minor storm flow routes to service the external and subject lands directed to the existing designated outlet, if necessary, including external works on Pack Road to convey major flows to the intended outlet, to the satisfaction of the City;
 - iii) Implement all geotechnical recommendations made in the geotechnical report accepted by the City in accordance with the approved design criteria and accepted drawings, at no cost to the City;
 - iv) Have its professional engineer certify to the City that all recommendations and remedial works identified in the accepted hydrogeological report have been implemented in accordance with the approved design criteria and accepted drawings, at no cost to the City.
30. 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.
31. In conjunction with the Design Studies submission, the Owner shall provide a geotechnical report to the City for review and acceptance, prepared by a qualified

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consultant, based on a geotechnical investigation to address all geotechnical issues, including but not limited to, servicing, grading, drainage, road pavement structure, dewatering, identifying any possible existing contaminants and any other requirements as needed by the City. The report shall also provide recommendations on soil conditions, disposal and fill needs with recommendations on any required remediation and/or mitigation measures to the satisfaction of the City Engineer.

Should the geotechnical investigation confirm the presence of any existing contaminants within this Plan, the report shall also address the impact of existing contaminants that may be anticipated and/or experienced as a result of existing conditions and/or the proposed construction related to this Plan. In this regard, the report shall also provide recommendations concerning any required remediation measures and/or the need to remove and dispose of contaminants from this Plan in compliance with provincial regulations and to the satisfaction of the City.

The Owner shall implement all geotechnical recommendations identified in the geotechnical report in accordance with the approved design criteria and accepted drawings, all to the satisfaction of the City and at no cost to the City.

32. In conjunction with the Design Studies submission, the Owner shall provide a hydrogeological report to the City for review and acceptance, prepared by a qualified consultant, based on a hydrogeological investigation, including but not limited to, the effects of the construction associated with this Plan on existing ground water elevations, and private domestic and farm wells in the area; identify any possible existing contaminants; identify any abandoned wells in this Plan; and assess the impact on the water balance of this Plan with recommendations on required mitigation measures to the satisfaction of the City Engineer. The report shall also provide recommendations on groundwater, soil conditions, disposal and fill needs in the location of any existing watercourses and/or bodies of water on and within the vicinity of this Plan.

The hydrogeological investigation shall provide recommendations concerning any required remediation measures to protect the groundwater, watercourses and/or bodies of water on and within the vicinity of this Plan in compliance with provincial regulations and to the satisfaction of the City.

The Owner shall implement all hydrogeological recommendations identified in the hydrogeological report in accordance with the approved design criteria and accepted drawings, all to the satisfaction of the City and at no cost to the City.

Water

33. 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. Identify external water servicing requirements;
 - b. Confirm capacity requirements are met;
 - c. Identify need to the construction of external works;
 - d. Identify the effect of development on existing water infrastructure – identify potential conflicts;
 - e. Water system area plan(s);
 - f. Water network analysis;
 - g. Hydraulic calculations are to be provided as per the water network analysis to determine appropriate watermain sizing for the replacement of the existing 150mm watermain on Crane Avenue and Old Garrison Blvd. in Plan 33M-624; and any other requirements for the connections to the 600mm low level watermain on Pack Road, including but not limited to, check valve chambers;
 - h. Phasing report;
 - i. Oversizing of watermain, if necessary and any cost sharing agreements;
 - j. Water quality; and

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- k. Identify 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. Metered automatic flushing devices to maintain water quality, with it being noted that the water flushed by the device is to be measured (by the way of a water meter in a meter pit including calculations for setting said device) where the cost of water charges shall be solely be at the Owner cost; and/or
 - c. Make suitable arrangements with Water Operations for the maintenance of the system in the interim.
- 34. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall implement the recommendations of the accepted Water Servicing Report to address the water quality requirements for the watermain system, including all looping requirements, to the satisfaction of the City Engineer, at no cost to the City.
- 35. 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) Replace the existing 150mm watermain on Crane Avenue and Old Garrison Blvd in Plan 33M-624 with a 250mm watermain from the existing 250mm watermain to Crane Avenue to the east limit of Old Garrison Blvd, in Plan 33M-624;
 - ii) Construct watermains to serve this Plan and connect them to the proposed 250 mm diameter high level watermain on Old Garrison Blvd.;
 - iii) The Owner shall construct a 250mm gate valve on the existing 250mm watermain on Crane Avenue in Plan 33M-562 between the proposed Street 'H' and Old Garrison Blvd. all to the satisfaction of the City Engineer and at no cost to the City;
 - iv) Construct watermains to serve this Plan and connect them to the 600mm low level watermain on Pack Road including any check valve chambers required to separate the two pressure systems; and
 - v) Deliver confirmation that the watermain system has been appropriately looped to the satisfaction of the City Engineer when development is proposed to proceed beyond 80 units.

Streets, Transportation & Surveys

Roadworks

- 36. 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.
- 37. The Owner shall ensure all streets with bends of approximately 90 degrees shall have a minimum inside street line radius with the following standard: Road Allowance – 20.0 m, S/L Radius – 9.0 m.
- 38. In conjunction with the submission for Design Studies, the Owner shall have his consulting engineer provide a conceptual plan/design criteria of the following for review and acceptance by the City:
 - i) A conceptual layout of the tapers for street(s) in this Plan that change right-of-way widths and road widths with minimum 30 metre tapers. Additionally, the roads shall be tapered equally aligned based on the alignment of the road centrelines;

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- ii) A conceptual layout of the ultimate 'square-about' adjacent to Old Garrison Boulevard and Street 'A' including all interim and transitional measures to ultimate conditions;
 - iii) Left turn lanes on Pack Road at Streets 'A' and Street 'B';
 - iv) A conceptual layout with standard design with respect to road geometries on this Plan, including but not limited to, right-of-way widths, tapers, bends, intersection layout, daylighting triangles, etc. and include any associated adjustments to the abutting lots, all to the satisfaction of the City Engineer, unless otherwise agreed upon by the City Engineer.
 - v) A conceptual layout of the subdivision entrance treatment features for Street 'A' and Street 'B' at their intersections with Pack Road with a right-of-way width of 26.5 metres at the entrance for a minimum length of 45.0 metres tapered back over a distance of 30 metres to a road right-of-way width of 20.0 metres including a paved section of 11.0 metres wide at the entrance tapered to 9.5 metres wide for the purpose of enhanced boulevard landscaping features; and
 - vi) A conceptual cross section(s) and plan of Old Garrison Boulevard detailing the road layout and nonstandard widths (with no centre island median) and enhanced landscaping features.
39. The Owner shall provide a minimum of 5.5 metres (18') along the curb line between the projected property lines of irregular shaped lots around bends (e.g. Street(s) 'F' and 'J', etc.) to accommodate driveways, services, etc. to the satisfaction of the City Engineer.
40. 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"
41. The Owner shall have its professional engineer design the road works in accordance with the following road widths, all to the satisfaction of the City at no cost to the City unless otherwise expressed herein:
- i) Streets 'A' and Street 'B' in this Plan is to have a minimum road pavement with (excluding gutters) of 9.5 metres with a minimum road allowance of 20.0 metres;
 - ii) Old Garrison Boulevard shall have minimum road pavement width (excluding gutters) of 9.5 metres with a minimum road allowance of 23.5 metres with an enhanced landscaping (tree) treatment in the widen boulevards;
 - iii) Streets 'D', 'F' (from Street 'J' to Street 'A'), 'G' and 'H' have a minimum road pavement width (excluding gutters) of 8.0 metres with a minimum road allowance of 18.5 metres;
 - iv) Streets 'C', 'E' and Street 'K' in this Plan are to have a minimum road pavement with (excluding gutters) of 7.0 metres with a minimum road allowance of 17.5 metres;
 - v) Street 'J' have a minimum road pavement width (excluding gutters) of 8.0 metres with a minimum road allowance of 15.5 metres in accordance with the City of London Window Street Standard Guidelines UCC-2M.
 - vi) Street 'K' (south leg) have a minimum road pavement width (excluding gutters) of 7.0 metres with a minimum road allowance of 14.5 metres in accordance with the City of London Window Street Standard Guidelines UCC-2M.
 - vii) A entrance detail treatment for Streets 'A' and Street 'B' at their intersections with Pack Road shall have a paved section of 11.0 metres with a right of way width of 26.5 metres for a minimum length of 45.0 metres, tapered back over a distance of 30 metres to the road right of way width of 20.0 metres. The road width is to be a minimum of 11.0 metres to accommodate left turn lanes and tapered distances of 30 metres to the standard 9.5 metres road widths. The boulevard greater than the 6.0 metre City standard is to be provided with enhanced landscaping features to the satisfaction of the City, at no cost to the City. A portion of the widened road may be claimable from the Development Charges reserve fund, consistent with the City's standard practice for paying claims where a secondary collector road is widened by 1.5 metres at an arterial road for a distance of 45 metres with a 30

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- metre taper, to accommodate a turning lane. The costs of the gateway treatment, over and above the claimable portion, will be at the Owner's expense; and
- viii) Interim road works on Old Garrison Boulevard and Street 'A' adjacent to the future "square-about" with consideration for the transition of the said streets to the ultimate road design abutting the future "square-about" in accordance with the accepted Design Studies.
42. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall place a barricade at the limits of Street 'A', 'B', 'D' and on the east limit of Old Garrison Blvd. in this Plan to the satisfaction of the City Engineer.
43. The Owner shall construct Street 'A' and Street 'B' to secondary collector road standards on a right-of-way width of 20 metres, to the satisfaction of the City Engineer.
44. The Owner shall construct Old Garrison Road to secondary collector road standards on a right-of-way width of 23.5 metres with enhanced boulevards for additional plantings and sidewalks, to the satisfaction of the City Engineer.
45. The intersection of Old Garrison Boulevard where it connects with Old Garrison Boulevard in Plan 33M-624 are to be aligned to the satisfaction of the City Engineer.

Sidewalks/Bikeways

46. The Owner shall construct 1.5 metre sidewalks on both sides of the following streets
- i) Old Garrison Blvd.;
 - ii) Street 'A'; and
 - iii) Street 'B'
- The sidewalk on the east side of Street 'A', between Pack Road and Street 'E', is to be widened to 2.4 metres in accordance with City standards, to the satisfaction of the City Engineer, at no cost to the City.
47. The Owner shall construct a 1.5 (5') sidewalk on one side of the following streets:
- i) Street 'C' west side from Old Garrison Blvd. to the bend at Street 'J' (connection to Pack Road is required);
 - ii) Street 'D' west side;
 - iii) Street 'E' south side;
 - iv) Street 'F' south side from Street 'A' to the bend in Street 'F';
 - v) Street 'F' from the bend in Street 'F' to Pack Road (connection required);
 - vi) Street 'G' south side;
 - vii) Street 'H' north side;
 - viii) Street 'K' on the west side of the west leg (connection to Pack Road is required); and
 - ix) Street 'K' on the east side of the east leg (connection to Pack Road is required).
48. The Owner shall provide sidewalk links from Street 'J' and 'K' to the future sidewalk on Pack Road in accordance with the City of London Window Street Standard Guidelines UCC-2M to the satisfaction of the City, at no cost to the City. Breaks in the 0.3 metre reserve are to be identified on the survey plan when submitted to the City (e.g. three in total pertinent to Street 'J' consisting of one connection in the middle of Street 'J' parallel to Pack Road).

Street Lights

49. The Owner shall install street lighting on all streets and walkways in this plan to the satisfaction of the City Engineer, at no cost to the City.

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50. Prior to the Certificate of Conditional Approval the Owner shall install interim street lights on Pack Road at the intersections of Street 'A' and Street 'B' to the satisfaction of the City Engineer.
51. In conjunction with the submission of Engineering Drawings, the Owner shall have a qualified professional engineer provide to the City Engineer for review and acceptance appropriate drawings and calculations (e.g. photometric) for street lights that exceeds the street lighting standards in new subdivisions as required by the City Engineer and no cost to the City.
52. The Owner is required to install street lights in accordance with this draft plan of subdivision and, where a street from an abutting developed or developing area is being extended, the Owner shall install street light poles and luminaires, along the street being extended, that match the style of street light already existing or approved along the developed portion of the street, and/or as specified in the Talbot Community Urban Design Guidelines, to the satisfaction of the City and at no cost to the City.

Boundary Road Works

53. In conjunction with the Design Studies submission, the Owner shall submit a transportation study in accordance with the Transportation Impact Assessment Guideline to determine the impact of this development on the abutting arterial roads to the satisfaction of the City. Prior to undertaking this study, the Owner shall contact the Transportation Planning and Design Division regarding the scope and requirements of this study. The Owner shall undertake any recommendations of the study, to the satisfaction of the City and at no cost to the City.
54. The Owner shall implement all recommendations outlined in the approved Transportation Impact Assessment to the satisfaction of the City Engineer.
55. In conjunction with the Design Studies submission, the owner shall verify the adequacy of the decision sight distance on Pack Road at Street 'A' and at Street 'B'. If the sight lines are not adequate, road work will be undertaken to establish adequate decision sight distance at these intersections to the satisfaction of the City Engineer.
56. Prior to the Certificate of Conditional Approval, the Owner shall complete the required road works to address the sight line requirements to the satisfaction of the City Engineer at no cost to the City.
57. The Owner shall construct the following road improvements on Pack Road:
 - i) Left turn lanes for entrances to Street 'A' and 'B'; and
 - ii) Any interim road improvements on Pack Road to conveyance both internal and external overland flow routes to the existing designed outlets.
58. The Owner shall be required to make minor boulevard improvements on Pack 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.

Road Widening

59. The Owner shall be required to dedicate sufficient land to the City to widen Pack Road along the frontage of this Plan to 18.0 metres from the centreline of the original road allowance.
60. The Owner shall dedicate 6.0 m x 6.0 m "daylighting triangles" at the intersections of Streets 'A' and 'B' with Pack Road in accordance with the Z-1 Zoning By-law, Section 4.24 to the satisfaction of the City Engineer.

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61. The Owner shall to dedicate 3.0 m x 3.0 m “daylighting triangles” at the intersections of ‘collector’ roads in the Plan (ie. Where 21.5 m r.o.w.’s meet) to satisfy requirements necessary for servicing bus transit routes, as specified by the City Engineer (e.g. Street ‘A’ and Old Garrison Blvd, etc.).

Traffic Calming

62. In conjunction with the Design Studies submission, the Owner shall have its professional engineer provide a conceptual design of the following, to the satisfaction of the City Engineer:
- i) The proposed traffic calming measures in the form of non-standard raised intersections at Old Garrison Blvd. Street ‘D’, Old Garrison Blvd. and Street;
 - ii) The proposed speed cushions on Street ‘A’ and on Old Garrison Blvd. In proximity to the future ‘square-about’; and
 - iii) Reduced curb radii (7.5 m) on the inbound approach to all local roads intersecting the secondary collector road network.
63. Prior to the issuance of any Certificates of Conditional Approval, the Owner shall construct the accepted traffic calming measures at the following intersections in accordance with the Design Specifications and Requirements Manual and to the satisfaction of the City Engineer:
- i) Interim speed cushions on Street ‘A’ and on Old Garrison Blvd. In proximity to the future ‘square-about’; and
 - ii) Raised intersections at Old Garrison Blvd. and Street ‘D’, Old Garrison Blvd. and Street ‘B’, Street ‘B’ and Street ‘F’, and Street ‘A’ and Street ‘F’.
64. Prior to the issuance of Certificate of Conditional Approval, the Owner shall construct all traffic calming measures including raised intersection, speed cushions and other measures to the satisfaction of the City, at no cost to the City.
65. The Owner shall pay an amount, to be determined through detailed design and the subdivision agreement, to the City for the cost of constructing the future conversion of Old Garrison Boulevard and Street ‘A’ in this Plan from the interim roadworks to the ultimate implementation of the future “square-about” when the adjacent lands develop, to the satisfaction of the City Engineer.

Construction Access

66. The Owner shall direct all construction traffic associated with this draft plan of subdivision to utilize Pack Road via Streets ‘A’ and ‘B’ or other routes as designated by the City Engineer.
67. In conjunction with the Design Studies submission, the Owner shall its professional engineer provide a conceptual design and identify the location of temporary/construction access to Pack Road to the satisfaction of the City Engineer. The Owner shall also have its professional engineer verify the adequacy of decision sight distance on Pack Road at the temporary/construction access, to the satisfaction of the City Engineer. If the sight lines are not adequate, the temporary construction access is to be relocated and/or road work undertaken to establish adequate decision sight distance at the intersection, to the satisfaction of the City Engineer at no cost to the City.
68. 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 its contractor(s) undertake the work within the

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prescribed operational constraints of the TMP. The TMP will be submitted in conjunction with the subdivision servicing drawings for this plan of subdivision.

General Engineering

69. 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.

70. 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.

71. 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.

72. 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.

73. In the event the City allows the draft plan to develop in phases, the Owner shall provide upon registration of any phase of this subdivision, sufficient land and/or easements along the routing of services which are necessary to service lands outside of this draft plan to the limit of the Plan to the satisfaction of the City Engineer and at no cost to the City.

74. The Owner shall have the common property line with Pack 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 Pack Road are the existing centreline of road elevations OR the future ultimate centreline of road grades as determined by the Owner’s professional engineer, satisfactory to the City Engineer. From these, the Owner’s professional engineer is to determine the ultimate elevations along the common property line which will blend with the existing road grades OR the ultimate reconstructed road, all to the satisfaction of the City Engineer.

75. 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; and
 - iii) Any damages caused by the connection to unassumed services shall be the responsibility of the Owner.

76. 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.

77. The Owner shall not commence construction or installations of any services (eg. clearing or servicing of land) involved with this Plan prior to obtaining all necessary permits, approvals and/or certificates that need to be issued in conjunction with the development of the subdivision, unless otherwise approved by the City in writing (eg. Ministry of the Environment Certificates, City/Ministry/Government permits: Approved Works, water

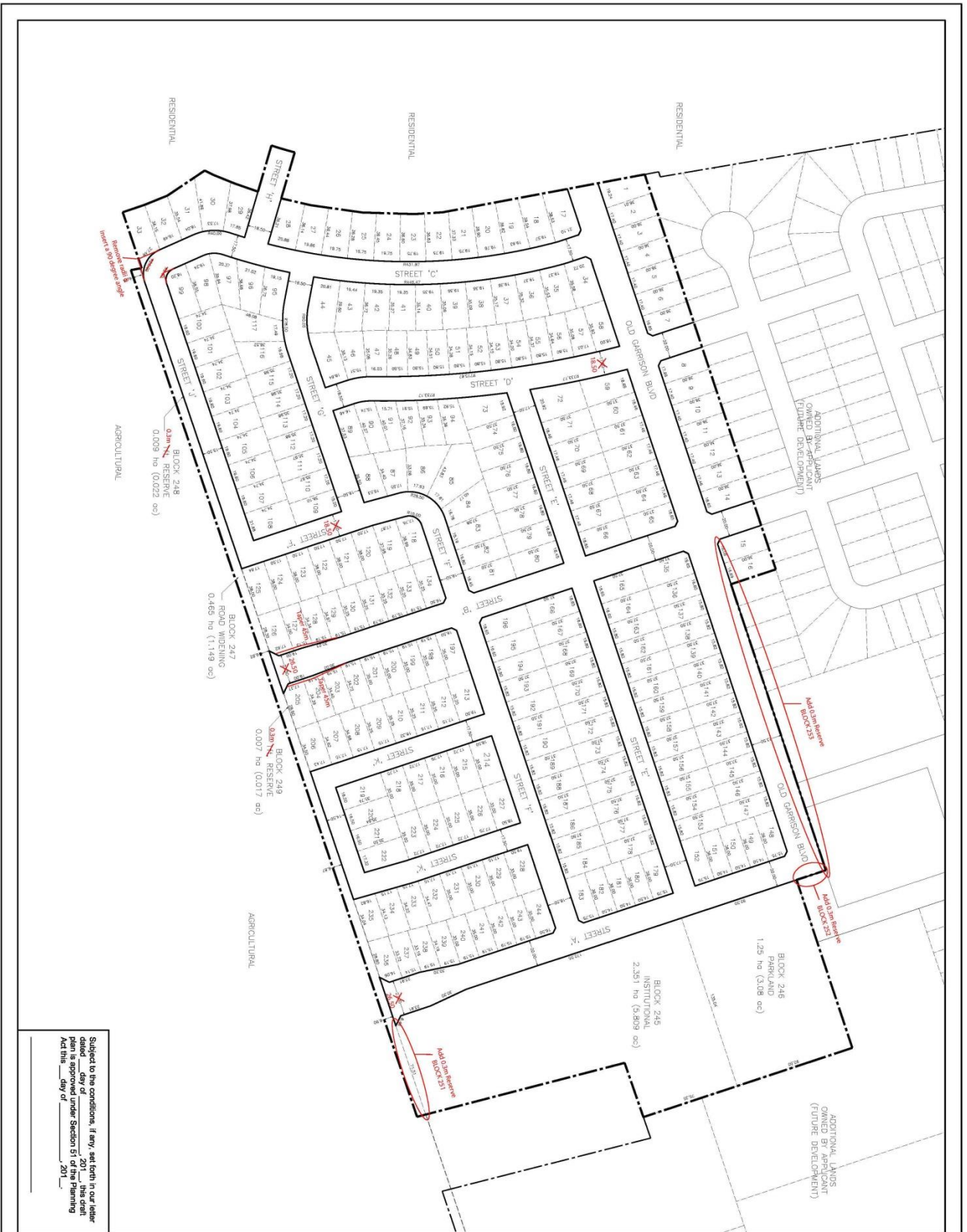
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connection, water-taking, crown land, navigable waterways, approvals: Upper Thames River Conservation Authority, Ministry of Natural Resources, Ministry of the Environment, City, etc.).

78. 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.
79. 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.
80. 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.
81. 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.
82. The Owner shall make all necessary arrangements with the abutting property owners to regrade on the abutting properties, where and if necessary, to accommodate the grading and servicing of this plan to City standards, to the satisfaction of the City and at no cost to the City.
83. In conjunction with the Design Studies submission, the Owner shall identify whether a servicing corridor and/or easements for the future development of external lands to the east of this draft plan is required through Block 245 and/or Block 246.
84. Should a servicing corridor and/or easements be identified to service external lands to the east of this plan through Block 245 and 246, the Owner shall construct the required servicing and provide any necessary easements for Block 245 and 246, all to the satisfaction of the City, at no cost to the City.
85. 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.

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Subject to the conditions, if any, set forth in our letter dated ____ day of _____, 201____, the draft plan is approved under Section 51 of the Planning Act this ____ day of _____, 201____.

KEY PLAN 																	
DRAFT PLAN OF SUBDIVISION OF PART OF LOT 76, CONCESSION EAST OF THE NORTH BRANCH OF THE TALBOT ROAD <small>(GEOGRAPHIC TOWNSHIP OF WESTMINSTER)</small> BLOCK 172, PLAN 33M-562 <small>AND ALL OF</small> CITY OF LONDON COUNTY OF MIDDLESEX																	
INFORMATION REQUIRED UNDER SECTION 51 (17) OF THE PLANNING ACT A) As shown B) As shown C) As shown D) As shown E) As shown F) As shown G) As shown H) Municipal water supply available I) Not at City and City City J) Not at City and City City K) Not at City and City City L) As shown																	
PROPOSED LAND USES AND AREAS INSTITUTIONAL (SEE BLOCK 245) ROAD WIDENING (SEE BLOCK 247) RESERVE (SEE BLOCK 248) RESERVE (SEE BLOCK 249)																	
OWNERS' CERTIFICATE TOPPING FAMILY FARM INC. I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY SHOWN ON THIS PLAN.																	
SURVEYOR'S CERTIFICATE I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY SHOWN ON THIS PLAN.																	
OWNER'S CERTIFICATE I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY SHOWN ON THIS PLAN.																	
REVISIONS <table border="1"> <thead> <tr> <th>NO.</th> <th>REVISION</th> <th>DATE</th> <th>INITIAL</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>AGRISET ROW WIDTHS</td> <td>MAR 18</td> <td>CKK</td> </tr> <tr> <td>2</td> <td>AGRISET ROW WIDTHS</td> <td>MAR 27</td> <td>CKK</td> </tr> <tr> <td>3</td> <td>INSTITUTIONAL BLOCK ADDED</td> <td>FEB 27</td> <td>CKK</td> </tr> </tbody> </table>		NO.	REVISION	DATE	INITIAL	1	AGRISET ROW WIDTHS	MAR 18	CKK	2	AGRISET ROW WIDTHS	MAR 27	CKK	3	INSTITUTIONAL BLOCK ADDED	FEB 27	CKK
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1	AGRISET ROW WIDTHS	MAR 18	CKK														
2	AGRISET ROW WIDTHS	MAR 27	CKK														
3	INSTITUTIONAL BLOCK ADDED	FEB 27	CKK														
THE CITY OF LONDON PLANNING DEPARTMENT PLANNING SERVICES 1000 SHEPPARD AVENUE EAST, SUITE 100 SCARBOROUGH, ONTARIO M1B 2P3 TEL: (416) 497-3100 FAX: (416) 497-3101 WWW.CITYOFLONDON.CA																	
DRAWN BY: CK PROJECT NO: SP/10N/17-02 DATE: FEBRUARY 2015	SCALE: 1:1,250																

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**39T-14506/Z-8436
Nancy Pasato**

**Appendix "D"
Related Estimated Costs and Revenues**

Estimated Costs – This Draft Plan	\$
<u>Developer Claims from CSRF:</u>	
Storm sewer oversized subsidy	\$429,780
Sanitary sewer oversized subsidy	\$33,550
Roadworks – channelization (left turn and right taper) on Pack Rd.	\$400,000
<u>Capital Expense incurred by City funded from CSRF:</u>	
N/A	Nil
Total	\$863,330
<u>Estimated Revenues - This Draft Plan (Aug 2014 rates)</u>	
CSRF	\$7,817,508
UWRF	\$ 667,282
Total	\$8,484,790

1. Developer Claims from CSRF are based on approximations provided by the applicant. Final costs and construction responsibilities will be determined based on design studies yet to be completed and in conjunction with the terms of the subdivision agreement and the applicable By-law.
2. Estimated Revenues were calculated by the proponent using August 2014 DC rates and may take many 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. This subdivision, like others in the area, also relies on roadwork and SWM facilities to be constructed in the area, some of the cost of which is reported above. Other growth related costs (like wastewater treatment plant and road capacity expansion elsewhere in the City) incurred to serve this subdivision and surrounding areas are not entirely reported above, though the revenue contributions for those service components is included in the "Estimated Revenues – This Draft Plan" section above. As a result, the revenues and costs reported above are not directly comparable. The City employs a "citywide" average cost approach to recovery of costs of growth – any conclusions based on the summary of Estimated Costs and Revenues (above table) should be used cautiously.
4. The Developer is responsible, through their Consulting Engineer, to prepare and submit for City approval, a work plan for any claimable work (excluding works that are payable according to a specified oversized subsidy based on pipe size) all as provided for in DC by CP1496-244, Schedule 8.

Reviewed By:


for Peter Christiaans
Director, Development Finance

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Appendix “E”
Responses to Public Liaison Letter and Publication in “Living in the City”
(first submission/circulation)

e-mail

Jon Whitlock
3409 Pioneer Parkway, London, ON N6P 0A8

I have reviewed the information sent to me in regards to 39T-14506/Z-8436 and would like to provide a few concerns.

I live in the Stonefield phase of Talbot Village which is adjacent to this draft subdivision. The Stonefield subdivision consists of lots with 60 foot frontages and driveways large enough to keep vehicles off the street. In addition, parking lanes were also adopted to keep park vehicles contained and from becoming an obstacle for traffic in the subdivision. The lots shown in the draft plan are very similar to those in Talbot Village Phase 2 which are generally in the 45’ x 95’ range. The small driveways in Phase 2 force vehicles to spill onto both sides of the streets which is not only safety concern but detracts from the curb appeal. What is the parking and vehicle plan for this new subdivision in order to prevent it from looking like a parking lot? The current draft plan seems fairly congested and I, along with some of my neighbours are concerned the property values in our subdivision will be impacted by this approach.

With another proposed 224 homes, Pack Road will see an increase in traffic volume. Currently, Pack Road has a speed limit of 70 km/hr however the majority of drivers travel at speeds between 85 and 95 km/hr. With the addition of this draft subdivision, I would like to see the speed limit reduced to 60 km/hr for noise and safety reasons.

Feel free to contact me if you have any questions about my concerns.

e-mail

Douglas Hamilton and Angie Blazkowska
3364 Crane Avenue London, ON N6P 0A8

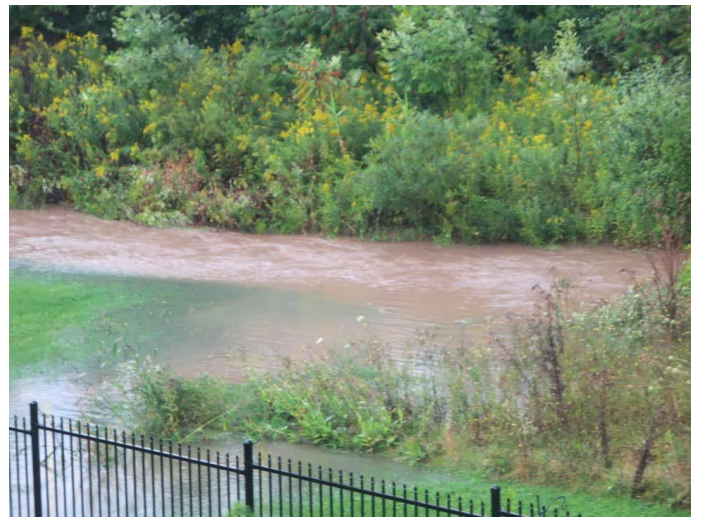
We are writing to you with respect to the notice of application for approval of a draft plan of subdivision (File 39T-14506/Z-8436) on which comments were requested. We want to preface this by saying that when we purchased our in house in 2012, we were well aware that houses would be built behind us, and this is certainly not a letter of complaint, but more a letter of information.

While obviously at a very early stage of planning, one issue we feel needs to be addressed based on the plan we were sent, is drainage at the rear of our garden, and the houses adjacent to our property. In the current plan, our house represents lot 52 on Crane Avenue and based on the draft plan, houses would be built directly behind our property with the gardens adjoining. Currently located about 20-30 feet behind our property is an active drainage ditch, which we presume the houses would be located on top of. What needs to be considered is that our house and those adjacent to us, sit much higher up than these houses will, but more relevant is the fact that when it rains, our garden and certainly our neighbours garden, both flood. As the underlying surface is clay, there is nowhere for the water to drain except out of the rear of our garden and into the drainage ditch. Our garden not surprisingly is sloped away from our house and the major problems would arise for the property located behind us when built. Indeed we have had to have pipes placed underground in our back garden to try and carry water out of our garden to prevent flooding near our house. These pipes link eventually to the drainage ditch that I have already described, which in the current plan would be eliminated. It should also be noted that this ditch drains out into the field as well. We assume this ditch is there for a reason. We are aware that some assessments were done of the land immediately behind our house, but these people were not present in a period of heavy rain. I attach some photographs to show what happens when we get heavy rain.

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We feel that this drainage issue is one that certainly needs to be addressed in any plan as it goes forward and we would like to be specifically told what will be done about this issue prior to any units being built.

As a City of London taxpayer, we would also like clarification with respect to how this proposed development fits into the London Plan that the new council is planning to adopt. The focus of that plan is infill, not sprawl. We think it pertinent to point out that there are several developments around the Lambeth area already, many of which are not finished, including where we live. As I said, we realize this application is at a very early stage, and really relates to rezoning, but from a curiosity standpoint we would be interested to know how this application fits in with the view of the council and the London plan.



Telephone
William McDonald
6954 Loyalist Place London, ON N6P 0A5

New construction/truck traffic will further deteriorate Pack Road – need to rebuild Pack Road prior to new development.

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Appendix “F”
Utilities Coordinating Committee
Minutes from Meeting February 19th, 29015

1127 - 4 - Rico Kuehr, Nancy Pasato – Development Services
Proposed Development with Non-Standard Right-of-Way
Development Services Request Members to Provide Any Issues or Concerns With Respect to Previous Non-Standard Right-of-Way.

Talbot Village comments:

- Justin suggested that the true cost of Talbot Village narrow right of ways is hard to assess until the reconstruction cycles start 50 to 100 years out. However, there are lot of parallel lessons learned from narrow right of ways installed throughout the City in the last century. See further comments below and attached ppt.
- Gavin Meaker of Rogers mentioned his previous experience in the Raleigh/Tillmann area, where the narrow right of way led to a conflict for a Rogers vaults. Rogers had to move the TV/phone pedestal to the same location as the hydro pedestal and the Rogers vault would go over the hydro services. The incremental cost was \$10k for this one incident. Talbot Village Phase 4 will be a smaller subdivision and Gavin does not think that large pedestals will be needed there.
- Stacey Bruce of Bell agreed with Gavin that the large pedestals can be problematic in these narrow right of ways. She said that Bell has grade level vaults that are pretty large; placing these under the sidewalk creates a trip and fall liability issue and increases initial, maintenance, and replacement costs
- Rob Elliott of Union Gas mentioned that one of the challenges is the Rogers and Bell infrastructure requires a larger vault. He said that at the time of approval the narrower blvd was agreed on, we didn't know the width needed for Bell and Rogers pedestals. Now that we know pedestal size, Union Gas have to skirt around them, and it is difficult to maintain 3.0 metres clearance. This creates weaving infrastructure alignment which are prone to damage in the future because locators and excavators presume straight lines btwn pts. Rob agreed with Justin that narrow right of ways increase initial and future construction costs.
- Jennie Ramsay asked about fire hydrant impact. Greg Henderson researched after the meeting and determined that the issue is hydrant lateral, which includes the tee, valve, boot etc cannot be constructed within in the space provided. Typically hydrants need 1.5m to be constructed. Unfortunately, there is no special fitting. Also, during construction, catch basin pots were often interfering with the running line/construction of the watermain. Crews would then have to do a make shift offset of the watermain around the catch basin pot which is not ideal.
- Justin suggested that we often talk about 0.1m or 0.2m in design but fail to visualize how small that distance compared to excavation equipment.
- Richard and Rob made comments regarding the intent of Talbot Village ROW reductions being to achieve higher density. If neither the second and third phases, nor the future phases, meet the intention of higher density then has the developer met their obligations? If in the end we are achieving standard densities then why is the City accepting narrow ROW's which increase initial and future capital and maintenance costs?
- Further to Rico's comment about whether Talbot Village standards should be modified for the future in light of present or anticipated issues, Allister MacLean of Planning stated that it might be difficult to change standards at this point. Jennie said that the City will have to determine if it is fair and reasonable to alter the standards for the

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remaining phases in Talbot Village.

Right of way width:

- Justin mentioned that we can't predict what will be in the right-of-way 50-100 years from now. Mode of transportation, land use, provision of telecoms services, energy, new ideas, etc.
- Jamie MacPherson of London Hydro suggested that even if the joint trench is buildable now, exposing it in the future will be difficult because it is full of used duct, spare duct, and many direct buried cables. If infrastructure is also installed either side of the joint trench it will be very difficult to build laterals in the future. A lot of vac-ex will be required.
- Justin referred to examples of many other narrow width locations in the City and said they are expensive and difficult to build. Rob Elliott mentioned that on Henry Street, Union Gas had to replace gas main at the same time as City work, because of lack of space.
- In general the internal and external members of UCC support urban density but suggest the City should own as much as possible of the building to building space. Minimum ROW's should be 20m but minimums of 22m and 24m if coupled with short setbacks would reduce net societal cost and still achieve the goal of density.
- There was some uncertainty as to if and how the Complete Streets initiative would affect ROW width and standard locations. Jennie suggested that if changes occur they can be accommodated in future Design Specification Review revisions.
- Existing and future tree health is greatly diminished by narrow ROWs. Creating ROW's where trees are behind swk would create numerous benefits.
- There are a number of additional pts illustrated in the attached ppt. Please consider the ppt part of the submitted comments.